TRAFFIC IMPACT STUDY

The Meadows at Artist Lake

SCTM: 0200-379.00-01.00-003.001, 005.001 & 012.000

Middle Island, Town of Brookhaven
Suffolk County, NY

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NELSON+POPE
engineers • architects • surveyors

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PURPOSE OF REPORT

Nelson + Pope has evaluated the potential traffic impacts associated with the proposed mixed-use development of a 74.247-acre site located on the north side of Middle Country Road (NYS Route 25), east of Currans Road, in the Town of Brookhaven, Suffolk County, New York. The subject property is identified as Suffolk County Tax Map Nos. 0200-379.00-01.00-003.001, 005.001, and 012.000.

The proposed development would consist of 295 residential units, including 147 multifamily apartment units and 148 planned retirement community (PRC) units; approximately 104,000 square feet of retail space; 7,518 square feet of high-turnover sit-down restaurant space; a 4,560-square-foot restaurant with a drive-through window; and 1,000 square feet of civic/recreational space.

The currently vacant site has frontage along Middle Country Road and Currans Road. Under the proposed development plan, access would be provided by three driveways along Middle Country Road and one driveway along Currans Road, as follows:

- A full-movement, signalized driveway on Middle Country Road opposite Picasso Way;
- A right-in/right-out driveway on Middle Country Road approximately 250 feet east of Picasso Way;
- A driveway on Middle Country Road approximately 800 feet west of Picasso Way that would permit ingress from both directions and right-turn egress only; and
- An unsignalized, full-movement driveway on Currans Road south of Bailey Road.

This report summarizes the results of a detailed investigation of the traffic impacts of the proposed development by reviewing the area's existing roadway characteristics and traffic conditions, estimating the vehicular volumes and patterns that the proposed development will generate during peak hours, and analyzing the effect of the additional volume on the surrounding roadway network.

Figure 1 shows the site location and study intersections.



Figure 1 : Study Locations

STUDY METHODOLOGY

The study assesses the traffic impacts associated with the proposed project and identifies appropriate mitigation, if necessary. In executing the scope of work, the following steps were undertaken.

- A detailed field observation was conducted to obtain an inventory of existing roadway geometry, location/geometry of existing driveway and intersection along with signing, parking restrictions, signal timings, phasing, and cycle lengths.
- Turning movement traffic counts were conducted at the following intersections during the weekday morning (7:00 AM to 9:00AM), weekday evening (4:00 PM to 7:00 PM) and Saturday midday (11:00 AM to 2:00 PM) peak hours.
    - Middle Country Road (NYS-25) at Yaphank-Middle Island Road / Rocky Point Road (CR-21)
    - Middle Country Road (NYS-25) at Currans Road
    - Middle Country Road (NYS-25) at Picasso Way
    - Middle Country Road (NYS-25) at Woodville Road
    - Middle Country Road (NYS-25) at Strathmore Commons Shopping Center Driveway
    - Middle Country Road (NYS-25) at Summersweet Drive
    - Middle Country Road (NYS-25) at Wadding River Hollow Road
- The turning-movement counts collected at the study intersections were tabulated for each count period. The peak hours were identified, and peak-hour factors were calculated for each approach. These traffic volumes are referred to as the 2025 Existing volumes.
- The existing traffic volumes were projected to 2029 using an annual background growth rate established through a review of available resources, including growth trends indicated by historical traffic data, information provided in the *Long Island Transportation Plan (LITP) 2000* study model, and annual growth rates developed for the New York Metropolitan Transportation Council's Best Practice Model (BPM). These volumes are referred to as the 2029 Base volumes.
- The Town of Brookhaven Planning Department was contacted to obtain information regarding other planned developments that could affect traffic conditions within the study area.

- The 2029 No-Build condition volumes were developed by adding traffic associated with other planned developments to the 2029 Base volumes.

- Estimates of the traffic anticipated to be generated by the proposed project were prepared using trip-generation data published in the Institute of Transportation Engineers' *Trip Generation Manual, 12th Edition*. The site-generated traffic volumes were assigned to the surrounding roadway network based on the anticipated directional distribution developed by Nelson + Pope.

- The 2029 Build condition volumes were developed by adding the site-generated traffic volumes to the 2029 No-Build condition volumes.

- Intersection capacity analyses were performed for the study intersections identified above and the proposed site-access driveways. The analyses were conducted using Synchro Version 12 to determine the anticipated levels of service at the study intersections and site-access driveways. The analyses were completed for the weekday morning, weekday evening, and Saturday midday peak hours under the 2025 Existing, 2029 No-Build, and 2029 Build conditions.

- The results of the 2029 No-Build and 2029 Build analyses were compared to evaluate the incremental effects of site-generated traffic and determine whether the proposed project would result in any significant adverse traffic impacts or require mitigation measures.

EXISTING CONDITION

Land Use

As previously discussed, the proposed development would comprise 295 residential units, including 147 multifamily apartment units and 148 planned retirement community (PRC) units; approximately 104,000 square feet of retail space; 7,518 square feet of high-turnover sit-down restaurant space; a 4,560-square-foot restaurant with a drive-through window; and 1,000 square feet of civic/recreational space. The proposed development would occupy a 74.247-acre site located on the north side of Middle Country Road (NYS Route 25), east of Currans Road, in the Town of Brookhaven, Suffolk County, New York. The property is identified as Suffolk County Tax Map Nos. 0200-379.00-01.00-003.001, 005.001, and 012.000.

Under the proposed development plan, access would be provided by three driveways along Middle Country Road and one driveway along Currans Road. The Middle Country Road access points would consist of a full-movement, signalized driveway opposite Picasso Way; a right-in/right-out driveway approximately 250 feet east of Picasso Way; and a driveway approximately 800 feet west of Picasso Way that would permit ingress from both directions and right-turn egress only. In addition, an unsignalized, full-movement driveway would be provided along Currans Road south of Bailey Road.

Roadway Conditions

The following roadways are included in the study network surrounding the project site. Traffic generated by the proposed development is expected to be distributed throughout this network. The descriptions below generally apply to the roadway segments in the vicinity of the site; roadway characteristics and cross sections may vary beyond the study area. Average annual daily traffic (AADT) volumes were obtained from the New York State Department of Transportation (NYSDOT) Traffic Data Viewer.

Middle Country Road (NYS Route 25) is an east-west principal arterial that generally provides one travel lane in each direction, with exclusive turning lanes at key intersections within the study area. The segment of Middle Country Road between Yaphank-Middle Island Road/Rocky Point Road (County Route 21) and William Floyd Parkway (County Route 46) carries an AADT volume of approximately 7,033 vehicles per day.

The posted speed limit on Middle Country Road within the study area is 45 mph. In the vicinity of the site, the roadway has a slightly curved horizontal alignment and a generally level vertical alignment. Adjacent land uses are predominantly commercial.

Yaphank-Middle Island Road/Rocky Point Road (County Route 21) is a north-south principal arterial that generally provides one travel lane in each direction, with exclusive turning lanes at key intersections within the study area. County Route 21 changes names at its intersection with Middle Country Road. South of Middle Country Road, it is known as Yaphank-Middle Island Road; north of Middle Country Road, it is known as Rocky Point Road.

The segment of Yaphank-Middle Island Road between Longwood Avenue and Middle Country Road carries an AADT volume of approximately 16,498 vehicles per day and has a posted speed limit of 40 mph. The segment of Rocky Point Road between Middle Country Road and Miller Place-Yaphank Road carries an AADT volume of approximately 11,349 vehicles per day and has a posted speed limit of 50 mph. In the vicinity of the study area, Yaphank-Middle Island Road/Rocky Point Road has a predominantly straight horizontal alignment and a generally level vertical alignment. Adjacent land uses are predominantly commercial.

Currans Road is a north-south local roadway that provides one travel lane in each direction within the study area. Currans Road extends north from Middle Country Road and terminates at a T-intersection with Middle Country Road. The posted speed limit is 30 mph. In the vicinity of the site, Currans Road has a predominantly straight horizontal alignment and a generally level vertical alignment. Adjacent land uses are predominantly residential.

Picasso Way is a north-south local roadway that provides one travel lane in each direction within the study area. Picasso Way extends south from Middle Country Road and terminates at a T-intersection with Middle Country Road. The posted speed limit is 30 mph. In the vicinity of the site, Picasso Way has a predominantly straight horizontal alignment and a generally level vertical alignment. Adjacent land uses are predominantly residential.

Woodville Road is a north-south local roadway that provides one travel lane in each direction within the study area. Woodville Road extends north from Middle Country Road and terminates at a T-intersection with Middle Country Road. The posted speed limit is 30 mph. In the vicinity of the site, Woodville Road has a straight horizontal alignment and a generally level vertical alignment. Adjacent land uses are predominantly residential. Woodville Road is a no-outlet roadway that serves the adjacent residential developments.

Strathmore Commons Shopping Center driveway is a north-south access driveway that generally provides one travel lane in each direction. The driveway is located north of Middle Country Road and terminates at a T-intersection with Middle Country Road. The driveway has a predominantly

straight horizontal alignment and a generally level vertical alignment and primarily serves the Strathmore Commons Shopping Center.

Summersweet Drive is a north-south local roadway that provides one travel lane in each direction within the study area. Summersweet Drive extends north from Middle Country Road and terminates at a T-intersection with Middle Country Road. The posted speed limit is 30 mph. In the vicinity of the site, Summersweet Drive has a predominantly straight horizontal alignment and a generally level vertical alignment. Adjacent land uses are predominantly residential.

Wading River Hollow Road is a north-south major collector that generally provides one travel lane in each direction, with exclusive turning lanes at key intersections within the study area. The segment of Wading River Hollow Road between Longwood Avenue and Middle Country Road carries an AADT volume of approximately 2,493 vehicles per day. The posted speed limit is 30 mph. In the vicinity of the study area, Wading River Hollow Road has a predominantly straight horizontal alignment and a generally level vertical alignment. Adjacent land uses are primarily residential and wooded or protected open-space areas.

Table 1 summarizes the lane configurations and traffic-control conditions at the study intersections.

Table 1: Intersection Geometry

Intersection	Approach	Lane Designation*	Traffic Control
Middle Country Road (NYS-25) at Currans Road	EB	L-T	Traffic Signal
	WB	TR	
	NB	---	
	SB	L-R	
Middle Country Road (NYS-25) at Picasso Way	EB	L-TR	Traffic Signal
	WB	L-T-R	
	NB	L-R	
	SB	L-TR	
Middle Country Road (NYS-25) at Woodville Road	EB	L-TR	Stop Controlled
	WB	LT-R	
	NB	LTR	
	SB	LTR	
Middle Country Road (NYS-25) at Strathmore Commons Shopping Center Driveway	EB	L-T	Traffic Signal
	WB	T-R	
	NB	---	
	SB	L-R	
Middle Country Road (NYS-25) at Summersweet Drive	EB	L-T	Stop Controlled
	WB	TR	
	NB	---	
	SB	LR	
Middle Country Road (NYS-25) at Wadding River Hollow Road	EB	L-T-R	Traffic Signal
	WB	L-TR	
	NB	L-TR	
	SB	L-TR	

** L = Left turn lane; T = through lane; R = Right turn lane*

Traffic Volume Data

Turning movement traffic counts were collected at the study intersections on Thursday, June 12, 2025, during the weekday morning (7:00 AM to 9:00AM) and weekday evening (4:00 PM to 7:00 PM) peak hours. The weekend turning movement counts were collected on Saturday, June 14, 2025, during the Saturday midday peak period (11:00 AM to 2:00 PM). The volume data was tabulated to identify the peak hours at the study intersections.

The turning movements counts were recorded during 15-minute intervals classified by vehicle type including cars, buses, and trucks. The data was tabulated and summarized to identify the peak hour volumes and to calculate the peak hour factors. The 2025 existing intersection peak hour volumes are presented in Figures 2 below. Detailed turning movement count data are provided in Appendix A.

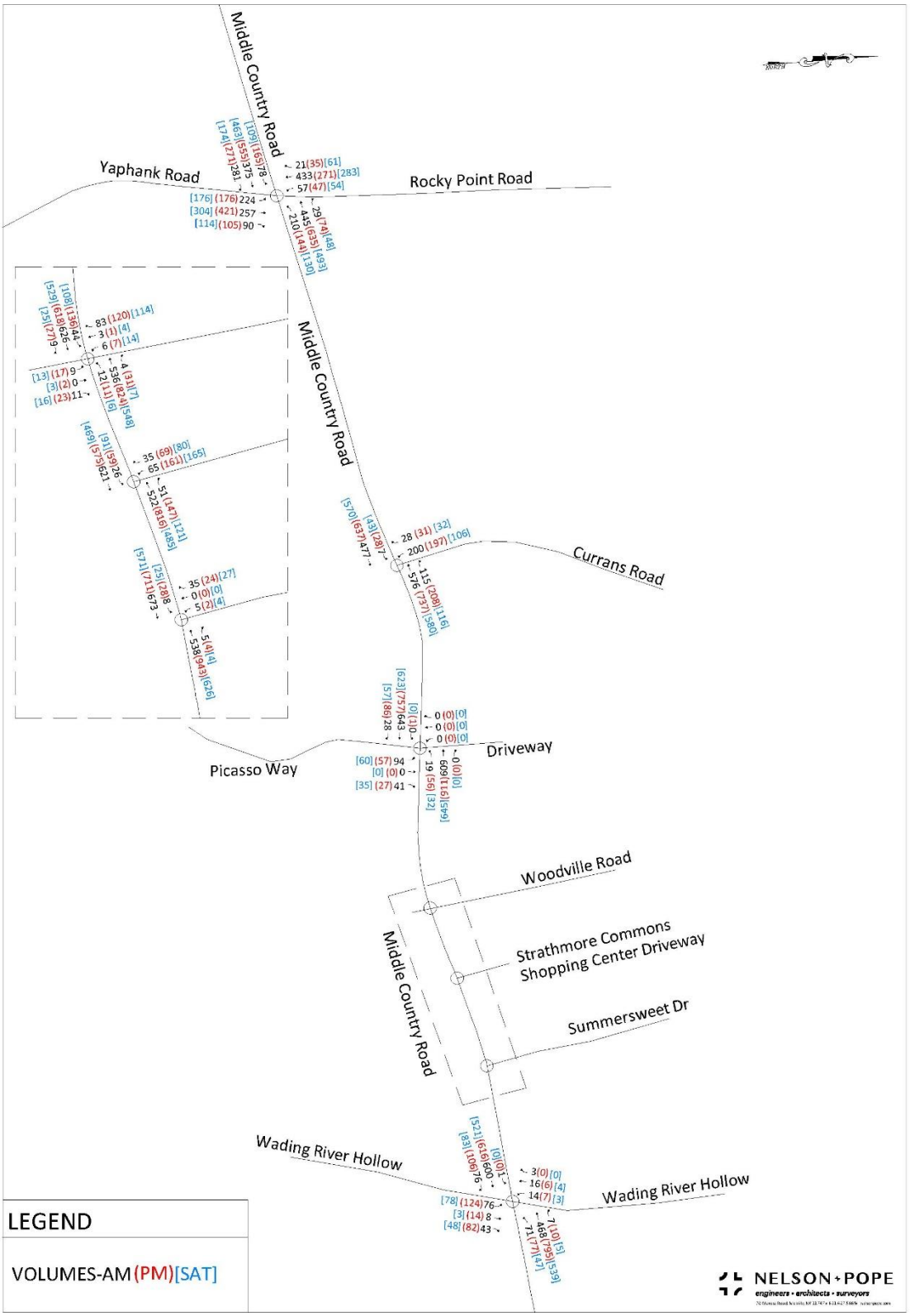


Figure 2: 2025 Existing AM, PM, and Saturday Midday Peak Hour Traffic Volumes

Crash History

Crash data for the study intersections were obtained from the New York State Department of Transportation (NYSDOT). The most recent available data cover the three-year period from December 31, 2021, through December 31, 2024. The crash records were reviewed and summarized by severity and collision type in Tables 2 and 3, respectively.

Table 2: Crash Summary by Severity

Location	Crash Severity				
	Fatality	Injury	Property Damage	Non - Reportable	TOTAL
Middle Country Road (NYS Route 25) at Yaphank-Middle Country Island Road / Rocky Point Road (CR 21)	0	30	71	11	112
Middle Country Road (NYS Route 25) at Currans Road	0	1	15	2	18
Middle Country Road (NYS Route 25) at Picasso Way	0	3	5	1	9
Middle Country Road (NYS Route 25) at Woodville Road	0	0	9	2	11
Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway	0	1	1	0	2
Middle Country Road (NYS Route 25) at Summersweet Drive	0	0	5	1	6
Middle Country Road (NYS Route 25) at Wading River Hollow Road	1	6	11	0	18
Total	1 *1%*	41 *23%*	117 *66%*	17 *10%*	176 *100%*

As shown in Table 2, a total of 176 crashes were recorded at the study intersections during the three-year analysis period. Of these crashes, 117 (66 percent) resulted in property damage only, 41 (23 percent) involved an injury, 17 (10 percent) were classified as non-reportable, and one (approximately 1 percent) resulted in a fatality.

The intersection of Middle Country Road at Yaphank-Middle Island Road/Rocky Point Road experienced the highest number of crashes, with 112 crashes, representing approximately 64 percent of all crashes recorded within the study area. These included 71 property-damage crashes, 30 injury crashes, and 11 non-reportable crashes. Currans Road and Wading River Hollow Road experienced the next-highest totals, with 18 crashes recorded at each intersection. The only fatal crash documented during the analysis period occurred at the intersection of Middle Country Road and Wading River Hollow Road.

Table 3: Crash Summary by Type of Collision

Location	Crash Type											
	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/ Bicycle	Overtk	Side-swipe	Back-ing	Other/ Unknown	Total
Middle Country Road (NYS Route 25) at Yaphank-Middle Country Island Road / Rocky Point Road (CR 21)	18	31	2	11	2	0	1	22	4	0	21	112
Middle Country Road (NYS Route 25) at Currans Road	1	5	0	3	3	0	0	1	0	0	5	18
Middle Country Road (NYS Route 25) at Picasso Way	0	5	0	2	0	0	0	1	0	0	1	9
Middle Country Road (NYS Route 25) at Woodville Road	0	9	0	0	0	0	0	0	0	0	2	11
Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway	0	2	0	0	0	0	0	0	0	0	0	2
Middle Country Road (NYS Route 25) at Summersweet Drive	0	1	0	1	0	0	0	1	0	0	3	6
Middle Country Road (NYS Route 25) at Wading River Hollow Road	1	7	0	5	0	0	0	0	0	0	5	18
Total	20 *11%*	60 *34%*	2 *1%*	22 *13%*	5 *3%*	0 *0%*	1 *1%*	25 *14%*	4 *2%*	0 0%	37 *21%*	176 *100%*

As summarized in Table 3, rear-end collisions were the most frequently reported crash type, accounting for 60 crashes, or 34 percent of the total. Other or unknown collisions represented 37 crashes (21 percent), followed by overtaking collisions with 25 crashes (14 percent), left-turn collisions with 22 crashes (13 percent), and right-angle collisions with 20 crashes (11 percent).

The crash history indicates that rear-end collisions were the predominant identifiable collision type within the study area, particularly at the intersection of Middle Country Road and Yaphank-Middle Island Road/Rocky Point Road. The concentration of crashes at this intersection may be influenced by its traffic volumes, turning activity, and traffic-control operations.

LEVEL OF SERVICE DESCRIPTION

While traffic volumes provide an important measure of activity on the adjacent roadway network, evaluating how well that network accommodates those volumes is also important. Therefore, a comparison between peak hour traffic volumes and available roadway capacity was prepared. Capacity, by definition, represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, traffic characteristics, and controls. Intersections primarily control capacity within roadway networks, since conflicts exist at these points resulting from through, crossing, and turning traffic. Because of these conflicts, congestion is most likely to occur at intersections. Therefore, intersections are studied most often when determining the quality of traffic flow.

To identify the operational characteristics of the study intersections, LOS and capacity analyses and arterial network analyses for the study intersections were performed using *SYNCHRO Version 12* Software. *SYNCHRO*, in conjunction with *SimTraffic*, is a software package that allows for an interactive analysis of a single intersection or a network of intersections and can also be used for modeling and optimizing traffic signal timings. The *SimTraffic* component provides simulations of operations with animation features. *SYNCHRO* implements the Intersection Capacity Utilization (ICU) 2003 method for determining intersection capacity. This method compares the current volume to the intersection's ultimate capacity. *SYNCHRO* also implements the methods of the Highway Capacity Manual (HCM 6) for urban streets, signalized intersections, and unsignalized intersections for determining intersection capacity analyses. The *HCM* contains procedures and methodologies for estimating capacity and determining LOS for many transportation facilities and modes including signalized and unsignalized intersections.

An intersection's LOS (LOS) describes its quality of traffic flow. It ranges in grade from LOS "A" (relatively congestion-free) to LOS "F" (very congested). The LOS definition, as well as the threshold values for each level, varies according to whether the intersection is controlled by a signal or a stop sign. A brief description is given here, and a more detailed definition is found in Appendix B.

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity for each approach represents the maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway, and signal conditions. The LOS of a signalized intersection is evaluated based on average control-delay measured in seconds per vehicle (sec/veh). The control-delay is calculated using an equation that combines the stopped-delay with the vehicle acceleration/deceleration delay that

is caused by the signalized intersection. At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time,” turning percentages, truck volumes, etc. However, delay cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the LOS “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle length; a particular traffic movement experience a long red time; or progressive movements for a particular lane is poor.

The flow at a two-way stop-controlled (TWSC) intersection is gauged in terms of LOS and capacity. The capacity of a stop-controlled leg is based on the distribution of gaps in the major street traffic, driver judgment in selecting a gap, and the follow-up time required by each driver in a queue. The LOS for a TWSC intersection is determined by the control-delay and is defined for each movement rather than for the overall intersection. As with signalized intersections, HCS quantifies only the average control-delay, which is a function of the approach and the degree of saturation for any particular minor movement.

EXISTING CONDITION ANALYSIS

The 2025 Existing peak-hour traffic volumes, presented in Figure 2, were used to evaluate the existing capacity and levels of service at the study intersections. Table 4 summarizes the results of the capacity analyses performed using Synchro software. Detailed capacity-analysis worksheets are provided in Appendix D.

Unsignalized Intersection Analysis

The results of capacity analyses for unsignalized intersections may not always fully reflect observed field conditions. This is primarily attributable to differences between the default critical-gap parameters used by Synchro and the gaps that motorists are observed to accept when entering or crossing the major roadway. Therefore, the Existing condition Synchro models were calibrated, where appropriate, to better reflect observed operating conditions.

During field observations and a review of traffic-count videos for the intersections of NYS Route 25 with Woodville Road and Summersweet Drive, motorists exiting the stop-controlled approaches were observed accepting gaps of less than five seconds. By comparison, the default Synchro parameters assume critical gaps exceeding five seconds for motorists making left or right turns from stop-controlled approaches.

To provide a more representative assessment of existing and future operating conditions, the critical-gap and/or vehicle follow-up-time parameters for the stop-controlled approaches were adjusted, as appropriate, to replicate observed field queues and delays. The calibrated Synchro models were subsequently used to perform the future-condition capacity analyses and evaluate the incremental traffic impacts associated with the proposed project.

Table 4: Existing Condition LOS and Delay Summary Table

Intersections			AM Peak		PM Peak		Saturday Peak	
Location	**Approach**	**Movement**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Middle Country Road, NY-25 at Yaphank Middle Country Island Road/Rocky Point Road (CR-21)	EB	L	26.5	C	32.1	C	20.1	C
		TR	35.9	D	26.2	C	26.5	C
	WB	L	167.1	F	33.2	C	24.1	C
		TR	37.3	D	26.9	C	27.2	C
	NB	L	102.9	F	47.6	D	39.5	D
		T	34.6	C	82.5	F	48.3	D
		R	3.8	A	9.0	A	5.4	A
	SB	L	17.9	B	34.9	C	25.3	C
		TR	63.7	E	134.3	F	113.9	F
Signalized Intersection			56.4	E	47.7	D	40.9	D
Middle Country Road, NY-25 at Currans Road	EB	L	4.7	A	7.2	A	5.2	A
		T	7.8	A	8.3	A	6.3	A
	WB	TR	10.5	B	15.2	B	7.3	A
	SB	L	58.3	E	51.1	D	38.5	D
		R	11.8	B	11.8	B	11.8	B
Signalized Intersection			16.6	B	16.7	B	9.4	A
Middle Country Road, NY-25 at Picasso Way	EB	L	0.0	A	8.0	A	0.0	A
		TR	14.2	B	16.9	A	12.2	A
	WB	L	3.7	A	3.9	A	3.5	A
		T	7.5	A	9.3	B	6.5	A
		R	0.0	A	0.0	A	0.0	A
	NB	L	45.2	D	37.9	D	40.1	D
		R	1.1	A	0.8	A	1.2	A
	SB	L	0.0	A	0.0	A	0.0	A
		TR	0.0	A	0.0	A	0.0	A
Signalized Intersection			12.8	B	13.3	B	10.5	B
Middle Country Road, NY-25 at Woodville Road	EB	L	9.4	A	11.5	B	9.4	A
		TR	0.0	A	0.0	A	0.0	A
	WB	LT	0.4	A	0.3	A	0.2	A
		R	0.0	A	0.0	A	0.0	A
	NB	LTR	15.9	C	26.0	D	18.3	C
	SB	LTR	12.8	B	17.4	C	14.1	B
Un-signalized Intersection								
Middle Country Road, NY-25 at Strathmore Commons Shopping Mall	EB	L	3.3	A	6.2	A	5.4	A
		T	6.6	A	8.2	A	7.1	A
	WB	T	11.7	B	26.7	C	15.8	B
		R	2.7	A	3.6	A	2.7	A
	SB	L	34.8	C	39.2	D	39.9	D
		R	7.2	A	5.4	A	4.6	A
Signalized Intersection			9.9	A	18.7	B	13.7	B

Intersections			AM Peak		PM Peak		Saturday Peak	
Location	**Approach**	**Movement**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Middle Country Road, NY-25 at Summersweet Drive	EB	L	9.7	A	11.9	B	9.4	A
		T	0.0	A	0.0	A	0.0	A
	WB	TR	0.0	A	0.0	A	0.0	A
	SB	LR	11.7	B	15.3	C	11.9	B
Un-signalized Intersection								
Middle Country Road, NY-25 at Wading River Hollow Road	EB	L	6.0	A	0.0	A	0.0	A
		T	9.6	A	10.7	B	7.7	A
		R	3.8	A	4.0	A	3.2	A
	WB	L	7.7	A	8.5	A	6.0	A
		TR	9.0	A	15.9	B	8.9	A
	NB	L	29.5	C	30.5	C	28.8	C
		TR	10.1	B	9.5	A	9.4	A
	SB	L	22.0	C	22.6	C	22.3	C
		TR	19.3	B	22.0	C	22.2	C
Signalized Intersection			10.6	A	13.9	B	9.4	A

Notes: LOS = Level of Service, Delay = seconds/vehicle,

Middle Country Road (NYS-25) at Yaphank Middle Country Island Road/Rocky Point Road (CR-21)

The signalized intersection of Middle Country Road at Yaphank-Middle Island Road/Rocky Point Road currently operates at overall LOS E, D, and D during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. All movements operate at LOS D or better, except the westbound and northbound left-turn movements, which operate at LOS F during the weekday morning peak hour; the southbound shared through/right-turn movement, which operates at LOS E during the weekday morning peak hour and LOS F during the weekday evening and Saturday midday peak hours; and the northbound through movement, which operates at LOS F during the weekday evening peak hour.

Middle Country Road (NYS Route 25) at Currans Road

The signalized intersection of Middle Country Road at Currans Road currently operates at overall LOS B, B, and A during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. All movements operate at LOS D or better, except the southbound left-turn movement, which operates at LOS E during the weekday morning peak hour.

Middle Country Road (NYS Route 25) at Picasso Way

The signalized intersection of Middle Country Road at Picasso Way currently operates at overall LOS B during the weekday morning, weekday evening, and Saturday midday peak hours, with all movements operating at LOS D or better during each of the analyzed peak hours.

Middle Country Road (NYS Route 25) at Woodville Road

The unsignalized intersection of Middle Country Road at Woodville Road operates under two-way stop control. The northbound service-station approach operates at LOS C, D, and C during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. The southbound Woodville Road approach operates at LOS B, C, and B during the corresponding peak hours. The major-road movements along Middle Country Road operate at LOS B or better during each analyzed peak hour.

For a two-way stop-controlled intersection, LOS is determined based on the control delay experienced by each movement or approach rather than for the intersection as a whole. Accordingly, no overall intersection LOS is reported.

Middle Country Road (NYS Route 25) at the Strathmore Commons Shopping Center Driveway

The signalized intersection of Middle Country Road at the Strathmore Commons Shopping Center driveway currently operates at overall LOS A, B, and B during the weekday morning, weekday evening, and Saturday midday peak hours, respectively, with all movements operating at LOS D or better during each of the analyzed peak hours.

Middle Country Road (NYS Route 25) at Summersweet Drive

The unsignalized intersection of Middle Country Road at Summersweet Drive operates under two-way stop control. The stop-controlled southbound Summersweet Drive approach operates at LOS B, C, and B during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. The major-road movements along Middle Country Road operate at LOS B or better during each analyzed peak hour.

For a two-way stop-controlled intersection, LOS is determined based on the control delay experienced by each movement or approach rather than for the intersection as a whole. Accordingly, no overall intersection LOS is reported.

Middle Country Road (NYS Route 25) at Wading River Hollow Road

The signalized intersection of Middle Country Road at Wading River Hollow Road currently operates at overall LOS A, B, and A during the weekday morning, weekday evening, and Saturday midday peak hours, respectively, with all movements operating at LOS C or better during each of the analyzed peak hours.

NO BUILD CONDITION

The No Build Condition represents traffic conditions expected at the study intersection in the future year 2029 without the construction of the proposed project. The No Build Condition traffic volumes are estimated based on two factors as follows:

- Increases in traffic due to general population growth and developments outside of the immediate project area. This traffic increase is referred to as ambient growth.
- Other planned projects located near the project site that may affect traffic levels and patterns at the study intersection in this report.

Traffic Growth

An annual growth rate of 1.3 percent was obtained from the New York State Department of Transportation's *Long Island Transportation Plan 2000 Study (LITP 2000)* for the Town of Brookhaven. The 2025 Existing traffic volumes were increased by this rate over a four-year period to develop the 2029 Base traffic volumes.

Other Planned Projects

"Other Planned Projects" is a term that refers to developments located near the project site that are currently under construction or in the planning stages. Traffic generated by these projects may significantly influence the operations of the study intersections and would not be represented in the field data collected.

The Town of Brookhaven Planning Department was contacted to obtain information regarding planned developments in the vicinity of the project site. The Town referred Nelson + Pope to its website, where information regarding planned projects is organized by council district. Projects that are ongoing and sufficiently close to the project site to affect traffic conditions within the study area were included in the analysis.

The Giaquinto Middle Island project was also included in the analysis. Nelson + Pope is currently preparing the traffic study for this development, which would be located on the south side of Middle Country Road opposite Woodville Road. In addition to that, any minor projects in the area will be accounted for in the background growth rate.

The following table summarizes the other planned projects in the area of the site that were included in the analysis.

Table 5: Other Planned Developments

Project Name	Location	Notes
Popeyes Restaurant	180 Middle County Road, Middle Island	New 2,145 SF Popeyes restaurant with drive-thru window to be located on 180 Middle County Road.
Giaquinto Middle Island	S.C.T.M.: 0200-379.00-02.00-008.000, 009.000, & 040.000	The proposed development of 220 residential apartment units on a 28.01-acre site located on the south side of Middle Country Road, NYS-25, and east of Artist Lake, and west of Nottingham Drive in Middle Island.

Trip-generation estimates for the other planned developments were prepared using data published in the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition*, for the applicable land uses. This publication presents trip-generation data derived from traffic counts conducted at comparable land uses throughout the United States. The estimated trip-generation volumes are summarized in Table 6.

Table 6: Other Planned Developments - Site Generated Trips

Planned Developments	Peak Hour	Peak Hour Trips		
		Entering	Exiting	Total
Popeyes Restaurant	Weekday AM	49	47	96
	Weekday PM	37	34	71
	Saturday Midday	61	58	119
Giaquinto Middle Island	Weekday AM	30	69	99
	Weekday PM	68	46	114
	Saturday Midday	42	38	80
TOTAL	Weekday AM	79	116	195
	Weekday PM	105	80	185
	Saturday Midday	103	96	199

The 2029 No-Build traffic volumes were developed by adding the traffic associated with the other planned developments to the 2029 Base traffic volumes. The trip-distribution and assignment calculations for the other planned developments are provided in Appendix A. The resulting 2029 No-Build traffic volumes are presented in Figure 3.

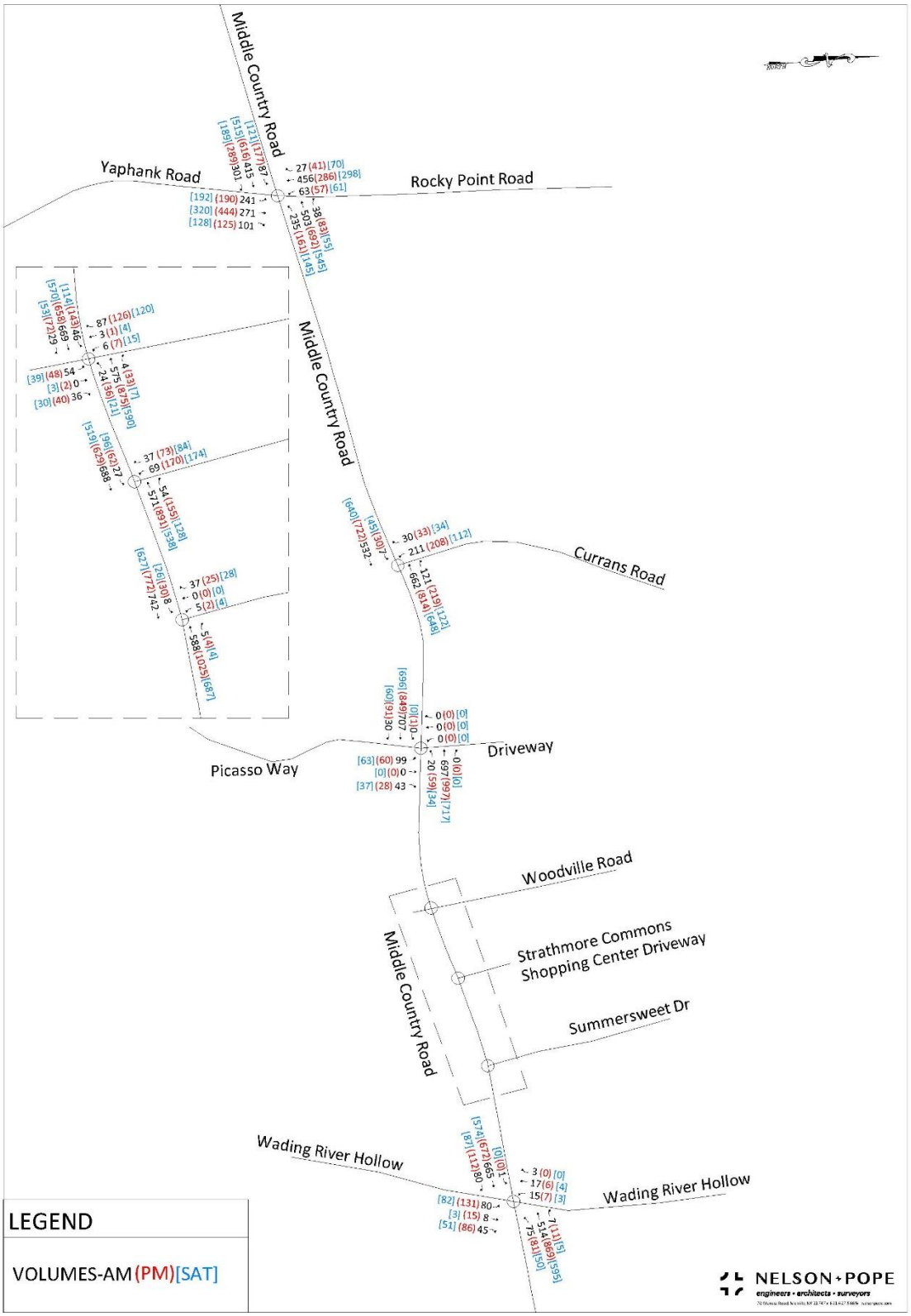


Figure 3: 2029 No-Build AM, PM, and Saturday Peak Hour Traffic Volumes

PROPOSED DEVELOPMENT

Site Access

As depicted on the site plan, the proposed development would comprise 295 residential units, including 147 multifamily apartment units and 148 planned retirement community (PRC) units; approximately 104,000 square feet of retail space; 7,518 square feet of high-turnover restaurant space; a 4,560-square-foot restaurant with a drive-through window; and 1,000 square feet of civic/recreational space. The proposed development would occupy a 74.247-acre site located on the north side of Middle Country Road (NYS Route 25), east of Currans Road, in the Town of Brookhaven, Suffolk County, New York. The property is identified as Suffolk County Tax Map Nos. 0200-379.00-01.00-003.001, 005.001, and 012.000.

Under the proposed development plan, access would be provided by three driveways along Middle Country Road and one driveway along Currans Road. The Middle Country Road access points would consist of a full-movement, signalized driveway opposite Picasso Way; a right-in/right-out driveway approximately 250 feet east of Picasso Way; and a driveway approximately 800 feet west of Picasso Way that would permit ingress from both directions and right-turn egress only. In addition, an unsignalized, full-movement driveway would be provided along Currans Road south of Bailey Road.

Trip Generation

To identify the impacts the proposed project may have on the adjacent street system, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the site traffic when entering and exiting the subject property.

Trip-generation estimates for the proposed land uses were developed using data published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition*. This publication provides trip-generation rates and equations derived from traffic counts conducted at comparable land uses throughout the United States.

ITE trip-generation data are generally collected at freestanding, single-use sites and, therefore, do not directly account for interaction among complementary uses within a mixed-use development. In addition, not all trips associated with retail and restaurant uses represent new trips on the surrounding roadway network. Some trips are made by motorists who are already

traveling along an adjacent roadway and stop at the site while en-route to another destination. These trips are commonly referred to as pass-by trips.

Because the proposed project is a mixed-use development, the following procedure was used to estimate its net external trip generation:

- Unadjusted trip-generation estimates were calculated using the applicable land-use codes and data contained in the ITE *Trip Generation Manual, 12th Edition*.
- Internal capture reductions were calculated in accordance with the methodology presented in Chapter 6 of the ITE *Trip Generation Handbook, 3rd Edition*.
- Pass-by reductions were applied to the eligible retail and restaurant trips.

Trip Generation with No Adjustment

The unadjusted trip-generation estimates for the proposed project were developed using the following ITE land-use codes:

- LUC 220 - Multifamily Housing (Low-Rise)
- LUC 252 - Senior Adult Housing – Multifamily
- LUC 821 - Shopping Plaza (40-150k)
- LUC 932 - High Turnover (Sit-Down) Restaurant
- LUC 934 - Fast Food Restaurant with Drive-Through Window
- LUC 495 - Recreational Community Center

Table 7 summarizes the estimated trip generation for each component of the proposed project before applying internal capture or pass-by reductions.

Table 7: Trip Generation Without Any Adjustments

LAND USE	TYPE	TOTAL UNITS/ SQUARE FOOT	PEAK HOUR TRIPS								
			AM Peak Hour			PM Peak Hour			Saturday Midday Peak Hour		
			Entry	Exit	Total	Entry	Exit	Total	Entry	Exit	Total
Residential	Multi-family	147 units	15	49	64	48	30	78	27	45	72
	Senior Housing	148 units	10	18	28	21	16	37	26	23	49
Commercial Retail	Retail Space	104,000 GSF	103	62	165	243	252	495	319	295	614
	Restaurant	7,518 GSF	37	30	67	42	27	69	43	40	83
	Restaurant w/ Drive Thru	4,560 GSF	77	75	152	75	69	144	118	113	231
Civic/Community Use	-	1,000 GSF	12	6	18	3	4	7	1	0	1
Total Trips			**254**	**240**	**494**	**432**	**398**	**830**	**534**	**516**	**1050**

Source: Trip Generation, 12th Edition, published by ITE

As shown in Table 7, before applying trip-generation adjustments, the proposed project is estimated to generate 494 trips during the weekday morning peak hour, consisting of 254 entering and 240 exiting trips; 830 trips during the weekday evening peak hour, consisting of 432 entering and 398 exiting trips; and 1,050 trips during the Saturday midday peak hour, consisting of 534 entering and 516 exiting trips.

Internal Capture Adjustment

The trip-generation estimates presented in Table 7 represent the sum of the trips associated with each individual land use as though each use were developed as a separate, freestanding site. Within a mixed-use development, however, a portion of the trips between complementary land uses occurs entirely within the site. For example, residents may visit the proposed retail, restaurant, civic, or recreational uses without traveling on the surrounding roadway network.

These internally captured trips generate activity within the development but do not enter or exit the site and, therefore, do not constitute external trips on the surrounding roadway network. Internal capture reductions were calculated for the residential, retail, restaurant, and civic/community uses in accordance with the procedures presented in Chapter 6 of the ITE *Trip Generation Handbook, 3rd Edition*. The detailed internal capture calculations are provided in Appendix C.

Pass-By Trip Adjustment

A portion of the traffic associated with the proposed retail and restaurant uses is expected to consist of pass-by trips. Pass-by trips are made by motorists already traveling along the adjacent roadway network who enter the site as an intermediate stop while traveling to their primary destination.

Based on data contained in the ITE *Trip Generation Handbook* and engineering judgment, pass-by reductions of 20 percent, 34 percent, and 26 percent were applied to the eligible retail trips during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. Pass-by reductions of 20 percent, 43 percent, and 25 percent were applied to the eligible high-turnover restaurant trips during the corresponding peak hours. Pass-by reductions of 49 percent, 50 percent, and 25 percent were applied to the eligible fast-food restaurant with drive-through trips during the weekday morning, weekday evening, and Saturday midday peak hours, respectively.

Table 8 summarizes the estimated trip generation of the proposed project after applying the internal capture and pass-by trip adjustments.

Table 8: Adjusted Trip Generation

LAND USE	TYPE	TOTAL UNITS/ SQUARE FOOT	PEAK HOUR TRIPS								
			AM Peak Hour			PM Peak Hour			Saturday Midday Peak Hour		
			Entry	Exit	Total	Entry	Exit	Total	Entry	Exit	Total
Residential	Multi-family/ Senior Housing	147 units/ 148 units	23	53	76	25	17	42	21	25	46
Commercial Retail	Retail Space	104,000 GSF	75	43	118	122	122	244	168	165	333
	Restaurant	7,518 GSF	24	22	46	15	7	22	20	16	36
	Restaurant w/ Drive Thru	4,560 GSF	32	35	67	23	16	39	55	45	100
Civic/Community Use	-	1,000 GSF	12	6	18	1	1	2	1	0	1
Total Trips			166	159	325	186	163	349	265	251	516

Source: Trip Generation, 12th Edition, published by ITE

As shown in Table 8, after applying the internal capture and pass-by credits, the proposed project is anticipated to generate 325 trips during the weekday morning peak hour, consisting of 166 entering and 159 exiting trips; 349 trips during the weekday evening peak hour, consisting of 186 entering and 163 exiting trips; and 516 trips during the Saturday midday peak hour, consisting of 265 entering and 251 exiting trips.

Trip Distribution and Assignment

The vehicle trips generated by the proposed project during the analyzed peak hours were distributed and assigned to the study area intersections based on existing traffic volumes, observed turning movement patterns, roadway geometry, and regional access routes serving the project site. Figures 4 and 5 depict the trip distribution for the proposed project. Figure 7 depicts the site-generated traffic volumes for the weekday AM, weekday PM, and Saturday midday peak hours. These site-generated volumes were added to the corresponding 2029 No-Build peak hour traffic volumes to develop the Future Build traffic volumes for each analyzed period. The resulting Future Build traffic volumes for the weekday AM, weekday PM, and Saturday midday peak hours are presented in Figure 8.

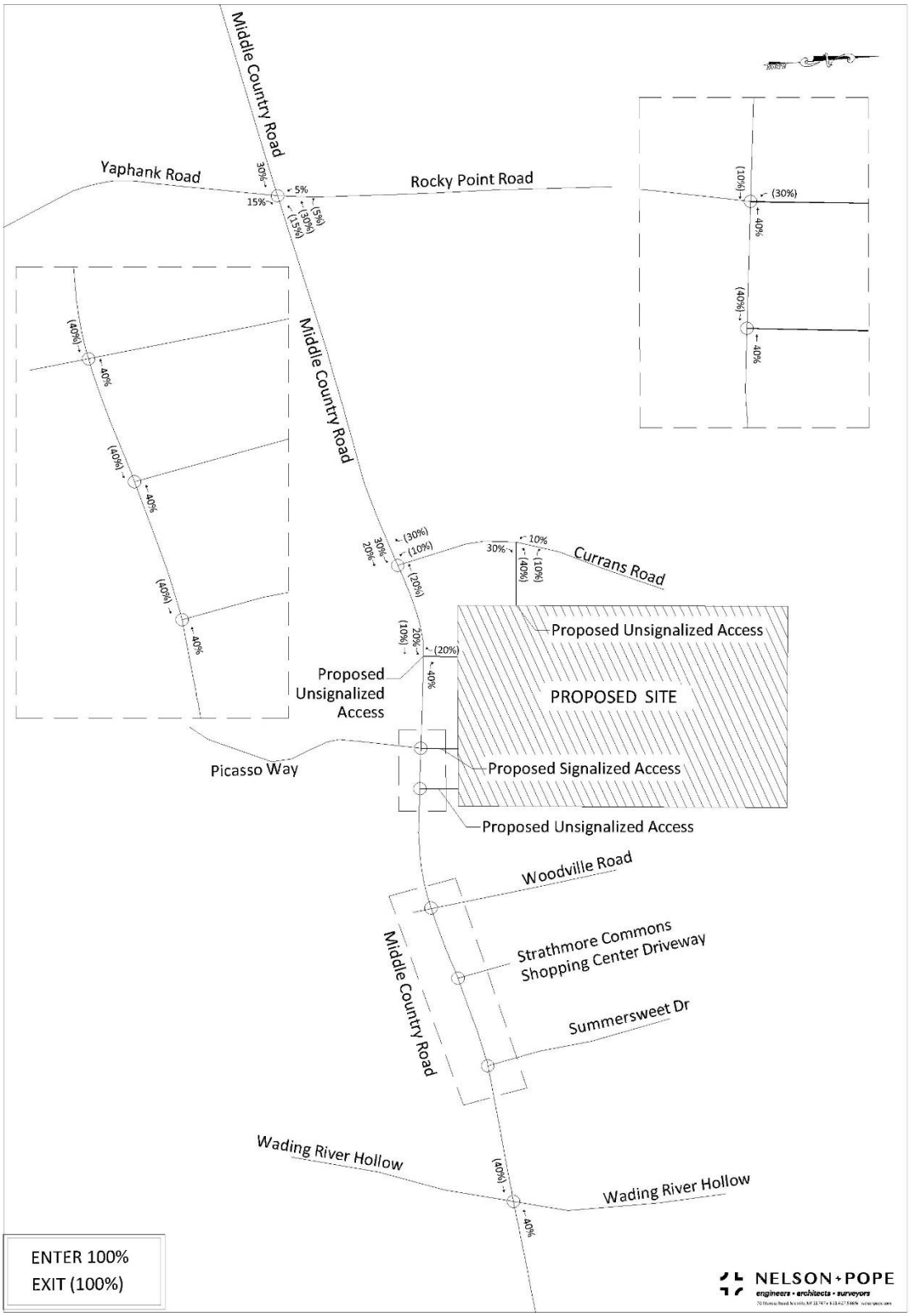


Figure 4: Site Generated Residential Trip Distribution

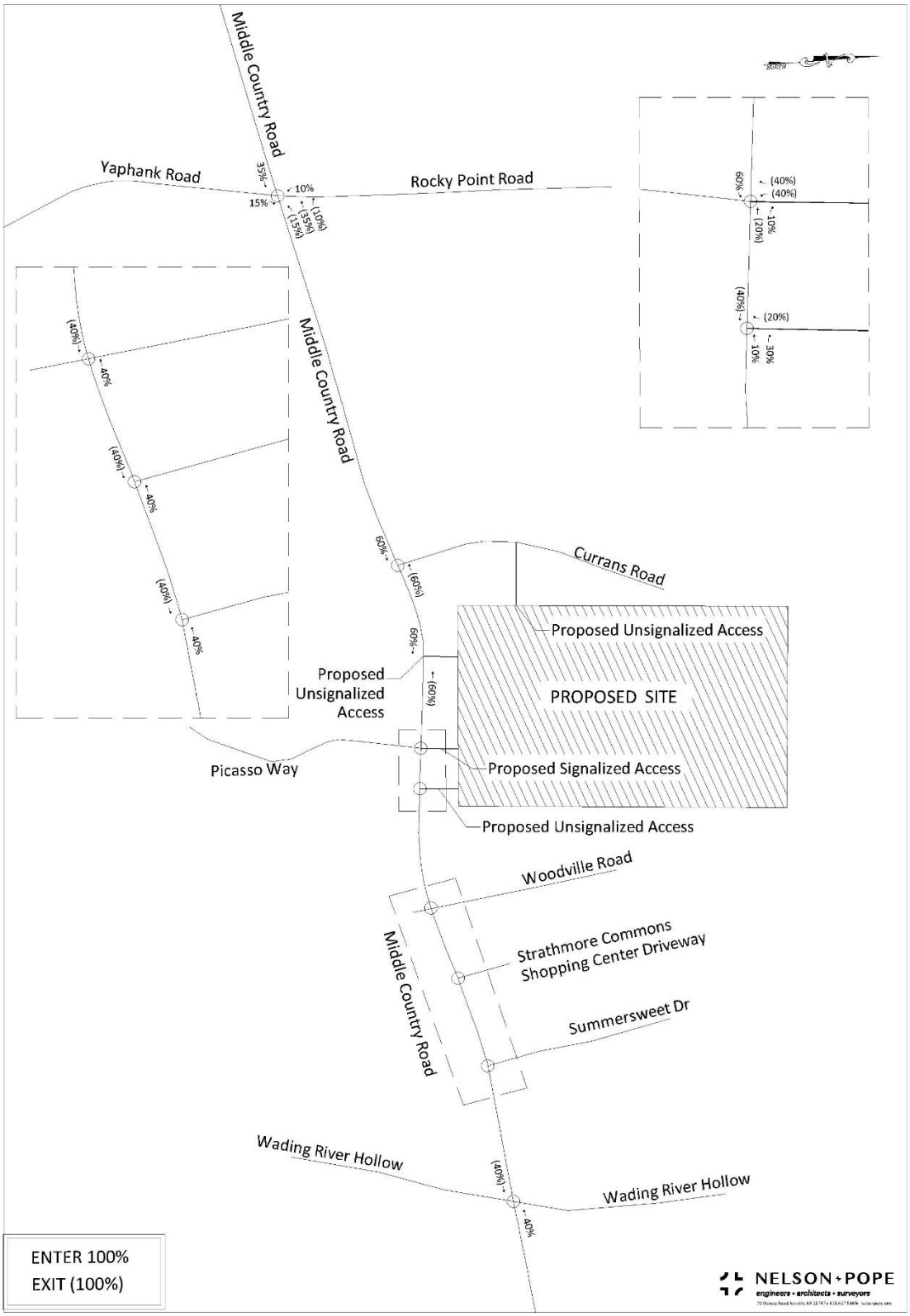


Figure 5: Site Generated Retail/Commercial Trip Distribution

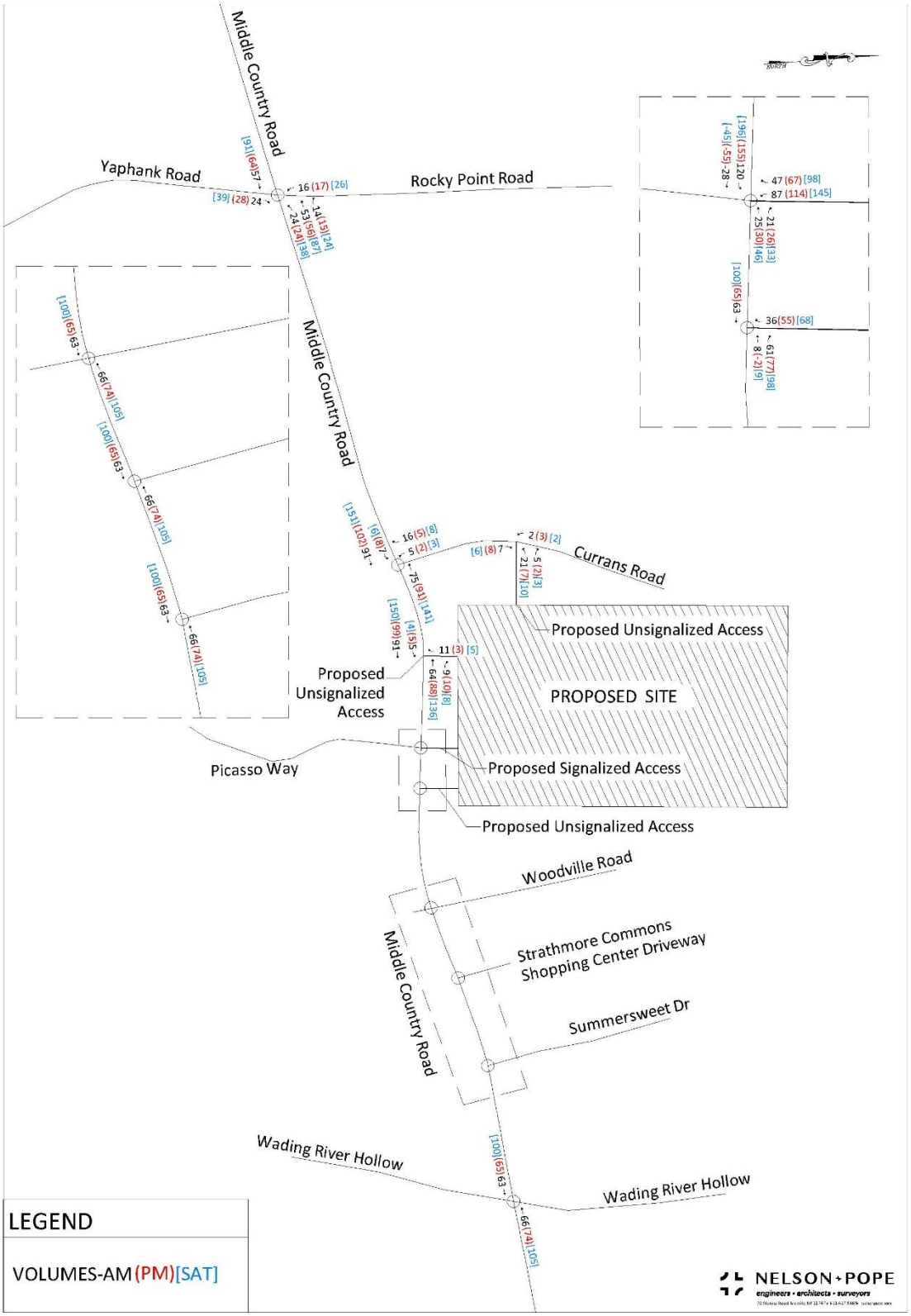


Figure 6: Site Generated Traffic Volumes

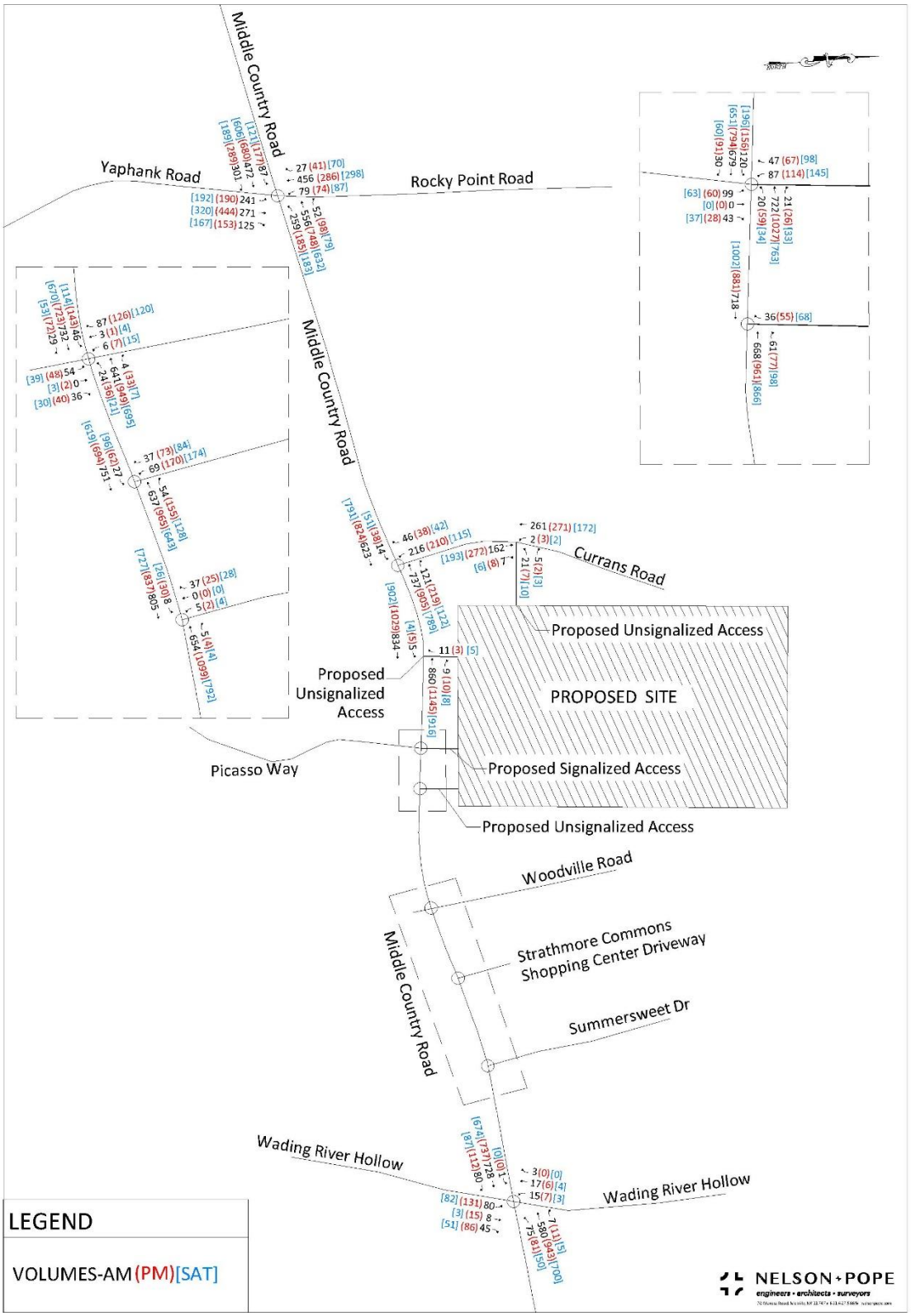


Figure 7: 2029 Build AM, PM, and Saturday Midday Peak Hour Traffic Volumes

TRAFFIC IMPACT ANALYSIS AND MITIGATION

In order to identify the impacts created by the proposed project, capacity analyses were conducted at the study intersections under No-Build and Build conditions during the weekday AM, weekday PM, and Saturday midday peak hours. The results of the capacity analyses for the No-Build and Build conditions were compared to determine the impacts that would be created at the study intersections by the proposed project.

Tables 9 through 14 summarize the results of the capacity analyses for the No-Build and Build conditions during the weekday AM, weekday PM, and Saturday midday peak hours. These tables are followed by a detailed description of each study intersection and a comparison of LOS.

Table 9: Level of Service Summary – AM Peak Hour Signalized Intersection

Signalized Intersections			2029 No-Build Volumes		2029 Build Volumes		Mitigation 2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Yaphank Middle Country Island Road/Rocky Point Road (CR-21)	EB	L	31.0	C	34.0	C	22.4	C
		TR	42.6	D	54.0	D	42.9	D
	WB	L	348.7	F	441.2	F	159.9	F
		TR	43.0	D	46.4	D	32.8	C
	NB	L	85.7	F	85.7	F	161.7	F
		T	34.7	C	35.6	D	41.7	D
		R	3.7	A	3.6	A	3.4	A
	SB	L	18.8	B	19.2	B	24.7	C
		TR	111.2	F	111.2	F	208.9	F
Intersection			81.3	F	92.9	F	84.4	F
Middle Country Road, NY-25 at Currans Road	EB	L	4.9	A	5.6	A	-	-
		T	8.6	A	10.0	B	-	-
	WB	TR	12.9	B	15.9	B	-	-
	SB	L	62.9	E	65.3	E	-	-
		R	11.7	B	10.6	B	-	-
Intersection			18.3	B	19.8	B		
Middle Country Road, NY-25 at Picasso Way/Site Driveway	EB	L	0.0	A	5.9	A	-	-
		TR	16.6	B	14.1	B	-	-
	WB	L	3.9	A	3.6	A	-	-
		T	8.9	A	17.6	B	-	-
		R	0.0	A	0.0	A	-	-
	NB	L	46.6	D	50.6	D	-	-
		R	1.2	A	1.2	A	-	-
	SB	L	0.0	A	35.2	D	-	-
		TR	0.0	A	0.5	A	-	-
Intersection			14.5	B	16.8	B		
Middle Country Road, NY-25 at Strathmore Commons Shopping Mall	EB	L	3.4	A	3.5	A	-	-
		T	7.7	A	8.7	A	-	-
	WB	T	12.9	B	15.1	B	-	-
		R	2.7	A	3.1	A	-	-
	SB	L	35.0	C	35.0	C	-	-
		R	7.0	A	7.0	A	-	-
Intersection			10.8	B	12.2	B		

Signalized Intersections			2029 No-Build Volumes		2029 Build Volumes		Mitigation 2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Wading River Hollow Road	EB	L	6.0	A	6.0	A	-	-
		T	10.9	B	12.6	B	-	-
		R	4.0	A	4.2	A	-	-
	WB	L	8.8	A	9.9	A	-	-
		TR	10.0	A	11.5	B	-	-
	NB	L	29.7	C	29.7	C	-	-
		TR	9.8	A	9.8	A	-	-
	SB	L	21.9	C	21.9	C	-	-
		TR	19.4	B	19.4	B	-	-
Intersection			11.5	B	12.8	B		

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 10: Level of Service Summary – AM Peak Hour Unsignalized Intersection

Un-Signalized Intersection			2029 No-Build Volumes		2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Residential Site Driveway	EB	L	-	-	11.0	B
		T	-	-	0.0	A
	WB	T	-	-	0.0	A
		R	-	-	0.0	A
	SB	R	-	-	13.4	B
Middle Country Road, NY-25 at Retail Site Driveway	EB	T	-	-	0.0	A
	WB	T	-	-	0.0	A
		R	-	-	0.0	A
	SB	R	-	-	11.5	B
Middle Country Road, NY-25 at Woodville Road	EB	L	9.7	A	10.2	B
		TR	0.0	A	0.0	A
	WB	LT	1.0	A	1.1	A
		R	0.0	A	0.0	A
	NB	LTR	28.2	D	33.9	D
	SB	LTR	13.7	B	14.9	B
Middle Country Road, NY-25 at Summersweet Drive	EB	L	10.1	B	10.7	B
		T	0.0	A	0.0	A
	WB	TR	0.0	A	0.0	A
	SB	LR	12.3	B	13.2	B
Currans Road at Residential Site Driveway	WB	LR	-	-	11.4	B
	NB	TR	-	-	0.0	A
	SB	LT	-	-	0.0	A

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 11: Level of Service Summary – PM Peak Hour Signalized Intersection

Signalized Intersections			2029 No-Build Volumes		2029 Build Volumes		Mitigation 2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Yaphank Middle Country Island Road/Rocky Point Road (CR-21)	EB	L	65.1	E	87.9	F	38.0	D
		TR	33.9	C	36.2	D	43.1	D
	WB	L	89.1	F	168.3	F	61.9	E
		TR	33.3	C	34.7	C	38.1	D
	NB	L	38.6	D	39.7	D	47.8	D
		T	61.5	E	71.7	E	62.2	E
		R	8.0	A	8.0	A	8.6	A
	SB	L	30.7	C	34.0	C	37.1	D
		TR	80.9	F	79.7	E	79.8	E
Intersection			46.3	D	53.7	D	47.3	D
Middle Country Road, NY-25 at Currans Road	EB	L	11.8	B	24.0	C	-	-
		T	9.4	A	11.1	B	-	-
	WB	TR	20.4	C	29.7	C	-	-
	SB	L	53.8	D	54.4	D	-	-
		R	11.5	B	11.2	B	-	-
Intersection			19.8	B	24.9	C		
Middle Country Road, NY-25 at Picasso Way/Site Driveway	EB	L	8.0	A	34.1	C	-	-
		TR	21.3	C	18.3	B	-	-
	WB	L	4.7	A	4.3	A	-	-
		T	11.5	B	32.6	C	-	-
		R	0.0	A	0.0	A	-	-
	NB	L	38.3	D	41.4	D	-	-
		R	0.9	A	0.8	A	-	-
	SB	L	0.0	A	42.4	D	-	-
		TR	0.0	A	1.1	A	-	-
Intersection			16.4	B	25.8	C		
Middle Country Road, NY-25 at Strathmore Commons Shopping Mall	EB	L	7.3	A	7.3	A	-	-
		T	9.1	A	10.1	B	-	-
	WB	T	35.4	D	50.8	D	-	-
		R	4.1	A	4.5	A	-	-
	SB	L	39.9	D	39.9	D	-	-
		R	6.2	A	8.3	A	-	-
Intersection			22.9	C	30.3	C		

Signalized Intersections			2029 No-Build Volumes		2029 Build Volumes		Mitigation 2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Wading River Hollow Road	EB	L	0.0	A	0.0	A	-	-
		T	12.2	B	13.9	B	-	-
		R	4.3	A	4.5	A	-	-
	WB	L	9.7	A	11.1	B	-	-
		TR	20.4	C	26.6	C	-	-
	NB	L	30.4	C	30.4	C	-	-
		TR	9.4	A	9.4	A	-	-
	SB	L	22.0	C	22.6	C	-	-
		TR	22.0	C	22.0	C	-	-
Intersection			16.4	B	19.8	B		

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 12: Level of Service Summary – PM Peak Hour Unsignalized Intersection

Un-Signalized Intersection			2029 No-Build Volumes		2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Residential Site Driveway	EB	L	-	-	16.9	C
		T	-	-	0.0	A
	WB	T	-	-	0.0	A
		R	-	-	0.0	A
	SB	R	-	-	20.7	C
Middle Country Road, NY-25 at Retail Site Driveway	EB	T	-	-	0.0	A
	WB	T	-	-	0.0	A
		R	-	-	0.0	A
	SB	R	-	-	16.9	C
Middle Country Road, NY-25 at Woodville Road	EB	L	12.4	B	13.8	B
		TR	0.0	A	0.0	A
	WB	LT	1.4	A	1.6	A
		R	0.0	A	0.0	A
	NB	LTR	53.2	F	68.2	F
	SB	LTR	19.4	C	24.8	C
Middle Country Road, NY-25 at Summersweet Drive	EB	L	13.5	B	15.0	B
		T	0.0	A	0.0	A
	WB	TR	0.0	A	0.0	A
	SB	LR	17.7	C	19.9	C
Currans Road at Residential Site Driveway	WB	LR	-	-	12.4	B
	NB	TR	-	-	0.0	A
	SB	LT	-	-	0.0	A

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 13: Level of Service Summary – Saturday Midday Peak Hour Signalized Intersection

Signalized Intersections			2029 No-Build Volumes		2029 Build Volumes		Mitigation 2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Yaphank Middle Country Island Road/Rocky Point Road (CR-21)	EB	L	23.8	C	27.5	C	25.0	C
		TR	29.3	C	31.9	C	41.3	D
	WB	L	33.1	C	71.1	E	38.8	D
		TR	29.5	C	31.5	C	35.3	D
	NB	L	42.5	D	43.2	D	46.7	D
		T	47.5	D	52.3	D	48.0	D
		R	5.1	A	5.1	A	5.9	A
	SB	L	25.3	C	27.1	C	26.5	C
		TR	110.3	F	107.1	F	76.8	E
Intersection			42.1	D	44.4	D	41.9	D
Middle Country Road, NY-25 at Currans Road	EB	L	5.6	A	7.3	A	-	-
		T	7.0	A	8.8	A	-	-
	WB	TR	8.3	A	10.8	B	-	-
	SB	L	38.9	D	39.3	D	-	-
		R	11.4	B	11.0	B	-	-
Intersection			10.1	B	11.7	B		
Middle Country Road, NY-25 at Picasso Way/Site Driveway	EB	L	0.0	A	16.8	B	-	-
		TR	14.0	B	14.1	B	-	-
	WB	L	3.6	A	4.4	A	-	-
		T	7.3	A	24.7	C	-	-
		R	0.0	A	0.1	A	-	-
	NB	L	40.6	D	38.8	D	-	-
		R	1.5	A	1.3	A	-	-
	SB	L	0.0	A	39.8	D	-	-
		TR	0.0	A	1.3	A	-	-
Intersection			11.7	B	19.6	B		
Middle Country Road, NY-25 at Strathmore Commons Shopping Mall	EB	L	5.8	A	6.6	A	-	-
		T	7.7	A	8.8	A	-	-
	WB	T	17.4	B	21.6	C	-	-
		R	2.7	A	3.0	A	-	-
	SB	L	40.8	D	40.8	D	-	-
		R	4.5	A	4.5	A	-	-
Intersection			14.5	B	16.3	B		

Signalized Intersections			2029 No-Build Volumes		2029 Build Volumes		Mitigation 2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Wading River Hollow Road	EB	L	0.0	A	0.0	A	-	-
		T	8.3	A	9.5	A	-	-
		R	3.4	A	3.7	A	-	-
	WB	L	6.3	A	6.7	A	-	-
		TR	10.0	A	12.8	B	-	-
	NB	L	28.9	C	28.9	C	-	-
		TR	9.2	A	9.2	A	-	-
	SB	L	22.3	C	22.3	C	-	-
		TR	22.2	C	22.2	C	-	-
Intersection			10.0	B	11.7	B		

Notes: LOS = Level of Service, Delay = seconds/vehicle

Table 14: Level of Service Summary – Saturday Midday Peak Hour Unsignalized Intersection

Un-Signalized Intersection			2029 No-Build Volumes		2029 Build Volumes	
Location	**Approach**	**Movement**	**Delay** Sec/Veh	**LOS**	**Delay** Sec/Veh	**LOS**
Middle Country Road, NY-25 at Residential Site Driveway	EB	L	-	-	11.6	B
		T	-	-	0.0	A
	WB	T	-	-	0.0	A
		R	-	-	0.0	A
	SB	R	-	-	14.1	B
Middle Country Road, NY-25 at Retail Site Driveway	EB	T	-	-	0.0	A
	WB	T	-	-	0.0	A
		R	-	-	0.0	A
	SB	R	-	-	14.9	B
Middle Country Road, NY-25 at Woodville Road	EB	L	9.8	A	10.7	B
		TR	0.0	A	0.0	A
	WB	LT	0.7	A	0.8	A
		R	0.0	A	0.0	A
	NB	LTR	30.9	E	36.7	E
	SB	LTR	15.4	C	20.8	C
Middle Country Road, NY-25 at Summersweet Drive	EB	L	9.9	A	10.9	B
		T	0.0	A	0.0	A
	WB	TR	0.0	A	0.0	A
	SB	LR	12.6	B	14.3	B
Currans Road at Residential Site Driveway	WB	LR	-	-	10.8	B
	NB	TR	-	-	0.0	A
	SB	LT	-	-	0.0	A

Notes: LOS = Level of Service, Delay = seconds/vehicle

Middle Country Road (NYS-25) Yaphank Middle Country Island Road/Rocky Point Road (CR-21)

Under No-Build conditions, the signalized intersection of Middle Country Road at Yaphank-Middle Island Road/Rocky Point Road is projected to operate at overall LOS F, D, and D during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. Under Build conditions, the intersection is projected to continue operating at the same overall levels of service, with increases in overall delay of 11.6 seconds during the weekday morning peak hour, 7.4 seconds during the weekday evening peak hour, and 2.3 seconds during the Saturday midday peak hour.

All movements are projected to operate at LOS D or better, except several movements identified below. During the weekday morning peak hour, the westbound left-turn, northbound left-turn, and southbound shared through/right-turn movements operate at LOS F under both conditions. The westbound left-turn delay is projected to increase from 348.7 seconds under No-Build conditions to 441.2 seconds under Build conditions. During the weekday evening peak hour, the eastbound left-turn movement is projected to change from LOS E to LOS F, with delay increasing from 65.1 seconds to 87.9 seconds, while the westbound left-turn movement remains at LOS F. During the Saturday midday peak hour, the westbound left-turn movement is projected to change from LOS C to LOS E, with delay increasing from 33.1 seconds to 71.1 seconds, while the southbound shared through/right-turn movement remains at LOS F.

Signal-timing adjustments were evaluated to improve intersection operations. With the proposed mitigation, the intersection is projected to operate at overall LOS F, D, and D during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. During the weekday morning peak hour, the overall delay would decrease from 92.9 seconds under Build conditions to 84.4 seconds, and the westbound left-turn delay would decrease from 441.2 seconds to 159.9 seconds, although the movement would remain at LOS F. During the weekday evening peak hour, the eastbound left-turn movement would improve from LOS F to LOS D, with delay decreasing from 87.9 seconds to 38.0 seconds, and the westbound left-turn movement would improve from LOS F to LOS E, with delay decreasing from 168.3 seconds to 61.9 seconds. During the Saturday midday peak hour, the westbound left-turn movement would improve from LOS E to LOS D, with delay decreasing from 71.1 seconds to 38.8 seconds, and the southbound shared through/right-turn movement would improve from LOS F to LOS E, with delay decreasing from 107.1 seconds to 76.8 seconds.

Middle Country Road (NYS-25) at Currans Road

Under No-Build conditions, the signalized intersection of Middle Country Road at Currans Road is projected to operate at overall LOS B during the weekday morning, weekday evening, and Saturday midday peak hours. Under Build conditions, the intersection is projected to operate at

overall LOS B, C, and B during the corresponding peak hours, with increases in overall delay of 1.5, 5.1, and 1.6 seconds, respectively.

All movements are projected to operate at LOS D or better, except the southbound left-turn movement, which operates at LOS E under both No-Build and Build conditions during the weekday morning peak hour. The added project traffic results in relatively minor changes in delay, and no mitigation measures are proposed at this intersection.

Middle Country Road (NYS-25) at Picasso Way/Site Driveway

Under No-Build conditions, the signalized intersection of Middle Country Road at Picasso Way is projected to operate at overall LOS B during the weekday morning, weekday evening, and Saturday midday peak hours. Under Build conditions, the proposed southbound site driveway would form the fourth approach to the intersection. The intersection is projected to operate at overall LOS B, C, and B during the weekday morning, weekday evening, and Saturday midday peak hours, respectively.

During the weekday morning peak hour, the northbound left-turn movement is projected to remain at LOS D, with delay increasing from 46.6 seconds to 50.6 seconds, while the proposed southbound left-turn movement is projected to operate at LOS D with 35.2 seconds of delay. During the weekday evening peak hour, the northbound left-turn movement is projected to remain at LOS D, with delay increasing from 38.3 seconds to 41.4 seconds, while the proposed southbound left-turn movement is projected to operate at LOS D with 42.4 seconds of delay. During the Saturday midday peak hour, the northbound left-turn movement is projected to remain at LOS D, with delay decreasing from 40.6 seconds to 38.8 seconds, while the proposed southbound left-turn movement is projected to operate at LOS D with 39.8 seconds of delay. All movements are projected to operate at LOS D or better during each analyzed peak hour. Accordingly, no mitigation measures are proposed at this intersection.

Middle Country Road (NYS-25) at Strathmore Commons Shopping Mall

Under No-Build conditions, the signalized intersection of Middle Country Road at the Strathmore Commons Shopping Mall driveway is projected to operate at overall LOS B, C, and B during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. Under Build conditions, the intersection is projected to continue operating at the same overall levels of service, with increases in overall delay of 1.4 seconds during the weekday morning peak hour, 7.4 seconds during the weekday evening peak hour, and 1.8 seconds during the Saturday midday peak hour. All movements are projected to operate at LOS D or better during each analyzed peak hour. Accordingly, no mitigation measures are proposed at this intersection.

Middle Country Road (NYS-25) at Wading River Hollow Road

Under No-Build conditions, the signalized intersection of Middle Country Road at Wading River Hollow Road is projected to operate at overall LOS B during the weekday morning, weekday evening, and Saturday midday peak hours. Under Build conditions, the intersection is projected to continue operating at overall LOS B during each analyzed peak hour, with increases in overall delay of 1.3 seconds during the weekday morning peak hour, 3.4 seconds during the weekday evening peak hour, and 1.7 seconds during the Saturday midday peak hour. All movements are projected to operate at LOS C or better under both No-Build and Build conditions. Accordingly, no mitigation measures are proposed at this intersection.

Middle Country Road (NYS-25) at Residential Site Unsignalized Driveway

The proposed residential site driveway on Middle Country Road would operate under stop control and would permit ingress from both directions and right-turn egress only. Under Build conditions, all movements are projected to operate at LOS C or better during the analyzed peak hours. The stop-controlled southbound right-turn movement is projected to operate at LOS B, C, and B, with delays of 13.4, 20.7, and 14.1 seconds during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. No mitigation measures are proposed at this driveway.

Middle Country Road (NYS-25) at Retail Site Unsignalized Driveway

The proposed retail site driveway on Middle Country Road would operate as a right-in/right-out access under stop control. Under Build conditions, all movements are projected to operate at LOS C or better during the analyzed peak hours. The stop-controlled southbound right-turn movement is projected to operate at LOS B, C, and B, with delays of 11.5, 16.9, and 14.9 seconds during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. No mitigation measures are proposed at this driveway.

Middle Country Road (NYS-25) at Woodville Road

Under No-Build conditions, the unsignalized intersection of Middle Country Road at Woodville Road is projected to operate with all movements at LOS D or better during the weekday morning peak hour. The stop-controlled northbound service-station approach is projected to operate at LOS F during the weekday evening peak hour and LOS E during the Saturday midday peak hour, while the southbound Woodville Road approach is projected to operate at LOS C during both periods.

Under Build conditions, the northbound service-station approach is projected to remain at LOS D during the weekday morning peak hour, with delay increasing from 28.2 seconds to 33.9 seconds. During the weekday evening peak hour, the northbound approach would remain at LOS

F, with delay increasing from 53.2 seconds to 68.2 seconds. During the Saturday midday peak hour, the northbound approach is projected to remain at LOS E, with delay increasing from 30.9 seconds to 36.7 seconds. The southbound Woodville Road approach would continue to operate at LOS C or better during all analyzed peak hours. No mitigation measures are included in the analysis for this intersection.

Middle Country Road (NYS-25) at Summersweet Drive

Under No-Build conditions, the unsignalized intersection of Middle Country Road at Summersweet Drive is projected to operate with all movements at LOS D or better during the analyzed peak hours. Under Build conditions, all movements are projected to continue operating at LOS D or better, with only minor increases in delay. The stop-controlled southbound Summersweet Drive approach is projected to operate at LOS B, C, and B during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. No mitigation measures are proposed at this intersection.

Currans Road at Residential Site Driveway

The proposed residential site driveway on Currans Road would operate under stop control. Under Build conditions, all movements are projected to operate at LOS D or better during the analyzed peak hours. The stop-controlled westbound site-driveway approach is projected to operate at LOS B during the weekday morning, weekday evening, and Saturday midday peak hours. No mitigation measures are proposed at this driveway.

CONCLUSION

Nelson + Pope (N+P) has investigated the potential traffic impact associated with the proposed development would comprise 295 residential units, including 147 multifamily apartment units and 148 planned retirement community (PRC) units; approximately 104,000 square feet of retail space; 7,518 square feet of high-turnover restaurant space; a 4,560-square-foot restaurant with a drive-through window; and 1,000 square feet of civic/recreational space. The proposed development would occupy a 74.247-acre site located on the north side of Middle Country Road (NYS Route 25), east of Currans Road, in the Town of Brookhaven, Suffolk County, New York. The property is identified as Suffolk County Tax Map Nos. 0200-379.00-01.00-003.001, 005.001, and 012.000.

Under the proposed development plan, access would be provided by three driveways along Middle Country Road and one driveway along Currans Road. The Middle Country Road access points would consist of a full-movement, signalized driveway opposite Picasso Way; a right-in/right-out driveway approximately 250 feet east of Picasso Way; and a driveway approximately 800 feet west of Picasso Way that would permit ingress from both directions and right-turn egress only. In addition, an unsignalized, full-movement driveway would be provided along Currans Road south of Bailey Road.

The following is a summary of this investigation and the findings thereof:

1. The following intersections were studied:
    - Middle Country Road (NYS-25) at Yaphank-Middle Island Road / Rocky Point Road (CR-21)
    - Middle Country Road (NYS-25) at Currans Road
    - Middle Country Road (NYS-25) at Picasso Way
    - Middle Country Road (NYS-25) at Woodville Road
    - Middle Country Road (NYS-25) at Strathmore Commons Shopping Center Driveway
    - Middle Country Road (NYS-25) at Summersweet Drive
    - Middle Country Road (NYS-25) at Wadding River Hollow Road

2. Turning movement traffic counts were collected at the study intersections on Thursday, June 12, 2025, during the weekday morning (7:00 AM to 9:00AM) and weekday evening (4:00 PM to 7:00 PM) peak hours. The weekend turning movement counts were collected on Saturday, June 14, 2025, during the Saturday midday peak period (11:00 AM to 2:00 PM). The volume data was tabulated to identify the peak hours at the study intersections.

3. Future No Build traffic volumes were determined by applying the annual growth factors for the Town of Brookhaven (1.3% per year) derived from the New York State Department of Transportation (NYSDOT) Long Island Transportation Plan 2000 Study (LITP2000). The site-generated traffic was estimated and distributed to the study intersections and then added to the No Build traffic volumes to generate the future Build traffic volumes.

4. The proposed development is expected to generate a total of 325 trips during the weekday morning peak hour, consisting of 166 entering and 159 exiting trips; 349 trips during the weekday evening peak hour, consisting of 186 entering and 163 exiting trips; and 516 trips during the Saturday midday peak hour, consisting of 265 entering and 251 exiting trips.

5. Capacity analyses were conducted at all study intersections during the weekday AM, weekday PM, and Saturday midday peak hours for the 2025 Existing Condition, 2029 No Build Condition and 2029 Build Condition.

6. The analyzed signalized intersections are projected to operate at generally acceptable levels of service under Build conditions. The intersections of Middle Country Road at Currans Road, Picasso Way/Site Driveway, the Strathmore Commons Shopping Center driveway, and Wading River Hollow Road would operate at overall LOS C or better during all analyzed peak hours. At Picasso Way/Site Driveway, all movements, including the northbound left-turn and proposed southbound site-driveway movements, would operate at LOS D or better. The intersection at Yaphank-Middle Island Road/Rocky Point Road would continue to operate at overall LOS F during the weekday morning peak hour and LOS D during the weekday evening and Saturday midday peak hours, consistent with No-Build conditions. The recommended signal-timing adjustments at this intersection would reduce delays for several individual movements and improve overall intersection operations.

7. The analyzed unsignalized intersections of Middle Country Road at Woodville Road and Summersweet Drive are generally projected to operate at levels of service consistent with No-Build conditions. At Summersweet Drive, all movements would operate at LOS C or better during the analyzed peak hours. At Woodville Road, the major-road movements and the stop-controlled southbound Woodville Road approach would operate at LOS C or better, while the northbound service-station approach would operate at LOS D, F, and E during the weekday morning, weekday evening, and Saturday midday peak hours, respectively. No mitigation measures are proposed at these intersections.

8. The proposed site access points are projected to operate at acceptable levels of service

under Build conditions. The signalized intersection of Middle Country Road at Picasso Way/Site Driveway would operate at overall LOS B, C, and B during the weekday morning, weekday evening, and Saturday midday peak hours, respectively, with the site-driveway movements operating at LOS D or better. At the unsignalized residential and retail driveways along Middle Country Road, the stop-controlled exiting movements would operate at LOS C or better, while the major-road movements would also operate at LOS C or better. At the residential site driveway along Currans Road, the stop-controlled driveway approach would operate at LOS B during all analyzed peak hours, while the Currans Road movements would operate at LOS A. Overall, the proposed site access points are expected to accommodate site-generated traffic without adversely affecting operations along the adjacent roadway network.

Based on the results of the Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Nelson + Pope that, constructing the proposed development will not result in any adverse traffic impacts in the study area.

APPENDIX A

DISTRIBUTION SHEETS

NELSON & POPE

AM PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

GROWTH FACTOR: 1.30%
NO. OF YEARS: 4
GROWTH RATE: 1.054

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
Middle Country Rd, NY-25 AT Yaphank Middle Island Rd/Rocky Point Rd (CR 21) 1	NB	LEFT	224	224	236
		THROUGH	257	257	271
		RIGHT	90	90	95
	SB	LEFT	57	57	60
		THROUGH	433	433	456
		RIGHT	21	21	22
	EB	LEFT	78	78	82
		THROUGH	375	375	395
		RIGHT	281	281	296
	WB	LEFT	210	210	221
		THROUGH	445	445	469
		RIGHT	29	29	31
Middle Country Rd, NY-25 AT Currans Rd 2	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	200	200	211
		THROUGH	0	0	0
		RIGHT	28	28	30
	EB	LEFT	7	7	7
		THROUGH	477	477	503
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	576	576	607
		RIGHT	115	115	121
Middle Country Rd, NY-25 AT Site Residential Driveway 3	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	677	677	714
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	703	703	741
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Picasso Way/Site Driveway 4	NB	LEFT	94	94	99
		THROUGH	0	0	0
		RIGHT	41	41	43
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	643	643	678
		RIGHT	28	28	30
	WB	LEFT	19	19	20
		THROUGH	609	609	642
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Site Retail Driveway 5	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	594	594	626
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	574	574	605
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Woodville Rd 6	NB	LEFT	9	9	9
		THROUGH	0	0	0
		RIGHT	11	11	12
	SB	LEFT	6	6	6
		THROUGH	3	3	3
		RIGHT	83	83	87
	EB	LEFT	44	44	46
		THROUGH	626	626	660
		RIGHT	9	9	9
	WB	LEFT	12	12	13
		THROUGH	536	536	565
		RIGHT	4	4	4

NELSON & POPE

AM PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

GROWTH FACTOR: 1.30%
NO. OF YEARS: 4
GROWTH RATE: 1.054

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT	65	65	69
7		THROUGH	0	0	0
		RIGHT	35	35	37
	EB	LEFT	26	26	27
		THROUGH	621	621	655
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	522	522	550
		RIGHT	51	51	54
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Summersweet Dr.	SB	LEFT	5	5	5
8		THROUGH	0	0	0
		RIGHT	35	35	37
	EB	LEFT	8	8	8
		THROUGH	673	673	709
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	538	538	567
		RIGHT	5	5	5
	NB	LEFT	76	76	80
Middle Country Rd, NY-25		THROUGH	8	8	8
AT		RIGHT	43	43	45
Wading River Hollow Rd	SB	LEFT	14	14	15
9		THROUGH	16	16	17
		RIGHT	3	3	3
	EB	LEFT	1	1	1
		THROUGH	600	600	632
		RIGHT	76	76	80
	WB	LEFT	71	71	75
		THROUGH	468	468	493
		RIGHT	7	7	7
	NB	LEFT	0	0	0
Currans Rd		THROUGH	122	122	129
AT		RIGHT	0	0	0
Site Residential Driveway	SB	LEFT	0	0	0
10		THROUGH	228	228	240
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

OTHER
PLANNED
PROJECTS

			Popeyes (2,145 SF with Drive Through Window) 180 Middle Country Rd			Giaquinto Middle Island Project			SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
					VOL			VOL	
				ENTER	49		ENTER	30	
				EXIT	47		EXIT	69	
				TOTAL	96		TOTAL	99	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**VOL**	**%EN**	**%EX**	**VOL**	SUBTOTAL VOL
Middle Country Rd, NY-25 AT Yaphank Middle Island Rd/Rocky Point Rd (CR 21) 1	NB	LEFT	10		5			0	5
		THROUGH			0			0	0
		RIGHT			0	20		6	6
	SB	LEFT			0	10		3	3
		THROUGH			0			0	0
		RIGHT	10		5			0	5
	EB	LEFT		10	5			0	5
		THROUGH		20	9	35		11	20
		RIGHT		10	5			0	5
	WB	LEFT			0		20	14	14
		THROUGH	20		10		35	24	34
		RIGHT			0		10	7	7
Middle Country Rd, NY-25 AT Currans Rd 2	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	9	65		20	29
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		10		65	45	55
		RIGHT			0			0	0
Middle Country Rd, NY-25 AT Site Residential Driveway 3	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	9	65		20	29
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		10		65	45	55
		RIGHT			0			0	0
Middle Country Rd, NY-25 AT Picasso Way/Site Driveway 4	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	9	65		20	29
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		10		65	45	55
		RIGHT			0			0	0
Middle Country Rd, NY-25 AT Site Retail Driveway 5	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	9	65		20	29
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		10		65	45	55
		RIGHT			0			0	0
Middle Country Rd, NY-25 AT Woodville Rd 6	NB	LEFT			0		65	45	45
		THROUGH			0			0	0
		RIGHT			0		35	24	24
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	9			0	9
		RIGHT			0	65		20	20
	WB	LEFT			0	35		11	11
		THROUGH	20		10			0	10
		RIGHT			0			0	0

NELSON & POPE

AM PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

OTHER
PLANNED
PROJECTS

	Popeyes (2,145 SF with Drive Through Window) 180 Middle Country Rd		Giaquinto Middle Island Project		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL		VOL		
ENTER	49	ENTER	30		
EXIT	47	EXIT	69		
TOTAL	96	TOTAL	99		

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT			0			0	0
7		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	9		35	24	33
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		10	35		11	21
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Summersweet Dr.	SB	LEFT			0			0	0
8		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	9		35	24	33
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		10	35		11	21
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Wading River Hollow Rd	SB	LEFT			0			0	0
9		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	9		35	24	33
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		10	35		11	21
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Currans Rd		THROUGH		20	9		35	24	33
AT		RIGHT			0			0	0
Site Residential Driveway	SB	LEFT			0			0	0
10		THROUGH	20		10	35		11	21
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

NELSON & POPE

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
Middle Country Rd, NY-25 AT Yaphank Middle Island Rd/Rocky Point Rd (CR 21) 1	NB	LEFT	236	5	241
		THROUGH	271	0	271
		RIGHT	95	6	101
	SB	LEFT	60	3	63
		THROUGH	456	0	456
		RIGHT	22	5	27
	EB	LEFT	82	5	87
		THROUGH	395	20	415
		RIGHT	296	5	301
	WB	LEFT	221	14	235
		THROUGH	469	34	503
		RIGHT	31	7	38
Middle Country Rd, NY-25 AT Currans Rd 2	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	211	0	211
		THROUGH	0	0	0
		RIGHT	30	0	30
	EB	LEFT	7	0	7
		THROUGH	503	29	532
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	607	55	662
		RIGHT	121	0	121
Middle Country Rd, NY-25 AT Site Residential Driveway 3	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	714	29	743
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	741	55	796
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Picasso Way/Site Driveway 4	NB	LEFT	99	0	99
		THROUGH	0	0	0
		RIGHT	43	0	43
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	678	29	707
		RIGHT	30	0	30
	WB	LEFT	20	0	20
		THROUGH	642	55	697
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Site Retail Driveway 5	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	626	29	655
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	605	55	660
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Woodville Rd 6	NB	LEFT	9	45	54
		THROUGH	0	0	0
		RIGHT	12	24	36
	SB	LEFT	6	0	6
		THROUGH	3	0	3
		RIGHT	87	0	87
	EB	LEFT	46	0	46
		THROUGH	660	9	669
		RIGHT	9	20	29
	WB	LEFT	13	11	24
		THROUGH	565	10	575
		RIGHT	4	0	4

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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
Middle Country Rd, NY-25 AT Strathmore Commons Shopping Center Driveway 7	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	69	0	69
		THROUGH	0	0	0
		RIGHT	37	0	37
	EB	LEFT	27	0	27
		THROUGH	655	33	688
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	550	21	571
		RIGHT	54	0	54
Middle Country Rd, NY-25 AT Summersweet Dr. 8	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	37	0	37
	EB	LEFT	8	0	8
		THROUGH	709	33	742
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	567	21	588
		RIGHT	5	0	5
Middle Country Rd, NY-25 AT Wading River Hollow Rd 9	NB	LEFT	80	0	80
		THROUGH	8	0	8
		RIGHT	45	0	45
	SB	LEFT	15	0	15
		THROUGH	17	0	17
		RIGHT	3	0	3
	EB	LEFT	1	0	1
		THROUGH	632	33	665
		RIGHT	80	0	80
	WB	LEFT	75	0	75
		THROUGH	493	21	514
		RIGHT	7	0	7
Currans Rd AT Site Residential Driveway 10	NB	LEFT	0	0	0
		THROUGH	129	33	162
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	240	21	261
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

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			Primary Traffic Distribution												Pass-By Distribution			
			Residential			Commerical Retail			Restaurant			Civic Space						SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL			VOL			VOL	
				ENTER	23		ENTER	75		ENTER	56		ENTER	12		ENTER	56	
				EXIT	53		EXIT	43		EXIT	57		EXIT	6		EXIT	49	
				TOTAL	76		TOTAL	118		TOTAL	113		TOTAL	18		TOTAL	105	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT	15		3	15		11	15		8	15		2			0	24
Yaphank Middle Island Rd/Rocky Point Rd (CR 21)	SB	LEFT	5		1	10		8	10		6	10		1			0	16
1		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH	30		7	35		26	35		20	35		4			0	57
		RIGHT			0			0			0			0			0	0
	WB	LEFT		15	8		15	6		15	9		15	1			0	24
		THROUGH		30	16		35	15		35	20		35	2			0	53
		RIGHT		5	3		10	4		10	6		10	1			0	14
	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
Middle Country Rd, NY-25		RIGHT			0			0			0			0			0	0
AT	SB	LEFT		10	5			0			0			0			0	5
Currans Rd		THROUGH			0			0			0			0			0	0
2		RIGHT		30	16			0			0			0			0	16
	EB	LEFT	30		7			0			0			0			0	7
		THROUGH	20		5	60		45	60		34	60		7			0	91
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH		20	11		60	26		60	34		60	4			0	75
		RIGHT			0			0			0			0			0	0
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Site Residential Driveway	SB	LEFT			0			0			0			0			0	0
3		THROUGH			0			0			0			0			0	0
		RIGHT		20	11			0			0			0			0	11
	EB	LEFT	20		5			0			0			0			0	5
		THROUGH		10	5	60		45	60		34	60		7			0	91
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH			0		60	26		60	34		60	4			0	64
		RIGHT	40		9			0			0			0			0	9
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Picasso Way/Site Driveway	SB	LEFT		30	16		40	17		40	23		40	2		60	29	87
4		THROUGH			0			0			0			0			0	0
		RIGHT			0		40	17		40	23		40	2		10	5	47
	EB	LEFT			0	60		45	60		34	60		7	60		34	120
		THROUGH		10	5			0			0			0	-60		-33	-28
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		9		20	9		20	11		20	1	-10		-5	25
		RIGHT			0	10		8	10		6	10		1	10		6	21
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Site Retail Driveway	SB	LEFT			0			0			0			0			0	0
5		THROUGH			0			0			0			0			0	0
		RIGHT			0		20	9		20	11		20	1		30	15	36
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	21		40	17		40	23		40	2			0	63
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		9	10		8	10		6	10		1	-30		-16	8
		RIGHT			0	30		23	30		17	30		4	30		17	61
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Woodville Rd	SB	LEFT			0			0			0			0			0	0
6		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	21		40	17		40	23		40	2			0	63
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		9	40		30	40		22	40		5			0	66
		RIGHT			0			0			0			0			0	0

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			Primary Traffic Distribution												Pass-By Distribution			
			Residential			Commerical Retail			Restaurant			Civic Space						SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL			VOL			VOL	
				ENTER	23		ENTER	75		ENTER	56		ENTER	12		ENTER	56	
				EXIT	53		EXIT	43		EXIT	57		EXIT	6		EXIT	49	
				TOTAL	76		TOTAL	118		TOTAL	113		TOTAL	18		TOTAL	105	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT			0			0			0			0			0	0
7		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	21		40	17		40	23		40	2			0	63
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		9	40		30	40		22	40		5			0	66
		RIGHT			0			0			0			0			0	0
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Summersweet Dr.	SB	LEFT			0			0			0			0			0	0
8		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	21		40	17		40	23		40	2			0	63
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		9	40		30	40		22	40		5			0	66
		RIGHT			0			0			0			0			0	0
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Wading River Hollow Rd	SB	LEFT			0			0			0			0			0	0
9		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	21		40	17		40	23		40	2			0	63
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		9	40		30	40		22	40		5			0	66
		RIGHT			0			0			0			0			0	0
	NB	LEFT			0			0			0			0			0	0
Currans Rd		THROUGH			0			0			0			0			0	0
AT		RIGHT	30		7			0			0			0			0	7
Site Residential Driveway	SB	LEFT	10		2			0			0			0			0	2
10		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	WB	LEFT		40	21			0			0			0			0	21
		THROUGH			0			0			0			0			0	0
		RIGHT		10	5			0			0			0			0	5

NELSON & POPE

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LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
Middle Country Rd, NY-25 AT Yaphank Middle Island Rd/Rocky Point Rd (CR 21) 1	NB	LEFT	241	0	241
		THROUGH	271	0	271
		RIGHT	101	24	125
	SB	LEFT	63	16	79
		THROUGH	456	0	456
		RIGHT	27	0	27
	EB	LEFT	87	0	87
		THROUGH	415	57	472
		RIGHT	301	0	301
	WB	LEFT	235	24	259
		THROUGH	503	53	556
		RIGHT	38	14	52
Middle Country Rd, NY-25 AT Currans Rd 2	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	211	5	216
		THROUGH	0	0	0
		RIGHT	30	16	46
	EB	LEFT	7	7	14
		THROUGH	532	91	623
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	662	75	737
		RIGHT	121	0	121
Middle Country Rd, NY-25 AT Site Residential Driveway 3	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	11	11
	EB	LEFT	0	5	5
		THROUGH	743	91	834
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	796	64	860
		RIGHT	0	9	9
Middle Country Rd, NY-25 AT Picasso Way/Site Driveway 4	NB	LEFT	99	0	99
		THROUGH	0	0	0
		RIGHT	43	0	43
	SB	LEFT	0	87	87
		THROUGH	0	0	0
		RIGHT	0	47	47
	EB	LEFT	0	120	120
		THROUGH	707	-28	679
		RIGHT	30	0	30
	WB	LEFT	20	0	20
		THROUGH	697	25	722
		RIGHT	0	21	21
Middle Country Rd, NY-25 AT Site Retail Driveway 5	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	36	36
	EB	LEFT	0	0	0
		THROUGH	655	63	718
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	660	8	668
		RIGHT	0	61	61
Middle Country Rd, NY-25 AT Woodville Rd 6	NB	LEFT	54	0	54
		THROUGH	0	0	0
		RIGHT	36	0	36
	SB	LEFT	6	0	6
		THROUGH	3	0	3
		RIGHT	87	0	87
	EB	LEFT	46	0	46
		THROUGH	669	63	732
		RIGHT	29	0	29
	WB	LEFT	24	0	24
		THROUGH	575	66	641
		RIGHT	4	0	4

NELSON & POPE

AM PEAK HOUR
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LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
Middle Country Rd, NY-25 AT Strathmore Commons Shopping Center Driveway 7	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	69	0	69
		THROUGH	0	0	0
		RIGHT	37	0	37
	EB	LEFT	27	0	27
		THROUGH	688	63	751
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	571	66	637
		RIGHT	54	0	54
Middle Country Rd, NY-25 AT Summersweet Dr. 8	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	37	0	37
	EB	LEFT	8	0	8
		THROUGH	742	63	805
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	588	66	654
		RIGHT	5	0	5
Middle Country Rd, NY-25 AT Wading River Hollow Rd 9	NB	LEFT	80	0	80
		THROUGH	8	0	8
		RIGHT	45	0	45
	SB	LEFT	15	0	15
		THROUGH	17	0	17
		RIGHT	3	0	3
	EB	LEFT	1	0	1
		THROUGH	665	63	728
		RIGHT	80	0	80
	WB	LEFT	75	0	75
		THROUGH	514	66	580
		RIGHT	7	0	7
Currans Rd AT Site Residential Driveway 10	NB	LEFT	0	0	0
		THROUGH	162	0	162
		RIGHT	0	7	7
	SB	LEFT	0	2	2
		THROUGH	261	0	261
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	21	21
		THROUGH	0	0	0
		RIGHT	0	5	5

NELSON & POPE

PM PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

GROWTH FACTOR: 1.30%
NO. OF YEARS: 4
GROWTH RATE: 1.054

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	176	176	186
Middle Country Rd, NY-25		THROUGH	421	421	444
AT		RIGHT	105	105	111
Yaphank Middle Island Rd/Rocky Point Rd (CR 21)	SB	LEFT	47	47	50
1		THROUGH	271	271	286
		RIGHT	35	35	37
	EB	LEFT	165	165	174
		THROUGH	555	555	585
		RIGHT	271	271	286
	WB	LEFT	144	144	152
		THROUGH	635	635	669
		RIGHT	74	74	78
	NB	LEFT	0	0	0
		THROUGH	0	0	0
Middle Country Rd, NY-25		RIGHT	0	0	0
AT	SB	LEFT	197	197	208
Currans Rd		THROUGH	0	0	0
2		RIGHT	31	31	33
	EB	LEFT	28	28	30
		THROUGH	637	637	671
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	737	737	777
		RIGHT	208	208	219
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Site Residential Driveway	SB	LEFT	0	0	0
3		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	834	834	879
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	968	968	1020
		RIGHT	0	0	0
	NB	LEFT	57	57	60
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	27	27	28
Picasso Way/Site Driveway	SB	LEFT	0	0	0
4		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	1	1	1
		THROUGH	757	757	798
		RIGHT	86	86	91
	WB	LEFT	56	56	59
		THROUGH	911	911	960
		RIGHT	0	0	0
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Site Retail Driveway	SB	LEFT	0	0	0
5		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	726	726	765
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	879	879	926
		RIGHT	0	0	0
	NB	LEFT	17	17	18
Middle Country Rd, NY-25		THROUGH	2	2	2
AT		RIGHT	23	23	24
Woodville Rd	SB	LEFT	7	7	7
6		THROUGH	1	1	1
		RIGHT	120	120	126
	EB	LEFT	136	136	143
		THROUGH	618	618	651
		RIGHT	27	27	28
	WB	LEFT	11	11	12
		THROUGH	824	824	868
		RIGHT	31	31	33

NELSON & POPE

PM PEAK HOUR
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GROWTH FACTOR: 1.30%
NO. OF YEARS: 4
GROWTH RATE: 1.054

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT	161	161	170
7		THROUGH	0	0	0
		RIGHT	69	69	73
	EB	LEFT	59	59	62
		THROUGH	575	575	606
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	816	816	860
		RIGHT	147	147	155
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Summersweet Dr.	SB	LEFT	2	2	2
8		THROUGH	0	0	0
		RIGHT	24	24	25
	EB	LEFT	28	28	30
		THROUGH	711	711	749
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	943	943	994
		RIGHT	4	4	4
	NB	LEFT	124	124	131
Middle Country Rd, NY-25		THROUGH	14	14	15
AT		RIGHT	82	82	86
Wading River Hollow Rd	SB	LEFT	7	7	7
9		THROUGH	6	6	6
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	616	616	649
		RIGHT	106	106	112
	WB	LEFT	77	77	81
		THROUGH	795	795	838
		RIGHT	10	10	11
	NB	LEFT	0	0	0
Currans Rd		THROUGH	236	236	249
AT		RIGHT	0	0	0
Site Residential Driveway	SB	LEFT	0	0	0
10		THROUGH	228	228	240
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

OTHER
PLANNED
PROJECTS

	Popeyes (2,145 SF with Drive Through Window) 180 Middle Country Rd	Giaquinto Middle Island Project	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	VOL	
ENTER	37	68	
EXIT	34	46	
TOTAL	71	114	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	LEFT	10		4			0	4
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0	20		14	14
Yaphank Middle Island Rd/Rocky Point Rd (CR 21)	SB	LEFT			0	10		7	7
1		THROUGH			0			0	0
		RIGHT	10		4			0	4
	EB	LEFT		10	3			0	3
		THROUGH		20	7	35		24	31
		RIGHT		10	3			0	3
	WB	LEFT			0		20	9	9
		THROUGH	20		7		35	16	23
		RIGHT			0		10	5	5
	NB	LEFT			0			0	0
		THROUGH			0			0	0
Middle Country Rd, NY-25		RIGHT			0			0	0
AT	SB	LEFT			0			0	0
Currans Rd		THROUGH			0			0	0
2		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	7	65		44	51
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		7		65	30	37
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Site Residential Driveway	SB	LEFT			0			0	0
3		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	7	65		44	51
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		7		65	30	37
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Picasso Way/Site Driveway	SB	LEFT			0			0	0
4		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	7	65		44	51
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		7		65	30	37
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Site Retail Driveway	SB	LEFT			0			0	0
5		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	7	65		44	51
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		7		65	30	37
		RIGHT			0			0	0
	NB	LEFT			0		65	30	30
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0		35	16	16
Woodville Rd	SB	LEFT			0			0	0
6		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	7			0	7
		RIGHT			0	65		44	44
	WB	LEFT			0	35		24	24
		THROUGH	20		7			0	7
		RIGHT			0			0	0

NELSON & POPE

PM PEAK HOUR
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OTHER
PLANNED
PROJECTS

	Popeyes (2,145 SF with Drive Through Window) 180 Middle Country Rd	Giaquinto Middle Island Project	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL	VOL	
ENTER	37	68	
EXIT	34	46	
TOTAL	71	114	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT			0			0	0
7		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	7		35	16	23
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		7	35		24	31
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Summersweet Dr.	SB	LEFT			0			0	0
8		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	7		35	16	23
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		7	35		24	31
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Wading River Hollow Rd	SB	LEFT			0			0	0
9		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	7		35	16	23
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		7	35		24	31
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Currans Rd		THROUGH		20	7		35	16	23
AT		RIGHT			0			0	0
Site Residential Driveway	SB	LEFT			0			0	0
10		THROUGH	20		7	35		24	31
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

NELSON & POPE

PM PEAK HOUR
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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
Middle Country Rd, NY-25 AT Yaphank Middle Island Rd/Rocky Point Rd (CR 21) 1	NB	LEFT	186	4	190
		THROUGH	444	0	444
		RIGHT	111	14	125
	SB	LEFT	50	7	57
		THROUGH	286	0	286
		RIGHT	37	4	41
	EB	LEFT	174	3	177
		THROUGH	585	31	616
		RIGHT	286	3	289
	WB	LEFT	152	9	161
		THROUGH	669	23	692
		RIGHT	78	5	83
Middle Country Rd, NY-25 AT Currans Rd 2	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	208	0	208
		THROUGH	0	0	0
		RIGHT	33	0	33
	EB	LEFT	30	0	30
		THROUGH	671	51	722
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	777	37	814
		RIGHT	219	0	219
Middle Country Rd, NY-25 AT Site Residential Driveway 3	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	879	51	930
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1020	37	1057
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Picasso Way/Site Driveway 4	NB	LEFT	60	0	60
		THROUGH	0	0	0
		RIGHT	28	0	28
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	1	0	1
		THROUGH	798	51	849
		RIGHT	91	0	91
	WB	LEFT	59	0	59
		THROUGH	960	37	997
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Site Retail Driveway 5	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	765	51	816
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	926	37	963
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Woodville Rd 6	NB	LEFT	18	30	48
		THROUGH	2	0	2
		RIGHT	24	16	40
	SB	LEFT	7	0	7
		THROUGH	1	0	1
		RIGHT	126	0	126
	EB	LEFT	143	0	143
		THROUGH	651	7	658
		RIGHT	28	44	72
	WB	LEFT	12	24	36
		THROUGH	868	7	875
		RIGHT	33	0	33

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PM PEAK HOUR
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LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
Middle Country Rd, NY-25 AT Strathmore Commons Shopping Center Driveway 7	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	170	0	170
		THROUGH	0	0	0
		RIGHT	73	0	73
	EB	LEFT	62	0	62
		THROUGH	606	23	629
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	860	31	891
		RIGHT	155	0	155
Middle Country Rd, NY-25 AT Summersweet Dr. 8	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	2	0	2
		THROUGH	0	0	0
		RIGHT	25	0	25
	EB	LEFT	30	0	30
		THROUGH	749	23	772
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	994	31	1025
		RIGHT	4	0	4
Middle Country Rd, NY-25 AT Wading River Hollow Rd 9	NB	LEFT	131	0	131
		THROUGH	15	0	15
		RIGHT	86	0	86
	SB	LEFT	7	0	7
		THROUGH	6	0	6
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	649	23	672
		RIGHT	112	0	112
	WB	LEFT	81	0	81
		THROUGH	838	31	869
		RIGHT	11	0	11
Currans Rd AT Site Residential Driveway 10	NB	LEFT	0	0	0
		THROUGH	249	23	272
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	240	31	271
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

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PM PEAK HOUR
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			Primary Traffic Distribution												Pass-By Distribution			
			Residential			Commerical Retail			Restaurant			Civic Space						SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL			VOL			VOL	
				ENTER	25		ENTER	122		ENTER	38		ENTER	1		ENTER	96	
				EXIT	17		EXIT	122		EXIT	23		EXIT	1		EXIT	85	
				TOTAL	42		TOTAL	244		TOTAL	61		TOTAL	2		TOTAL	181	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT	15		4	15		18	15		6	15		0			0	28
Yaphank Middle Island Rd/Rocky Point Rd (CR 21	SB	LEFT	5		1	10		12	10		4	10		0			0	17
1		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH	30		8	35		43	35		13	35		0			0	64
		RIGHT			0			0			0			0			0	0
	WB	LEFT		15	3		15	18		15	3		15	0			0	24
		THROUGH		30	5		35	43		35	8		35	0			0	56
		RIGHT		5	1		10	12		10	2		10	0			0	15
	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
Middle Country Rd, NY-25		RIGHT			0			0			0			0			0	0
AT	SB	LEFT		10	2			0			0			0			0	2
Currans Rd		THROUGH			0			0			0			0			0	0
2		RIGHT		30	5			0			0			0			0	5
	EB	LEFT	30		8			0			0			0			0	8
		THROUGH	20		5	60		73	60		23	60		1			0	102
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH		20	3		60	73		60	14		60	1			0	91
		RIGHT			0			0			0			0			0	0
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Site Residential Driveway	SB	LEFT			0			0			0			0			0	0
3		THROUGH			0			0			0			0			0	0
		RIGHT		20	3			0			0			0			0	3
	EB	LEFT	20		5			0			0			0			0	5
		THROUGH		10	2	60		73	60		23	60		1			0	99
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH			0		60	73		60	14		60	1			0	88
		RIGHT	40		10			0			0			0			0	10
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Picasso Way/Site Driveway	SB	LEFT		30	5		40	49		40	9		40	0		60	51	114
4		THROUGH			0			0			0			0			0	0
		RIGHT			0		40	49		40	9		40	0		10	9	67
	EB	LEFT			0	60		73	60		23	60		1	60		58	155
		THROUGH		10	2			0			0			0	-60		-57	-55
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		10		20	24		20	5		20	0	-10		-9	30
		RIGHT			0	10		12	10		4	10		0	10		10	26
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Site Retail Driveway	SB	LEFT			0			0			0			0			0	0
5		THROUGH			0			0			0			0			0	0
		RIGHT			0		20	24		20	5		20	0		30	26	55
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	7		40	49		40	9		40	0			0	65
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		10	10		12	10		4	10		0	-30		-28	-2
		RIGHT			0	30		37	30		11	30		0	30		29	77
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Woodville Rd	SB	LEFT			0			0			0			0			0	0
6		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	7		40	49		40	9		40	0			0	65
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		10	40		49	40		15	40		0			0	74
		RIGHT			0			0			0			0			0	0

NELSON & POPE

PM PEAK HOUR
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			Primary Traffic Distribution												Pass-By Distribution			
			Residential			Commerical Retail			Restaurant			Civic Space						SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL			VOL			VOL	
				ENTER	25		ENTER	122		ENTER	38		ENTER	1		ENTER	96	
				EXIT	17		EXIT	122		EXIT	23		EXIT	1		EXIT	85	
				TOTAL	42		TOTAL	244		TOTAL	61		TOTAL	2		TOTAL	181	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	SUBTOTAL VOL
Middle Country Rd, NY-25 AT Strathmore Commons Shopping Center Driveway 7	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	SB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	7		40	49		40	9		40	0			0	65
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		10	40		49	40		15	40		0			0	74
		RIGHT			0			0			0			0			0	0
Middle Country Rd, NY-25 AT Summersweet Dr. 8	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	SB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	7		40	49		40	9		40	0			0	65
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		10	40		49	40		15	40		0			0	74
		RIGHT			0			0			0			0			0	0
Middle Country Rd, NY-25 AT Wading River Hollow Rd 9	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	SB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	7		40	49		40	9		40	0			0	65
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		10	40		49	40		15	40		0			0	74
		RIGHT			0			0			0			0			0	0
Currans Rd AT Site Residential Driveway 10	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT	30		8			0			0			0			0	8
	SB	LEFT	10		3			0			0			0			0	3
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	WB	LEFT		40	7			0			0			0			0	7
		THROUGH			0			0			0			0			0	0
		RIGHT		10	2			0			0			0			0	2

NELSON & POPE

PM PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	190	0	190
Middle Country Rd, NY-25		THROUGH	444	0	444
AT		RIGHT	125	28	153
Yaphank Middle Island Rd/Rocky Point Rd (CR 21)	SB	LEFT	57	17	74
1		THROUGH	286	0	286
		RIGHT	41	0	41
	EB	LEFT	177	0	177
		THROUGH	616	64	680
		RIGHT	289	0	289
	WB	LEFT	161	24	185
		THROUGH	692	56	748
		RIGHT	83	15	98
	NB	LEFT	0	0	0
		THROUGH	0	0	0
Middle Country Rd, NY-25		RIGHT	0	0	0
AT	SB	LEFT	208	2	210
Currans Rd		THROUGH	0	0	0
2		RIGHT	33	5	38
	EB	LEFT	30	8	38
		THROUGH	722	102	824
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	814	91	905
		RIGHT	219	0	219
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Site Residential Driveway	SB	LEFT	0	0	0
3		THROUGH	0	0	0
		RIGHT	0	3	3
	EB	LEFT	0	5	5
		THROUGH	930	99	1029
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1057	88	1145
		RIGHT	0	10	10
	NB	LEFT	60	0	60
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	28	0	28
Picasso Way/Site Driveway	SB	LEFT	0	114	114
4		THROUGH	0	0	0
		RIGHT	0	67	67
	EB	LEFT	1	155	156
		THROUGH	849	-55	794
		RIGHT	91	0	91
	WB	LEFT	59	0	59
		THROUGH	997	30	1027
		RIGHT	0	26	26
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Site Retail Driveway	SB	LEFT	0	0	0
5		THROUGH	0	0	0
		RIGHT	0	55	55
	EB	LEFT	0	0	0
		THROUGH	816	65	881
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	963	-2	961
		RIGHT	0	77	77
	NB	LEFT	48	0	48
Middle Country Rd, NY-25		THROUGH	2	0	2
AT		RIGHT	40	0	40
Woodville Rd	SB	LEFT	7	0	7
6		THROUGH	1	0	1
		RIGHT	126	0	126
	EB	LEFT	143	0	143
		THROUGH	658	65	723
		RIGHT	72	0	72
	WB	LEFT	36	0	36
		THROUGH	875	74	949
		RIGHT	33	0	33

NELSON & POPE

PM PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT	170	0	170
7		THROUGH	0	0	0
		RIGHT	73	0	73
	EB	LEFT	62	0	62
		THROUGH	629	65	694
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	891	74	965
		RIGHT	155	0	155
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Summersweet Dr.	SB	LEFT	2	0	2
8		THROUGH	0	0	0
		RIGHT	25	0	25
	EB	LEFT	30	0	30
		THROUGH	772	65	837
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	1025	74	1099
		RIGHT	4	0	4
	NB	LEFT	131	0	131
Middle Country Rd, NY-25		THROUGH	15	0	15
AT		RIGHT	86	0	86
Wading River Hollow Rd	SB	LEFT	7	0	7
9		THROUGH	6	0	6
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	672	65	737
		RIGHT	112	0	112
	WB	LEFT	81	0	81
		THROUGH	869	74	943
		RIGHT	11	0	11
	NB	LEFT	0	0	0
Currans Rd		THROUGH	272	0	272
AT		RIGHT	0	8	8
Site Residential Driveway	SB	LEFT	0	3	3
10		THROUGH	271	0	271
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	7	7
		THROUGH	0	0	0
		RIGHT	0	2	2

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

GROWTH FACTOR: 1.30%
NO. OF YEARS: 4
GROWTH RATE: 1.054

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	176	176	186
Middle Country Rd, NY-25		THROUGH	304	304	320
AT		RIGHT	114	114	120
Yaphank Middle Island Rd/Rocky Point Rd (CR 21)	SB	LEFT	54	54	57
1		THROUGH	283	283	298
		RIGHT	61	61	64
	EB	LEFT	109	109	115
		THROUGH	463	463	488
		RIGHT	174	174	183
	WB	LEFT	130	130	137
		THROUGH	493	493	520
		RIGHT	48	48	51
	NB	LEFT	0	0	0
		THROUGH	0	0	0
Middle Country Rd, NY-25		RIGHT	0	0	0
AT	SB	LEFT	106	106	112
Currans Rd		THROUGH	0	0	0
2		RIGHT	32	32	34
	EB	LEFT	43	43	45
		THROUGH	570	570	601
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	580	580	611
		RIGHT	116	116	122
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Site Residential Driveway	SB	LEFT	0	0	0
3		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	676	676	713
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	705	705	743
		RIGHT	0	0	0
	NB	LEFT	60	60	63
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	35	35	37
Picasso Way/Site Driveway	SB	LEFT	0	0	0
4		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	623	623	657
		RIGHT	57	57	60
	WB	LEFT	32	32	34
		THROUGH	645	645	680
		RIGHT	0	0	0
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Site Retail Driveway	SB	LEFT	0	0	0
5		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	819	819	863
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	778	778	820
		RIGHT	0	0	0
	NB	LEFT	13	13	14
Middle Country Rd, NY-25		THROUGH	3	3	3
AT		RIGHT	16	16	17
Woodville Rd	SB	LEFT	14	14	15
6		THROUGH	4	4	4
		RIGHT	114	114	120
	EB	LEFT	108	108	114
		THROUGH	529	529	558
		RIGHT	25	25	26
	WB	LEFT	6	6	6

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

GROWTH FACTOR: 1.30%
NO. OF YEARS: 4
GROWTH RATE: 1.054

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
		THROUGH	548	548	578
		RIGHT	7	7	7
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT	165	165	174
7		THROUGH	0	0	0
		RIGHT	80	80	84
	EB	LEFT	91	91	96
		THROUGH	469	469	494
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	485	485	511
		RIGHT	121	121	128
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Summersweet Dr.	SB	LEFT	4	4	4
8		THROUGH	0	0	0
		RIGHT	27	27	28
	EB	LEFT	25	25	26
		THROUGH	571	571	602
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	626	626	660
		RIGHT	4	4	4
	NB	LEFT	78	78	82
Middle Country Rd, NY-25		THROUGH	3	3	3
AT		RIGHT	48	48	51
Wading River Hollow Rd	SB	LEFT	3	3	3
9		THROUGH	4	4	4
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	521	521	549
		RIGHT	83	83	87
	WB	LEFT	47	47	50
		THROUGH	539	539	568
		RIGHT	5	5	5
	NB	LEFT	0	0	0
Currans Rd		THROUGH	159	159	168
AT		RIGHT	0	0	0
Site Residential Driveway	SB	LEFT	0	0	0
10		THROUGH	138	138	145
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

OTHER
PLANNED
PROJECTS

	VOL
ENTER	61
EXIT	58
TOTAL	119

Popeyes (2,145 SF with Drive Through Window)
180 Middle Country Rd

	VOL
ENTER	42
EXIT	38
TOTAL	80

Giaquinto Middle Island Project

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	LEFT	10		6			0	6
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0	20		8	8
Yaphank Middle Island Rd/Rocky Point Rd (CR 21	SB	LEFT			0	10		4	4
1		THROUGH			0			0	0
		RIGHT	10		6			0	6
	EB	LEFT		10	6			0	6
		THROUGH		20	12	35		15	27
		RIGHT		10	6			0	6
	WB	LEFT			0		20	8	8
		THROUGH	20		12		35	13	25
		RIGHT			0		10	4	4
	NB	LEFT			0			0	0
		THROUGH			0			0	0
Middle Country Rd, NY-25		RIGHT			0			0	0
AT	SB	LEFT			0			0	0
Currans Rd		THROUGH			0			0	0
2		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	12	65		27	39
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		12		65	25	37
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Site Residential Driveway	SB	LEFT			0			0	0
3		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	12	65		27	39
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		12		65	25	37
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Picasso Way/Site Driveway	SB	LEFT			0			0	0
4		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	12	65		27	39
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		12		65	25	37
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Site Retail Driveway	SB	LEFT			0			0	0
5		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	12	65		27	39
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		12		65	25	37
		RIGHT			0			0	0
	NB	LEFT			0		65	25	25
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0		35	13	13
Woodville Rd	SB	LEFT			0			0	0
6		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	12			0	12
		RIGHT			0	65		27	27
	WB	LEFT			0	35		15	15
		THROUGH	20		12			0	12
		RIGHT			0			0	0

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

OTHER
PLANNED
PROJECTS

	Popeyes (2,145 SF with Drive Through Window) 180 Middle Country Rd		Giaquinto Middle Island Project		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
		VOL		VOL	
	ENTER	61	ENTER	42	
	EXIT	58	EXIT	38	
	TOTAL	119	TOTAL	80	

LOCATION	DIR	MVMT	%EN	%EX	VOL	%EN	%EX	VOL	SUBTOTAL VOL
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT			0			0	0
7		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	12		35	13	25
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		12	35		15	27
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Summersweet Dr.	SB	LEFT			0			0	0
8		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	12		35	13	25
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		12	35		15	27
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0	0
AT		RIGHT			0			0	0
Wading River Hollow Rd	SB	LEFT			0			0	0
9		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	12		35	13	25
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	20		12	35		15	27
		RIGHT			0			0	0
	NB	LEFT			0			0	0
Currans Rd		THROUGH		20	12		35	13	25
AT		RIGHT			0			0	0
Site Residential Driveway	SB	LEFT			0			0	0
10		THROUGH	20		12	35		15	27
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
Middle Country Rd, NY-25 AT Yaphank Middle Island Rd/Rocky Point Rd (CR 21) 1	NB	LEFT	186	6	192
		THROUGH	320	0	320
		RIGHT	120	8	128
	SB	LEFT	57	4	61
		THROUGH	298	0	298
		RIGHT	64	6	70
	EB	LEFT	115	6	121
		THROUGH	488	27	515
		RIGHT	183	6	189
	WB	LEFT	137	8	145
		THROUGH	520	25	545
		RIGHT	51	4	55
Middle Country Rd, NY-25 AT Currans Rd 2	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	112	0	112
		THROUGH	0	0	0
		RIGHT	34	0	34
	EB	LEFT	45	0	45
		THROUGH	601	39	640
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	611	37	648
		RIGHT	122	0	122
Middle Country Rd, NY-25 AT Site Residential Driveway 3	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	713	39	752
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	743	37	780
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Picasso Way/Site Driveway 4	NB	LEFT	63	0	63
		THROUGH	0	0	0
		RIGHT	37	0	37
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	657	39	696
		RIGHT	60	0	60
	WB	LEFT	34	0	34
		THROUGH	680	37	717
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Site Retail Driveway 5	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	863	39	902
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	820	37	857
		RIGHT	0	0	0
Middle Country Rd, NY-25 AT Woodville Rd 6	NB	LEFT	14	25	39
		THROUGH	3	0	3
		RIGHT	17	13	30
	SB	LEFT	15	0	15
		THROUGH	4	0	4
		RIGHT	120	0	120
	EB	LEFT	114	0	114
		THROUGH	558	12	570
		RIGHT	26	27	53
	WB	LEFT	6	15	21
		THROUGH	578	12	590
		RIGHT	7	0	7

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
Middle Country Rd, NY-25 AT Strathmore Commons Shopping Center Driveway 7	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	174	0	174
		THROUGH	0	0	0
		RIGHT	84	0	84
	EB	LEFT	96	0	96
		THROUGH	494	25	519
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	511	27	538
		RIGHT	128	0	128
Middle Country Rd, NY-25 AT Summersweet Dr. 8	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	28	0	28
	EB	LEFT	26	0	26
		THROUGH	602	25	627
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	660	27	687
		RIGHT	4	0	4
Middle Country Rd, NY-25 AT Wading River Hollow Rd 9	NB	LEFT	82	0	82
		THROUGH	3	0	3
		RIGHT	51	0	51
	SB	LEFT	3	0	3
		THROUGH	4	0	4
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	549	25	574
		RIGHT	87	0	87
	WB	LEFT	50	0	50
		THROUGH	568	27	595
		RIGHT	5	0	5
Currans Rd AT Site Residential Driveway 10	NB	LEFT	0	0	0
		THROUGH	168	25	193
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	145	27	172
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

			Primary Traffic Distribution												Pass-By Distribution			
			Residential			Commerical Retail			Restaurant			Civic Space						SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL			VOL			VOL	
				ENTER	21		ENTER	168		ENTER	75		ENTER	1		ENTER	82	
				EXIT	25		EXIT	165		EXIT	61		EXIT	0		EXIT	78	
				TOTAL	46		TOTAL	333		TOTAL	136		TOTAL	1		TOTAL	160	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	SUBTOTAL VOL
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT	15		3	15		25	15		11	15		0			0	39
Yaphank Middle Island Rd/Rocky Point Rd (CR 21	SB	LEFT	5		1	10		17	10		8	10		0			0	26
1		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH	30		6	35		59	35		26	35		0			0	91
		RIGHT			0			0			0			0			0	0
	WB	LEFT		15	4		15	25		15	9		15	0			0	38
		THROUGH		30	8		35	58		35	21		35	0			0	87
		RIGHT		5	1		10	17		10	6		10	0			0	24
	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
Middle Country Rd, NY-25		RIGHT			0			0			0			0			0	0
AT	SB	LEFT		10	3			0			0			0			0	3
Currans Rd		THROUGH			0			0			0			0			0	0
2		RIGHT		30	8			0			0			0			0	8
	EB	LEFT	30		6			0			0			0			0	6
		THROUGH	20		4	60		101	60		45	60		1			0	151
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH		20	5		60	99		60	37		60	0			0	141
		RIGHT			0			0			0			0			0	0
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Site Residential Driveway	SB	LEFT			0			0			0			0			0	0
3		THROUGH			0			0			0			0			0	0
		RIGHT		20	5			0			0			0			0	5
	EB	LEFT	20		4			0			0			0			0	4
		THROUGH		10	3	60		101	60		45	60		1			0	150
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH			0		60	99		60	37		60	0			0	136
		RIGHT	40		8			0			0			0			0	8
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Picasso Way/Site Driveway	SB	LEFT		30	8		40	66		40	24		40	0		60	47	145
4		THROUGH			0			0			0			0			0	0
		RIGHT			0		40	66		40	24		40	0		10	8	98
	EB	LEFT			0	60		101	60		45	60		1	60		49	196
		THROUGH		10	3			0			0			0	-60		-48	-45
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		8		20	33		20	12		20	0	-10		-7	46
		RIGHT			0	10		17	10		8	10		0	10		8	33
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Site Retail Driveway	SB	LEFT			0			0			0			0			0	0
5		THROUGH			0			0			0			0			0	0
		RIGHT			0		20	33		20	12		20	0		30	23	68
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	10		40	66		40	24		40	0			0	100
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		8	10		17	10		8	10		0	-30		-24	9
		RIGHT			0	30		50	30		23	30		0	30		25	98
	NB	LEFT			0			0			0			0			0	0
Middle Country Rd, NY-25		THROUGH			0			0			0			0			0	0
AT		RIGHT			0			0			0			0			0	0
Woodville Rd	SB	LEFT			0			0			0			0			0	0
6		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	10		40	66		40	24		40	0			0	100
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		8	40		67	40		30	40		0			0	105
		RIGHT			0			0			0			0			0	0

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

			Primary Traffic Distribution												Pass-By Distribution			
			Residential			Commerical Retail			Restaurant			Civic Space						SUBTOTAL TRAFFIC GENERATED
					VOL			VOL			VOL			VOL			VOL	
				ENTER	21		ENTER	168		ENTER	75		ENTER	1		ENTER	82	
				EXIT	25		EXIT	165		EXIT	61		EXIT	0		EXIT	78	
				TOTAL	46		TOTAL	333		TOTAL	136		TOTAL	1		TOTAL	160	
LOCATION	**DIR**	**MVMT**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	**%EN**	**%EX**	**1 VOL**	SUBTOTAL VOL
Middle Country Rd, NY-25 AT Strathmore Commons Shopping Center Driveway 7	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	SB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	10		40	66		40	24		40	0			0	100
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		8	40		67	40		30	40		0			0	105
		RIGHT			0			0			0			0			0	0
Middle Country Rd, NY-25 AT Summersweet Dr. 8	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	SB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	10		40	66		40	24		40	0			0	100
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		8	40		67	40		30	40		0			0	105
		RIGHT			0			0			0			0			0	0
Middle Country Rd, NY-25 AT Wading River Hollow Rd 9	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	SB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH		40	10		40	66		40	24		40	0			0	100
		RIGHT			0			0			0			0			0	0
	WB	LEFT			0			0			0			0			0	0
		THROUGH	40		8	40		67	40		30	40		0			0	105
		RIGHT			0			0			0			0			0	0
Currans Rd AT Site Residential Driveway 10	NB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT	30		6			0			0			0			0	6
	SB	LEFT	10		2			0			0			0			0	2
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	EB	LEFT			0			0			0			0			0	0
		THROUGH			0			0			0			0			0	0
		RIGHT			0			0			0			0			0	0
	WB	LEFT		40	10			0			0			0			0	10
		THROUGH			0			0			0			0			0	0
		RIGHT		10	3			0			0			0			0	3

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	192	0	192
Middle Country Rd, NY-25		THROUGH	320	0	320
AT		RIGHT	128	39	167
Yaphank Middle Island Rd/Rocky Point Rd (CR 21)	SB	LEFT	61	26	87
1		THROUGH	298	0	298
		RIGHT	70	0	70
	EB	LEFT	121	0	121
		THROUGH	515	91	606
		RIGHT	189	0	189
	WB	LEFT	145	38	183
		THROUGH	545	87	632
		RIGHT	55	24	79
	NB	LEFT	0	0	0
		THROUGH	0	0	0
Middle Country Rd, NY-25		RIGHT	0	0	0
AT	SB	LEFT	112	3	115
Currans Rd		THROUGH	0	0	0
2		RIGHT	34	8	42
	EB	LEFT	45	6	51
		THROUGH	640	151	791
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	648	141	789
		RIGHT	122	0	122
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Site Residential Driveway	SB	LEFT	0	0	0
3		THROUGH	0	0	0
		RIGHT	0	5	5
	EB	LEFT	0	4	4
		THROUGH	752	150	902
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	780	136	916
		RIGHT	0	8	8
	NB	LEFT	63	0	63
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	37	0	37
Picasso Way/Site Driveway	SB	LEFT	0	145	145
4		THROUGH	0	0	0
		RIGHT	0	98	98
	EB	LEFT	0	196	196
		THROUGH	696	-45	651
		RIGHT	60	0	60
	WB	LEFT	34	0	34
		THROUGH	717	46	763
		RIGHT	0	33	33
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Site Retail Driveway	SB	LEFT	0	0	0
5		THROUGH	0	0	0
		RIGHT	0	68	68
	EB	LEFT	0	0	0
		THROUGH	902	100	1002
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	857	9	866
		RIGHT	0	98	98
	NB	LEFT	39	0	39
Middle Country Rd, NY-25		THROUGH	3	0	3
AT		RIGHT	30	0	30
Woodville Rd	SB	LEFT	15	0	15
6		THROUGH	4	0	4
		RIGHT	120	0	120
	EB	LEFT	114	0	114
		THROUGH	570	100	670
		RIGHT	53	0	53
	WB	LEFT	21	0	21
		THROUGH	590	105	695
		RIGHT	7	0	7

NELSON & POPE

SAT MID PEAK HOUR
Project Name: Breslin, Middle Island
N&P Project No. 89130

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Strathmore Commons Shopping Center Driveway	SB	LEFT	174	0	174
7		THROUGH	0	0	0
		RIGHT	84	0	84
	EB	LEFT	96	0	96
		THROUGH	519	100	619
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	538	105	643
		RIGHT	128	0	128
	NB	LEFT	0	0	0
Middle Country Rd, NY-25		THROUGH	0	0	0
AT		RIGHT	0	0	0
Summersweet Dr.	SB	LEFT	4	0	4
8		THROUGH	0	0	0
		RIGHT	28	0	28
	EB	LEFT	26	0	26
		THROUGH	627	100	727
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	687	105	792
		RIGHT	4	0	4
	NB	LEFT	82	0	82
Middle Country Rd, NY-25		THROUGH	3	0	3
AT		RIGHT	51	0	51
Wading River Hollow Rd	SB	LEFT	3	0	3
9		THROUGH	4	0	4
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	574	100	674
		RIGHT	87	0	87
	WB	LEFT	50	0	50
		THROUGH	595	105	700
		RIGHT	5	0	5
	NB	LEFT	0	0	0
Currans Rd		THROUGH	193	0	193
AT		RIGHT	0	6	6
Site Residential Driveway	SB	LEFT	0	2	2
10		THROUGH	172	0	172
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	10	10
		THROUGH	0	0	0
		RIGHT	0	3	3

TURNING MOVEMENT COUNTS (TMCs)

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	1- Middle Country Road (NYS Route 25) at Rocky Point Road
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:45
Location	1- Middle Country Road (NYS Route 25) at Rocky Poi
Latitude and Longitude	(40.883129, -72.942197)

	START	END	PHF
AM PEAK	**06-12-2025 07:45:00**	**06-12-2025 08:45:00**	**0.93**
PM PEAK	**06-12-2025 16:30:00**	**06-12-2025 17:30:00**	**0.97**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Rocky Point Road							Middle Country Road							Yaphank Middle Island Rd							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	22	86	6	0	114	0	0	32	80	6	0	118	0	0	47	74	14	0	135	0	0	17	84	41	0	142	0	0	509
07:15	14	83	9	0	106	0	1	47	82	9	0	138	0	1	21	71	8	0	100	0	0	17	100	55	0	172	1	0	516
07:30	5	130	8	0	143	0	0	51	96	4	0	151	0	0	27	70	18	0	115	0	0	15	90	80	0	185	0	0	594
07:45	11	121	4	0	136	0	0	63	110	4	0	177	0	0	40	69	17	0	126	0	0	25	113	67	0	205	0	0	644
Hourly Total	52	420	27	0	499	0	1	193	368	23	0	584	0	1	135	284	57	0	476	0	0	74	387	243	0	704	1	0	2263
08:00	16	101	5	0	122	0	0	38	100	9	0	147	0	0	52	62	11	0	125	0	0	16	62	85	0	163	0	0	557
08:15	15	109	4	0	128	0	0	55	129	10	0	194	0	0	59	58	32	0	149	0	0	15	112	77	0	204	0	0	675
08:30	15	102	8	0	125	0	1	54	106	6	0	166	0	0	73	68	30	0	171	0	0	22	88	52	0	162	0	0	624
08:45	12	82	9	0	103	0	0	38	112	9	0	159	0	0	59	59	19	0	137	0	0	22	113	42	0	177	0	0	576
Hourly Total	58	394	26	0	478	0	1	185	447	34	0	666	0	0	243	247	92	0	582	0	0	75	375	256	0	706	0	0	2432
16:00	19	49	12	0	80	0	0	52	147	10	0	209	1	1	33	89	23	0	145	0	0	38	131	64	0	233	0	0	667
16:15	11	49	14	0	74	0	1	37	142	11	0	190	0	0	35	101	16	0	152	0	1	43	132	62	0	237	0	0	653
16:30	10	69	11	0	90	0	0	37	168	21	0	226	0	0	37	112	18	0	167	0	0	43	142	76	0	261	0	0	744
16:45	15	54	11	0	80	0	0	35	162	21	1	219	0	1	49	93	29	0	171	0	0	41	144	58	0	243	0	0	713
Hourly Total	55	221	48	0	324	0	1	161	619	63	1	844	1	2	154	395	86	0	635	0	1	165	549	260	0	974	0	0	2777
17:00	12	75	9	0	96	2	0	27	147	19	0	193	0	0	49	110	24	0	183	0	1	34	130	64	0	228	0	0	700
17:15	10	73	4	0	87	1	0	44	158	13	0	215	0	0	41	106	34	0	181	0	1	47	139	73	0	259	0	0	742
17:30	13	73	6	0	92	1	0	32	143	19	0	194	0	0	45	114	29	0	188	0	1	35	82	72	0	189	0	0	663
17:45	11	62	9	0	82	0	0	27	135	23	0	185	0	0	33	91	23	0	147	0	0	38	130	78	0	246	1	0	660
Hourly Total	46	283	28	0	357	4	0	130	583	74	0	787	0	0	168	421	110	0	699	0	3	154	481	287	0	922	1	0	2765
18:00	23	60	9	0	92	0	1	49	116	12	0	177	0	0	51	105	27	0	183	0	0	33	109	75	0	217	1	0	669
18:15	8	56	11	0	75	0	0	34	120	12	0	166	0	0	45	84	21	0	150	0	1	29	125	77	0	231	0	0	622
18:30	11	51	11	0	73	0	0	31	124	11	0	166	0	0	54	78	40	0	172	0	0	25	121	62	0	208	0	0	619
18:45	9	61	4	0	74	0	0	29	117	10	0	156	0	0	57	84	27	0	168	0	0	22	106	38	0	166	1	1	564
Hourly Total	51	228	35	0	314	0	1	143	477	45	0	665	0	0	207	351	115	0	673	0	1	109	461	252	0	822	2	1	2474
Grand Total	262	1546	164	0	1972	4	4	812	2494	239	1	3546	1	3	907	1698	460	0	3065	0	5	577	2253	1298	0	4128	4	1	12711
Approach %	13	78	8	0	100	0	0	22	70	6	0	100	0	0	29	55	15	0	100	0	0	13	54	31	0	100	0	0	400
Total %	2	12	1	0	15	0	0	6	19	1	0	27	0	0	7	13	3	0	24	0	0	4	17	10	0	32	0	0	100
Lights	245	1475	129	0	1849	0	0	765	2358	224	1	3348	0	0	855	1608	439	0	2902	0	0	539	2150	1234	0	3923	0	0	12022
Lights %	93	95	78	0	0	0	0	94	94	93	100	0	0	0	94	94	95	0	0	0	0	93	95	95	0	0	0	0	94
Trucks	11	47	28	0	86	0	0	20	71	10	0	101	0	0	19	67	5	0	91	0	0	20	67	11	0	98	0	0	376
Trucks %	4	3	17	0	0	0	0	2	2	4	0	0	0	0	2	3	1	0	0	0	0	3	2	0	0	0	0	0	2
Buses	5	23	7	0	35	0	0	27	63	5	0	95	0	0	33	23	16	0	72	0	0	17	36	52	0	105	0	0	307
Buses %	1	1	4	0	0	0	0	3	2	2	0	0	0	0	3	1	3	0	0	0	0	2	1	4	0	0	0	0	2
Bicycles on Road	1	1	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	6

Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Rocky Point Road							Middle Country Road							Yaphank Middle Island Rd							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	4	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	3	1	0
Pedestrians %	0	0	0	0	0	25	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	75	0	0
Bicycles on Crosswalk	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0
Bicycles on Crosswalk %	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

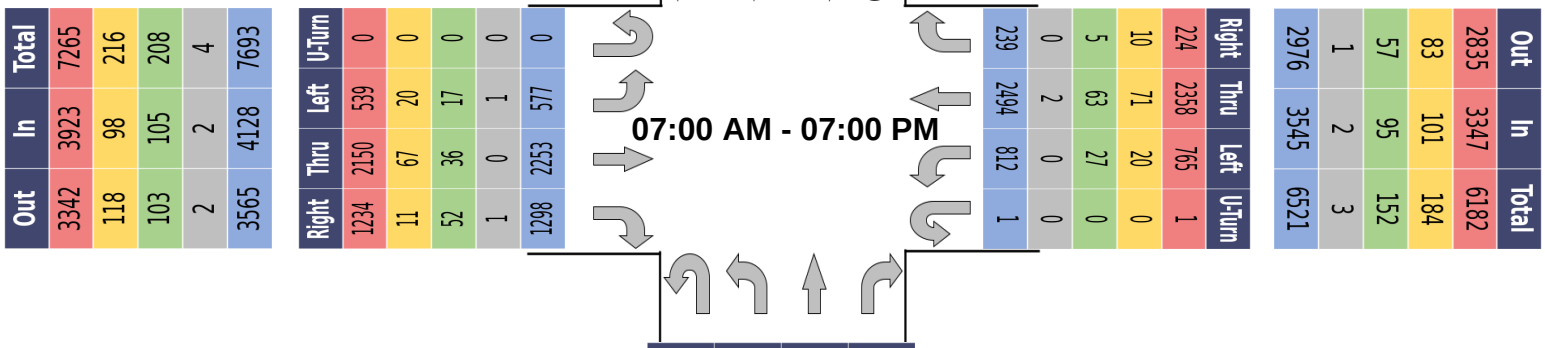
Date: 06-12-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
2371	1849	4220
97	86	183
45	35	80
1	2	3
2514	1972	4486

Right	Thru	Left	U-Turn
129	1475	245	0
28	47	11	0
7	23	5	0
0	1	1	0
164	1546	262	0



Out	In	Total
3342	3923	7265
118	98	216
103	105	208
2	2	4
3565	4128	7693

U-Turn	Left	Thru	Right
0	539	2150	1234
0	20	67	11
0	17	36	52
0	1	0	1
0	577	2253	1298

Right	Thru	Left	U-Turn
239	2494	812	1
0	2	0	0
5	63	27	0
10	71	20	0
224	2358	765	1

Out	In	Total
2835	3347	6182
83	101	184
57	95	152
1	2	3
2976	3545	6521

U-Turn	Left	Thru	Right
0	855	1608	439
0	19	67	5
0	33	23	16
0	0	0	0
0	907	1698	460

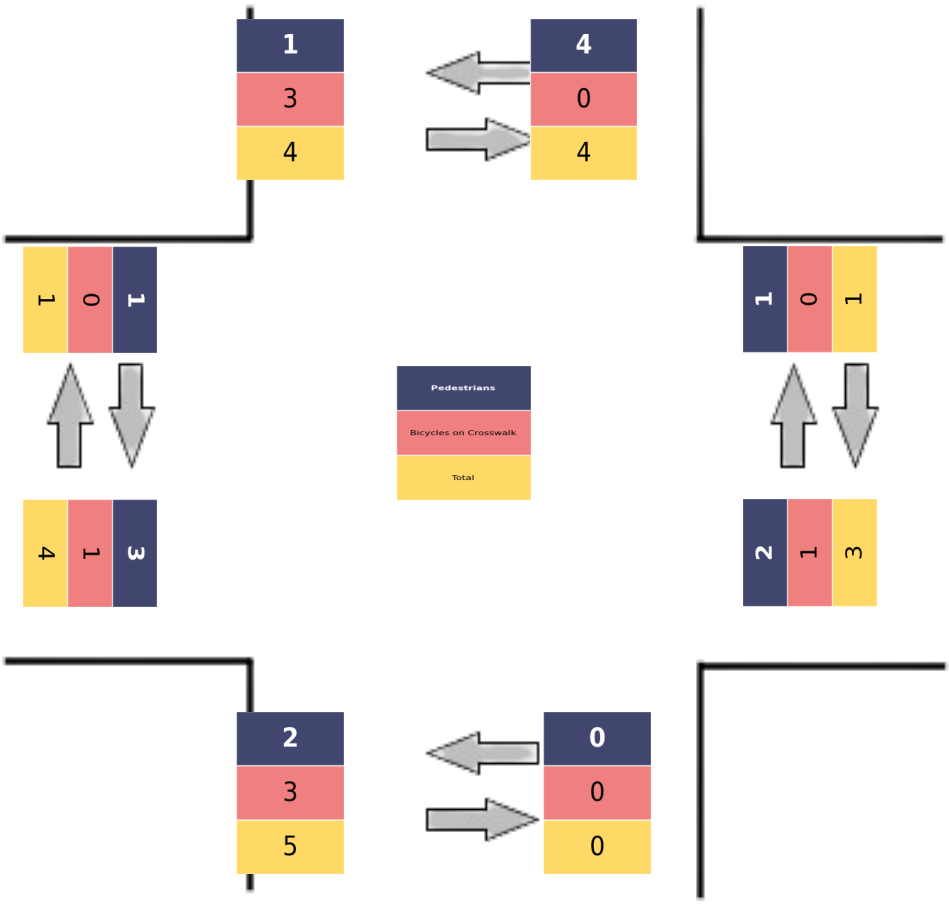
Out	In	Total
3474	2902	6376
78	91	169
102	72	174
2	0	2
3656	3065	6721

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

Peds Turning Movement Data





Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

TURNING MOVEMENT AM PEAK HOUR (07:45 AM)

Leg	Rocky Point Road							Middle Country Road							Yaphank Middle Island Rd							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:45:00	11	121	4	0	136	0	0	63	110	4	0	177	0	0	40	69	17	0	126	0	0	25	113	67	0	205	0	0	644
08:00:00	16	101	5	0	122	0	0	38	100	9	0	147	0	0	52	62	11	0	125	0	0	16	62	85	0	163	0	0	557
08:15:00	15	109	4	0	128	0	0	55	129	10	0	194	0	0	59	58	32	0	149	0	0	15	112	77	0	204	0	0	675
08:30:00	15	102	8	0	125	0	1	54	106	6	0	166	0	0	73	68	30	0	171	0	0	22	88	52	0	162	0	0	624
Grand Total	57	433	21	0	511	0	1	210	445	29	0	684	0	0	224	257	90	0	571	0	0	78	375	281	0	734	0	0	2500
Approach %	11	85	4	0	100	0	0	31	65	4	0	100	0	0	39	45	16	0	100	0	0	11	51	38	0	100	0	0	400
Total %	2	17	1	0	20	0	0	8	18	1	0	27	0	0	9	10	4	0	23	0	0	3	15	11	0	29	0	0	100
Lights	50	417	21	0	488	0	0	186	403	24	0	613	0	0	196	232	77	0	505	0	0	69	345	250	0	664	0	0	2270
Lights %	88	96	100	0	0	0	0	89	91	83	0	0	0	0	88	90	86	0	0	0	0	88	92	89	0	0	0	0	91
Trucks	6	11	0	0	17	0	0	5	21	4	0	30	0	0	8	21	2	0	31	0	0	6	24	4	0	34	0	0	112
Trucks %	11	3	0	0	0	0	0	2	5	14	0	0	0	0	4	8	2	0	0	0	0	8	6	1	0	0	0	0	4
Buses	1	5	0	0	6	0	0	19	21	1	0	41	0	0	20	4	11	0	35	0	0	3	6	27	0	36	0	0	118
Buses %	2	1	0	0	0	0	0	9	5	3	0	0	0	0	9	2	12	0	0	0	0	4	2	10	0	0	0	0	5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.89	0.89	0.66	0.0	0.94	0.0	0.25	0.83	0.86	0.72	0.0	0.88	0.0	0.0	0.77	0.93	0.7	0.0	0.83	0.0	0.0	0.78	0.83	0.83	0.0	0.9	0.0	0.0	0.93

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

AM Peak Turning Movement Data Summary

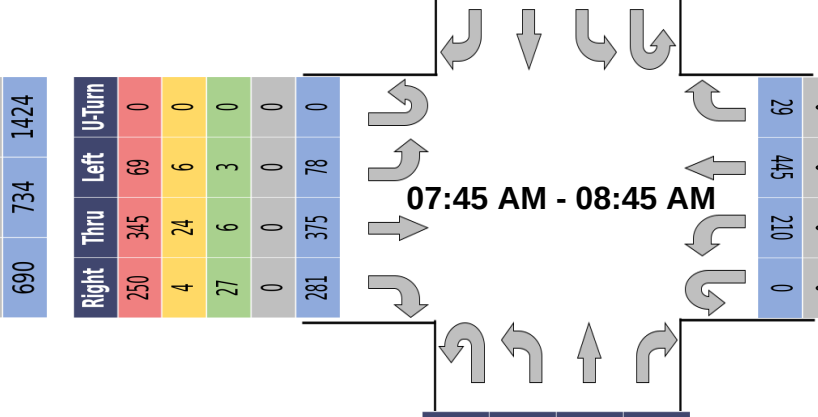
Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
325	488	813
31	17	48
8	6	14
0	0	0
364	511	875

Right	Thru	Left	U-Turn
21	417	50	0
0	11	6	0
0	5	1	0
0	0	0	0
21	433	57	0

Total	1284	63	77	0	1424
In	664	34	36	0	734
Out	620	29	41	0	690

U-Turn	0	0	0	0	0
Left	69	6	3	0	78
Thru	345	24	6	0	375
Right	250	4	27	0	281



Right	29	0	1	4	24
Thru	445	0	21	21	403
Left	210	0	19	5	186
U-Turn	0	0	0	0	0

Out	522	0	18	32	472	1085
In	684	0	41	30	613	1085
Total	1206	0	59	62	1085	2170

U-Turn	Left	Thru	Right
0	196	232	77
0	8	21	2
0	20	4	11
0	0	0	0
0	224	257	90

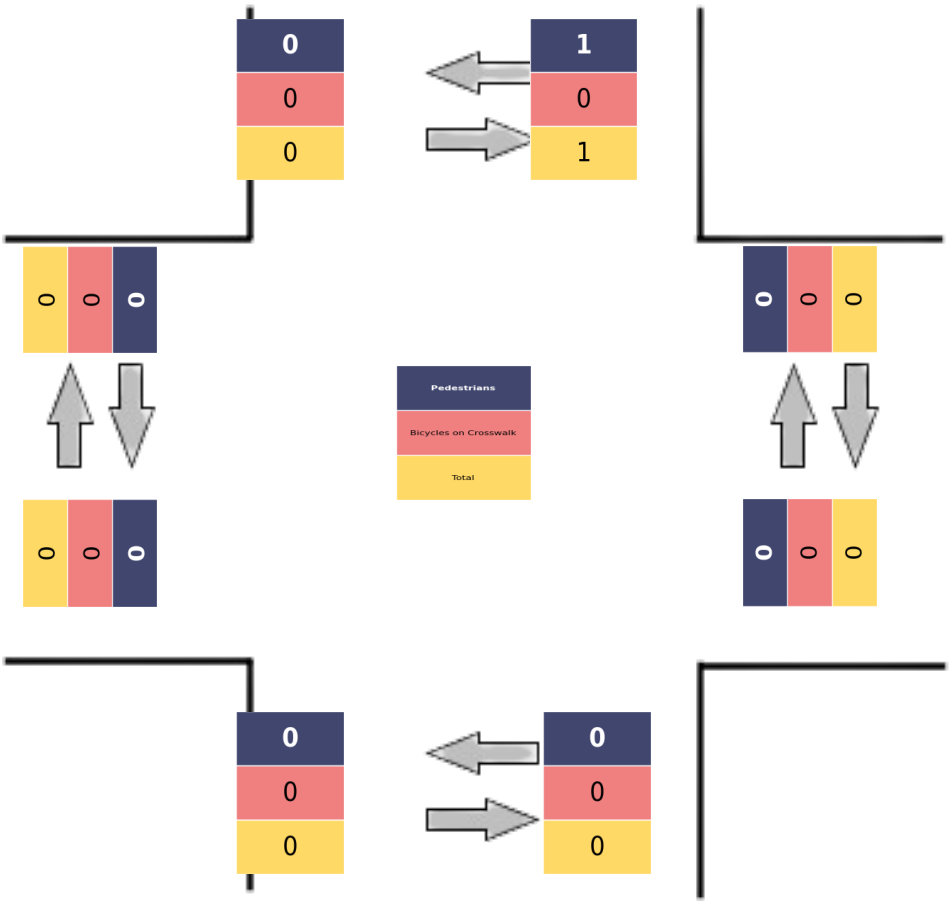
Out	In	Total
853	505	1358
20	31	51
51	35	86
0	0	0
924	571	1495

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

Peds AM Peak Turning Movement Data Summary





Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

TURNING MOVEMENT PM PEAK HOUR (04:30 PM)

Leg	Rocky Point Road							Middle Country Road							Yaphank Middle Island Rd							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:30:00	10	69	11	0	90	0	0	37	168	21	0	226	0	0	37	112	18	0	167	0	0	43	142	76	0	261	0	0	744
16:45:00	15	54	11	0	80	0	0	35	162	21	1	219	0	1	49	93	29	0	171	0	0	41	144	58	0	243	0	0	713
17:00:00	12	75	9	0	96	2	0	27	147	19	0	193	0	0	49	110	24	0	183	0	1	34	130	64	0	228	0	0	700
17:15:00	10	73	4	0	87	1	0	44	158	13	0	215	0	0	41	106	34	0	181	0	1	47	139	73	0	259	0	0	742
Grand Total	47	271	35	0	353	3	0	143	635	74	1	853	0	1	176	421	105	0	702	0	2	165	555	271	0	991	0	0	2899
Approach %	13	77	10	0	100	1	0	17	74	9	0	100	0	0	25	60	15	0	100	0	0	17	56	27	0	100	0	0	400
Total %	2	9	1	0	12	0	0	5	22	3	0	29	0	0	6	15	4	0	24	0	0	6	19	9	0	34	0	0	100
Lights	44	257	31	0	332	0	0	137	612	71	1	821	0	0	173	413	104	0	690	0	0	156	542	266	0	964	0	0	2807
Lights %	94	95	89	0	0	0	0	96	96	96	100	0	0	0	98	98	99	0	0	0	0	95	98	98	0	0	0	0	97
Trucks	1	10	4	0	15	0	0	5	14	1	0	20	0	0	3	4	1	0	8	0	0	3	10	2	0	15	0	0	58
Trucks %	2	4	11	0	0	0	0	3	2	1	0	0	0	0	2	1	1	0	0	0	0	2	2	1	0	0	0	0	2
Buses	1	4	0	0	5	0	0	1	9	2	0	12	0	0	0	4	0	0	4	0	0	6	3	3	0	12	0	0	33
Buses %	2	1	0	0	0	0	0	1	1	3	0	0	0	0	0	1	0	0	0	0	0	4	1	1	0	0	0	0	1
Bicycles on Road	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road %	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.78	0.9	0.8	0.0	0.92	0.38	0.0	0.81	0.94	0.88	0.25	0.94	0.0	0.25	0.9	0.94	0.77	0.0	0.96	0.0	0.5	0.88	0.96	0.89	0.0	0.95	0.0	0.0	0.97

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

PM Peak Turning Movement Data Summary

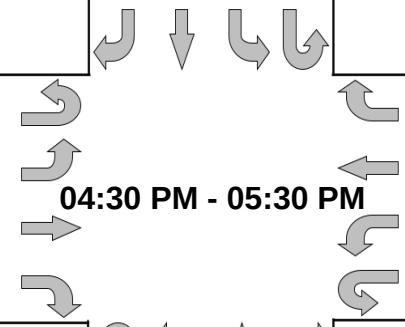
Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
640	332	972
8	15	23
12	5	17
0	1	1
660	353	1013

Right	Thru	Left	U-Turn
31	257	44	0
4	10	1	0
0	4	1	0
0	0	1	0
35	271	47	0

Total	1780	36	21	0	1837
In	964	15	12	0	991
Out	816	21	9	0	846

U-Turn	0	0	0	0	0
Left	156	3	6	0	165
Thru	542	10	3	0	555
Right	266	2	3	0	271



Right	71	1	14	5	0	74
Thru	612	9	14	5	0	635
Left	137	1	5	0	0	143
U-Turn	1	0	0	0	0	1

Out	691	4	12	1	708
In	820	12	20	0	852
Total	1511	16	32	1	1560

U-Turn	Left	Thru	Right
0	173	413	104
0	3	4	1
0	0	4	0
0	0	0	0
0	176	421	105

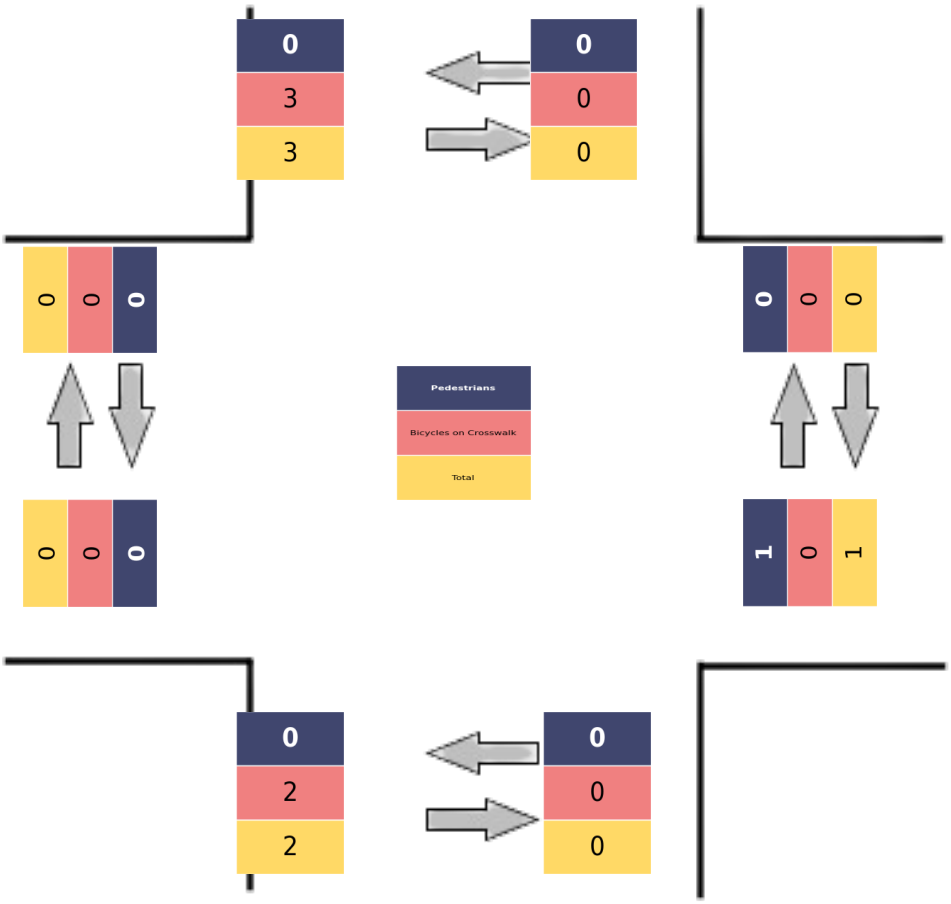
Out	In	Total
660	690	1350
17	8	25
8	4	12
0	0	0
685	702	1387

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

Peds PM Peak Turning Movement Data Summary





Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

Lights

Leg	Rocky Point Road						Middle Country Road						Yaphank Middle Island Rd						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	20	80	4	0	0	0	31	70	5	0	0	0	37	62	13	0	0	0	15	78	40	0	0	0
07:15	12	75	1	0	0	0	44	69	9	0	0	0	21	62	7	0	0	0	15	88	50	0	0	0
07:30	5	123	5	0	0	0	48	90	3	0	0	0	26	67	17	0	0	0	9	76	69	0	0	0
07:45	10	119	4	0	0	0	58	102	3	0	0	0	40	63	16	0	0	0	22	108	62	0	0	0
Hourly Total	47	397	14	0	0	0	181	331	20	0	0	0	124	254	53	0	0	0	61	350	221	0	0	0
08:00	14	95	5	0	0	0	32	92	9	0	0	0	49	59	9	0	0	0	15	55	71	0	0	0
08:15	14	104	4	0	0	0	46	116	8	0	0	0	54	54	27	0	0	0	12	101	67	0	0	0
08:30	12	99	8	0	0	0	50	93	4	0	0	0	53	56	25	0	0	0	20	81	50	0	0	0
08:45	11	76	5	0	0	0	38	101	7	0	0	0	53	44	18	0	0	0	19	100	39	0	0	0
Hourly Total	51	374	22	0	0	0	166	402	28	0	0	0	209	213	79	0	0	0	66	337	227	0	0	0
16:00	17	48	5	0	0	0	50	136	10	0	0	0	32	84	23	0	0	0	35	127	61	0	0	0
16:15	11	47	8	0	0	0	37	137	11	0	0	0	33	93	15	0	0	0	40	129	59	0	0	0
16:30	10	65	8	0	0	0	33	161	19	0	0	0	36	109	18	0	0	0	40	140	76	0	0	0
16:45	14	50	10	0	0	0	34	158	20	1	0	0	48	93	29	0	0	0	38	141	57	0	0	0
Hourly Total	52	210	31	0	0	0	154	592	60	1	0	0	149	379	85	0	0	0	153	537	253	0	0	0
17:00	12	75	9	0	0	0	26	139	19	0	0	0	49	107	24	0	0	0	33	127	61	0	0	0
17:15	8	67	4	0	0	0	44	154	13	0	0	0	40	104	33	0	0	0	45	134	72	0	0	0
17:30	13	69	6	0	0	0	29	140	19	0	0	0	45	112	29	0	0	0	35	82	72	0	0	0
17:45	11	60	8	0	0	0	26	132	23	0	0	0	32	90	22	0	0	0	37	126	77	0	0	0
Hourly Total	44	271	27	0	0	0	125	565	74	0	0	0	166	413	108	0	0	0	150	469	282	0	0	0
18:00	23	58	9	0	0	0	48	113	10	0	0	0	51	104	27	0	0	0	33	108	75	0	0	0
18:15	8	56	11	0	0	0	31	117	11	0	0	0	45	84	21	0	0	0	29	125	76	0	0	0
18:30	11	48	11	0	0	0	31	123	11	0	0	0	54	77	39	0	0	0	25	118	62	0	0	0
18:45	9	61	4	0	0	0	29	115	10	0	0	0	57	84	27	0	0	0	22	106	38	0	0	0
Hourly Total	51	223	35	0	0	0	139	468	42	0	0	0	207	349	114	0	0	0	109	457	251	0	0	0
Total	245	1475	129	0	0	0	765	2358	224	1	0	0	855	1608	439	0	0	0	539	2150	1234	0	0	0



Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

Trucks

Leg	Rocky Point Road						Middle Country Road						Yaphank Middle Island Rd						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	3	0	0	0	0	1	1	1	0	0	0	2	6	0	0	0	0	1	2	0	0	0	0
07:15	2	2	7	0	0	0	2	5	0	0	0	0	0	9	0	0	0	0	2	8	0	0	0	0
07:30	0	5	2	0	0	0	1	5	0	0	0	0	1	3	0	0	0	0	3	8	1	0	0	0
07:45	0	2	0	0	0	0	2	5	1	0	0	0	0	6	0	0	0	0	3	5	1	0	0	0
Hourly Total	2	12	9	0	0	0	6	16	2	0	0	0	3	24	0	0	0	0	9	23	2	0	0	0
08:00	2	3	0	0	0	0	1	3	0	0	0	0	1	2	1	0	0	0	0	4	0	0	0	0
08:15	1	4	0	0	0	0	0	8	2	0	0	0	2	3	1	0	0	0	3	9	1	0	0	0
08:30	3	2	0	0	0	0	2	5	1	0	0	0	5	10	0	0	0	0	0	6	2	0	0	0
08:45	1	5	2	0	0	0	0	5	2	0	0	0	4	11	1	0	0	0	1	8	0	0	0	0
Hourly Total	7	14	2	0	0	0	3	21	5	0	0	0	12	26	3	0	0	0	4	27	3	0	0	0
16:00	1	1	7	0	0	0	1	6	0	0	0	0	0	4	0	0	0	0	1	1	0	0	0	0
16:15	0	1	5	0	0	0	0	4	0	0	0	0	1	7	0	0	0	0	3	1	3	0	0	0
16:30	0	4	3	0	0	0	3	1	1	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0
16:45	1	2	1	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	2	8	16	0	0	0	5	14	1	0	0	0	3	12	0	0	0	0	5	5	3	0	0	0
17:00	0	0	0	0	0	0	1	6	0	0	0	0	0	2	0	0	0	0	1	3	1	0	0	0
17:15	0	4	0	0	0	0	0	4	0	0	0	0	1	1	1	0	0	0	1	4	1	0	0	0
17:30	0	4	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:45	0	1	1	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0
Hourly Total	0	9	1	0	0	0	2	14	0	0	0	0	1	5	2	0	0	0	2	10	3	0	0	0
18:00	0	2	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	0	0	4	6	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	11	47	28	0	0	0	20	71	10	0	0	0	19	67	5	0	0	0	20	67	11	0	0	0



Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

Buses

Leg	Rocky Point Road						Middle Country Road						Yaphank Middle Island Rd						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	2	3	2	0	0	0	0	9	0	0	0	0	8	6	1	0	0	0	1	4	1	0	0	0
07:15	0	6	1	0	0	0	1	8	0	0	0	0	0	0	1	0	0	0	0	4	5	0	0	0
07:30	0	2	1	0	0	0	2	1	1	0	0	0	0	0	1	0	0	0	3	6	10	0	0	0
07:45	1	0	0	0	0	0	3	3	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0
Hourly Total	3	11	4	0	0	0	6	21	1	0	0	0	8	6	4	0	0	0	4	14	20	0	0	0
08:00	0	3	0	0	0	0	5	5	0	0	0	0	2	1	1	0	0	0	1	3	14	0	0	0
08:15	0	1	0	0	0	0	9	5	0	0	0	0	3	1	4	0	0	0	0	2	9	0	0	0
08:30	0	1	0	0	0	0	2	8	1	0	0	0	15	2	5	0	0	0	2	1	0	0	0	0
08:45	0	1	2	0	0	0	0	6	0	0	0	0	2	4	0	0	0	0	2	5	2	0	0	0
Hourly Total	0	6	2	0	0	0	16	24	1	0	0	0	22	8	10	0	0	0	5	11	25	0	0	0
16:00	1	0	0	0	0	0	1	5	0	0	0	0	1	1	0	0	0	0	2	3	3	0	0	0
16:15	0	0	1	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	2	0	0	0	0
16:30	0	0	0	0	0	0	1	6	1	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0
16:45	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0
Hourly Total	1	2	1	0	0	0	2	13	2	0	0	0	2	4	1	0	0	0	7	7	4	0	0	0
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0
17:15	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0
17:30	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0
Hourly Total	1	3	0	0	0	0	3	4	0	0	0	0	1	3	0	0	0	0	1	2	2	0	0	0
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
18:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1	1	0	0	0	0	2	1	0	0	0	0	2	1	0	0	0
Total	5	23	7	0	0	0	27	63	5	0	0	0	33	23	16	0	0	0	17	36	52	0	0	0



Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road

GPS: 40.883129, -72.942197

Date: 06-12-2025

Bicycles on Road

Leg	Rocky Point Road						Middle Country Road						Yaphank Middle Island Rd						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	1- Middle Country Road (NYS Route 25) at Rocky Point Road - SAT
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	11:00
End Time	13:45
Location	1- Middle Country Road (NYS Route 25) at Rocky Poi
Latitude and Longitude	(40.883129, -72.942197)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK	**06-14-2025 12:15:00**	**06-14-2025 13:15:00**	**0.97**
Forced Peak AM			
Forced Peak PM			





Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road - SAT

GPS: 40.883129, -72.942197

Date: 06-14-2025

TURNING MOVEMENT DATA

Leg	Rocky Point Road							Middle Country Road							Yaphank Middle Island Rd							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
11:00	13	60	13	0	86	1	0	36	102	9	0	147	2	0	49	65	21	0	135	0	0	24	94	36	0	154	0	0	522
11:15	15	73	11	0	99	2	0	31	112	12	0	155	0	0	30	50	16	0	96	0	0	28	107	48	0	183	0	0	533
11:30	9	73	15	0	97	0	0	36	112	14	0	162	0	0	45	62	19	0	126	0	0	26	98	42	0	166	0	0	551
11:45	16	65	15	0	96	0	0	40	116	6	0	162	0	0	41	52	22	0	115	0	0	40	108	48	0	196	0	0	569
Hourly Total	53	271	54	0	378	3	0	143	442	41	0	626	2	0	165	229	78	0	472	0	0	118	407	174	0	699	0	0	2175
12:00	16	71	11	0	98	0	0	21	120	13	0	154	0	1	57	62	30	0	149	0	0	30	89	43	0	162	0	0	563
12:15	13	61	20	0	94	1	0	29	123	11	0	163	0	0	39	77	27	0	143	0	0	27	121	53	0	201	0	0	601
12:30	15	73	13	0	101	0	1	29	111	7	0	147	0	0	37	83	26	0	146	0	0	27	121	42	0	190	0	1	584
12:45	14	72	13	0	99	0	0	33	128	12	0	173	0	0	50	71	39	0	160	0	0	27	119	42	0	188	1	1	620
Hourly Total	58	277	57	0	392	1	1	112	482	43	0	637	0	1	183	293	122	0	598	0	0	111	450	180	0	741	1	2	2368
13:00	12	77	15	0	104	0	0	39	131	18	0	188	1	0	50	73	22	0	145	0	0	28	102	37	0	167	1	0	604
13:15	14	63	11	0	88	0	0	30	125	16	0	171	0	0	35	78	11	0	124	0	0	30	127	45	0	202	0	0	585
13:30	15	79	11	0	105	0	0	26	111	14	0	151	0	0	23	87	17	0	127	0	0	23	95	34	0	152	0	0	535
13:45	10	77	6	0	93	0	0	34	116	11	0	161	0	0	38	72	24	0	134	0	0	13	127	54	0	194	0	0	582
Hourly Total	51	296	43	0	390	0	0	129	483	59	0	671	1	0	146	310	74	0	530	0	0	94	451	170	0	715	1	0	2306
Grand Total	162	844	154	0	1160	4	1	384	1407	143	0	1934	3	1	494	832	274	0	1600	0	0	323	1308	524	0	2155	2	2	6849
Approach %	13	72	13	0	100	0	0	19	72	7	0	100	0	0	30	52	17	0	100	0	0	14	60	24	0	100	0	0	400
Total %	2	12	2	0	16	0	0	5	20	2	0	28	0	0	7	12	4	0	23	0	0	4	19	7	0	31	0	0	100
Lights	159	824	148	0	1131	0	0	382	1387	142	0	1911	0	0	492	814	270	0	1576	0	0	316	1281	514	0	2111	0	0	6729
Lights %	98	97	96	0	0	0	0	99	98	99	0	0	0	0	99	97	98	0	0	0	0	97	97	98	0	0	0	0	98
Trucks	3	17	6	0	26	0	0	2	17	1	0	20	0	0	2	15	3	0	20	0	0	7	23	9	0	39	0	0	105
Trucks %	1	2	3	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2	1	1	0	0	0	0	1
Buses	0	2	0	0	2	0	0	0	3	0	0	3	0	0	0	3	1	0	4	0	0	0	4	1	0	5	0	0	14
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	4	1	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road - SAT

GPS: 40.883129, -72.942197

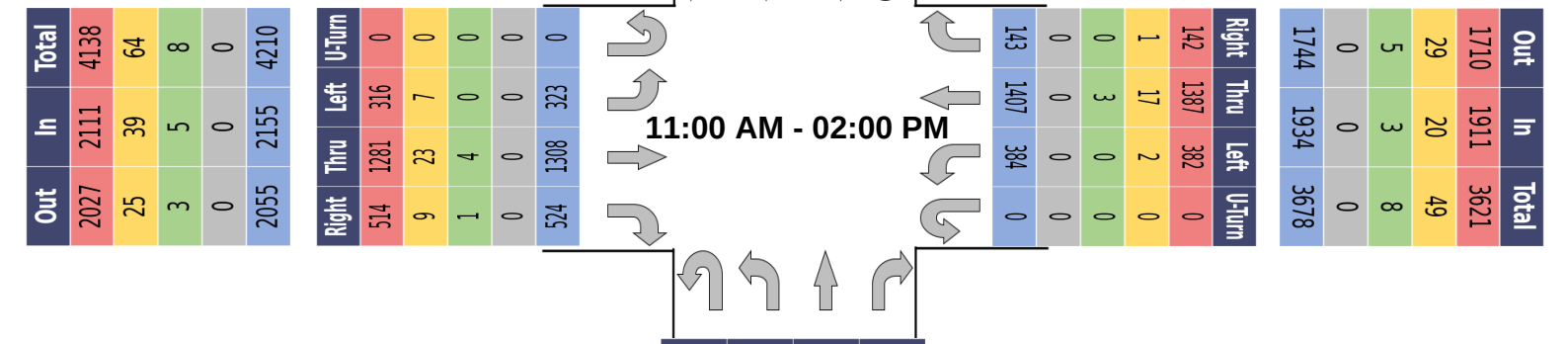
Date: 06-14-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
1272	1131	2403
23	26	49
3	2	5
0	1	1
1298	1160	2458

Right	Thru	Left	U-Turn
148	824	159	0
6	17	3	0
0	2	0	0
0	1	0	0
154	844	162	0



Out	In	Total
2027	2111	4138
25	39	64
3	5	8
0	0	0
2055	2155	4210

Right	Thru	Left	U-Turn
514	1281	316	0
9	23	7	0
1	4	0	0
0	0	0	0
524	1308	323	0

Right	Thru	Left	U-Turn
142	1387	382	0
1	17	2	0
0	3	0	0
0	0	0	0
143	1407	384	0

Out	In	Total
1710	1911	3621
29	20	49
5	3	8
0	0	0
1744	1934	3678

U-Turn	Left	Thru	Right
0	492	814	270
0	2	15	3
0	0	3	1
0	0	0	0
0	494	832	274

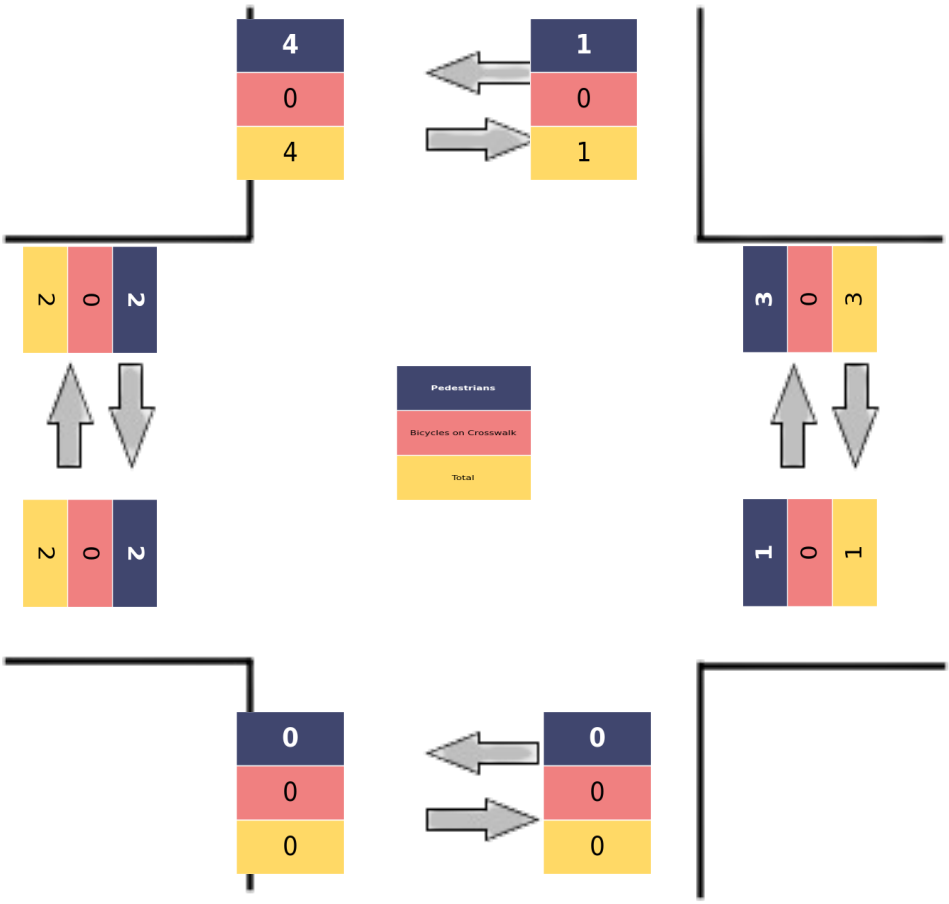
Out	In	Total
1720	1576	3296
28	20	48
3	4	7
1	0	1
1752	1600	3352

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road - SAT

GPS: 40.883129, -72.942197

Date: 06-14-2025

Peds Turning Movement Data





Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road - SAT

GPS: 40.883129, -72.942197

Date: 06-14-2025

TURNING MOVEMENT MID PEAK HOUR (12:15 PM)

Leg	Rocky Point Road							Middle Country Road							Yaphank Middle Island Rd							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
12:15:00	13	61	20	0	94	1	0	29	123	11	0	163	0	0	39	77	27	0	143	0	0	27	121	53	0	201	0	0	601
12:30:00	15	73	13	0	101	0	1	29	111	7	0	147	0	0	37	83	26	0	146	0	0	27	121	42	0	190	0	1	584
12:45:00	14	72	13	0	99	0	0	33	128	12	0	173	0	0	50	71	39	0	160	0	0	27	119	42	0	188	1	1	620
13:00:00	12	77	15	0	104	0	0	39	131	18	0	188	1	0	50	73	22	0	145	0	0	28	102	37	0	167	1	0	604
Grand Total	54	283	61	0	398	1	1	130	493	48	0	671	1	0	176	304	114	0	594	0	0	109	463	174	0	746	2	2	2409
Approach %	14	71	15	0	100	0	0	19	73	7	0	100	0	0	30	51	19	0	100	0	0	15	62	23	0	100	0	0	400
Total %	2	12	3	0	17	0	0	5	20	2	0	28	0	0	7	13	5	0	25	0	0	5	19	7	0	31	0	0	100
Lights	53	278	61	0	392	0	0	129	485	48	0	662	0	0	175	299	114	0	588	0	0	107	453	168	0	728	0	0	2370
Lights %	98	98	100	0	0	0	0	99	98	100	0	0	0	0	99	98	100	0	0	0	0	98	98	97	0	0	0	0	98
Trucks	1	4	0	0	5	0	0	1	7	0	0	8	0	0	1	5	0	0	6	0	0	2	9	5	0	16	0	0	35
Trucks %	2	1	0	0	0	0	0	1	1	0	0	0	0	0	1	2	0	0	0	0	0	2	2	3	0	0	0	0	1
Buses	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	4
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.9	0.92	0.76	0.0	0.96	0.25	0.25	0.83	0.94	0.67	0.0	0.89	0.25	0.0	0.88	0.92	0.73	0.0	0.93	0.0	0.0	0.97	0.96	0.82	0.0	0.93	0.5	0.5	0.97

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road - SAT

GPS: 40.883129, -72.942197

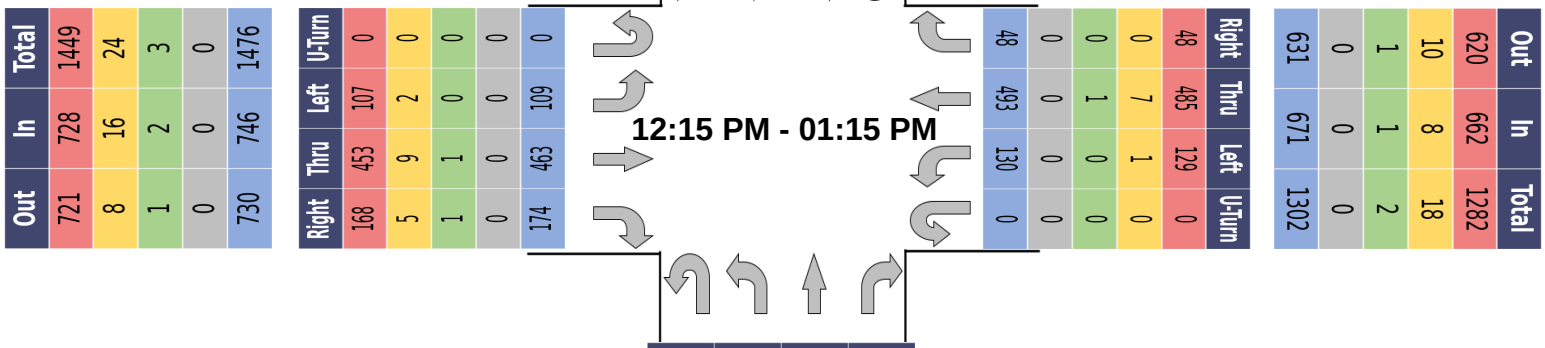
Date: 06-14-2025

Mid Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
454	392	846
7	5	12
0	1	1
0	0	0
461	398	859

Right	Thru	Left	U-Turn
61	278	53	0
0	4	1	0
0	1	0	0
0	0	0	0
61	283	54	0



Total	1449	24	3	0	1476
In	728	16	2	0	746
Out	721	8	1	0	730

U-Turn	0	0	0	0	0
Left	107	2	0	0	109
Thru	453	9	1	0	463
Right	168	5	1	0	174

48	0	0	0	48	Right
493	0	1	7	485	Thru
130	0	0	1	129	Left
0	0	0	0	0	U-Turn

631	0	1	10	620	Out
671	0	1	8	662	In
1302	0	2	18	1282	Total

U-Turn	Left	Thru	Right
0	175	299	114
0	1	5	0
0	0	0	0
0	0	0	0
0	176	304	114

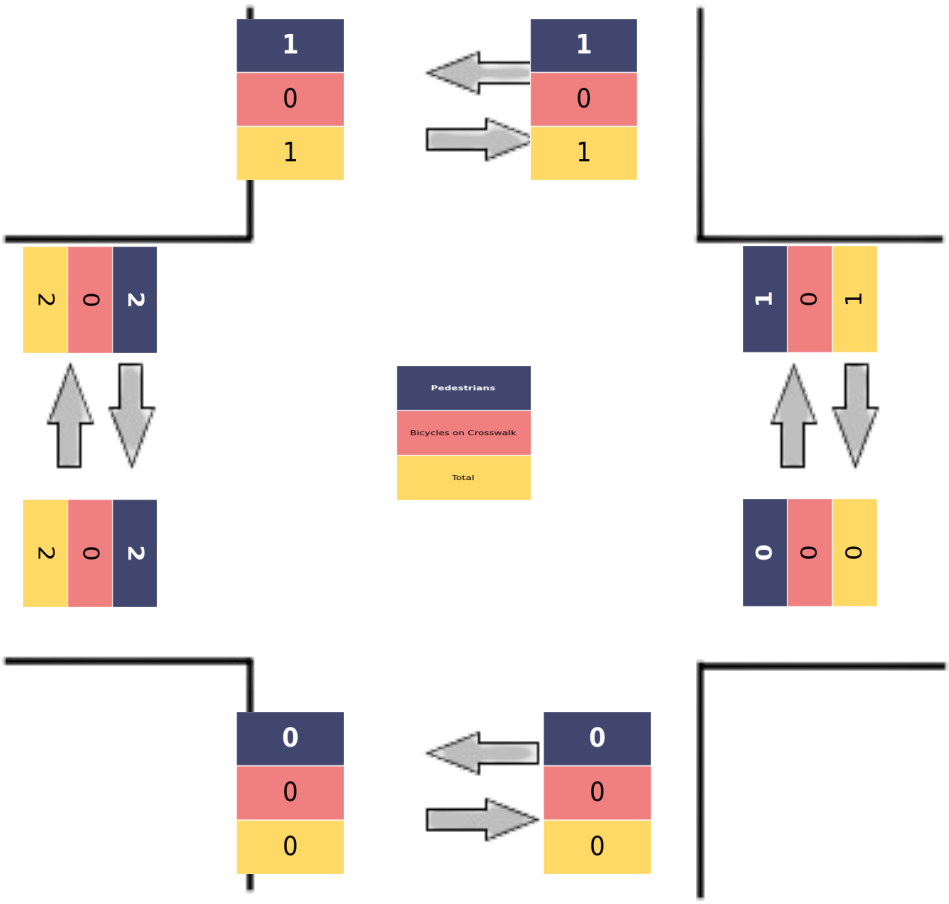
Out	In	Total
575	588	1163
10	6	16
2	0	2
0	0	0
587	594	1181

Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road - SAT

GPS: 40.883129, -72.942197

Date: 06-14-2025

Peds Mid Peak Turning Movement Data Summary



Site: 1- Middle Country Road (NYS Route 25) at Rocky Point Road - SAT

GPS: 40.883129, -72.942197

Date: 06-14-2025

Lights

Leg	Rocky Point Road						Middle Country Road						Yaphank Middle Island Rd						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	13	59	11	0	0	0	35	101	9	0	0	0	49	62	21	0	0	0	22	89	36	0	0	0
11:15	15	70	8	0	0	0	31	111	12	0	0	0	30	50	15	0	0	0	28	104	47	0	0	0
11:30	9	72	14	0	0	0	36	110	13	0	0	0	45	60	19	0	0	0	25	95	42	0	0	0
11:45	15	65	15	0	0	0	40	115	6	0	0	0	41	51	22	0	0	0	39	106	46	0	0	0
Hourly Total	52	266	48	0	0	0	142	437	40	0	0	0	165	223	77	0	0	0	114	394	171	0	0	0
12:00	16	67	11	0	0	0	21	117	13	0	0	0	56	61	28	0	0	0	30	89	42	0	0	0
12:15	13	61	20	0	0	0	29	120	11	0	0	0	39	76	27	0	0	0	27	117	49	0	0	0
12:30	15	71	13	0	0	0	29	110	7	0	0	0	36	82	26	0	0	0	26	119	40	0	0	0
12:45	14	71	13	0	0	0	33	125	12	0	0	0	50	71	39	0	0	0	27	115	42	0	0	0
Hourly Total	58	270	57	0	0	0	112	472	43	0	0	0	181	290	120	0	0	0	110	440	173	0	0	0
13:00	11	75	15	0	0	0	38	130	18	0	0	0	50	70	22	0	0	0	27	102	37	0	0	0
13:15	14	62	11	0	0	0	30	123	16	0	0	0	35	77	10	0	0	0	29	125	45	0	0	0
13:30	15	77	11	0	0	0	26	110	14	0	0	0	23	84	17	0	0	0	23	94	34	0	0	0
13:45	9	74	6	0	0	0	34	115	11	0	0	0	38	70	24	0	0	0	13	126	54	0	0	0
Hourly Total	49	288	43	0	0	0	128	478	59	0	0	0	146	301	73	0	0	0	92	447	170	0	0	0
Total	159	824	148	0	0	0	382	1387	142	0	0	0	492	814	270	0	0	0	316	1281	514	0	0	0

Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road - SAT

GPS: 40.883129, -72.942197

Date: 06-14-2025

Trucks

Leg	Rocky Point Road						Middle Country Road						Yaphank Middle Island Rd						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	1	2	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	2	4	0	0	0	0
11:15	0	2	3	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0
11:30	0	1	1	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0
11:45	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2	2	0	0	0
Hourly Total	1	4	6	0	0	0	1	4	1	0	0	0	0	5	1	0	0	0	4	11	3	0	0	0
12:00	0	4	0	0	0	0	0	3	0	0	0	0	1	1	2	0	0	0	0	0	1	0	0	0
12:15	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	3	3	0	0	0
12:30	0	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	2	2	0	0	0
12:45	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Hourly Total	0	6	0	0	0	0	0	9	0	0	0	0	2	3	2	0	0	0	1	9	6	0	0	0
13:00	1	2	0	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
13:15	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0
13:30	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
13:45	1	3	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
Hourly Total	2	7	0	0	0	0	1	4	0	0	0	0	0	7	0	0	0	0	2	3	0	0	0	0
Total	3	17	6	0	0	0	2	17	1	0	0	0	2	15	3	0	0	0	7	23	9	0	0	0



Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road - SAT

GPS: 40.883129, -72.942197

Date: 06-14-2025

Buses

Leg	Rocky Point Road						Middle Country Road						Yaphank Middle Island Rd						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0
Total	0	2	0	0	0	0	0	3	0	0	0	0	0	3	1	0	0	0	0	4	1	0	0	0

Site: 1- Middle Country Road (NYS Route 25) at
Rocky Point Road - SAT

GPS: 40.883129, -72.942197

Date: 06-14-2025

Bicycles on Road

Leg	Rocky Point Road						Middle Country Road						Yaphank Middle Island Rd						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	2- Middle Country Road (NYS Route 25) at Currans Road
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:45
Location	2- Middle Country Road (NYS Route 25) at Currans R
Latitude and Longitude	(40.885256, -72.933151)

	START	END	PHF
AM PEAK	**06-12-2025 07:30:00**	**06-12-2025 08:30:00**	**0.96**
PM PEAK	**06-12-2025 16:30:00**	**06-12-2025 17:30:00**	**0.96**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Currans Road							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	26	0	7	0	33	0	0	0	107	23	0	130	0	0	0	0	0	0	0	0	0	2	100	0	0	102	0	0	265
07:15	46	0	10	0	56	0	0	0	119	31	0	150	0	0	0	0	0	0	0	0	0	3	94	0	0	97	0	0	303
07:30	57	0	6	0	63	0	0	0	144	29	0	173	0	0	0	0	0	0	0	0	0	4	110	0	0	114	0	0	350
07:45	58	0	9	0	67	0	0	0	133	21	0	154	0	0	0	0	0	0	0	0	0	2	139	0	0	141	0	0	362
Hourly Total	187	0	32	0	219	0	0	0	503	104	0	607	0	0	0	0	0	0	0	0	0	11	443	0	0	454	0	0	1280
08:00	37	0	6	0	43	0	0	0	152	38	0	190	0	0	0	0	0	0	0	0	0	0	93	0	0	93	0	0	326
08:15	48	0	7	0	55	0	0	0	147	27	0	174	0	0	0	0	0	0	0	0	0	1	135	0	0	136	0	0	365
08:30	30	0	13	0	43	0	0	0	134	18	0	152	0	0	0	0	0	0	0	0	0	6	133	0	0	139	0	0	334
08:45	26	0	9	0	35	0	0	0	124	21	0	145	0	0	0	0	0	0	0	0	0	5	131	0	0	136	0	0	316
Hourly Total	141	0	35	0	176	0	0	0	557	104	0	661	0	0	0	0	0	0	0	0	0	12	492	0	0	504	0	0	1341
16:00	45	0	9	0	54	0	1	0	162	46	0	208	0	0	0	0	0	0	0	0	0	8	147	0	0	155	0	0	417
16:15	49	0	3	0	52	0	0	0	171	43	0	214	0	0	0	0	0	0	0	0	0	5	153	0	0	158	0	0	424
16:30	45	0	6	0	51	0	0	0	187	52	0	239	0	0	0	0	0	0	0	0	0	4	161	0	0	165	0	0	455
16:45	55	0	7	0	62	1	1	0	200	52	0	252	0	0	0	0	0	0	0	0	0	6	161	0	0	167	0	0	481
Hourly Total	194	0	25	0	219	1	2	0	720	193	0	913	0	0	0	0	0	0	0	0	0	23	622	0	0	645	0	0	1777
17:00	49	0	11	0	60	2	0	0	180	54	0	234	0	0	0	0	0	0	0	0	1	11	161	0	0	172	0	0	466
17:15	48	0	7	0	55	0	1	0	170	50	0	220	0	0	0	0	0	0	0	0	0	7	154	0	0	161	0	0	436
17:30	50	0	7	0	57	0	0	0	192	48	0	240	0	0	0	0	0	0	0	0	0	4	139	0	0	143	0	0	440
17:45	44	0	4	0	48	0	2	0	165	20	0	185	0	0	0	0	0	0	0	0	0	8	149	0	0	157	0	0	390
Hourly Total	191	0	29	0	220	2	3	0	707	172	0	879	0	0	0	0	0	0	0	0	1	30	603	0	0	633	0	0	1732
18:00	40	0	9	0	49	0	0	0	141	37	0	178	0	0	0	0	0	0	0	0	2	8	142	0	0	150	0	0	377
18:15	44	0	7	0	51	0	0	0	141	24	0	165	0	0	0	0	0	0	0	0	0	3	132	0	0	135	0	0	351
18:30	28	0	4	0	32	0	0	0	140	38	0	178	0	0	0	0	0	0	0	0	1	6	151	0	0	157	0	0	367
18:45	36	0	2	0	38	2	0	0	140	25	0	165	0	0	0	0	0	0	0	0	0	11	140	0	0	151	0	0	354
Hourly Total	148	0	22	0	170	2	0	0	562	124	0	686	0	0	0	0	0	0	0	0	3	28	565	0	0	593	0	0	1449
Grand Total	861	0	143	0	1004	5	5	0	3049	697	0	3746	0	0	0	0	0	0	0	0	4	104	2725	0	0	2829	0	0	7579
Approach %	85	0	14	0	100	0	0	0	81	18	0	100	0	0	0	0	0	0	0	0	0	3	96	0	0	100	0	0	300
Total %	11	0	1	0	13	0	0	0	40	9	0	49	0	0	0	0	0	0	0	0	0	1	35	0	0	37	0	0	100
Lights	823	0	133	0	956	0	0	0	2867	668	0	3535	0	0	0	0	0	0	0	0	0	102	2598	0	0	2700	0	0	7191
Lights %	95	0	93	0	0	0	0	0	94	95	0	0	0	0	0	0	0	0	0	0	0	98	95	0	0	0	0	0	94
Trucks	21	0	2	0	23	0	0	0	101	7	0	108	0	0	0	0	0	0	0	0	0	1	75	0	0	76	0	0	207
Trucks %	2	0	1	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Buses	17	0	8	0	25	0	0	0	81	22	0	103	0	0	0	0	0	0	0	0	0	1	51	0	0	52	0	0	180
Buses %	1	0	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1



Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Currans Road							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

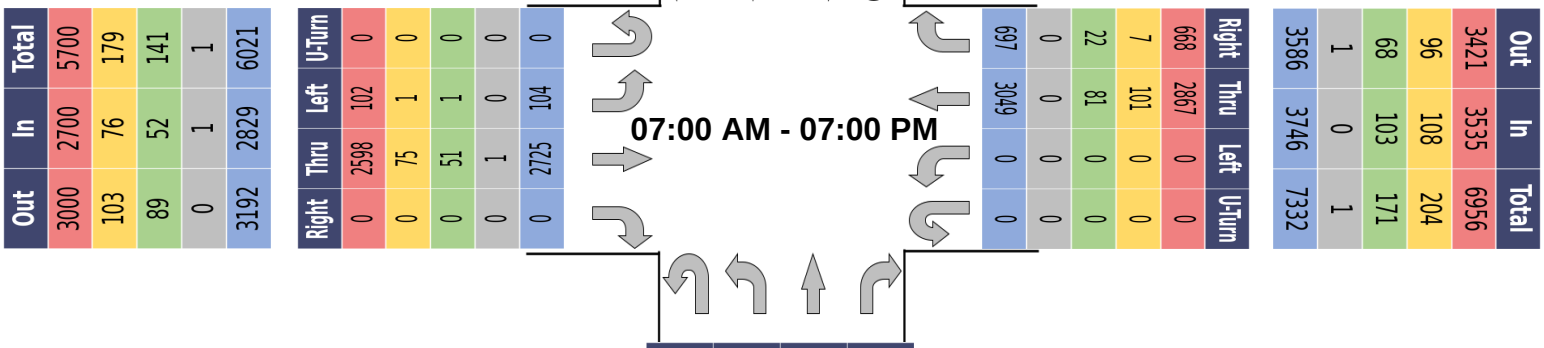
Date: 06-12-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
770	956	1726
8	23	31
23	25	48
0	0	0
801	1004	1805

Right	Thru	Left	U-Turn
133	0	823	0
2	0	21	0
8	0	17	0
0	0	0	0
143	0	861	0



Total	5700	179	141	1	6021
In	2700	76	52	1	2829
Out	3000	103	89	0	3192

U-Turn	0	0	0	0	0
Left	102	1	1	0	104
Thru	2598	75	51	1	2725
Right	0	0	0	0	0

697	0	22	7	668	Right
3049	0	81	101	2867	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

3586	1	68	96	3421	Out
3746	0	103	108	3535	In
7332	1	171	204	6956	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

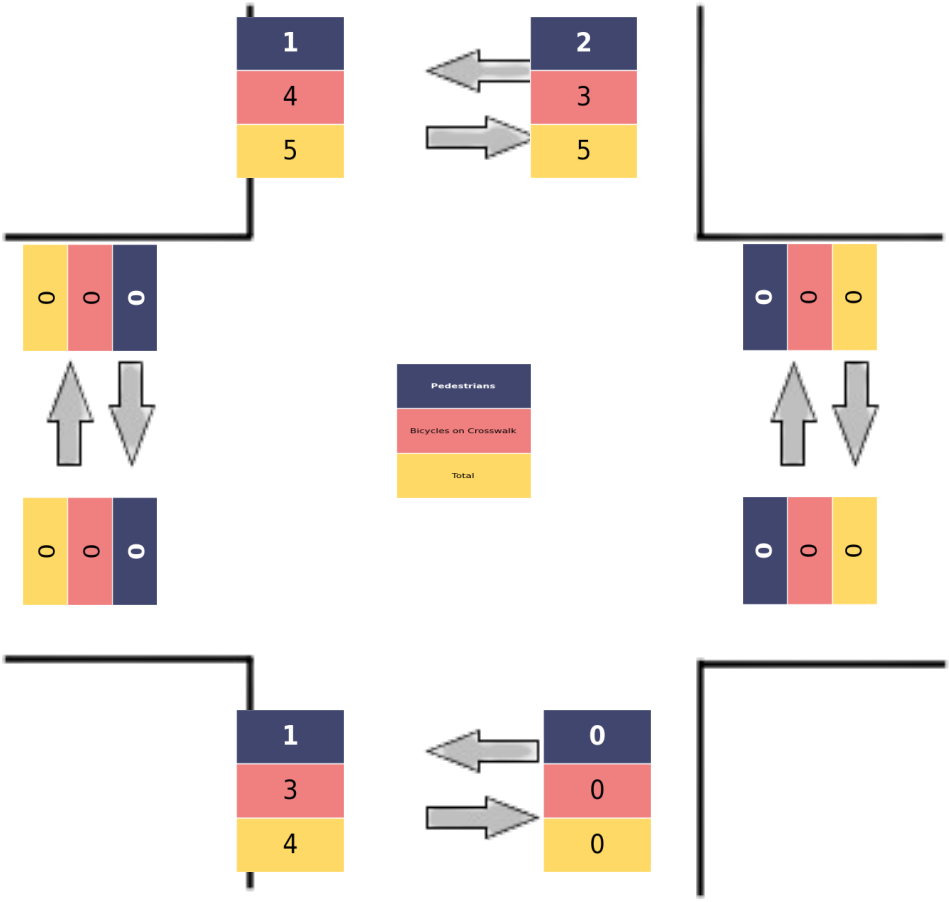
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

Peds Turning Movement Data





Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

TURNING MOVEMENT AM PEAK HOUR (07:30 AM)

Leg	Currans Road							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	57	0	6	0	63	0	0	0	144	29	0	173	0	0	0	0	0	0	0	0	0	4	110	0	0	114	0	0	350
07:45:00	58	0	9	0	67	0	0	0	133	21	0	154	0	0	0	0	0	0	0	0	0	2	139	0	0	141	0	0	362
08:00:00	37	0	6	0	43	0	0	0	152	38	0	190	0	0	0	0	0	0	0	0	0	0	93	0	0	93	0	0	326
08:15:00	48	0	7	0	55	0	0	0	147	27	0	174	0	0	0	0	0	0	0	0	0	1	135	0	0	136	0	0	365
Grand Total	200	0	28	0	228	0	0	0	576	115	0	691	0	0	0	0	0	0	0	0	0	7	477	0	0	484	0	0	1403
Approach %	88	0	12	0	100	0	0	0	83	17	0	100	0	0	0	0	0	0	0	0	0	1	99	0	0	100	0	0	300
Total %	14	0	2	0	16	0	0	0	41	8	0	49	0	0	0	0	0	0	0	0	0	0	34	0	0	34	0	0	100
Lights	189	0	24	0	213	0	0	0	521	108	0	629	0	0	0	0	0	0	0	0	0	7	435	0	0	442	0	0	1284
Lights %	94	0	86	0	0	0	0	0	90	94	0	0	0	0	0	0	0	0	0	0	0	100	91	0	0	0	0	0	92
Trucks	7	0	0	0	7	0	0	0	28	1	0	29	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	60
Trucks %	4	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	4
Buses	4	0	4	0	8	0	0	0	27	6	0	33	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	0	59
Buses %	2	0	14	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.0	0.78	0.0	0.85	0.0	0.0	0.0	0.95	0.76	0.0	0.91	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.44	0.86	0.0	0.0	0.86	0.0	0.0	0.96

Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

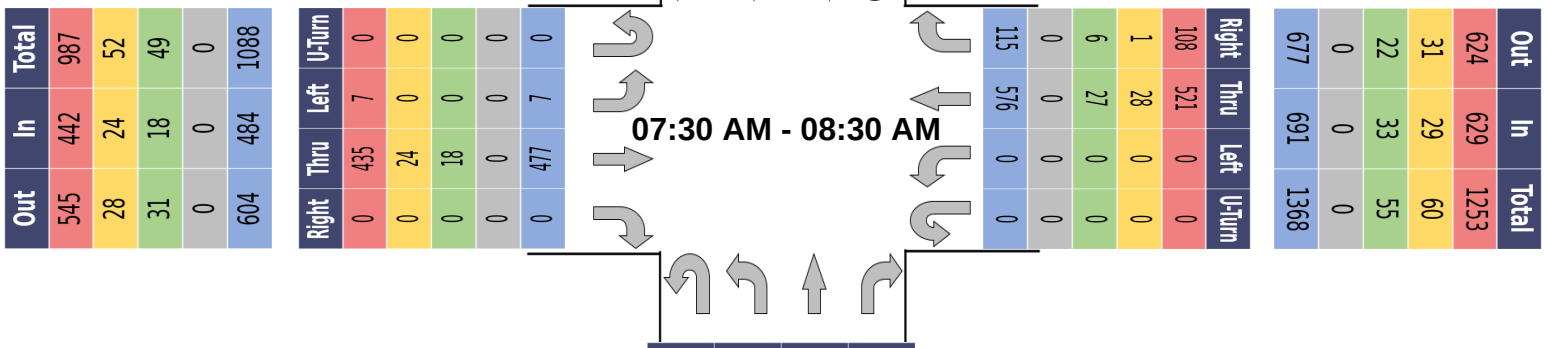
Date: 06-12-2025

AM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
115	213	328
1	7	8
6	8	14
0	0	0
122	228	350

Right	Thru	Left	U-Turn
24	0	189	0
0	0	7	0
4	0	4	0
0	0	0	0
28	0	200	0



Total	987	52	49	0	1088
In	442	24	18	0	484
Out	545	28	31	0	604

U-Turn	0	0	0	0	0
Left	7	0	0	0	7
Thru	435	24	18	0	477
Right	0	0	0	0	0

115	0	6	1	108	Right
576	0	27	28	521	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

677	0	22	31	624	Out
691	0	33	29	629	In
1368	0	55	60	1253	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

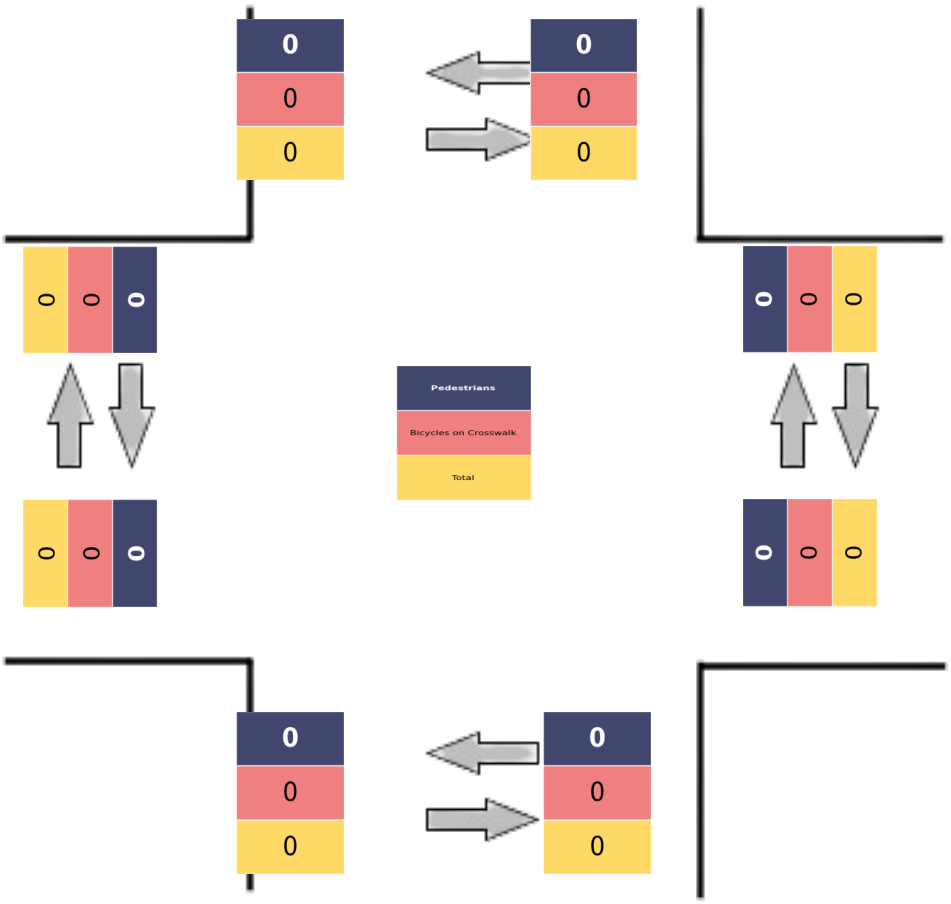
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

Peds AM Peak Turning Movement Data Summary





Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

TURNING MOVEMENT PM PEAK HOUR (04:30 PM)

Leg	Currans Road							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:30:00	45	0	6	0	51	0	0	0	187	52	0	239	0	0	0	0	0	0	0	0	0	4	161	0	0	165	0	0	455
16:45:00	55	0	7	0	62	1	1	0	200	52	0	252	0	0	0	0	0	0	0	0	0	6	161	0	0	167	0	0	481
17:00:00	49	0	11	0	60	2	0	0	180	54	0	234	0	0	0	0	0	0	0	0	1	11	161	0	0	172	0	0	466
17:15:00	48	0	7	0	55	0	1	0	170	50	0	220	0	0	0	0	0	0	0	0	0	7	154	0	0	161	0	0	436
Grand Total	197	0	31	0	228	3	2	0	737	208	0	945	0	0	0	0	0	0	0	0	1	28	637	0	0	665	0	0	1838
Approach %	86	0	14	0	100	1	1	0	78	22	0	100	0	0	0	0	0	0	0	0	0	4	96	0	0	100	0	0	300
Total %	11	0	2	0	12	0	0	0	40	11	0	51	0	0	0	0	0	0	0	0	0	2	35	0	0	36	0	0	100
Lights	190	0	28	0	218	0	0	0	714	202	0	916	0	0	0	0	0	0	0	0	0	27	619	0	0	646	0	0	1780
Lights %	96	0	90	0	0	0	0	0	97	97	0	0	0	0	0	0	0	0	0	0	0	96	97	0	0	0	0	0	97
Trucks	5	0	1	0	6	0	0	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	36
Trucks %	3	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Buses	2	0	2	0	4	0	0	0	8	5	0	13	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	22
Buses %	1	0	6	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.9	0.0	0.7	0.0	0.92	0.38	0.5	0.0	0.92	0.96	0.0	0.94	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.25	0.64	0.99	0.0	0.0	0.97	0.0	0.0	0.96

Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

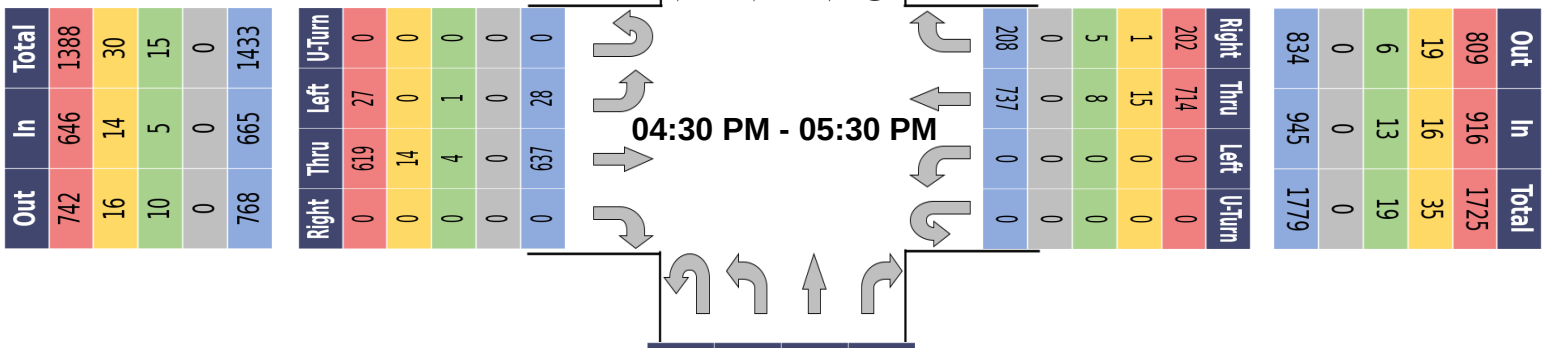
Date: 06-12-2025

PM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
229	218	447
1	6	7
6	4	10
0	0	0
236	228	464

Right	Thru	Left	U-Turn
28	0	190	0
1	0	5	0
2	0	2	0
0	0	0	0
31	0	197	0



Out	In	Total
742	646	1388
16	14	30
10	5	15
0	0	0
768	665	1433

Right	Thru	Left	U-Turn
0	619	27	0
0	14	0	0
0	4	1	0
0	0	0	0
0	637	28	0

Right	Thru	Left	U-Turn
202	714	0	0
1	15	0	0
5	8	0	0
0	0	0	0
208	737	0	0

Out	In	Total
809	916	1725
19	16	35
6	13	19
0	0	0
834	945	1779

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

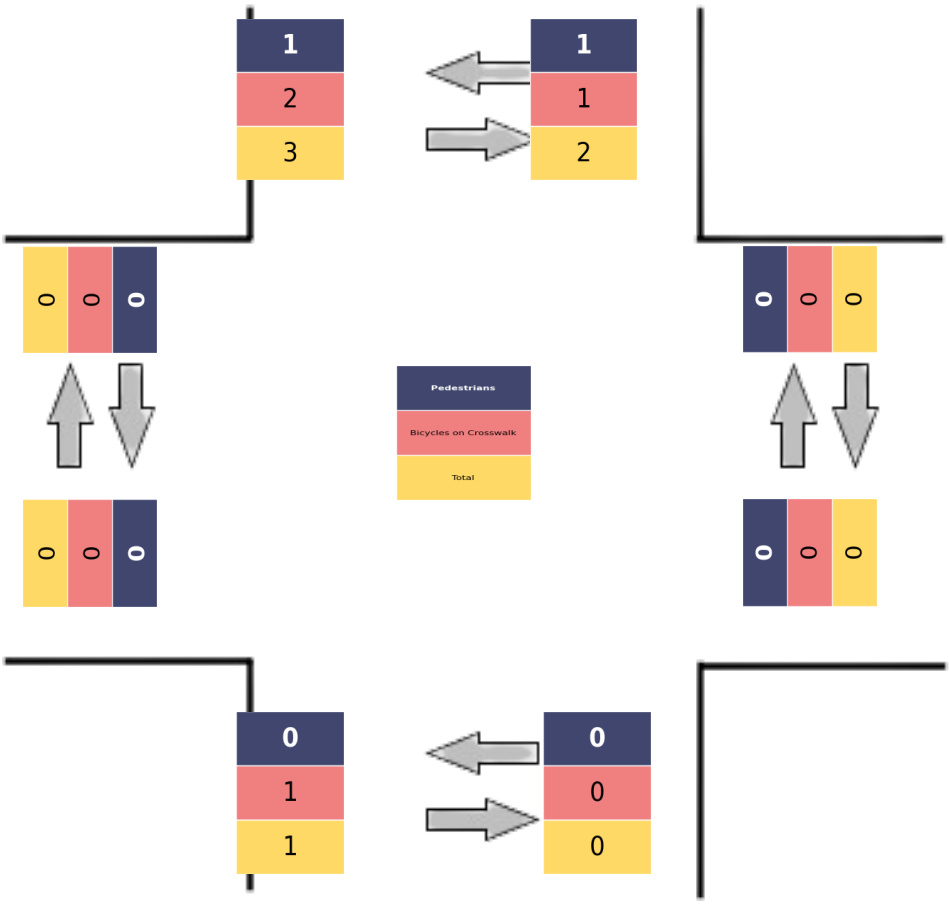
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

Peds PM Peak Turning Movement Data Summary



Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

Lights

Leg	Currans Road						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	24	0	6	0	0	0	0	97	20	0	0	0	0	0	0	0	0	0	2	92	0	0	0	0
07:15	38	0	10	0	0	0	0	104	30	0	0	0	0	0	0	0	0	0	3	85	0	0	0	0
07:30	55	0	5	0	0	0	0	138	26	0	0	0	0	0	0	0	0	0	4	97	0	0	0	0
07:45	53	0	8	0	0	0	0	121	20	0	0	0	0	0	0	0	0	0	2	132	0	0	0	0
Hourly Total	170	0	29	0	0	0	0	460	96	0	0	0	0	0	0	0	0	0	11	406	0	0	0	0
08:00	33	0	5	0	0	0	0	131	36	0	0	0	0	0	0	0	0	0	0	82	0	0	0	0
08:15	48	0	6	0	0	0	0	131	26	0	0	0	0	0	0	0	0	0	1	124	0	0	0	0
08:30	29	0	13	0	0	0	0	115	18	0	0	0	0	0	0	0	0	0	5	119	0	0	0	0
08:45	25	0	8	0	0	0	0	112	19	0	0	0	0	0	0	0	0	0	5	114	0	0	0	0
Hourly Total	135	0	32	0	0	0	0	489	99	0	0	0	0	0	0	0	0	0	11	439	0	0	0	0
16:00	43	0	9	0	0	0	0	150	43	0	0	0	0	0	0	0	0	0	8	142	0	0	0	0
16:15	48	0	2	0	0	0	0	163	39	0	0	0	0	0	0	0	0	0	5	148	0	0	0	0
16:30	44	0	5	0	0	0	0	181	51	0	0	0	0	0	0	0	0	0	3	156	0	0	0	0
16:45	50	0	7	0	0	0	0	192	49	0	0	0	0	0	0	0	0	0	6	158	0	0	0	0
Hourly Total	185	0	23	0	0	0	0	686	182	0	0	0	0	0	0	0	0	0	22	604	0	0	0	0
17:00	49	0	9	0	0	0	0	173	53	0	0	0	0	0	0	0	0	0	11	156	0	0	0	0
17:15	47	0	7	0	0	0	0	168	49	0	0	0	0	0	0	0	0	0	7	149	0	0	0	0
17:30	49	0	7	0	0	0	0	182	46	0	0	0	0	0	0	0	0	0	4	138	0	0	0	0
17:45	42	0	4	0	0	0	0	159	20	0	0	0	0	0	0	0	0	0	8	145	0	0	0	0
Hourly Total	187	0	27	0	0	0	0	682	168	0	0	0	0	0	0	0	0	0	30	588	0	0	0	0
18:00	39	0	9	0	0	0	0	137	37	0	0	0	0	0	0	0	0	0	8	142	0	0	0	0
18:15	44	0	7	0	0	0	0	138	24	0	0	0	0	0	0	0	0	0	3	132	0	0	0	0
18:30	28	0	4	0	0	0	0	138	37	0	0	0	0	0	0	0	0	0	6	149	0	0	0	0
18:45	35	0	2	0	0	0	0	137	25	0	0	0	0	0	0	0	0	0	11	138	0	0	0	0
Hourly Total	146	0	22	0	0	0	0	550	123	0	0	0	0	0	0	0	0	0	28	561	0	0	0	0
Total	823	0	133	0	0	0	0	2867	668	0	0	0	0	0	0	0	0	0	102	2598	0	0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

Trucks

Leg	Currans Road						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
07:15	4	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
07:30	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
07:45	4	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
Hourly Total	11	0	1	0	0	0	0	23	1	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0
08:00	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
08:15	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
08:30	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0
08:45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	31	1	0	0	0	0	0	0	0	0	0	1	29	0	0	0	0
16:00	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:15	1	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:30	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
16:45	3	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	5	0	0	0	0	0	0	19	4	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
17:00	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
17:15	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
17:30	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:45	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	2	0	1	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
18:00	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	21	0	2	0	0	0	0	101	7	0	0	0	0	0	0	0	0	0	1	75	0	0	0	0



Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

Buses

Leg	Currans Road						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	1	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
07:15	4	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
07:30	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
07:45	1	0	1	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	6	0	2	0	0	0	0	20	7	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0
08:00	3	0	1	0	0	0	0	13	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
08:15	0	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
08:30	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
08:45	1	0	1	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
Hourly Total	5	0	3	0	0	0	0	37	4	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0
16:00	2	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
16:15	0	0	1	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
16:30	0	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
16:45	2	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	4	0	2	0	0	0	0	15	7	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0
17:00	0	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:30	1	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	2	0	1	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	17	0	8	0	0	0	0	81	22	0	0	0	0	0	0	0	0	0	1	51	0	0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road

GPS: 40.885256, -72.933151

Date: 06-12-2025

Bicycles on Road

Leg	Currans Road						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	2- Middle Country Road (NYS Route 25) at Currans Road- SAT
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	11:00
End Time	13:45
Location	2- Middle Country Road (NYS Route 25) at Currans R
Latitude and Longitude	(40.885256, -72.933151)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK	**06-14-2025 12:15:00**	**06-14-2025 13:15:00**	**0.96**
Forced Peak AM			
Forced Peak PM			





Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

Date: 06-14-2025

TURNING MOVEMENT DATA

Leg	Currans Road							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
11:00	17	0	7	0	24	0	0	0	136	25	0	161	0	0	0	0	0	0	0	0	0	10	128	0	0	138	0	0	323
11:15	29	0	7	0	36	0	0	0	132	20	0	152	0	0	0	0	0	0	0	0	0	6	117	0	0	123	0	0	311
11:30	22	0	4	0	26	0	0	0	158	22	0	180	0	0	0	0	0	0	0	0	0	3	125	0	0	128	0	0	334
11:45	22	0	4	0	26	0	0	0	134	29	0	163	1	1	0	0	0	0	0	1	1	8	133	0	0	141	0	0	330
Hourly Total	90	0	22	0	112	0	0	0	560	96	0	656	1	1	0	0	0	0	0	1	1	27	503	0	0	530	0	0	1298
12:00	27	0	9	0	36	0	0	0	143	33	0	176	0	0	0	0	0	0	0	0	0	10	127	0	0	137	0	0	349
12:15	29	0	11	0	40	0	0	0	137	35	0	172	0	0	0	0	0	0	0	0	0	5	141	0	0	146	0	0	358
12:30	22	0	9	0	31	0	0	0	134	27	0	161	0	0	0	0	0	0	0	0	0	12	154	0	0	166	0	0	358
12:45	22	0	6	0	28	0	0	0	160	30	0	190	0	0	0	0	0	0	0	0	0	12	146	0	0	158	0	0	376
Hourly Total	100	0	35	0	135	0	0	0	574	125	0	699	0	0	0	0	0	0	0	0	0	39	568	0	0	607	0	0	1441
13:00	33	0	6	0	39	0	0	0	149	24	0	173	0	0	0	0	0	0	0	0	0	14	129	0	0	143	0	0	355
13:15	20	0	8	0	28	0	0	0	148	24	0	172	0	0	0	0	0	0	0	0	0	1	127	0	0	128	0	0	328
13:30	20	0	9	0	29	0	0	0	139	27	0	166	0	0	0	0	0	0	0	0	0	9	125	0	0	134	0	0	329
13:45	28	0	8	0	36	0	0	0	133	22	0	155	0	0	0	0	0	0	0	0	0	9	140	0	0	149	0	0	340
Hourly Total	101	0	31	0	132	0	0	0	569	97	0	666	0	0	0	0	0	0	0	0	0	33	521	0	0	554	0	0	1352
Grand Total	291	0	88	0	379	0	0	0	1703	318	0	2021	1	1	0	0	0	0	0	1	1	99	1592	0	0	1691	0	0	4091
Approach %	76	0	23	0	100	0	0	0	84	15	0	100	0	0	0	0	0	0	0	0	0	5	94	0	0	100	0	0	300
Total %	7	0	2	0	9	0	0	0	41	7	0	49	0	0	0	0	0	0	0	0	0	2	38	0	0	41	0	0	100
Lights	289	0	87	0	376	0	0	0	1677	313	0	1990	0	0	0	0	0	0	0	0	0	98	1559	0	0	1657	0	0	4023
Lights %	99	0	98	0	0	0	0	0	98	98	0	0	0	0	0	0	0	0	0	0	0	98	97	0	0	0	0	0	98
Trucks	2	0	0	0	2	0	0	0	21	5	0	26	0	0	0	0	0	0	0	0	0	1	28	0	0	29	0	0	57
Trucks %	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	8
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	1	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bicycles on Road %	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

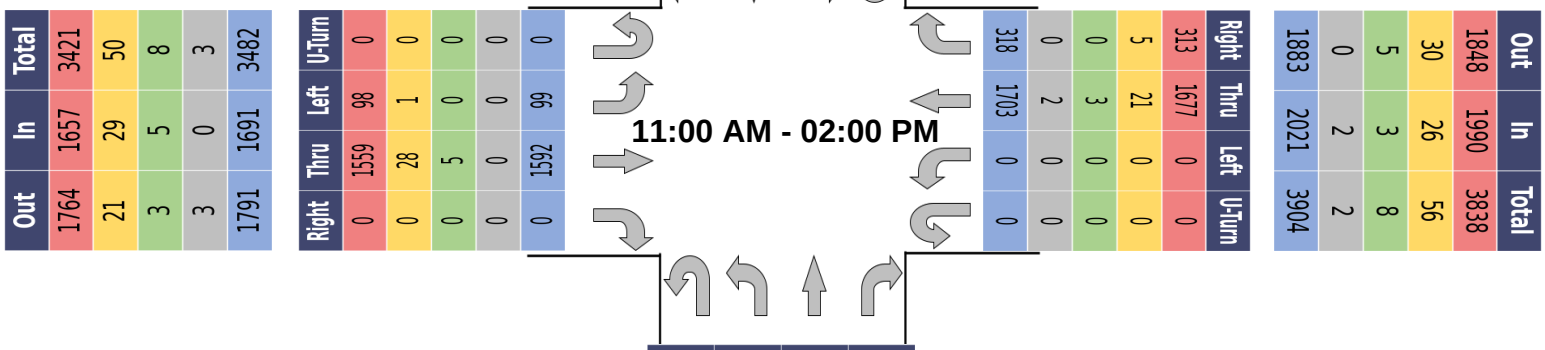
Date: 06-14-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
411	376	787
6	2	8
0	0	0
0	1	1
417	379	796

Right	Thru	Left	U-Turn
87	0	289	0
0	0	2	0
0	0	0	0
1	0	0	0
88	0	291	0



Total	3421	50	8	3	3482
In	1657	29	5	0	1691
Out	1764	21	3	3	1791

U-Turn	0	0	0	0	0
Left	98	1	0	0	99
Thru	1559	28	5	0	1592
Right	0	0	0	0	0

318	0	0	5	313	Right
1703	2	3	21	1677	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

1883	0	5	30	1848	Out
2021	2	3	26	1990	In
3904	2	8	56	3838	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

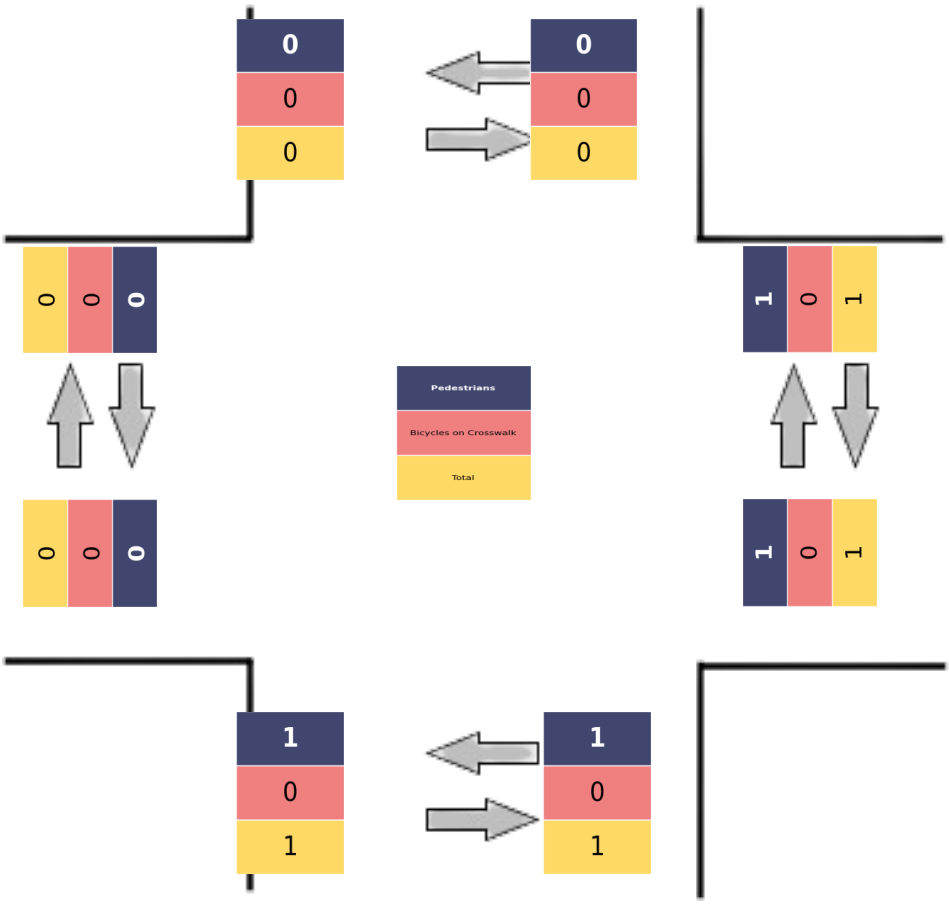
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

Date: 06-14-2025

Peds Turning Movement Data





Site: 2- Middle Country Road (NYS Route 25) at
Currans Road- SAT

GPS: 40.885256, -72.933151

Date: 06-14-2025

TURNING MOVEMENT MID PEAK HOUR (12:15 PM)

Leg	Currans Road							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
12:15:00	29	0	11	0	40	0	0	0	137	35	0	172	0	0	0	0	0	0	0	0	0	5	141	0	0	146	0	0	358
12:30:00	22	0	9	0	31	0	0	0	134	27	0	161	0	0	0	0	0	0	0	0	0	12	154	0	0	166	0	0	358
12:45:00	22	0	6	0	28	0	0	0	160	30	0	190	0	0	0	0	0	0	0	0	0	12	146	0	0	158	0	0	376
13:00:00	33	0	6	0	39	0	0	0	149	24	0	173	0	0	0	0	0	0	0	0	0	14	129	0	0	143	0	0	355
Grand Total	106	0	32	0	138	0	0	0	580	116	0	696	0	0	0	0	0	0	0	0	0	43	570	0	0	613	0	0	1447
Approach %	77	0	23	0	100	0	0	0	83	17	0	100	0	0	0	0	0	0	0	0	0	7	93	0	0	100	0	0	300
Total %	7	0	2	0	10	0	0	0	40	8	0	48	0	0	0	0	0	0	0	0	0	3	39	0	0	42	0	0	100
Lights	106	0	32	0	138	0	0	0	571	113	0	684	0	0	0	0	0	0	0	0	0	42	560	0	0	602	0	0	1424
Lights %	100	0	100	0	0	0	0	0	98	97	0	0	0	0	0	0	0	0	0	0	0	98	98	0	0	0	0	0	98
Trucks	0	0	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	0	21
Trucks %	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.8	0.0	0.73	0.0	0.86	0.0	0.0	0.0	0.91	0.83	0.0	0.92	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.77	0.93	0.0	0.0	0.92	0.0	0.0	0.96

Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

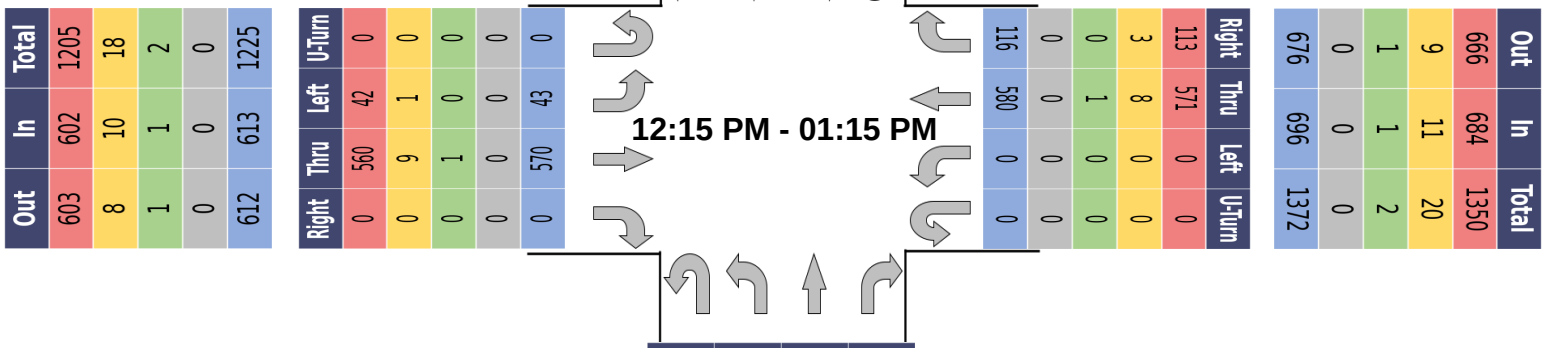
Date: 06-14-2025

Mid Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
155	138	293
4	0	4
0	0	0
0	0	0
159	138	297

Right	Thru	Left	U-Turn
32	0	106	0
0	0	0	0
0	0	0	0
0	0	0	0
32	0	106	0



Total	1205	18	2	0	1225
In	602	10	1	0	613
Out	603	8	1	0	612

U-Turn	0	0	0	0	0
Left	42	1	0	0	43
Thru	560	6	1	0	570
Right	0	0	0	0	0

116	0	0	3	113	Right
580	0	1	8	571	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

676	0	1	9	666	Out
696	0	1	11	684	In
1372	0	2	20	1350	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

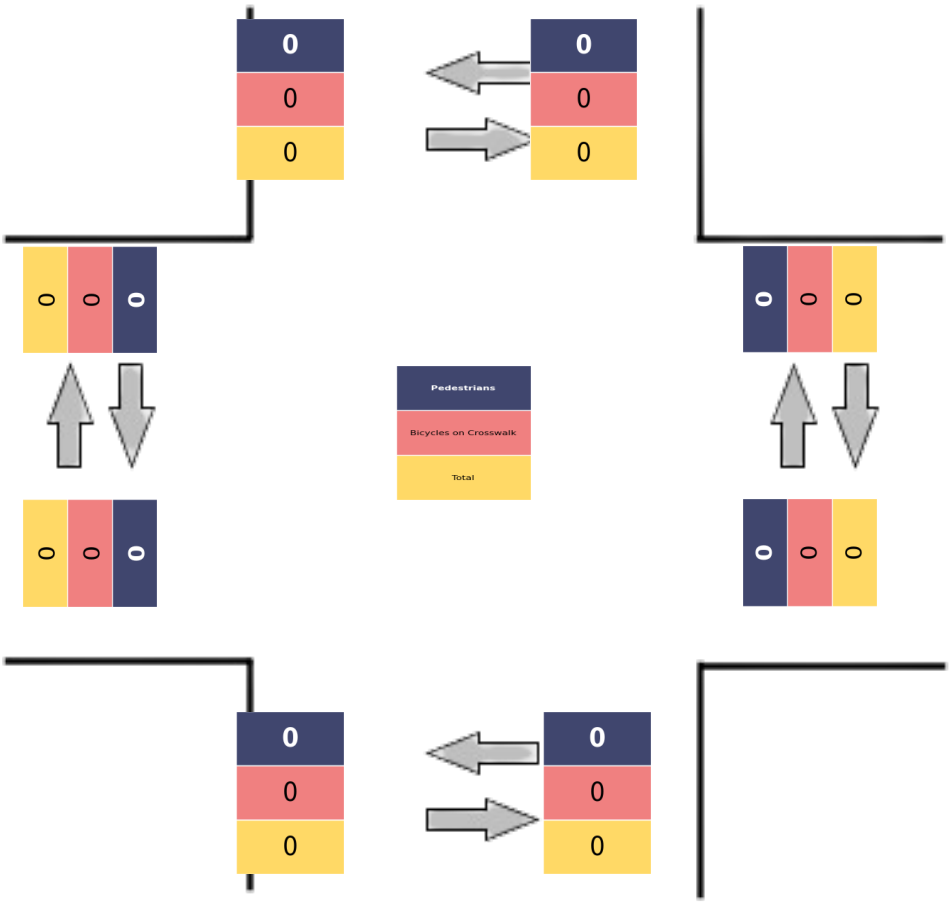
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

Date: 06-14-2025

Peds Mid Peak Turning Movement Data Summary



Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

Date: 06-14-2025

Lights

Leg	Currans Road						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	17	0	7	0	0	0	0	134	24	0	0	0	0	0	0	0	0	0	10	123	0	0	0	0
11:15	29	0	7	0	0	0	0	131	19	0	0	0	0	0	0	0	0	0	6	113	0	0	0	0
11:30	22	0	4	0	0	0	0	155	22	0	0	0	0	0	0	0	0	0	3	121	0	0	0	0
11:45	21	0	4	0	0	0	0	133	29	0	0	0	0	0	0	0	0	0	8	131	0	0	0	0
Hourly Total	89	0	22	0	0	0	0	553	94	0	0	0	0	0	0	0	0	0	27	488	0	0	0	0
12:00	27	0	9	0	0	0	0	141	33	0	0	0	0	0	0	0	0	0	10	127	0	0	0	0
12:15	29	0	11	0	0	0	0	133	33	0	0	0	0	0	0	0	0	0	4	137	0	0	0	0
12:30	22	0	9	0	0	0	0	133	26	0	0	0	0	0	0	0	0	0	12	153	0	0	0	0
12:45	22	0	6	0	0	0	0	158	30	0	0	0	0	0	0	0	0	0	12	143	0	0	0	0
Hourly Total	100	0	35	0	0	0	0	565	122	0	0	0	0	0	0	0	0	0	38	560	0	0	0	0
13:00	33	0	6	0	0	0	0	147	24	0	0	0	0	0	0	0	0	0	14	127	0	0	0	0
13:15	20	0	8	0	0	0	0	142	24	0	0	0	0	0	0	0	0	0	1	123	0	0	0	0
13:30	20	0	8	0	0	0	0	138	27	0	0	0	0	0	0	0	0	0	9	123	0	0	0	0
13:45	27	0	8	0	0	0	0	132	22	0	0	0	0	0	0	0	0	0	9	138	0	0	0	0
Hourly Total	100	0	30	0	0	0	0	559	97	0	0	0	0	0	0	0	0	0	33	511	0	0	0	0
Total	289	0	87	0	0	0	0	1677	313	0	0	0	0	0	0	0	0	0	98	1559	0	0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

Date: 06-14-2025

Trucks

Leg	Currans Road						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
11:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
11:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
11:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
12:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
12:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0
13:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
Total	2	0	0	0	0	0	0	21	5	0	0	0	0	0	0	0	0	0	1	28	0	0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

Date: 06-14-2025

Buses

Leg	Currans Road						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0

Site: 2- Middle Country Road (NYS Route 25) at Currans Road- SAT

GPS: 40.885256, -72.933151

Date: 06-14-2025

Bicycles on Road

Leg	Currans Road						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	3- Middle Country Road (NYS Route 25) at Picasso Way
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:45
Location	3- Middle Country Road (NYS Route 25) at Picasso W
Latitude and Longitude	(40.885638, -72.928705)

	START	END	PHF
AM PEAK	**06-12-2025 07:30:00**	**06-12-2025 08:30:00**	**0.97**
PM PEAK	**06-12-2025 16:30:00**	**06-12-2025 17:30:00**	**0.94**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Driveway							Middle Country Road							Picasso Way							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	1	115	0	0	116	0	0	16	0	8	0	24	0	0	0	121	3	0	124	0	0	264
07:15	0	0	0	0	0	0	0	3	138	0	0	141	0	0	19	0	8	0	27	0	0	0	143	4	0	147	0	0	315
07:30	0	0	0	0	0	0	0	8	155	0	0	163	0	0	27	0	10	0	37	0	0	0	159	6	0	165	0	0	365
07:45	0	0	0	0	0	0	0	4	119	0	0	123	0	0	27	0	6	0	33	0	0	0	191	9	0	200	0	0	356
Hourly Total	0	0	0	0	0	0	0	16	527	0	0	543	0	0	89	0	32	0	121	0	0	0	614	22	0	636	0	0	1300
08:00	0	0	0	0	0	0	0	5	178	0	0	183	0	0	20	0	13	0	33	0	0	0	120	9	0	129	0	0	345
08:15	0	0	0	0	0	0	0	2	157	0	0	159	0	0	20	0	12	0	32	0	0	0	173	4	0	177	0	0	368
08:30	0	0	0	0	0	0	0	6	141	0	0	147	0	0	15	0	6	0	21	0	0	0	157	10	0	167	0	0	335
08:45	0	0	0	0	0	0	0	4	134	0	0	138	0	0	19	0	11	0	30	0	0	0	147	8	0	155	0	0	323
Hourly Total	0	0	0	0	0	0	0	17	610	0	0	627	0	0	74	0	42	0	116	0	0	0	597	31	0	628	0	0	1371
16:00	0	0	0	0	0	0	0	17	197	0	0	214	0	1	19	0	9	0	28	0	0	0	183	19	0	202	0	0	444
16:15	0	0	0	0	0	0	0	15	203	0	0	218	0	0	14	0	10	0	24	0	0	0	185	15	0	200	0	0	442
16:30	0	0	0	0	0	0	0	14	229	0	0	243	0	0	15	0	7	0	22	0	0	0	182	23	1	206	0	0	471
16:45	0	0	0	0	0	0	0	9	246	0	0	255	1	0	17	0	5	0	22	0	0	0	210	16	0	226	0	0	503
Hourly Total	0	0	0	0	0	0	0	55	875	0	0	930	1	1	65	0	31	0	96	0	0	0	760	73	1	834	0	0	1860
17:00	0	0	0	0	0	0	0	13	218	0	0	231	0	0	13	0	6	0	19	0	0	0	178	25	0	203	0	0	453
17:15	0	0	0	0	0	0	0	20	218	0	0	238	0	0	12	0	9	0	21	1	0	0	187	22	0	209	0	0	468
17:30	0	0	0	0	0	0	0	19	223	0	0	242	0	0	13	0	11	0	24	0	0	0	160	29	0	189	0	0	455
17:45	0	0	0	0	0	0	0	11	183	0	0	194	0	0	14	0	14	0	28	0	0	0	175	25	0	200	0	0	422
Hourly Total	0	0	0	0	0	0	0	63	842	0	0	905	0	0	52	0	40	0	92	1	0	0	700	101	0	801	0	0	1798
18:00	0	0	0	0	0	0	0	11	169	0	0	180	0	0	14	0	16	0	30	0	0	0	166	13	0	179	0	0	389
18:15	0	0	0	0	0	0	0	13	151	0	0	164	0	0	14	0	7	0	21	1	0	0	165	14	0	179	0	0	364
18:30	0	0	0	0	0	0	0	14	171	0	0	185	0	0	12	0	16	0	28	0	1	0	164	14	0	178	0	0	391
18:45	0	0	0	0	0	0	0	10	155	0	0	165	0	0	8	0	8	0	16	0	0	0	157	25	0	182	0	0	363
Hourly Total	0	0	0	0	0	0	0	48	646	0	0	694	0	0	48	0	47	0	95	1	1	0	652	66	0	718	0	0	1507
Grand Total	0	0	0	0	0	0	0	199	3500	0	0	3699	1	1	328	0	192	0	520	2	1	0	3323	293	1	3617	0	0	7836
Approach %	0	0	0	0	0	0	0	5	94	0	0	100	0	0	63	0	36	0	100	0	0	0	91	8	0	99	0	0	300
Total %	0	0	0	0	0	0	0	2	44	0	0	47	0	0	4	0	2	0	6	0	0	0	42	3	0	46	0	0	100
Lights	0	0	0	0	0	0	0	190	3301	0	0	3491	0	0	305	0	185	0	490	0	0	0	3172	277	1	3450	0	0	7431
Lights %	0	0	0	0	0	0	0	95	94	0	0	0	0	0	92	0	96	0	0	0	0	0	95	94	100	0	0	0	94
Trucks	0	0	0	0	0	0	0	1	106	0	0	107	0	0	3	0	1	0	4	0	0	0	95	1	0	96	0	0	207
Trucks %	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	5	90	0	0	95	0	0	13	0	5	0	18	0	0	0	55	13	0	68	0	0	181
Buses %	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3	0	2	0	0	0	0	0	1	4	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	3	3	0	0	6	0	0	7	0	1	0	8	0	0	0	1	2	0	3	0	0	17



Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Driveway							Middle Country Road							Picasso Way							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycles on Road %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

Turning Movement Data

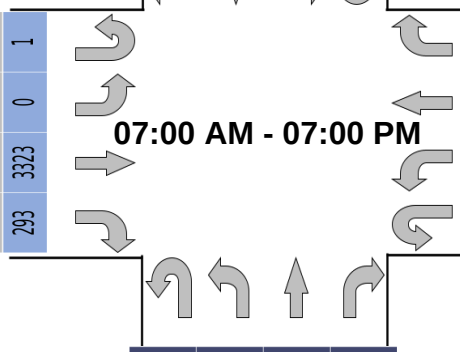
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Right	Thru	Left	U-Turn
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Total	In	Out
7056	3449	3607
205	96	109
171	68	103
13	3	10
7445	3616	3829

U-Turn	Left	Thru	Right
1	0	0	0
0	0	0	0
3172	95	55	1
277	1	13	2
3323	0	0	293



Right	Thru	Left	U-Turn
0	0	0	0
0	3	90	106
3500	3	5	1
199	0	0	0
0	0	0	0

Out	In	Total
3357	3491	6848
96	107	203
60	95	155
2	6	8
3515	3699	7214

U-Turn	Left	Thru	Right
0	305	0	185
0	3	0	1
0	13	0	5
0	7	0	1
0	328	0	192

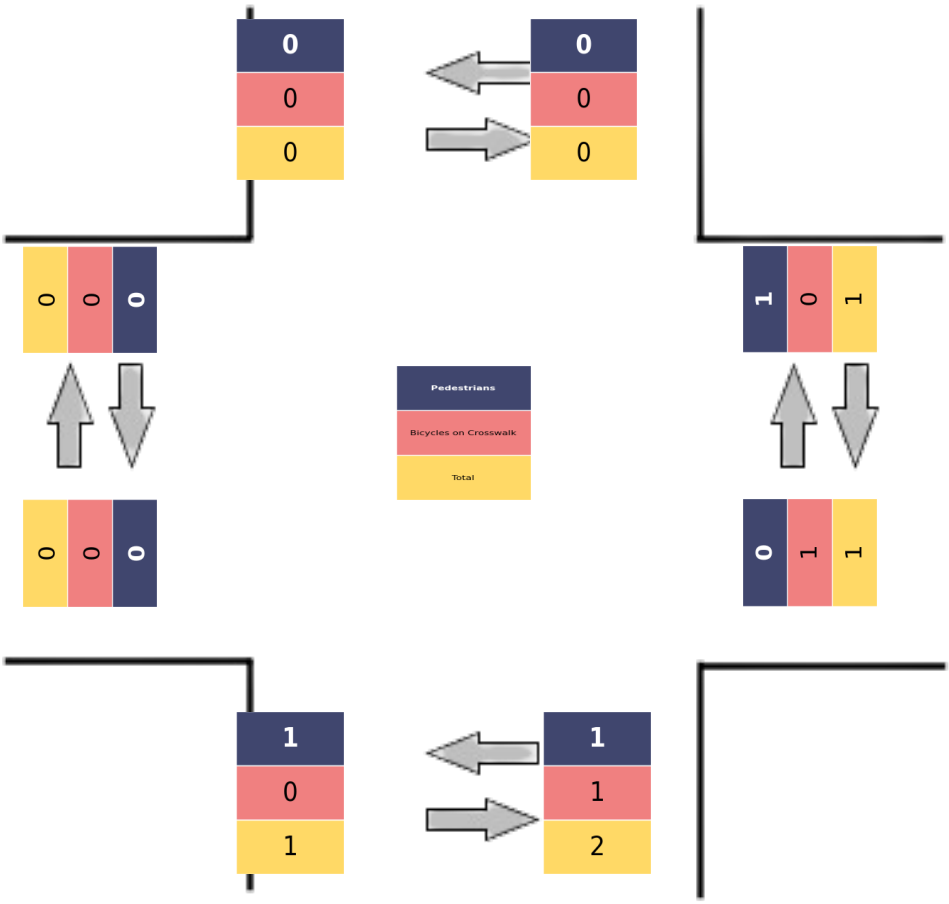
Out	In	Total
467	490	957
2	4	6
18	18	36
5	8	13
492	520	1012

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

Peds Turning Movement Data





Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

TURNING MOVEMENT AM PEAK HOUR (07:30 AM)

Leg	Driveway							Middle Country Road							Picasso Way							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	0	0	0	0	0	0	0	8	155	0	0	163	0	0	27	0	10	0	37	0	0	0	159	6	0	165	0	0	365
07:45:00	0	0	0	0	0	0	0	4	119	0	0	123	0	0	27	0	6	0	33	0	0	0	191	9	0	200	0	0	356
08:00:00	0	0	0	0	0	0	0	5	178	0	0	183	0	0	20	0	13	0	33	0	0	0	120	9	0	129	0	0	345
08:15:00	0	0	0	0	0	0	0	2	157	0	0	159	0	0	20	0	12	0	32	0	0	0	173	4	0	177	0	0	368
Grand Total	0	0	0	0	0	0	0	19	609	0	0	628	0	0	94	0	41	0	135	0	0	0	643	28	0	671	0	0	1434
Approach %	0	0	0	0	0	0	0	3	97	0	0	100	0	0	70	0	30	0	100	0	0	0	96	4	0	100	0	0	300
Total %	0	0	0	0	0	0	0	1	42	0	0	44	0	0	7	0	3	0	9	0	0	0	45	2	0	47	0	0	100
Lights	0	0	0	0	0	0	0	16	554	0	0	570	0	0	88	0	39	0	127	0	0	0	595	23	0	618	0	0	1315
Lights %	0	0	0	0	0	0	0	84	91	0	0	0	0	0	94	0	95	0	0	0	0	0	93	82	0	0	0	0	92
Trucks	0	0	0	0	0	0	0	1	27	0	0	28	0	0	1	0	0	0	1	0	0	0	31	1	0	32	0	0	61
Trucks %	0	0	0	0	0	0	0	5	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5	4	0	0	0	0	4
Buses	0	0	0	0	0	0	0	2	28	0	0	30	0	0	5	0	2	0	7	0	0	0	17	4	0	21	0	0	58
Buses %	0	0	0	0	0	0	0	11	5	0	0	0	0	0	5	0	5	0	0	0	0	0	3	14	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.59	0.86	0.0	0.0	0.86	0.0	0.0	0.87	0.0	0.79	0.0	0.91	0.0	0.0	0.0	0.84	0.78	0.0	0.84	0.0	0.0	0.97

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

AM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

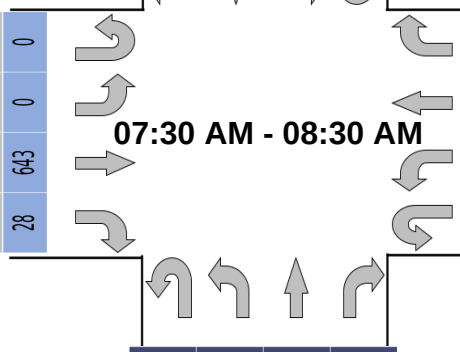
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

N

Right	Thru	Left	U-Turn
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Total	1260	60	54	0	1374
In	618	32	21	0	671
Out	642	28	33	0	703

U-Turn	0	0	0	0	0
Left	0	0	0	0	0
Thru	595	31	17	0	643
Right	23	1	4	0	28



0	0	0	0	0	Right
609	0	28	27	554	Thru
19	0	2	1	16	Left
0	0	0	0	0	U-Turn

684	0	19	31	634	Out
628	0	30	28	570	In
1312	0	49	59	1204	Total

U-Turn	Left	Thru	Right
0	88	0	39
0	1	0	0
0	5	0	2
0	0	0	0
0	94	0	41

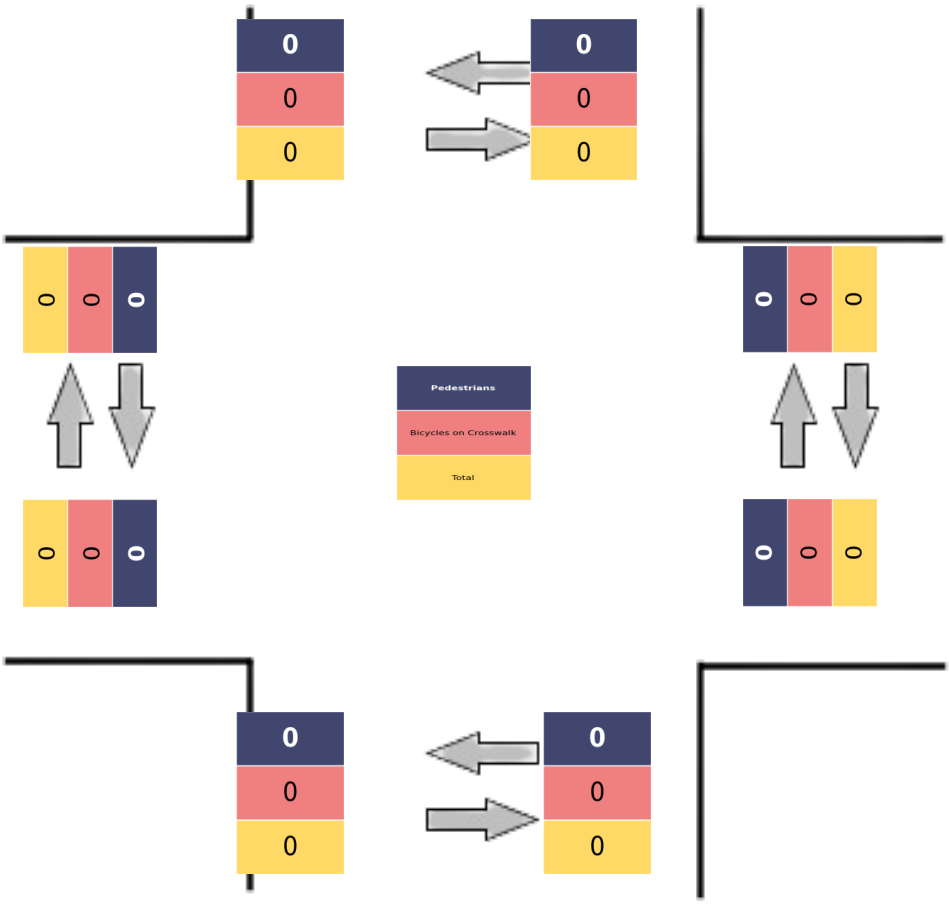
Out	In	Total
39	127	166
2	1	3
6	7	13
0	0	0
47	135	182

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

Peds AM Peak Turning Movement Data Summary





Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

TURNING MOVEMENT PM PEAK HOUR (04:30 PM)

Leg	Driveway							Middle Country Road							Picasso Way							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:30:00	0	0	0	0	0	0	0	14	229	0	0	243	0	0	15	0	7	0	22	0	0	0	182	23	1	206	0	0	471
16:45:00	0	0	0	0	0	0	0	9	246	0	0	255	1	0	17	0	5	0	22	0	0	0	210	16	0	226	0	0	503
17:00:00	0	0	0	0	0	0	0	13	218	0	0	231	0	0	13	0	6	0	19	0	0	0	178	25	0	203	0	0	453
17:15:00	0	0	0	0	0	0	0	20	218	0	0	238	0	0	12	0	9	0	21	1	0	0	187	22	0	209	0	0	468
Grand Total	0	0	0	0	0	0	0	56	911	0	0	967	1	0	57	0	27	0	84	1	0	0	757	86	1	844	0	0	1895
Approach %	0	0	0	0	0	0	0	6	94	0	0	100	0	0	68	0	32	0	100	1	0	0	90	10	0	100	0	0	300
Total %	0	0	0	0	0	0	0	3	48	0	0	51	0	0	3	0	1	0	4	0	0	0	40	5	0	45	0	0	100
Lights	0	0	0	0	0	0	0	53	878	0	0	931	0	0	51	0	26	0	77	0	0	0	731	86	1	818	0	0	1826
Lights %	0	0	0	0	0	0	0	95	96	0	0	0	0	0	89	0	96	0	0	0	0	0	97	100	100	0	0	0	96
Trucks	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	1	0	1	0	0	0	19	0	0	19	0	0	37
Trucks %	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	3	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	20
Buses %	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	3	2	0	0	5	0	0	6	0	0	0	6	0	0	0	1	0	0	1	0	0	12
Bicycles on Road %	0	0	0	0	0	0	0	5	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.93	0.0	0.0	0.95	0.25	0.0	0.84	0.0	0.75	0.0	0.95	0.25	0.0	0.0	0.9	0.86	0.25	0.93	0.0	0.0	0.94

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

PM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

N

Right	Thru	Left	U-Turn
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Total	1747	36	20	9	1812
In	817	19	6	1	843
Out	930	17	14	8	969

U-Turn	1	0	0	0	1
Left	0	0	0	0	0
Thru	731	19	6	1	757
Right	86	0	0	0	86



Right	0	0	0	0	0
Thru	911	2	14	17	878
Left	56	3	0	0	53
U-Turn	0	0	0	0	0

Out	757	20	6	1	784
In	931	17	14	5	967
Total	1688	37	20	6	1751

U-Turn	Left	Thru	Right
0	51	0	26
0	0	0	1
0	0	0	0
0	6	0	0
0	57	0	27

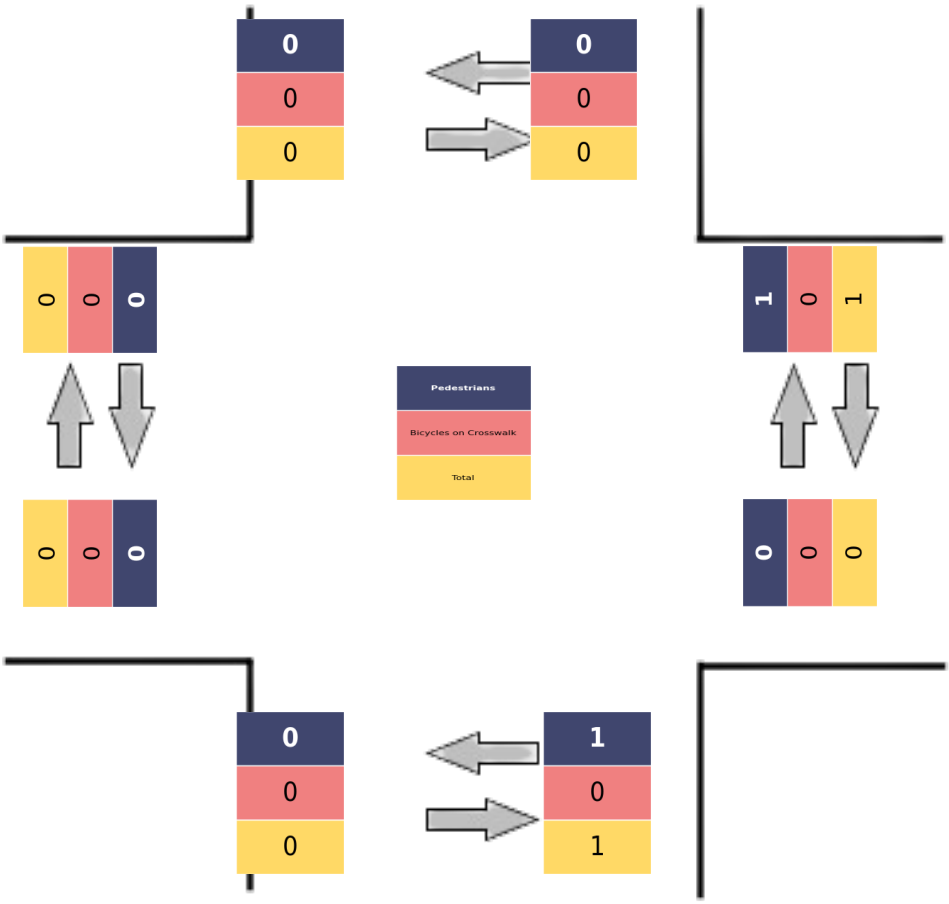
Out	In	Total
139	77	216
0	1	1
0	0	0
3	6	9
142	84	226

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

Peds PM Peak Turning Movement Data Summary





Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

Lights

Leg	Driveway						Middle Country Road						Picasso Way						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	1	101	0	0	0	0	16	0	7	0	0	0	0	112	3	0	0	0
07:15	0	0	0	0	0	0	3	121	0	0	0	0	19	0	8	0	0	0	0	127	3	0	0	0
07:30	0	0	0	0	0	0	6	149	0	0	0	0	27	0	9	0	0	0	0	143	6	0	0	0
07:45	0	0	0	0	0	0	3	108	0	0	0	0	24	0	6	0	0	0	0	181	7	0	0	0
Hourly Total	0	0	0	0	0	0	13	479	0	0	0	0	86	0	30	0	0	0	0	563	19	0	0	0
08:00	0	0	0	0	0	0	5	156	0	0	0	0	18	0	13	0	0	0	0	108	7	0	0	0
08:15	0	0	0	0	0	0	2	141	0	0	0	0	19	0	11	0	0	0	0	163	3	0	0	0
08:30	0	0	0	0	0	0	5	125	0	0	0	0	13	0	6	0	0	0	0	142	8	0	0	0
08:45	0	0	0	0	0	0	4	121	0	0	0	0	17	0	11	0	0	0	0	132	6	0	0	0
Hourly Total	0	0	0	0	0	0	16	543	0	0	0	0	67	0	41	0	0	0	0	545	24	0	0	0
16:00	0	0	0	0	0	0	16	186	0	0	0	0	17	0	7	0	0	0	0	178	17	0	0	0
16:15	0	0	0	0	0	0	15	193	0	0	0	0	11	0	10	0	0	0	0	181	13	0	0	0
16:30	0	0	0	0	0	0	11	220	0	0	0	0	14	0	7	0	0	0	0	176	23	1	0	0
16:45	0	0	0	0	0	0	9	235	0	0	0	0	12	0	5	0	0	0	0	201	16	0	0	0
Hourly Total	0	0	0	0	0	0	51	834	0	0	0	0	54	0	29	0	0	0	0	736	69	1	0	0
17:00	0	0	0	0	0	0	13	210	0	0	0	0	13	0	5	0	0	0	0	175	25	0	0	0
17:15	0	0	0	0	0	0	20	213	0	0	0	0	12	0	9	0	0	0	0	179	22	0	0	0
17:30	0	0	0	0	0	0	18	214	0	0	0	0	12	0	11	0	0	0	0	158	29	0	0	0
17:45	0	0	0	0	0	0	11	176	0	0	0	0	14	0	13	0	0	0	0	170	24	0	0	0
Hourly Total	0	0	0	0	0	0	62	813	0	0	0	0	51	0	38	0	0	0	0	682	100	0	0	0
18:00	0	0	0	0	0	0	11	164	0	0	0	0	14	0	16	0	0	0	0	165	13	0	0	0
18:15	0	0	0	0	0	0	13	149	0	0	0	0	14	0	7	0	0	0	0	165	14	0	0	0
18:30	0	0	0	0	0	0	14	168	0	0	0	0	12	0	16	0	0	0	0	162	14	0	0	0
18:45	0	0	0	0	0	0	10	151	0	0	0	0	7	0	8	0	0	0	0	154	24	0	0	0
Hourly Total	0	0	0	0	0	0	48	632	0	0	0	0	47	0	47	0	0	0	0	646	65	0	0	0
Total	0	0	0	0	0	0	190	3301	0	0	0	0	305	0	185	0	0	0	0	3172	277	1	0	0



Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

Trucks

Leg	Driveway						Middle Country Road						Picasso Way						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
07:15	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
07:30	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
07:45	0	0	0	0	0	0	0	7	0	0	0	0	1	0	0	0	0	0	0	9	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	23	0	0	0	0	1	0	0	0	0	0	0	34	0	0	0	0
08:00	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
08:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0
08:30	0	0	0	0	0	0	0	10	0	0	0	0	1	0	0	0	0	0	0	9	0	0	0	0
08:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	32	0	0	0	0	1	0	0	0	0	0	0	29	1	0	0	0
16:00	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:15	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
16:30	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
16:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	20	0	0	0	0	1	0	0	0	0	0	0	14	0	0	0	0
17:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0
17:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
17:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	19	0	0	0	0	0	0	1	0	0	0	0	14	0	0	0	0
18:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Total	0	0	0	0	0	0	1	106	0	0	0	0	3	0	1	0	0	0	0	95	1	0	0	0



Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

Buses

Leg	Driveway						Middle Country Road						Picasso Way						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	10	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
07:15	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0
07:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0
07:45	0	0	0	0	0	0	1	4	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0	0
Hourly Total	0	0	0	0	0	0	2	25	0	0	0	0	2	0	2	0	0	0	0	17	3	0	0	0
08:00	0	0	0	0	0	0	0	13	0	0	0	0	2	0	0	0	0	0	0	5	2	0	0	0
08:15	0	0	0	0	0	0	0	9	0	0	0	0	1	0	1	0	0	0	0	6	0	0	0	0
08:30	0	0	0	0	0	0	1	6	0	0	0	0	1	0	0	0	0	0	0	6	2	0	0	0
08:45	0	0	0	0	0	0	0	7	0	0	0	0	2	0	0	0	0	0	0	6	2	0	0	0
Hourly Total	0	0	0	0	0	0	1	35	0	0	0	0	6	0	1	0	0	0	0	23	6	0	0	0
16:00	0	0	0	0	0	0	1	4	0	0	0	0	2	0	1	0	0	0	0	3	2	0	0	0
16:15	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0
16:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	18	0	0	0	0	4	0	1	0	0	0	0	9	3	0	0	0
17:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	1	5	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0
Hourly Total	0	0	0	0	0	0	1	10	0	0	0	0	1	0	1	0	0	0	0	4	1	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	0	0	0	0	0	0	5	90	0	0	0	0	13	0	5	0	0	0	0	55	13	0	0	0



Site: 3- Middle Country Road (NYS Route 25) at Picasso Way

GPS: 40.885638, -72.928705

Date: 06-12-2025

Bicycles on Road

Leg	Driveway						Middle Country Road						Picasso Way						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
16:30	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	3	3	0	0	0	0	6	0	1	0	0	0	0	1	1	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
Total	0	0	0	0	0	0	3	3	0	0	0	0	7	0	1	0	0	0	0	1	2	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	3- Middle Country Road (NYS Route 25) at Picasso Way- SAT
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	11:00
End Time	13:45
Location	3- Middle Country Road (NYS Route 25) at Picasso W
Latitude and Longitude	(40.885638, -72.928705)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK	**06-14-2025 12:15:00**	**06-14-2025 13:15:00**	**0.98**
Forced Peak AM			
Forced Peak PM			





Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

GPS: 40.885638, -72.928705

Date: 06-14-2025

TURNING MOVEMENT DATA

Leg	Driveway							Middle Country Road							Picasso Way							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
11:00	0	0	0	0	0	0	0	6	155	0	0	161	0	0	10	0	6	0	16	0	0	0	138	10	0	148	0	0	325
11:15	0	0	0	0	0	0	0	2	135	0	0	137	0	0	17	0	8	0	25	0	0	0	132	13	0	145	0	0	307
11:30	0	0	0	0	0	0	0	5	165	0	0	170	0	0	17	0	7	0	24	0	0	0	139	6	0	145	0	0	339
11:45	0	0	0	0	0	0	0	1	160	0	0	161	0	0	14	0	10	0	24	0	0	0	137	17	0	154	0	0	339
Hourly Total	0	0	0	0	0	0	0	14	615	0	0	629	0	0	58	0	31	0	89	0	0	0	546	46	0	592	0	0	1310
12:00	0	0	0	0	0	0	0	9	166	0	0	175	0	0	6	0	7	0	13	0	0	0	138	12	0	150	0	0	338
12:15	0	0	0	0	0	0	0	9	158	0	0	167	0	1	20	0	11	0	31	0	0	0	153	13	0	166	0	0	364
12:30	0	0	0	0	0	0	0	11	145	0	0	156	0	0	19	0	12	0	31	0	0	0	168	16	0	184	0	0	371
12:45	0	0	0	0	0	0	0	5	183	0	0	188	0	2	8	0	3	1	12	0	0	0	154	13	0	167	0	0	367
Hourly Total	0	0	0	0	0	0	0	34	652	0	0	686	0	3	53	0	33	1	87	0	0	0	613	54	0	667	0	0	1440
13:00	0	0	0	0	0	0	0	7	159	0	0	166	0	0	12	0	9	0	21	0	0	0	148	15	0	163	0	0	350
13:15	0	0	0	0	0	0	0	5	156	0	0	161	0	0	18	0	6	0	24	0	0	0	132	14	0	146	0	0	331
13:30	0	0	0	0	0	0	0	7	147	0	0	154	0	0	18	0	7	0	25	0	0	0	130	16	0	146	0	0	325
13:45	0	0	0	0	0	0	0	1	148	0	0	149	0	0	12	0	6	0	18	0	0	0	150	17	0	167	0	0	334
Hourly Total	0	0	0	0	0	0	0	20	610	0	0	630	0	0	60	0	28	0	88	0	0	0	560	62	0	622	0	0	1340
Grand Total	0	0	0	0	0	0	0	68	1877	0	0	1945	0	3	171	0	92	1	264	0	0	0	1719	162	0	1881	0	0	4090
Approach %	0	0	0	0	0	0	0	3	96	0	0	100	0	0	64	0	34	0	100	0	0	0	91	8	0	100	0	0	300
Total %	0	0	0	0	0	0	0	1	45	0	0	47	0	0	4	0	2	0	6	0	0	0	42	3	0	45	0	0	100
Lights	0	0	0	0	0	0	0	65	1848	0	0	1913	0	0	171	0	89	1	261	0	0	0	1685	161	0	1846	0	0	4020
Lights %	0	0	0	0	0	0	0	95	98	0	0	0	0	0	100	0	96	100	0	0	0	0	98	99	0	0	0	0	98
Trucks	0	0	0	0	0	0	0	1	26	0	0	27	0	0	0	0	2	0	2	0	0	0	29	1	0	30	0	0	59
Trucks %	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	1	0	1	0	0	0	5	0	0	5	0	0	10
Buses %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

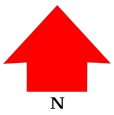
GPS: 40.885638, -72.928705

Date: 06-14-2025

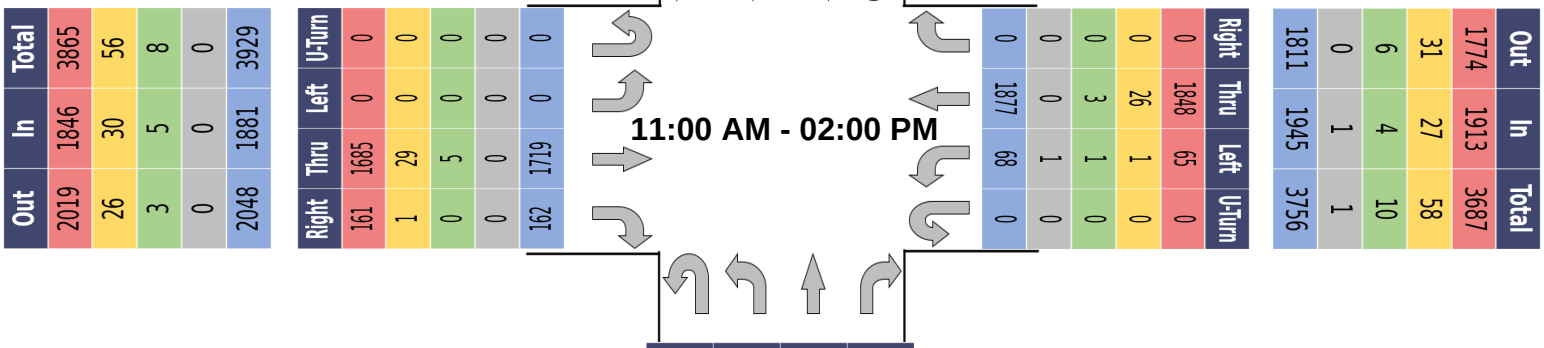
Turning Movement Data

Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Class
Lights
Trucks
Buses
Bicycles on Road
Total



Right	Thru	Left	U-Turn
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



Out	In	Total
2019	1846	3865
26	30	56
3	5	8
0	0	0
2048	1881	3929

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
1685	29	5	0
161	1	0	0
1719	162	0	0

Right	Thru	Left	U-Turn
0	0	0	0
1877	0	3	26
68	1	1	1
0	0	0	0
1848	65	1	0

Out	In	Total
1811	0	6
1945	1	4
3756	1	10
31	27	58
1774	1913	3687

U-Turn	Left	Thru	Right
1	171	0	89
0	0	0	2
0	0	0	1
0	0	0	0
1	171	0	92

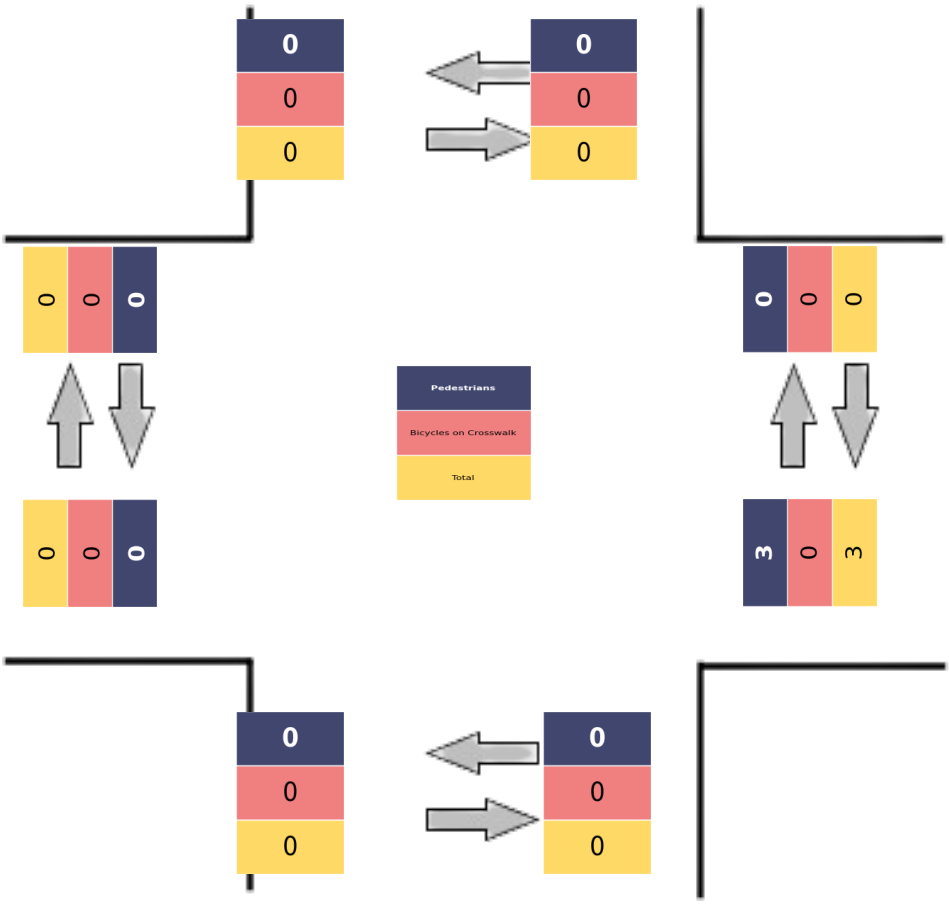
Out	In	Total
227	260	487
2	2	4
1	1	2
1	0	1
231	263	494

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

GPS: 40.885638, -72.928705

Date: 06-14-2025

Peds Turning Movement Data





Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

GPS: 40.885638, -72.928705

Date: 06-14-2025

TURNING MOVEMENT MID PEAK HOUR (12:15 PM)

Leg	Driveway							Middle Country Road							Picasso Way							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
12:15:00	0	0	0	0	0	0	0	9	158	0	0	167	0	1	20	0	11	0	31	0	0	0	153	13	0	166	0	0	364
12:30:00	0	0	0	0	0	0	0	11	145	0	0	156	0	0	19	0	12	0	31	0	0	0	168	16	0	184	0	0	371
12:45:00	0	0	0	0	0	0	0	5	183	0	0	188	0	2	8	0	3	1	12	0	0	0	154	13	0	167	0	0	367
13:00:00	0	0	0	0	0	0	0	7	159	0	0	166	0	0	12	0	9	0	21	0	0	0	148	15	0	163	0	0	350
Grand Total	0	0	0	0	0	0	0	32	645	0	0	677	0	3	59	0	35	1	95	0	0	0	623	57	0	680	0	0	1452
Approach %	0	0	0	0	0	0	0	5	95	0	0	100	0	0	62	0	37	1	100	0	0	0	92	8	0	100	0	0	300
Total %	0	0	0	0	0	0	0	2	44	0	0	47	0	0	4	0	2	0	7	0	0	0	43	4	0	47	0	0	100
Lights	0	0	0	0	0	0	0	32	633	0	0	665	0	0	59	0	35	1	95	0	0	0	613	57	0	670	0	0	1430
Lights %	0	0	0	0	0	0	0	100	98	0	0	0	0	0	100	0	100	100	0	0	0	0	98	100	0	0	0	0	98
Trucks	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	20
Trucks %	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.73	0.88	0.0	0.0	0.9	0.0	0.38	0.74	0.0	0.73	0.25	0.77	0.0	0.0	0.0	0.93	0.89	0.0	0.92	0.0	0.0	0.98

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

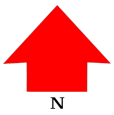
GPS: 40.885638, -72.928705

Date: 06-14-2025

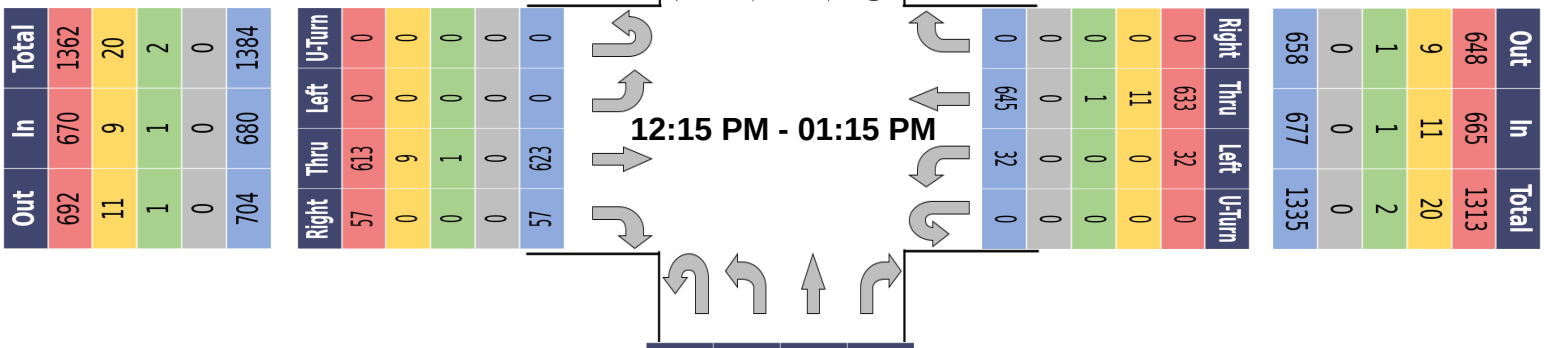
Mid Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0



Right	Thru	Left	U-Turn
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



Total	1362	20	2	0	1384
In	670	9	1	0	680
Out	692	11	1	0	704

U-Turn	0	0	0	0	0
Left	0	0	0	0	0
Thru	613	6	1	0	623
Right	57	0	0	0	57

0	0	0	0	0	Right
645	0	1	11	633	Thru
32	0	0	0	32	Left
0	0	0	0	0	U-Turn

658	0	1	9	648	Out
677	0	1	11	665	In
1335	0	2	20	1313	Total

U-Turn	Left	Thru	Right
1	59	0	35
0	0	0	0
0	0	0	0
0	0	0	0
1	59	0	35

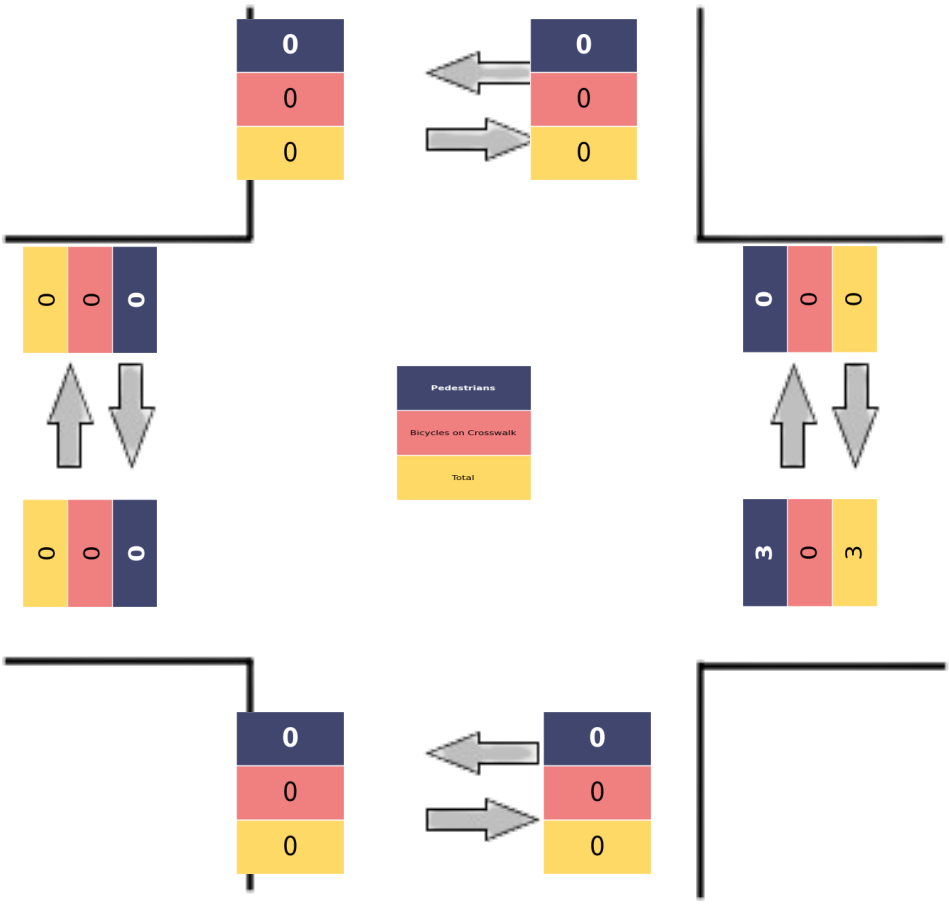
Out	In	Total
90	94	184
0	0	0
0	0	0
0	0	0
90	94	184

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

GPS: 40.885638, -72.928705

Date: 06-14-2025

Peds Mid Peak Turning Movement Data Summary



Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

GPS: 40.885638, -72.928705

Date: 06-14-2025

Lights

Leg	Driveway						Middle Country Road						Picasso Way						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	4	152	0	0	0	0	10	0	6	0	0	0	0	133	10	0	0	0
11:15	0	0	0	0	0	0	1	133	0	0	0	0	17	0	7	0	0	0	0	129	12	0	0	0
11:30	0	0	0	0	0	0	5	162	0	0	0	0	17	0	7	0	0	0	0	135	6	0	0	0
11:45	0	0	0	0	0	0	1	159	0	0	0	0	14	0	8	0	0	0	0	134	17	0	0	0
Hourly Total	0	0	0	0	0	0	11	606	0	0	0	0	58	0	28	0	0	0	0	531	45	0	0	0
12:00	0	0	0	0	0	0	9	164	0	0	0	0	6	0	7	0	0	0	0	138	12	0	0	0
12:15	0	0	0	0	0	0	9	152	0	0	0	0	20	0	11	0	0	0	0	149	13	0	0	0
12:30	0	0	0	0	0	0	11	143	0	0	0	0	19	0	12	0	0	0	0	167	16	0	0	0
12:45	0	0	0	0	0	0	5	181	0	0	0	0	8	0	3	1	0	0	0	151	13	0	0	0
Hourly Total	0	0	0	0	0	0	34	640	0	0	0	0	53	0	33	1	0	0	0	605	54	0	0	0
13:00	0	0	0	0	0	0	7	157	0	0	0	0	12	0	9	0	0	0	0	146	15	0	0	0
13:15	0	0	0	0	0	0	5	152	0	0	0	0	18	0	6	0	0	0	0	128	14	0	0	0
13:30	0	0	0	0	0	0	7	146	0	0	0	0	18	0	7	0	0	0	0	128	16	0	0	0
13:45	0	0	0	0	0	0	1	147	0	0	0	0	12	0	6	0	0	0	0	147	17	0	0	0
Hourly Total	0	0	0	0	0	0	20	602	0	0	0	0	60	0	28	0	0	0	0	549	62	0	0	0
Total	0	0	0	0	0	0	65	1848	0	0	0	0	171	0	89	1	0	0	0	1685	161	0	0	0

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

GPS: 40.885638, -72.928705

Date: 06-14-2025

Trucks

Leg	Driveway						Middle Country Road						Picasso Way						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
11:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0
11:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
11:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	8	0	0	0	0	0	0	2	0	0	0	0	13	1	0	0	0
12:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
13:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
Total	0	0	0	0	0	0	1	26	0	0	0	0	0	0	2	0	0	0	0	29	1	0	0	0

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

GPS: 40.885638, -72.928705

Date: 06-14-2025

Buses

Leg	Driveway						Middle Country Road						Picasso Way						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	0	0	0	0	0	0	1	3	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0

Site: 3- Middle Country Road (NYS Route 25) at Picasso Way- SAT

GPS: 40.885638, -72.928705

Date: 06-14-2025

Bicycles on Road

Leg	Driveway						Middle Country Road						Picasso Way						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	4- Middle Country Road (NYS Route 25) at Woodville Road
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:45
Location	4- Middle Country Road (NYS Route 25) at Woodville
Latitude and Longitude	(40.885747, -72.924959)

	START	END	PHF
AM PEAK	**06-12-2025 07:30:00**	**06-12-2025 08:30:00**	**0.95**
PM PEAK	**06-12-2025 16:30:00**	**06-12-2025 17:30:00**	**0.96**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Woodville Road							Middle Country Road							USA Gas Selda Gas Corporation Driveway							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	8	0	14	0	22	0	0	2	100	4	0	106	0	0	2	0	2	0	4	0	0	9	116	3	0	128	0	0	260
07:15	8	0	33	0	41	0	0	4	106	3	0	113	0	0	1	2	4	0	7	0	0	8	141	3	0	152	0	0	313
07:30	1	0	25	0	26	0	0	2	135	1	0	138	0	0	2	0	2	0	4	0	0	12	156	1	0	169	0	0	337
07:45	1	1	23	0	25	0	0	0	102	0	0	102	0	0	2	0	2	0	4	0	0	5	185	1	0	191	0	0	322
Hourly Total	18	1	95	0	114	0	0	8	443	8	0	459	0	0	7	2	10	0	19	0	0	34	598	8	0	640	0	0	1232
08:00	0	2	24	0	26	0	0	6	155	2	0	163	0	0	3	0	2	0	5	0	0	9	126	2	0	137	0	0	331
08:15	4	0	11	0	15	0	0	4	144	1	0	149	0	0	2	0	5	0	7	0	1	18	159	5	0	182	0	0	353
08:30	3	0	21	0	24	0	0	2	127	3	0	132	0	0	1	2	7	0	10	0	0	17	140	6	0	163	0	0	329
08:45	1	0	24	0	25	0	0	2	109	4	0	115	0	0	3	0	5	0	8	0	0	11	139	3	0	153	0	0	301
Hourly Total	8	2	80	0	90	0	0	14	535	10	0	559	0	0	9	2	19	0	30	0	1	55	564	16	0	635	0	0	1314
16:00	2	0	21	0	23	1	1	6	177	11	0	194	0	0	8	0	5	0	13	0	0	17	163	9	0	189	2	0	419
16:15	0	1	31	0	32	0	0	6	192	11	0	209	0	0	3	1	7	0	11	0	0	29	157	11	0	197	0	0	449
16:30	3	0	31	0	34	0	0	5	209	7	0	221	0	0	5	1	8	0	14	0	0	35	147	3	0	185	0	0	454
16:45	2	0	36	0	38	0	0	0	210	11	0	221	0	0	5	0	2	0	7	0	0	26	171	11	0	208	0	0	474
Hourly Total	7	1	119	0	127	1	1	17	788	40	0	845	0	0	21	2	22	0	45	0	0	107	638	34	0	779	2	0	1796
17:00	1	0	23	0	24	0	2	2	201	1	0	204	0	0	5	1	5	0	11	0	0	37	143	7	0	187	0	1	426
17:15	1	1	30	0	32	0	0	4	204	12	0	220	0	0	2	0	8	0	10	0	0	38	157	6	0	201	0	0	463
17:30	3	0	20	0	23	1	0	4	221	14	0	239	0	0	6	0	5	0	11	0	1	22	144	4	0	170	0	0	443
17:45	2	2	26	0	30	0	0	3	154	5	0	162	0	0	4	0	8	0	12	1	1	39	137	9	0	185	0	0	389
Hourly Total	7	3	99	0	109	1	2	13	780	32	0	825	0	0	17	1	26	0	44	1	2	136	581	26	0	743	0	1	1721
18:00	4	0	30	0	34	1	0	1	150	6	0	157	0	0	4	1	5	0	10	0	0	28	157	8	0	193	0	0	394
18:15	0	1	18	0	19	0	0	3	138	4	0	145	0	0	0	0	5	0	5	0	0	24	140	7	0	171	0	0	340
18:30	2	0	29	0	31	0	0	2	159	7	0	168	0	0	0	0	8	0	8	0	0	38	134	9	0	181	0	1	388
18:45	2	1	35	0	38	0	0	0	123	3	0	126	0	1	0	2	9	0	11	0	1	35	107	15	0	157	0	0	332
Hourly Total	8	2	112	0	122	1	0	6	570	20	0	596	0	1	4	3	27	0	34	0	1	125	538	39	0	702	0	1	1454
Grand Total	48	9	505	0	562	3	3	58	3116	110	0	3284	0	1	58	10	104	0	172	1	4	457	2919	123	0	3499	2	2	7517
Approach %	8	1	89	0	100	0	0	1	94	3	0	100	0	0	33	5	60	0	100	0	2	13	83	3	0	100	0	0	400
Total %	0	0	6	0	7	0	0	0	41	1	0	43	0	0	0	0	1	0	2	0	0	6	38	1	0	46	0	0	100
Lights	46	9	477	0	532	0	0	56	2936	104	0	3096	0	0	56	10	103	0	169	0	0	439	2781	120	0	3340	0	0	7137
Lights %	95	100	94	0	0	0	0	96	94	94	0	0	0	0	96	100	99	0	0	0	0	96	95	97	0	0	0	0	94
Trucks	2	0	6	0	8	0	0	2	99	2	0	103	0	0	2	0	1	0	3	0	0	10	84	2	0	96	0	0	210
Trucks %	4	0	1	0	0	0	0	3	3	1	0	0	0	0	3	0	0	0	0	0	0	2	2	1	0	0	0	0	2
Buses	0	0	14	0	14	0	0	0	81	4	0	85	0	0	0	0	0	0	0	0	0	7	53	0	0	60	0	0	159
Buses %	0	0	2	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Bicycles on Road	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	11

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Woodville Road							Middle Country Road							USA Gas Selda Gas Corporation Driveway							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycles on Road %	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	3	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	0	0	2	2	0
Pedestrians %	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

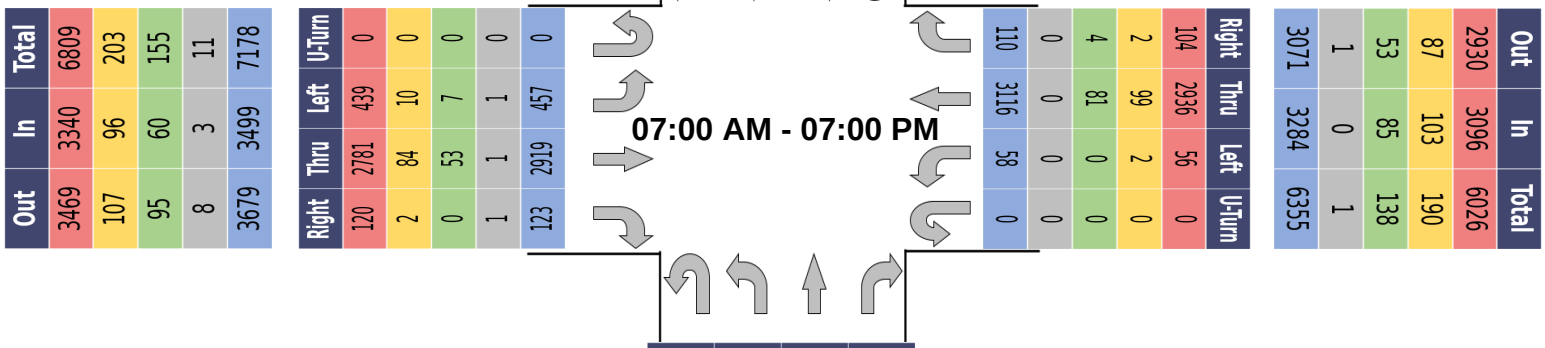
Date: 06-12-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
553	532	1085
12	8	20
11	14	25
1	8	9
577	562	1139

Right	Thru	Left	U-Turn
477	9	46	0
6	0	2	0
14	0	0	0
8	0	0	0
505	9	48	0



Total	6809	203	155	11	7178
In	3340	96	60	3	3499
Out	3469	107	95	8	3679

U-Turn	0	0	0	0	0
Left	439	10	7	1	457
Thru	2781	84	53	1	2919
Right	120	2	0	1	123

110	0	4	2	104	Right
3116	0	81	99	2936	Thru
58	0	0	2	56	Left
0	0	0	0	0	U-Turn

3071	1	53	87	2930	Out
3284	0	85	103	3096	In
6355	1	138	190	6026	Total

U-Turn	Left	Thru	Right
0	56	10	103
0	2	0	1
0	0	0	0
0	0	0	0
0	58	10	104

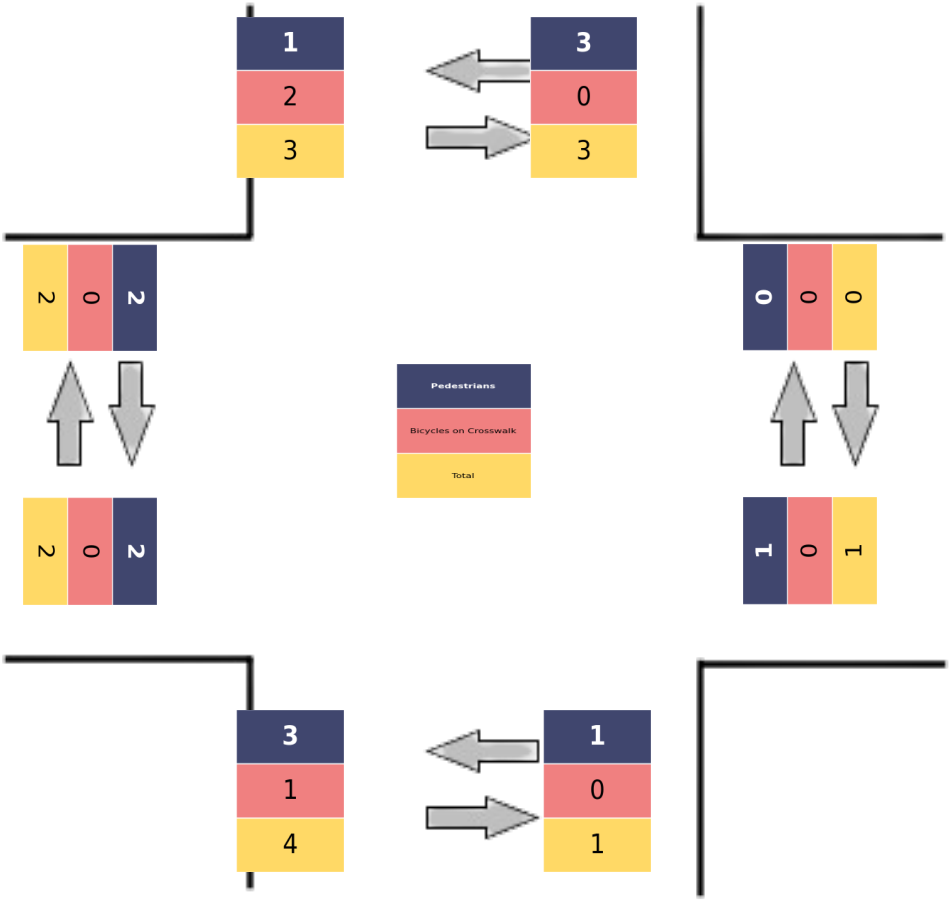
Out	In	Total
185	169	354
4	3	7
0	0	0
1	0	1
190	172	362

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

Peds Turning Movement Data



Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

TURNING MOVEMENT AM PEAK HOUR (07:30 AM)

Leg	Woodville Road							Middle Country Road							USA Gas Selda Gas Corporation Driveway							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	1	0	25	0	26	0	0	2	135	1	0	138	0	0	2	0	2	0	4	0	0	12	156	1	0	169	0	0	337
07:45:00	1	1	23	0	25	0	0	0	102	0	0	102	0	0	2	0	2	0	4	0	0	5	185	1	0	191	0	0	322
08:00:00	0	2	24	0	26	0	0	6	155	2	0	163	0	0	3	0	2	0	5	0	0	9	126	2	0	137	0	0	331
08:15:00	4	0	11	0	15	0	0	4	144	1	0	149	0	0	2	0	5	0	7	0	1	18	159	5	0	182	0	0	353
Grand Total	6	3	83	0	92	0	0	12	536	4	0	552	0	0	9	0	11	0	20	0	1	44	626	9	0	679	0	0	1343
Approach %	7	3	90	0	100	0	0	2	97	1	0	100	0	0	45	0	55	0	100	0	5	6	92	1	0	100	0	0	400
Total %	0	0	6	0	7	0	0	1	40	0	0	41	0	0	1	0	1	0	1	0	0	3	47	1	0	51	0	0	100
Lights	6	3	78	0	87	0	0	12	484	3	0	499	0	0	8	0	11	0	19	0	0	37	582	9	0	628	0	0	1233
Lights %	100	100	94	0	0	0	0	100	90	75	0	0	0	0	89	0	100	0	0	0	0	84	93	100	0	0	0	0	92
Trucks	0	0	3	0	3	0	0	0	24	1	0	25	0	0	1	0	0	0	1	0	0	5	26	0	0	31	0	0	60
Trucks %	0	0	4	0	0	0	0	0	4	25	0	0	0	0	11	0	0	0	0	0	0	11	4	0	0	0	0	0	4
Buses	0	0	2	0	2	0	0	0	28	0	0	28	0	0	0	0	0	0	0	0	0	2	17	0	0	19	0	0	49
Buses %	0	0	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.38	0.38	0.83	0.0	0.88	0.0	0.0	0.5	0.86	0.5	0.0	0.85	0.0	0.0	0.75	0.0	0.55	0.0	0.71	0.0	0.25	0.61	0.85	0.45	0.0	0.89	0.0	0.0	0.95

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

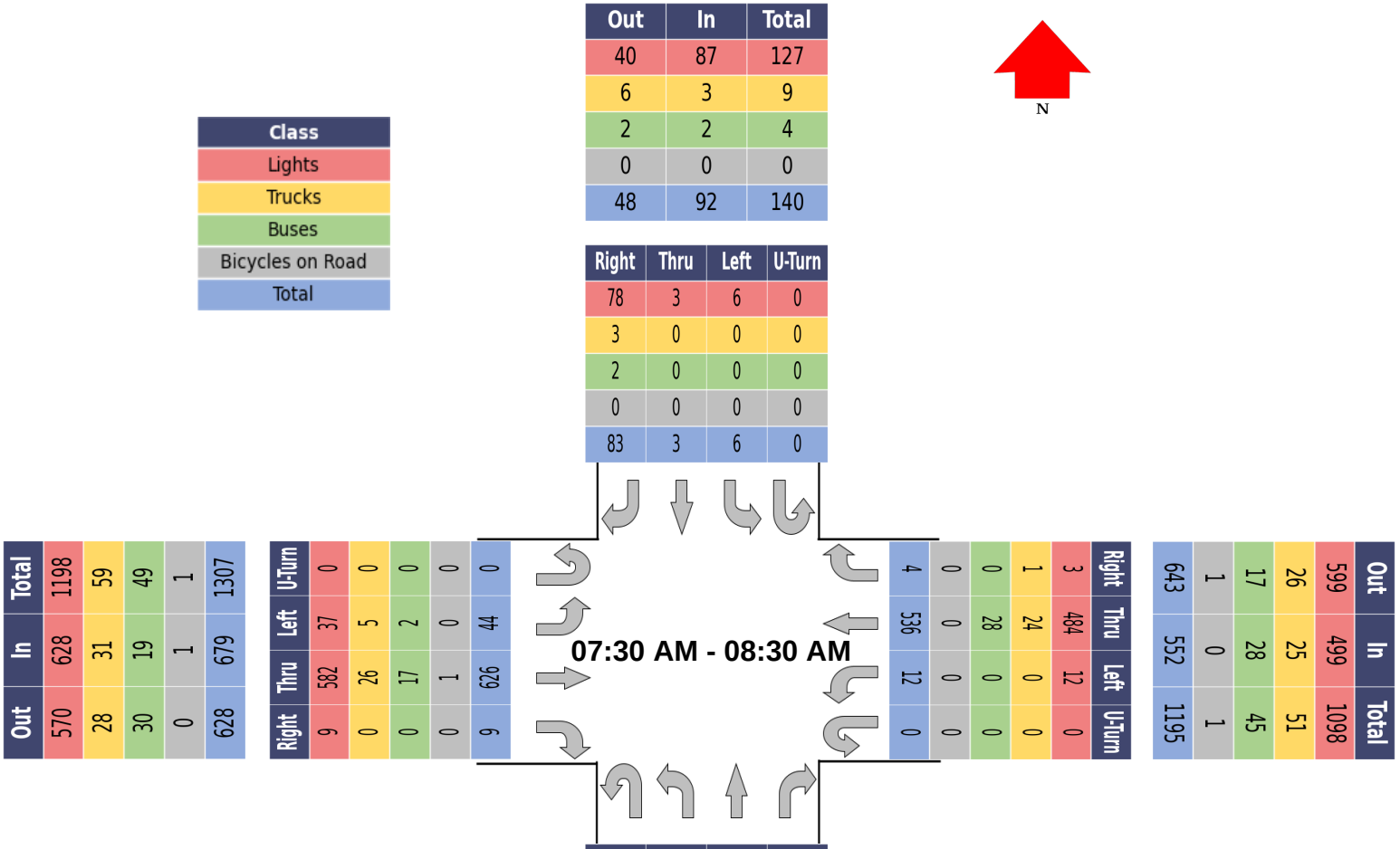
GPS: 40.885747, -72.924959

Date: 06-12-2025

AM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
40	87	127
6	3	9
2	2	4
0	0	0
48	92	140



Right	Thru	Left	U-Turn
78	3	6	0
3	0	0	0
2	0	0	0
0	0	0	0
83	3	6	0

Total	1198	59	49	1	1307
In	628	31	19	1	679
Out	570	28	30	0	628

U-Turn	0	0	0	0	0
Left	37	5	2	0	44
Thru	582	26	17	1	626
Right	9	0	0	0	9

4	0	0	1	3	Right
536	0	28	24	484	Thru
12	0	0	0	12	Left
0	0	0	0	0	U-Turn

643	1	17	26	599	Out
552	0	28	25	499	In
1195	1	45	51	1098	Total

U-Turn	Left	Thru	Right
0	8	0	11
0	1	0	0
0	0	0	0
0	0	0	0
0	9	0	11

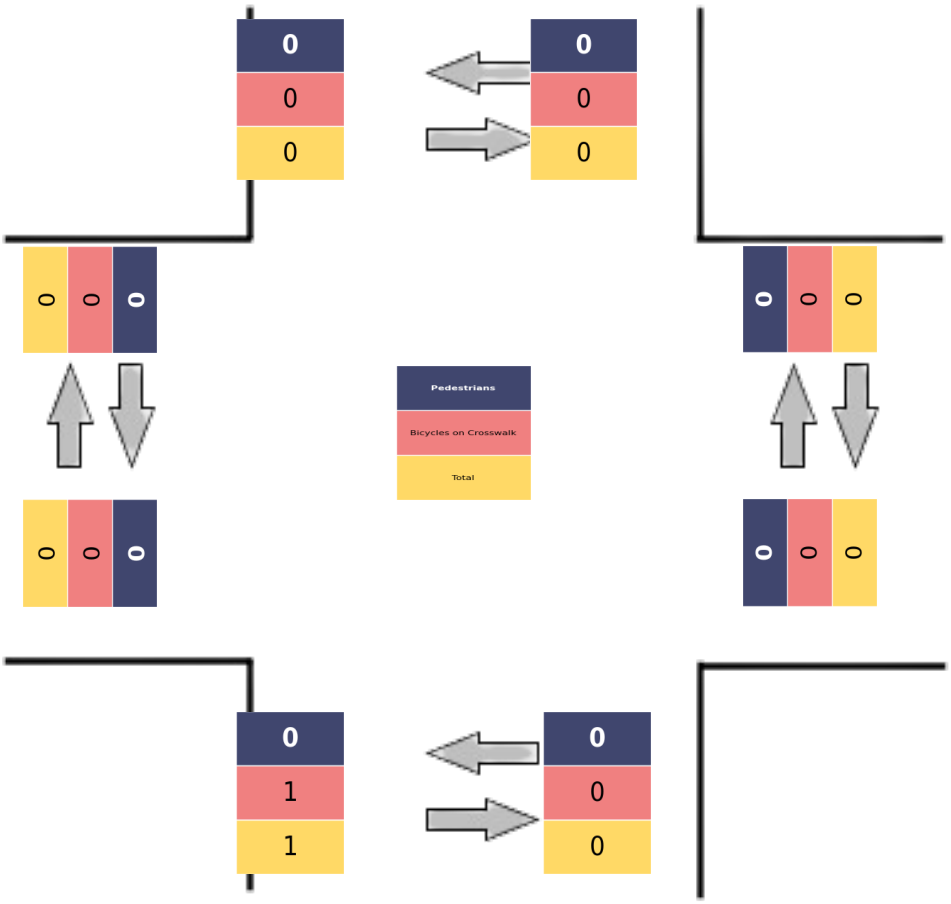
Out	In	Total
24	19	43
0	1	1
0	0	0
0	0	0
24	20	44

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

Peds AM Peak Turning Movement Data Summary



Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

TURNING MOVEMENT PM PEAK HOUR (04:30 PM)

Leg	Woodville Road							Middle Country Road							USA Gas Selda Gas Corporation Driveway							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:30:00	3	0	31	0	34	0	0	5	209	7	0	221	0	0	5	1	8	0	14	0	0	35	147	3	0	185	0	0	454
16:45:00	2	0	36	0	38	0	0	0	210	11	0	221	0	0	5	0	2	0	7	0	0	26	171	11	0	208	0	0	474
17:00:00	1	0	23	0	24	0	2	2	201	1	0	204	0	0	5	1	5	0	11	0	0	37	143	7	0	187	0	1	426
17:15:00	1	1	30	0	32	0	0	4	204	12	0	220	0	0	2	0	8	0	10	0	0	38	157	6	0	201	0	0	463
Grand Total	7	1	120	0	128	0	2	11	824	31	0	866	0	0	17	2	23	0	42	0	0	136	618	27	0	781	0	1	1817
Approach %	5	1	94	0	100	0	2	1	95	4	0	100	0	0	40	5	55	0	100	0	0	17	79	3	0	100	0	0	400
Total %	0	0	7	0	7	0	0	1	45	2	0	48	0	0	1	0	1	0	2	0	0	7	34	1	0	43	0	0	100
Lights	7	1	111	0	119	0	0	11	798	31	0	840	0	0	17	2	22	0	41	0	0	136	594	26	0	756	0	0	1756
Lights %	100	100	92	0	0	0	0	100	97	100	0	0	0	0	100	100	96	0	0	0	0	100	96	96	0	0	0	0	97
Trucks	0	0	1	0	1	0	0	0	14	0	0	14	0	0	0	0	1	0	1	0	0	0	18	1	0	19	0	0	35
Trucks %	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	3	4	0	0	0	0	2
Buses	0	0	2	0	2	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	20
Buses %	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycles on Road	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Bicycles on Road %	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.58	0.25	0.83	0.0	0.84	0.0	0.25	0.55	0.98	0.65	0.0	0.98	0.0	0.0	0.85	0.5	0.72	0.0	0.75	0.0	0.0	0.89	0.9	0.61	0.0	0.94	0.0	0.25	0.96

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

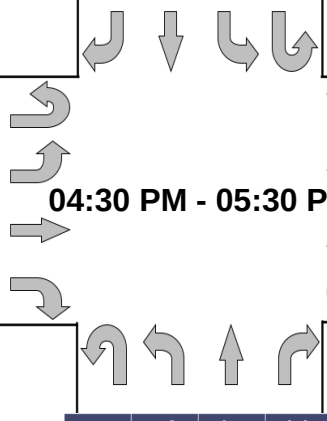
Date: 06-12-2025

PM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
169	119	288
0	1	1
0	2	2
0	6	6
169	128	297

Right	Thru	Left	U-Turn
111	1	7	0
1	0	0	0
2	0	0	0
6	0	0	0
120	1	7	0



Total	1682	34	20	6	1742
In	756	19	6	0	781
Out	926	15	14	6	961

U-Turn	0	0	0	0	0
Left	136	0	0	0	136
Thru	594	18	6	0	618
Right	26	1	0	0	27

31	0	0	0	31	Right
824	0	12	14	798	Thru
11	0	0	0	11	Left
0	0	0	0	0	U-Turn

648	0	6	19	623	Out
866	0	12	14	840	In
1514	0	18	33	1463	Total

U-Turn	Left	Thru	Right
0	17	2	22
0	0	0	1
0	0	0	0
0	0	0	0
0	17	2	23

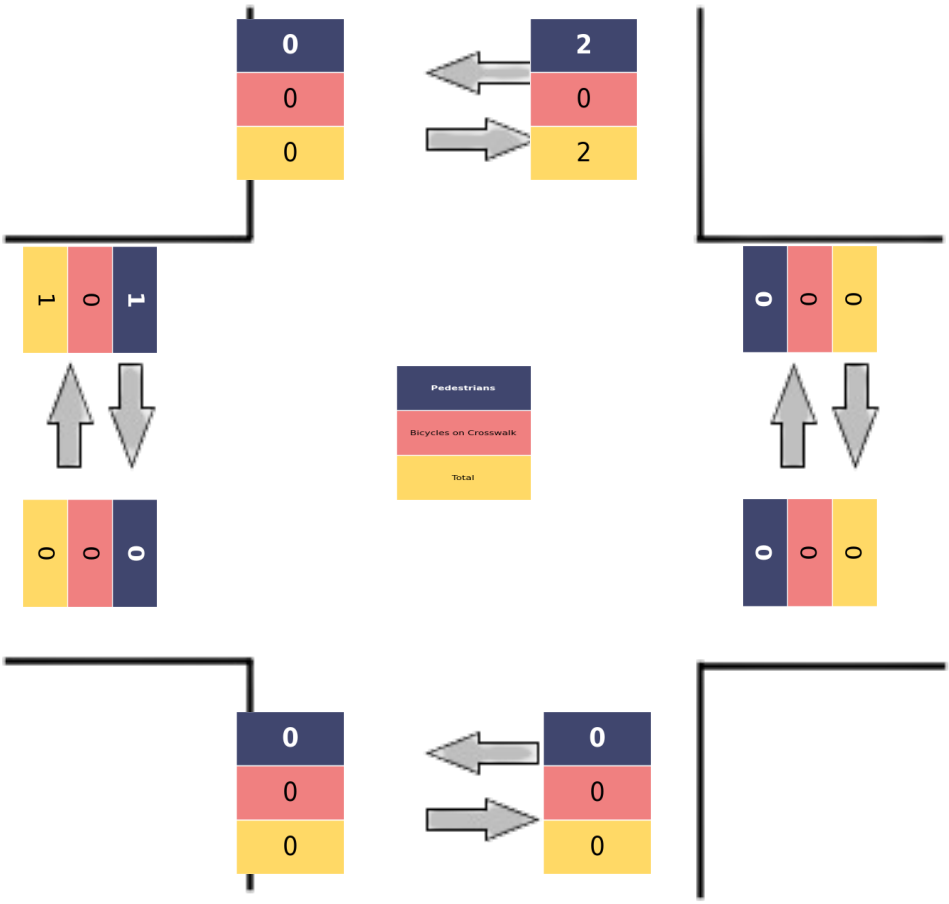
Out	In	Total
38	41	79
1	1	2
0	0	0
0	0	0
39	42	81

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

Peds PM Peak Turning Movement Data Summary



Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

Lights

Leg	Woodville Road						Middle Country Road						USA Gas Selda Gas Corporation Driveway						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	6	0	14	0	0	0	2	87	3	0	0	0	2	0	2	0	0	0	7	109	3	0	0	0
07:15	8	0	30	0	0	0	2	92	2	0	0	0	0	2	4	0	0	0	8	124	3	0	0	0
07:30	1	0	25	0	0	0	2	128	1	0	0	0	1	0	2	0	0	0	10	141	1	0	0	0
07:45	1	1	23	0	0	0	0	90	0	0	0	0	2	0	2	0	0	0	4	176	1	0	0	0
Hourly Total	16	1	92	0	0	0	6	397	6	0	0	0	5	2	10	0	0	0	29	550	8	0	0	0
08:00	0	2	20	0	0	0	6	136	1	0	0	0	3	0	2	0	0	0	8	116	2	0	0	0
08:15	4	0	10	0	0	0	4	130	1	0	0	0	2	0	5	0	0	0	15	149	5	0	0	0
08:30	3	0	18	0	0	0	2	112	3	0	0	0	1	2	7	0	0	0	15	128	6	0	0	0
08:45	1	0	20	0	0	0	2	101	4	0	0	0	3	0	5	0	0	0	9	125	3	0	0	0
Hourly Total	8	2	68	0	0	0	14	479	9	0	0	0	9	2	19	0	0	0	47	518	16	0	0	0
16:00	2	0	19	0	0	0	6	166	11	0	0	0	8	0	5	0	0	0	17	157	9	0	0	0
16:15	0	1	31	0	0	0	6	181	9	0	0	0	3	1	7	0	0	0	29	153	11	0	0	0
16:30	3	0	24	0	0	0	5	204	7	0	0	0	5	1	8	0	0	0	35	142	3	0	0	0
16:45	2	0	34	0	0	0	0	202	11	0	0	0	5	0	2	0	0	0	26	164	10	0	0	0
Hourly Total	7	1	108	0	0	0	17	753	38	0	0	0	21	2	22	0	0	0	107	616	33	0	0	0
17:00	1	0	23	0	0	0	2	192	1	0	0	0	5	1	4	0	0	0	37	139	7	0	0	0
17:15	1	1	30	0	0	0	4	200	12	0	0	0	2	0	8	0	0	0	38	149	6	0	0	0
17:30	3	0	20	0	0	0	4	211	13	0	0	0	6	0	5	0	0	0	21	142	4	0	0	0
17:45	2	2	26	0	0	0	3	147	5	0	0	0	4	0	8	0	0	0	38	133	9	0	0	0
Hourly Total	7	3	99	0	0	0	13	750	31	0	0	0	17	1	25	0	0	0	134	563	26	0	0	0
18:00	4	0	30	0	0	0	1	144	6	0	0	0	4	1	5	0	0	0	28	155	8	0	0	0
18:15	0	1	17	0	0	0	3	137	4	0	0	0	0	0	5	0	0	0	24	140	7	0	0	0
18:30	2	0	29	0	0	0	2	156	7	0	0	0	0	0	8	0	0	0	37	133	9	0	0	0
18:45	2	1	34	0	0	0	0	120	3	0	0	0	0	2	9	0	0	0	33	106	13	0	0	0
Hourly Total	8	2	110	0	0	0	6	557	20	0	0	0	4	3	27	0	0	0	122	534	37	0	0	0
Total	46	9	477	0	0	0	56	2936	104	0	0	0	56	10	103	0	0	0	439	2781	120	0	0	0



Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

Trucks

Leg	Woodville Road						Middle Country Road						USA Gas Selda Gas Corporation Driveway						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
07:15	0	0	0	0	0	0	2	8	0	0	0	0	1	0	0	0	0	0	0	10	0	0	0	0
07:30	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	2	9	0	0	0	0
07:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0
Hourly Total	2	0	0	0	0	0	2	22	0	0	0	0	2	0	0	0	0	0	4	30	0	0	0	0
08:00	0	0	3	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
08:15	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0
08:30	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0
08:45	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	28	1	0	0	0	0	0	0	0	0	0	3	26	0	0	0	0
16:00	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:15	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
16:45	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0
Hourly Total	0	0	1	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0
17:00	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
17:30	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
17:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	19	1	0	0	0	0	0	1	0	0	0	2	13	0	0	0	0
18:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
Hourly Total	0	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0
Total	2	0	6	0	0	0	2	99	2	0	0	0	2	0	1	0	0	0	10	84	2	0	0	0



Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

Buses

Leg	Woodville Road						Middle Country Road						USA Gas Selda Gas Corporation Driveway						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
07:15	0	0	3	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
07:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
07:45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	24	2	0	0	0	0	0	0	0	0	0	1	18	0	0	0	0
08:00	0	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
08:15	0	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0
08:30	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0
08:45	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0
Hourly Total	0	0	8	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	5	19	0	0	0	0
16:00	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
16:15	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:30	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
17:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total	0	0	14	0	0	0	0	81	4	0	0	0	0	0	0	0	0	0	7	53	0	0	0	0

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road

GPS: 40.885747, -72.924959

Date: 06-12-2025

Bicycles on Road

Leg	Woodville Road						Middle Country Road						USA Gas Selda Gas Corporation Driveway						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
Total	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	4- Middle Country Road (NYS Route 25) at Woodville Road- SAT
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	11:00
End Time	13:45
Location	4- Middle Country Road (NYS Route 25) at Woodville
Latitude and Longitude	(40.885747, -72.924959)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK	**06-14-2025 12:15:00**	**06-14-2025 13:15:00**	**0.97**
Forced Peak AM			
Forced Peak PM			





Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

TURNING MOVEMENT DATA

Leg	Woodville Road							Middle Country Road							USA Gas Selda Gas Corporation Driveway							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
11:00	4	0	33	0	37	0	1	5	122	2	0	129	0	0	1	0	8	0	9	1	0	28	110	7	0	145	0	0	320
11:15	4	2	35	0	41	0	0	0	106	1	0	107	0	0	4	1	3	0	8	1	1	31	109	3	0	143	0	0	299
11:30	0	2	46	0	48	0	0	0	120	2	0	122	0	0	2	1	2	0	5	1	0	29	111	3	0	143	0	0	318
11:45	1	0	35	0	36	0	0	1	130	4	0	135	0	0	0	1	3	0	4	0	0	29	120	5	0	154	0	0	329
Hourly Total	9	4	149	0	162	0	1	6	478	9	0	493	0	0	7	3	16	0	26	3	1	117	450	18	0	585	0	0	1266
12:00	1	0	28	0	29	0	0	0	136	8	0	144	0	0	3	3	1	0	7	0	0	30	112	2	0	144	0	0	324
12:15	2	1	26	0	29	0	0	1	138	2	0	141	0	0	1	2	4	0	7	2	0	29	130	6	0	165	0	0	342
12:30	4	3	24	0	31	0	0	2	128	1	0	131	0	0	6	1	7	0	14	0	0	30	139	13	0	182	0	0	358
12:45	3	0	33	0	36	0	0	3	153	3	0	159	0	0	5	0	1	0	6	0	0	23	128	1	0	152	0	0	353
Hourly Total	10	4	111	0	125	0	0	6	555	14	0	575	0	0	15	6	13	0	34	2	0	112	509	22	0	643	0	0	1377
13:00	5	0	31	0	36	0	0	0	129	1	0	130	0	0	1	0	4	0	5	0	0	26	132	5	0	163	0	0	334
13:15	1	3	14	0	18	0	0	1	144	3	0	148	0	0	1	0	3	0	4	0	0	22	115	4	0	141	0	0	311
13:30	5	1	20	0	26	0	0	2	135	3	0	140	0	0	2	1	3	0	6	0	0	17	118	3	0	138	0	0	310
13:45	4	0	16	0	20	0	0	3	128	5	0	136	0	0	3	0	5	0	8	0	0	31	123	5	0	159	0	0	323
Hourly Total	15	4	81	0	100	0	0	6	536	12	0	554	0	0	7	1	15	0	23	0	0	96	488	17	0	601	0	0	1278
Grand Total	34	12	341	0	387	0	1	18	1569	35	0	1622	0	0	29	10	44	0	83	5	1	325	1447	57	0	1829	0	0	3921
Approach %	8	3	88	0	100	0	0	1	96	2	0	100	0	0	34	12	53	0	100	6	1	17	79	3	0	100	0	0	400
Total %	0	0	8	0	9	0	0	0	40	0	0	41	0	0	0	0	1	0	2	0	0	8	36	1	0	46	0	0	100
Lights	34	10	334	0	378	0	0	18	1545	34	0	1597	0	0	29	10	44	0	83	0	0	320	1415	57	0	1792	0	0	3850
Lights %	100	83	97	0	0	0	0	100	98	97	0	0	0	0	100	100	100	0	0	0	0	98	97	100	0	0	0	0	98
Trucks	0	0	7	0	7	0	0	0	20	1	0	21	0	0	0	0	0	0	0	0	0	5	26	0	0	31	0	0	59
Trucks %	0	0	2	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	10
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road %	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

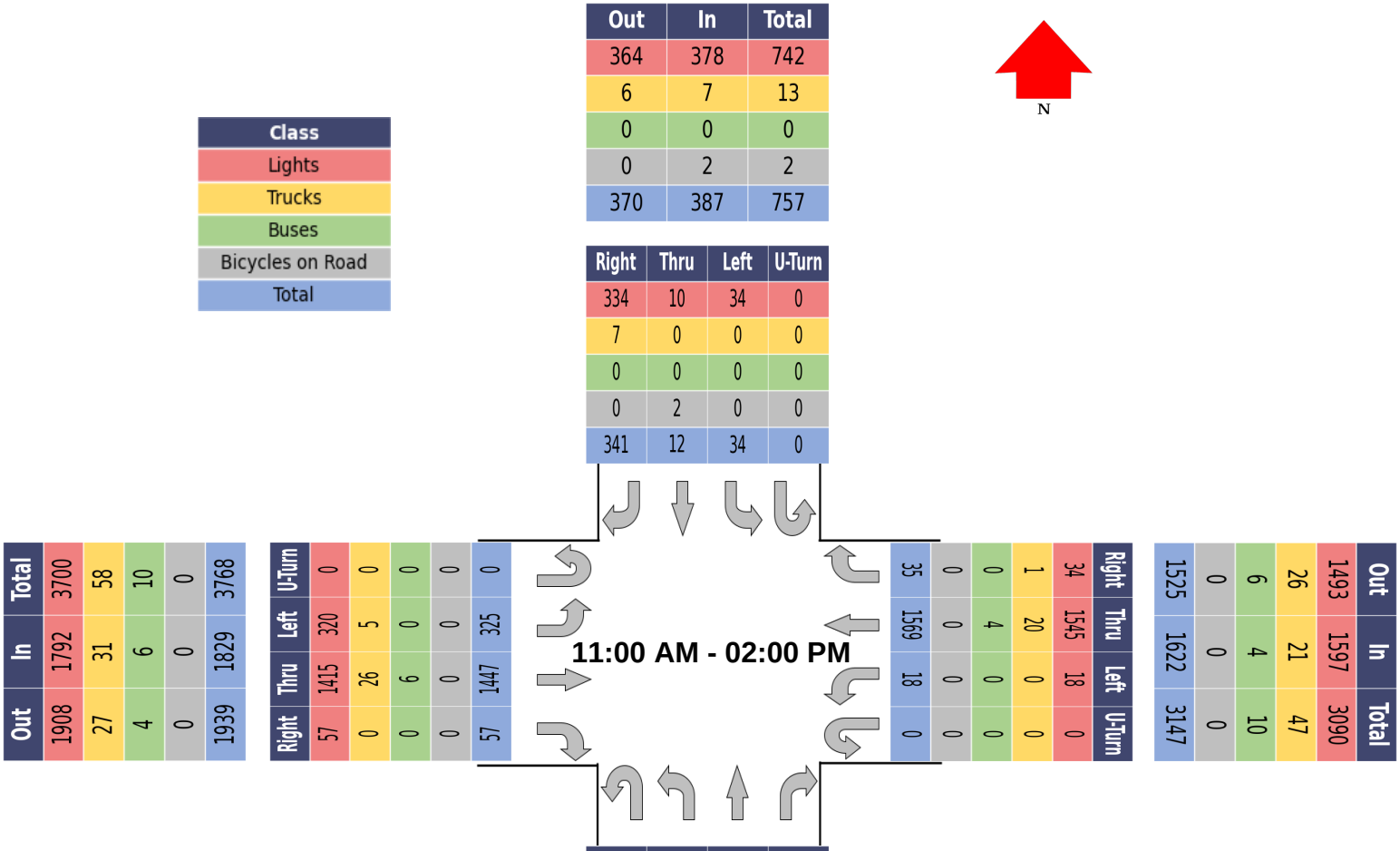
Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

Turning Movement Data

Class	Out	In	Total
Lights	364	378	742
Trucks	6	7	13
Buses	0	0	0
Bicycles on Road	0	2	2
Total	370	387	757



Right	Thru	Left	U-Turn
334	10	34	0
7	0	0	0
0	0	0	0
0	2	0	0
341	12	34	0

Total	3700	58	10	0	3768
In	1792	31	6	0	1829
Out	1908	27	4	0	1939

U-Turn	0	0	0	0	0
Left	320	5	0	0	325
Thru	1415	26	6	0	1447
Right	57	0	0	0	57

35	0	0	1	34	Right
1569	0	4	20	1545	Thru
18	0	0	0	18	Left
0	0	0	0	0	U-Turn

1525	0	6	26	1493	Out
1622	0	4	21	1597	In
3147	0	10	47	3090	Total

U-Turn	Left	Thru	Right
0	29	10	44
0	0	0	0
0	0	0	0
0	0	0	0
0	29	10	44

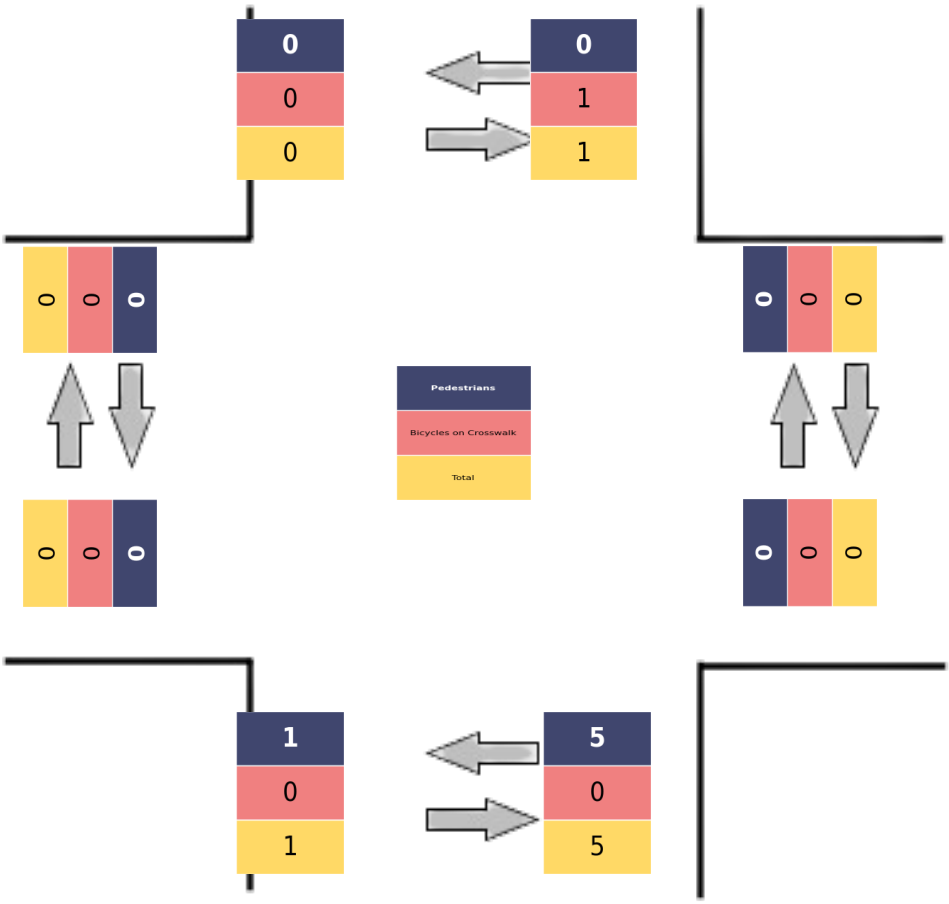
Out	In	Total
85	83	168
0	0	0
0	0	0
2	0	2
87	83	170

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

Peds Turning Movement Data



Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

TURNING MOVEMENT MID PEAK HOUR (12:15 PM)

Leg	Woodville Road							Middle Country Road							USA Gas Selda Gas Corporation Driveway							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
12:15:00	2	1	26	0	29	0	0	1	138	2	0	141	0	0	1	2	4	0	7	2	0	29	130	6	0	165	0	0	342
12:30:00	4	3	24	0	31	0	0	2	128	1	0	131	0	0	6	1	7	0	14	0	0	30	139	13	0	182	0	0	358
12:45:00	3	0	33	0	36	0	0	3	153	3	0	159	0	0	5	0	1	0	6	0	0	23	128	1	0	152	0	0	353
13:00:00	5	0	31	0	36	0	0	0	129	1	0	130	0	0	1	0	4	0	5	0	0	26	132	5	0	163	0	0	334
Grand Total	14	4	114	0	132	0	0	6	548	7	0	561	0	0	13	3	16	0	32	2	0	108	529	25	0	662	0	0	1387
Approach %	11	3	86	0	100	0	0	1	98	1	0	100	0	0	41	9	50	0	100	6	0	16	80	4	0	100	0	0	400
Total %	1	0	8	0	10	0	0	0	40	0	0	40	0	0	1	0	1	0	2	0	0	8	38	2	0	48	0	0	100
Lights	14	4	110	0	128	0	0	6	540	6	0	552	0	0	13	3	16	0	32	0	0	107	520	25	0	652	0	0	1364
Lights %	100	100	96	0	0	0	0	100	99	86	0	0	0	0	100	100	100	0	0	0	0	99	98	100	0	0	0	0	98
Trucks	0	0	4	0	4	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	0	21
Trucks %	0	0	4	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.7	0.33	0.86	0.0	0.92	0.0	0.0	0.5	0.9	0.58	0.0	0.88	0.0	0.0	0.54	0.38	0.57	0.0	0.57	0.25	0.0	0.9	0.95	0.48	0.0	0.91	0.0	0.0	0.97

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

Mid Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

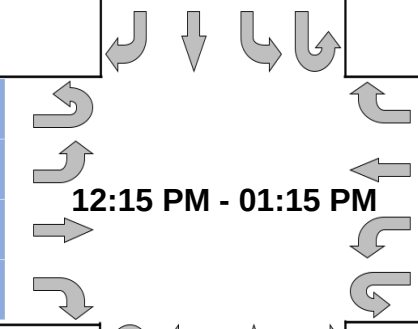
Out	In	Total
116	128	244
2	4	6
0	0	0
0	0	0
118	132	250

N

Right	Thru	Left	U-Turn
110	4	14	0
4	0	0	0
0	0	0	0
0	0	0	0
114	4	14	0

Total	In	Out
1315	652	663
20	9	11
2	1	1
0	0	0
1337	662	675

U-Turn	Left	Thru	Right
0	107	520	25
0	1	8	0
0	0	1	0
0	0	0	0
0	108	529	25



Right	Thru	Left	U-Turn
7	548	6	0
0	0	0	0
0	1	0	0
1	7	0	0
6	540	6	0

Out	In	Total
559	561	1120
0	0	0
1	1	2
8	8	16
550	552	1102

U-Turn	Left	Thru	Right
0	13	3	16
0	0	0	0
0	0	0	0
0	0	0	0
0	13	3	16

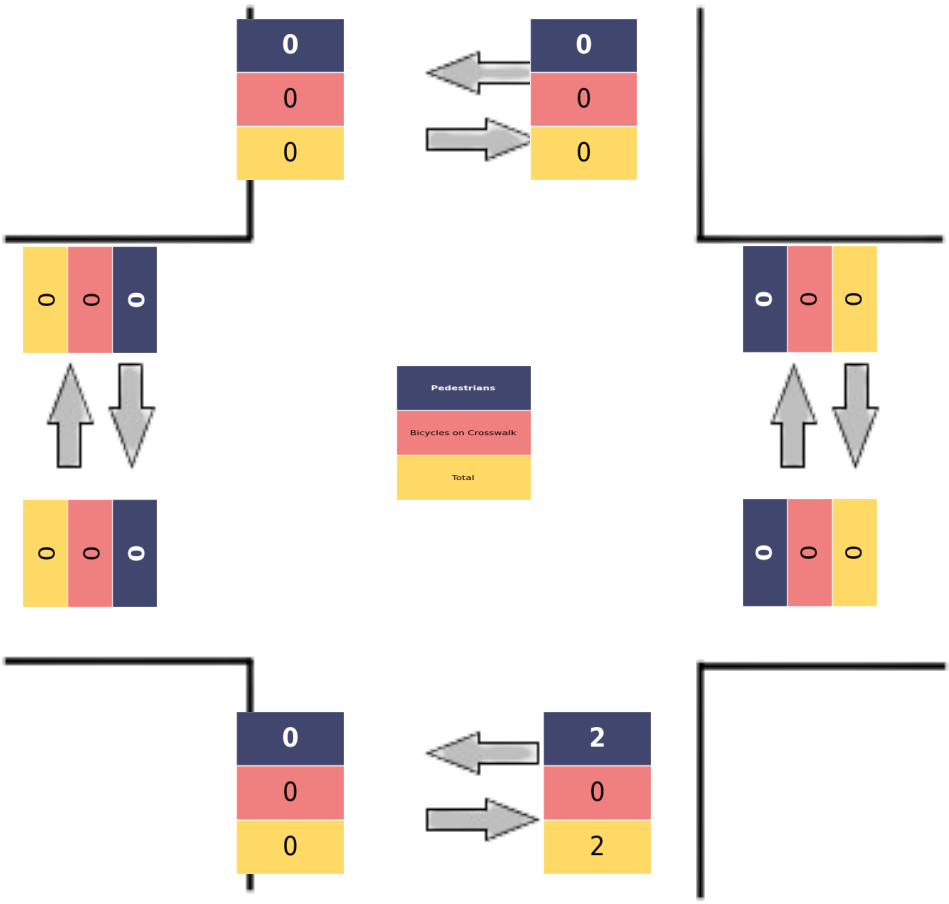
Out	In	Total
35	32	67
0	0	0
0	0	0
0	0	0
35	32	67

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

Peds Mid Peak Turning Movement Data Summary



Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

Lights

Leg	Woodville Road						Middle Country Road						USA Gas Selda Gas Corporation Driveway						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	4	0	32	0	0	0	5	119	2	0	0	0	1	0	8	0	0	0	28	105	7	0	0	0
11:15	4	2	35	0	0	0	0	102	1	0	0	0	4	1	3	0	0	0	29	107	3	0	0	0
11:30	0	2	45	0	0	0	0	118	2	0	0	0	2	1	2	0	0	0	28	108	3	0	0	0
11:45	1	0	35	0	0	0	1	130	4	0	0	0	0	1	3	0	0	0	28	116	5	0	0	0
Hourly Total	9	4	147	0	0	0	6	469	9	0	0	0	7	3	16	0	0	0	113	436	18	0	0	0
12:00	1	0	28	0	0	0	0	134	8	0	0	0	3	3	1	0	0	0	30	112	2	0	0	0
12:15	2	1	25	0	0	0	1	133	2	0	0	0	1	2	4	0	0	0	29	126	6	0	0	0
12:30	4	3	24	0	0	0	2	126	1	0	0	0	6	1	7	0	0	0	30	138	13	0	0	0
12:45	3	0	32	0	0	0	3	152	2	0	0	0	5	0	1	0	0	0	23	125	1	0	0	0
Hourly Total	10	4	109	0	0	0	6	545	13	0	0	0	15	6	13	0	0	0	112	501	22	0	0	0
13:00	5	0	29	0	0	0	0	129	1	0	0	0	1	0	4	0	0	0	25	131	5	0	0	0
13:15	1	1	13	0	0	0	1	141	3	0	0	0	1	0	3	0	0	0	22	111	4	0	0	0
13:30	5	1	20	0	0	0	2	134	3	0	0	0	2	1	3	0	0	0	17	116	3	0	0	0
13:45	4	0	16	0	0	0	3	127	5	0	0	0	3	0	5	0	0	0	31	120	5	0	0	0
Hourly Total	15	2	78	0	0	0	6	531	12	0	0	0	7	1	15	0	0	0	95	478	17	0	0	0
Total	34	10	334	0	0	0	18	1545	34	0	0	0	29	10	44	0	0	0	320	1415	57	0	0	0



Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

Trucks

Leg	Woodville Road						Middle Country Road						USA Gas Selda Gas Corporation Driveway						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
11:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
11:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	4	11	0	0	0	0
12:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
13:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
13:15	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0
Total	0	0	7	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	5	26	0	0	0	0

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

Buses

Leg	Woodville Road						Middle Country Road						USA Gas Selda Gas Corporation Driveway						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0

Site: 4- Middle Country Road (NYS Route 25) at Woodville Road- SAT

GPS: 40.885747, -72.924959

Date: 06-14-2025

Bicycles on Road

Leg	Woodville Road						Middle Country Road						USA Gas Selda Gas Corporation Driveway						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:45
Location	5- Middle Country Road (NYS Route 25) at Strathmor
Latitude and Longitude	(40.886242, -72.923258)

	START	END	PHF
AM PEAK	**06-12-2025 07:30:00**	**06-12-2025 08:30:00**	**0.93**
PM PEAK	**06-12-2025 16:45:00**	**06-12-2025 17:45:00**	**0.97**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Strathmore Commons Shopping Center Driveway							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	13	0	3	0	16	1	0	0	102	15	0	117	0	0	0	0	0	0	0	0	0	4	118	0	0	122	0	0	255
07:15	8	0	4	0	12	0	0	0	110	6	0	116	0	0	0	0	0	0	0	0	0	4	152	0	0	156	0	0	284
07:30	18	0	12	0	30	0	0	0	123	13	0	136	0	0	0	0	0	0	0	0	0	8	151	0	0	159	0	0	325
07:45	13	0	6	0	19	0	0	0	98	11	0	109	0	0	0	0	0	0	0	0	0	7	182	0	0	189	0	0	317
Hourly Total	52	0	25	0	77	1	0	0	433	45	0	478	0	0	0	0	0	0	0	0	0	23	603	0	0	626	0	0	1181
08:00	16	0	6	0	22	0	0	0	156	17	0	173	0	0	0	0	0	0	0	0	0	6	121	0	0	127	0	0	322
08:15	18	0	11	0	29	0	0	0	145	10	0	155	0	0	0	0	0	0	0	0	0	5	167	0	0	172	0	0	356
08:30	20	0	6	0	26	0	0	0	120	10	0	130	0	0	0	0	0	0	0	0	0	7	153	0	0	160	0	0	316
08:45	20	0	6	0	26	0	0	0	110	10	0	120	0	0	0	0	0	0	0	0	0	10	132	0	0	142	0	0	288
Hourly Total	74	0	29	0	103	0	0	0	531	47	0	578	0	0	0	0	0	0	0	0	0	28	573	0	0	601	0	0	1282
16:00	41	0	17	0	58	0	0	0	178	42	0	220	0	0	0	0	0	0	0	0	0	19	150	0	0	169	0	0	447
16:15	42	0	15	0	57	0	0	0	203	25	0	228	0	0	0	0	0	0	0	0	0	20	149	0	0	169	0	0	454
16:30	42	0	17	0	59	1	1	0	200	36	0	236	0	0	0	0	0	0	0	0	0	19	138	0	0	157	1	0	452
16:45	39	0	21	0	60	1	0	0	199	40	0	239	0	0	0	0	0	0	0	0	0	17	156	0	0	173	0	0	472
Hourly Total	164	0	70	0	234	2	1	0	780	143	0	923	0	0	0	0	0	0	0	0	0	75	593	0	0	668	1	0	1825
17:00	47	0	18	0	65	0	0	0	183	40	0	223	0	0	0	0	0	0	0	0	0	14	129	0	0	143	0	0	431
17:15	36	0	16	0	52	0	1	0	207	40	0	247	0	0	0	0	0	0	0	0	0	15	156	0	0	171	0	0	470
17:30	39	0	14	0	53	0	0	0	227	27	0	254	0	0	0	0	0	0	0	0	0	13	134	0	0	147	0	0	454
17:45	45	0	11	0	56	0	1	0	147	31	0	178	1	0	0	0	0	0	0	1	0	15	129	0	0	144	0	0	378
Hourly Total	167	0	59	0	226	0	2	0	764	138	0	902	1	0	0	0	0	0	0	1	0	57	548	0	0	605	0	0	1733
18:00	44	0	17	0	61	0	0	0	139	33	0	172	0	0	0	0	0	0	0	0	0	25	138	0	0	163	0	0	396
18:15	42	0	16	0	58	1	0	0	138	28	0	166	0	0	0	0	0	0	0	0	0	10	136	0	0	146	0	0	370
18:30	38	0	22	0	60	0	0	0	141	21	0	162	0	0	0	0	0	0	0	0	0	17	126	0	0	143	0	0	365
18:45	34	0	13	0	47	1	0	0	111	29	0	140	0	0	0	0	0	0	0	0	0	13	101	0	0	114	0	0	301
Hourly Total	158	0	68	0	226	2	0	0	529	111	0	640	0	0	0	0	0	0	0	0	0	65	501	0	0	566	0	0	1432
Grand Total	615	0	251	0	866	5	3	0	3037	484	0	3521	1	0	0	0	0	0	0	1	0	248	2818	0	0	3066	1	0	7453
Approach %	71	0	28	0	100	0	0	0	86	13	0	100	0	0	0	0	0	0	0	0	0	8	91	0	0	100	0	0	300
Total %	8	0	3	0	11	0	0	0	40	6	0	47	0	0	0	0	0	0	0	0	0	3	37	0	0	41	0	0	100
Lights	604	0	248	0	852	0	0	0	2852	480	0	3332	0	0	0	0	0	0	0	0	0	245	2680	0	0	2925	0	0	7109
Lights %	98	0	98	0	0	0	0	0	93	99	0	0	0	0	0	0	0	0	0	0	0	98	95	0	0	0	0	0	95
Trucks	4	0	3	0	7	0	0	0	100	1	0	101	0	0	0	0	0	0	0	0	0	3	84	0	0	87	0	0	195
Trucks %	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	2
Buses	7	0	0	0	7	0	0	0	85	2	0	87	0	0	0	0	0	0	0	0	0	0	53	0	0	53	0	0	147
Buses %	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2

Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Strathmore Commons Shopping Center Driveway							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

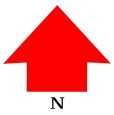
GPS: 40.886242, -72.923258

Date: 06-12-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

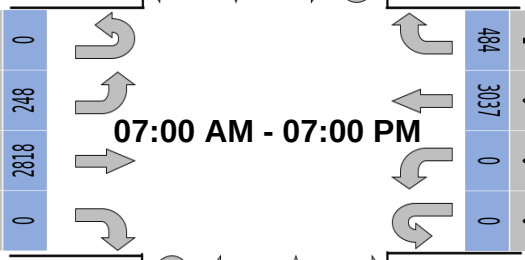
Out	In	Total
725	852	1577
4	7	11
2	7	9
1	0	1
732	866	1598



Right	Thru	Left	U-Turn
248	0	604	0
3	0	4	0
0	0	7	0
0	0	0	0
251	0	615	0

Total	6025	190	138	1	6354
In	2925	87	53	1	3066
Out	3100	103	85	0	3288

U-Turn	0	0	0	0	0
Left	245	3	0	0	248
Thru	2680	84	53	1	2818
Right	0	0	0	0	0



Right	480	2852	0	0
Thru	1	100	0	0
Left	2	85	0	0
U-Turn	1	0	0	0
Out	484	3037	0	0

Out	3284	3332	6616
In	88	101	189
Total	60	87	147
	1	1	2
	3433	3521	6954

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

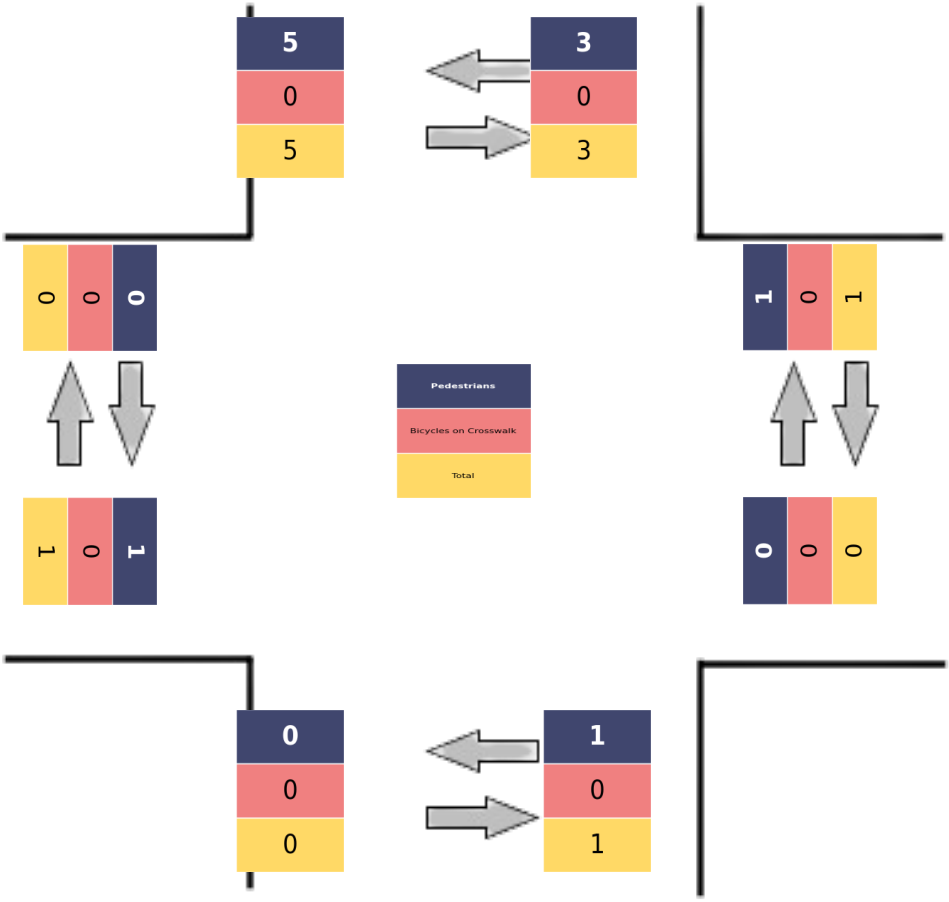
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

Peds Turning Movement Data



Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

TURNING MOVEMENT AM PEAK HOUR (07:30 AM)

Leg	Strathmore Commons Shopping Center Driveway							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	18	0	12	0	30	0	0	0	123	13	0	136	0	0	0	0	0	0	0	0	0	8	151	0	0	159	0	0	325
07:45:00	13	0	6	0	19	0	0	0	98	11	0	109	0	0	0	0	0	0	0	0	0	7	182	0	0	189	0	0	317
08:00:00	16	0	6	0	22	0	0	0	156	17	0	173	0	0	0	0	0	0	0	0	0	6	121	0	0	127	0	0	322
08:15:00	18	0	11	0	29	0	0	0	145	10	0	155	0	0	0	0	0	0	0	0	0	5	167	0	0	172	0	0	356
Grand Total	65	0	35	0	100	0	0	0	522	51	0	573	0	0	0	0	0	0	0	0	0	26	621	0	0	647	0	0	1320
Approach %	65	0	35	0	100	0	0	0	91	9	0	100	0	0	0	0	0	0	0	0	0	4	96	0	0	100	0	0	300
Total %	5	0	3	0	8	0	0	0	40	4	0	43	0	0	0	0	0	0	0	0	0	2	47	0	0	49	0	0	100
Lights	62	0	32	0	94	0	0	0	473	48	0	521	0	0	0	0	0	0	0	0	0	25	579	0	0	604	0	0	1219
Lights %	95	0	91	0	0	0	0	0	91	94	0	0	0	0	0	0	0	0	0	0	0	96	93	0	0	0	0	0	92
Trucks	1	0	3	0	4	0	0	0	22	1	0	23	0	0	0	0	0	0	0	0	0	1	24	0	0	25	0	0	52
Trucks %	2	0	9	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4
Buses	2	0	0	0	2	0	0	0	27	2	0	29	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	48
Buses %	3	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.9	0.0	0.73	0.0	0.83	0.0	0.0	0.0	0.84	0.75	0.0	0.83	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.81	0.85	0.0	0.0	0.86	0.0	0.0	0.93

Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

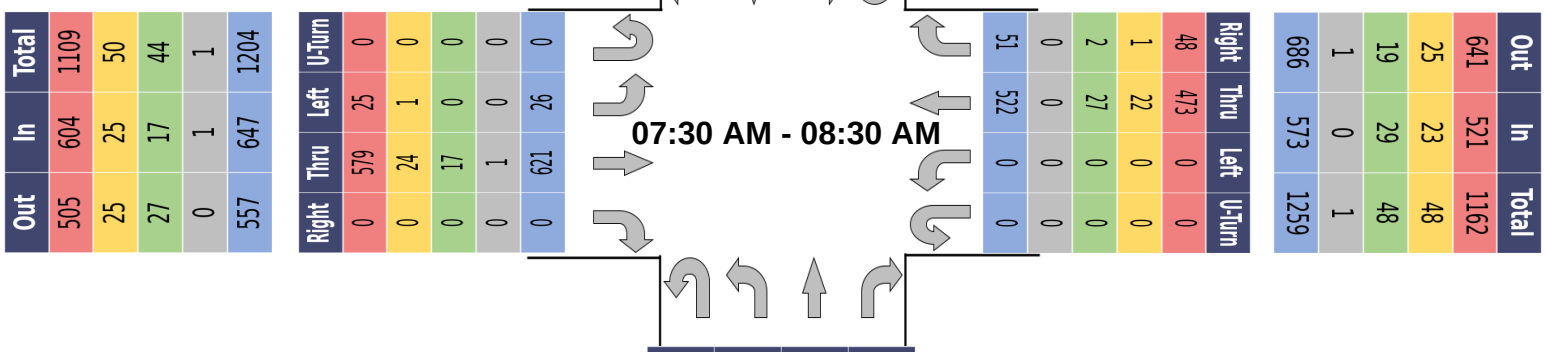
Date: 06-12-2025

AM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
73	94	167
2	4	6
2	2	4
0	0	0
77	100	177

Right	Thru	Left	U-Turn
32	0	62	0
3	0	1	0
0	0	2	0
0	0	0	0
35	0	65	0



Total	1109	50	44	1	1204
In	604	25	17	1	647
Out	505	25	27	0	557

U-Turn	0	0	0	0	0
Left	25	1	0	0	26
Thru	579	24	17	1	621
Right	0	0	0	0	0

51	0	2	1	48	Right
522	0	27	22	473	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

686	1	19	25	641	Out
573	0	29	23	521	In
1259	1	48	48	1162	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

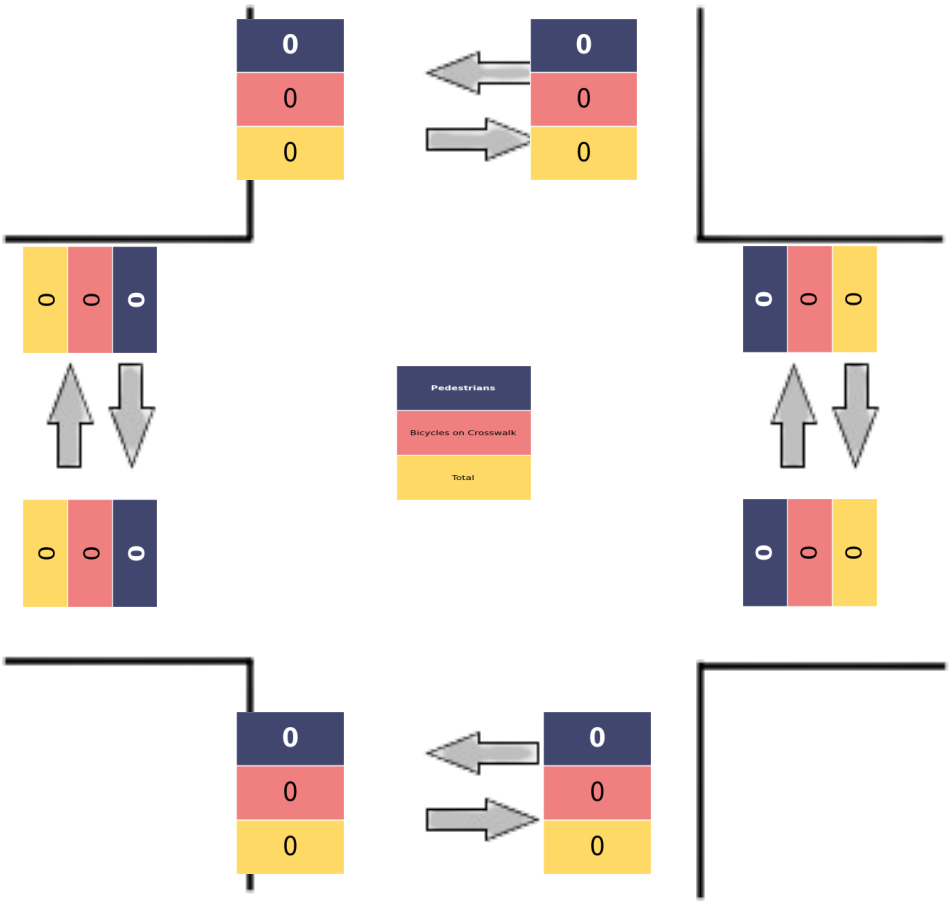
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

Peds AM Peak Turning Movement Data Summary



Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

TURNING MOVEMENT PM PEAK HOUR (04:45 PM)

Leg	Strathmore Commons Shopping Center Driveway							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:45:00	39	0	21	0	60	1	0	0	199	40	0	239	0	0	0	0	0	0	0	0	0	17	156	0	0	173	0	0	472
17:00:00	47	0	18	0	65	0	0	0	183	40	0	223	0	0	0	0	0	0	0	0	0	14	129	0	0	143	0	0	431
17:15:00	36	0	16	0	52	0	1	0	207	40	0	247	0	0	0	0	0	0	0	0	0	15	156	0	0	171	0	0	470
17:30:00	39	0	14	0	53	0	0	0	227	27	0	254	0	0	0	0	0	0	0	0	0	13	134	0	0	147	0	0	454
Grand Total	161	0	69	0	230	1	1	0	816	147	0	963	0	0	0	0	0	0	0	0	0	59	575	0	0	634	0	0	1827
Approach %	70	0	30	0	100	0	0	0	85	15	0	100	0	0	0	0	0	0	0	0	0	9	91	0	0	100	0	0	300
Total %	9	0	4	0	13	0	0	0	45	8	0	53	0	0	0	0	0	0	0	0	0	3	31	0	0	35	0	0	100
Lights	159	0	69	0	228	0	0	0	784	147	0	931	0	0	0	0	0	0	0	0	0	59	553	0	0	612	0	0	1771
Lights %	99	0	100	0	0	0	0	0	96	100	0	0	0	0	0	0	0	0	0	0	0	100	96	0	0	0	0	0	97
Trucks	1	0	0	0	1	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	32
Trucks %	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2
Buses	1	0	0	0	1	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	24
Buses %	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.86	0.0	0.82	0.0	0.88	0.25	0.25	0.0	0.9	0.92	0.0	0.95	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.87	0.92	0.0	0.0	0.92	0.0	0.0	0.97

Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

PM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
206	228	434
0	1	1
0	1	1
0	0	0
206	230	436

N

Right	Thru	Left	U-Turn
69	0	159	0
0	0	1	0
0	0	1	0
0	0	0	0
69	0	161	0

Total	1465	31	23	0	1519
In	612	16	6	0	634
Out	853	15	17	0	885

U-Turn	0	0	0	0	0
Left	59	0	0	0	59
Thru	553	16	6	0	575
Right	0	0	0	0	0

04:45 PM - 05:45 PM

147	0	0	0	147	Right
816	0	17	15	784	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

736	0	7	17	712	Out
963	0	17	15	931	In
1699	0	24	32	1643	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

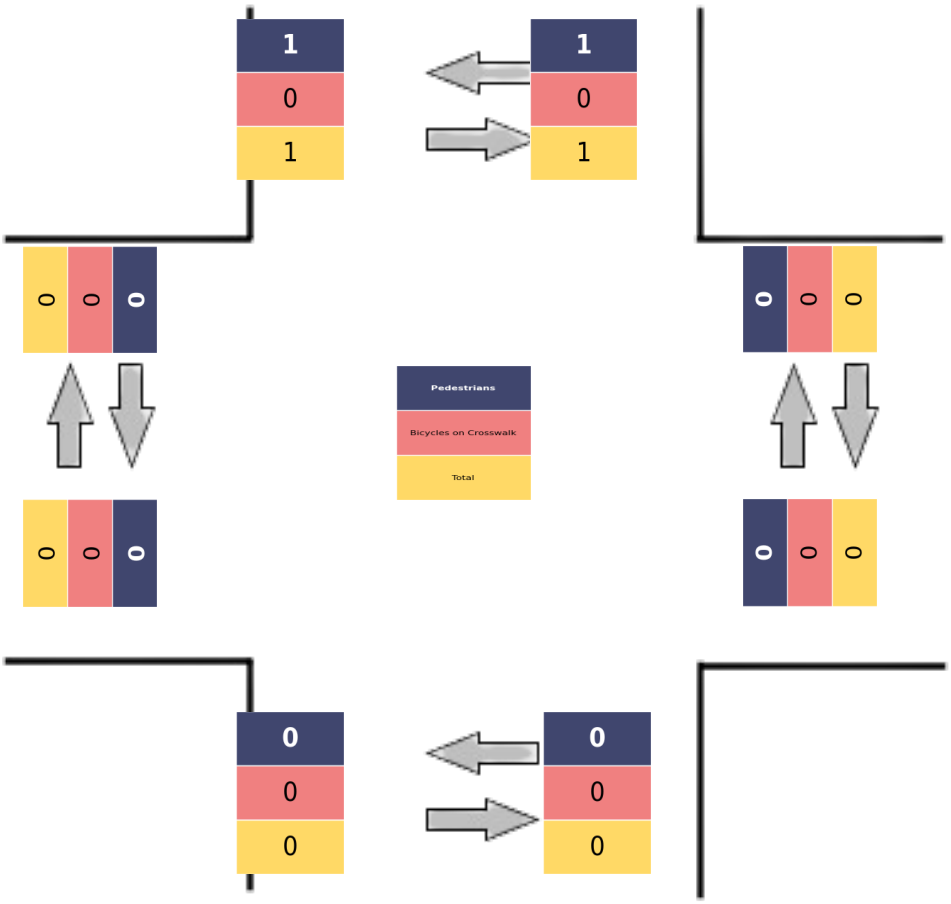
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

Peds PM Peak Turning Movement Data Summary





Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

Lights

Leg	Strathmore Commons Shopping Center Driveway						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	13	0	3	0	0	0	0	88	14	0	0	0	0	0	0	0	0	0	3	110	0	0	0	0
07:15	7	0	4	0	0	0	0	92	6	0	0	0	0	0	0	0	0	0	3	136	0	0	0	0
07:30	17	0	12	0	0	0	0	117	13	0	0	0	0	0	0	0	0	0	8	136	0	0	0	0
07:45	13	0	5	0	0	0	0	87	11	0	0	0	0	0	0	0	0	0	7	173	0	0	0	0
Hourly Total	50	0	24	0	0	0	0	384	44	0	0	0	0	0	0	0	0	0	21	555	0	0	0	0
08:00	16	0	5	0	0	0	0	136	15	0	0	0	0	0	0	0	0	0	6	111	0	0	0	0
08:15	16	0	10	0	0	0	0	133	9	0	0	0	0	0	0	0	0	0	4	159	0	0	0	0
08:30	18	0	6	0	0	0	0	106	10	0	0	0	0	0	0	0	0	0	7	140	0	0	0	0
08:45	19	0	6	0	0	0	0	101	10	0	0	0	0	0	0	0	0	0	10	118	0	0	0	0
Hourly Total	69	0	27	0	0	0	0	476	44	0	0	0	0	0	0	0	0	0	27	528	0	0	0	0
16:00	41	0	17	0	0	0	0	166	42	0	0	0	0	0	0	0	0	0	19	144	0	0	0	0
16:15	42	0	15	0	0	0	0	191	25	0	0	0	0	0	0	0	0	0	20	145	0	0	0	0
16:30	42	0	17	0	0	0	0	195	36	0	0	0	0	0	0	0	0	0	19	133	0	0	0	0
16:45	39	0	21	0	0	0	0	190	40	0	0	0	0	0	0	0	0	0	17	149	0	0	0	0
Hourly Total	164	0	70	0	0	0	0	742	143	0	0	0	0	0	0	0	0	0	75	571	0	0	0	0
17:00	46	0	18	0	0	0	0	175	40	0	0	0	0	0	0	0	0	0	14	124	0	0	0	0
17:15	36	0	16	0	0	0	0	203	40	0	0	0	0	0	0	0	0	0	15	148	0	0	0	0
17:30	38	0	14	0	0	0	0	216	27	0	0	0	0	0	0	0	0	0	13	132	0	0	0	0
17:45	45	0	11	0	0	0	0	140	31	0	0	0	0	0	0	0	0	0	15	125	0	0	0	0
Hourly Total	165	0	59	0	0	0	0	734	138	0	0	0	0	0	0	0	0	0	57	529	0	0	0	0
18:00	44	0	17	0	0	0	0	134	33	0	0	0	0	0	0	0	0	0	25	136	0	0	0	0
18:15	42	0	16	0	0	0	0	136	28	0	0	0	0	0	0	0	0	0	10	136	0	0	0	0
18:30	36	0	22	0	0	0	0	137	21	0	0	0	0	0	0	0	0	0	17	125	0	0	0	0
18:45	34	0	13	0	0	0	0	109	29	0	0	0	0	0	0	0	0	0	13	100	0	0	0	0
Hourly Total	156	0	68	0	0	0	0	516	111	0	0	0	0	0	0	0	0	0	65	497	0	0	0	0
Total	604	0	248	0	0	0	0	2852	480	0	0	0	0	0	0	0	0	0	245	2680	0	0	0	0



Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

Trucks

Leg	Strathmore Commons Shopping Center Driveway						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
07:15	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0
07:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
07:45	0	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	2	30	0	0	0	0
08:00	0	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
08:15	1	0	1	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
08:30	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
08:45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
Hourly Total	2	0	2	0	0	0	0	27	1	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0
16:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:15	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
16:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
17:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
17:30	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0
18:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Total	4	0	3	0	0	0	0	100	1	0	0	0	0	0	0	0	0	0	3	84	0	0	0	0



Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

Buses

Leg	Strathmore Commons Shopping Center Driveway						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
07:15	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
07:30	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
07:45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0
08:00	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
08:15	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
08:30	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
08:45	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Hourly Total	3	0	0	0	0	0	0	28	2	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0
16:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
16:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
17:00	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:30	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total	7	0	0	0	0	0	0	85	2	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0

Site: 5- Middle Country Road (NYS Route 25) at
Strathmore Commons Shopping Center Driveway

GPS: 40.886242, -72.923258

Date: 06-12-2025

Bicycles on Road

Leg	Strathmore Commons Shopping Center Driveway						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway- SAT
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	11:00
End Time	13:45
Location	5- Middle Country Road (NYS Route 25) at Strathmor
Latitude and Longitude	(40.886242, -72.923258)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK	**06-14-2025 12:15:00**	**06-14-2025 13:15:00**	**0.92**
Forced Peak AM			
Forced Peak PM			





Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway- SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

TURNING MOVEMENT DATA

Leg	Strathmore Commons Shopping Center Driveway							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
11:00	39	0	14	0	53	0	0	0	106	21	0	127	0	0	0	0	0	0	0	0	0	17	99	0	0	116	0	0	296
11:15	32	0	17	0	49	0	0	0	94	32	0	126	0	0	0	0	0	0	0	0	0	21	101	0	0	122	0	0	297
11:30	41	0	16	0	57	0	0	0	104	31	0	135	0	0	0	0	0	0	0	0	0	13	98	0	0	111	0	0	303
11:45	37	0	19	0	56	0	0	0	115	37	0	152	0	0	0	0	0	0	0	0	0	15	106	0	0	121	0	0	329
Hourly Total	149	0	66	0	215	0	0	0	419	121	0	540	0	0	0	0	0	0	0	0	0	66	404	0	0	470	0	0	1225
12:00	41	0	16	0	57	1	0	0	122	26	0	148	0	0	0	0	0	0	0	0	0	25	90	0	0	115	0	0	320
12:15	40	0	18	0	58	2	0	0	128	30	0	158	0	0	0	0	0	0	0	0	0	20	119	0	0	139	0	0	355
12:30	36	0	16	0	52	0	0	0	111	28	0	139	0	0	0	0	0	0	0	0	0	23	126	0	0	149	0	0	340
12:45	45	0	30	0	75	0	0	0	135	42	0	177	0	0	0	0	0	0	0	0	0	25	106	0	0	131	0	0	383
Hourly Total	162	0	80	0	242	3	0	0	496	126	0	622	0	0	0	0	0	0	0	0	0	93	441	0	0	534	0	0	1398
13:00	44	0	16	0	60	0	0	0	111	21	0	132	0	0	0	0	0	0	0	0	0	23	118	0	0	141	0	0	333
13:15	42	0	17	0	59	0	0	0	132	31	0	163	0	0	0	0	0	0	0	0	0	11	106	0	0	117	0	0	339
13:30	33	0	20	0	53	0	0	0	120	38	0	158	0	0	0	0	0	0	0	0	0	22	105	0	0	127	0	0	338
13:45	37	0	20	0	57	0	0	0	114	28	0	142	0	0	0	0	0	0	0	0	0	20	109	0	0	129	0	0	328
Hourly Total	156	0	73	0	229	0	0	0	477	118	0	595	0	0	0	0	0	0	0	0	0	76	438	0	0	514	0	0	1338
Grand Total	467	0	219	0	686	3	0	0	1392	365	0	1757	0	0	0	0	0	0	0	0	0	235	1283	0	0	1518	0	0	3961
Approach %	68	0	31	0	100	0	0	0	79	20	0	100	0	0	0	0	0	0	0	0	0	15	84	0	0	100	0	0	300
Total %	11	0	5	0	17	0	0	0	35	9	0	44	0	0	0	0	0	0	0	0	0	5	32	0	0	38	0	0	100
Lights	466	0	218	0	684	0	0	0	1367	364	0	1731	0	0	0	0	0	0	0	0	0	233	1254	0	0	1487	0	0	3902
Lights %	99	0	99	0	0	0	0	0	98	99	0	0	0	0	0	0	0	0	0	0	0	99	97	0	0	0	0	0	98
Trucks	0	0	1	0	1	0	0	0	21	1	0	22	0	0	0	0	0	0	0	0	0	1	24	0	0	25	0	0	48
Trucks %	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Buses	1	0	0	0	1	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	11
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway-SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

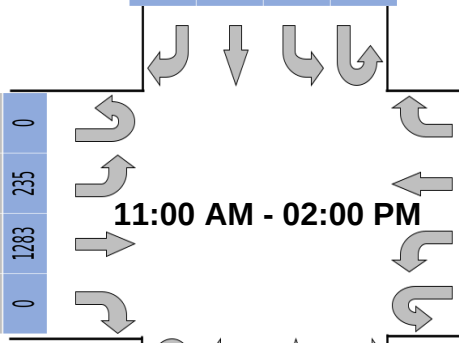
Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
597	684	1281
2	1	3
1	1	2
0	0	0
600	686	1286

N

Right	Thru	Left	U-Turn
218	0	466	0
1	0	0	0
0	0	1	0
0	0	0	0
219	0	467	0



Total	3072	47	10	0	3129
In	1487	25	6	0	1518
Out	1585	22	4	0	1611

U-Turn	0	0	0	0	0
Left	233	1	1	0	235
Thru	1254	24	5	0	1283
Right	0	0	0	0	0

365	0	0	1	364	Right
1392	0	4	21	1367	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

1750	0	6	24	1720	Out
1757	0	4	22	1731	In
3507	0	10	46	3451	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

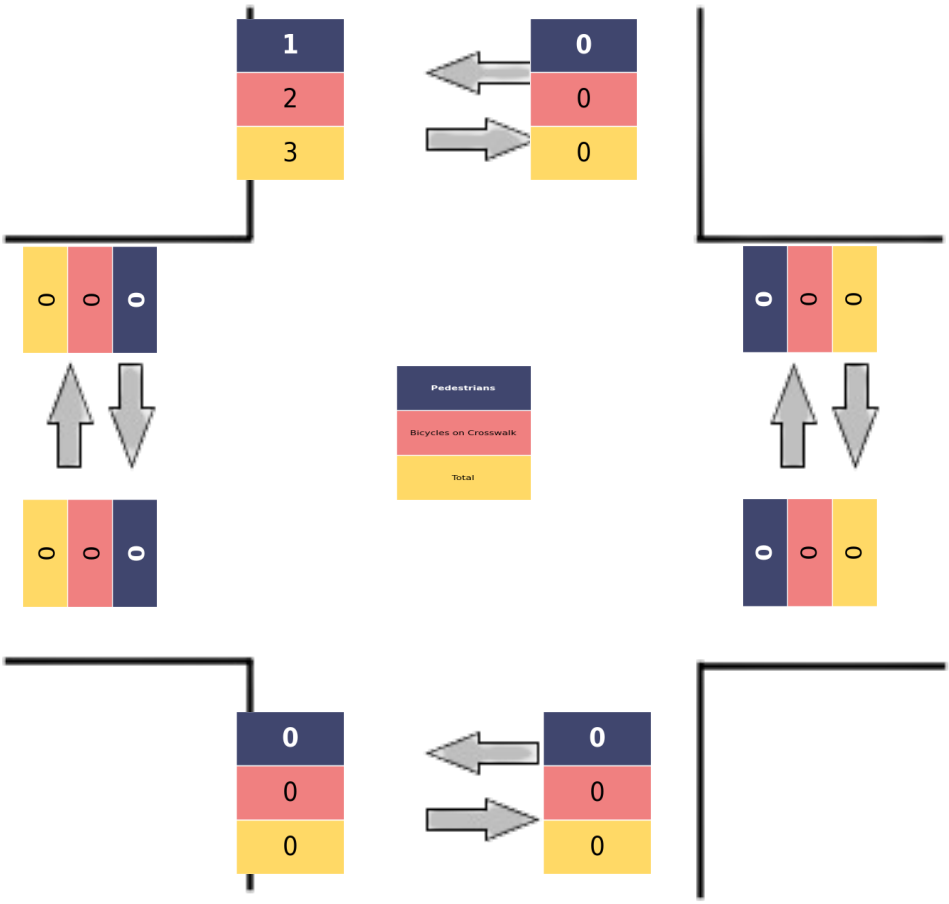
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway- SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

Peds Turning Movement Data



Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway- SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

TURNING MOVEMENT MID PEAK HOUR (12:15 PM)

Leg	Strathmore Commons Shopping Center Driveway							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
12:15:00	40	0	18	0	58	2	0	0	128	30	0	158	0	0	0	0	0	0	0	0	0	20	119	0	0	139	0	0	355
12:30:00	36	0	16	0	52	0	0	0	111	28	0	139	0	0	0	0	0	0	0	0	0	23	126	0	0	149	0	0	340
12:45:00	45	0	30	0	75	0	0	0	135	42	0	177	0	0	0	0	0	0	0	0	0	25	106	0	0	131	0	0	383
13:00:00	44	0	16	0	60	0	0	0	111	21	0	132	0	0	0	0	0	0	0	0	0	23	118	0	0	141	0	0	333
Grand Total	165	0	80	0	245	2	0	0	485	121	0	606	0	0	0	0	0	0	0	0	0	91	469	0	0	560	0	0	1411
Approach %	67	0	33	0	100	1	0	0	80	20	0	100	0	0	0	0	0	0	0	0	0	16	84	0	0	100	0	0	300
Total %	12	0	6	0	17	0	0	0	34	9	0	43	0	0	0	0	0	0	0	0	0	6	33	0	0	40	0	0	100
Lights	165	0	80	0	245	0	0	0	475	120	0	595	0	0	0	0	0	0	0	0	0	91	460	0	0	551	0	0	1391
Lights %	100	0	100	0	0	0	0	0	98	99	0	0	0	0	0	0	0	0	0	0	0	100	98	0	0	0	0	0	99
Trucks	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	18
Trucks %	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.92	0.0	0.67	0.0	0.82	0.25	0.0	0.0	0.9	0.72	0.0	0.86	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.91	0.93	0.0	0.0	0.94	0.0	0.0	0.92

Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway-SAT

GPS: 40.886242, -72.923258

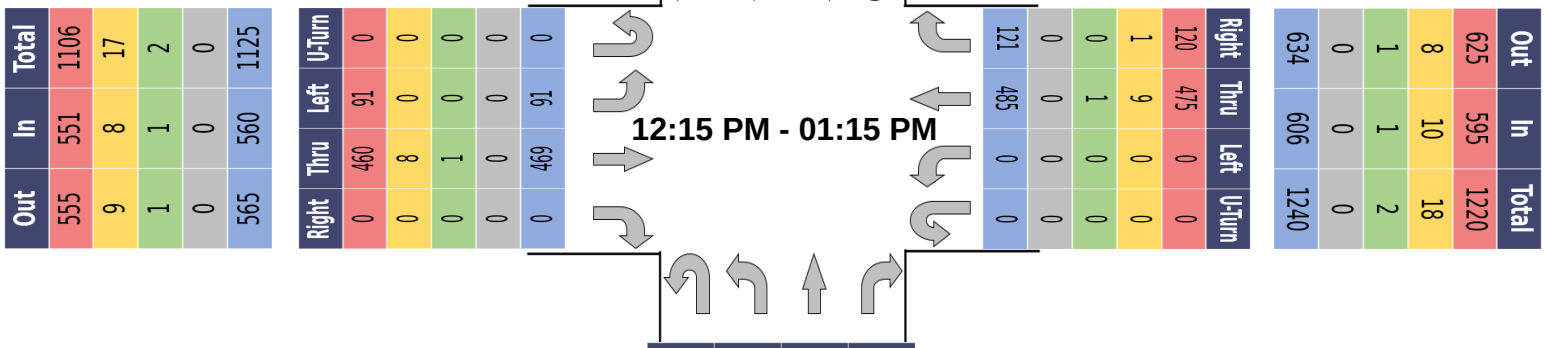
Date: 06-14-2025

Mid Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
211	245	456
1	0	1
0	0	0
0	0	0
212	245	457

Right	Thru	Left	U-Turn
80	0	165	0
0	0	0	0
0	0	0	0
0	0	0	0
80	0	165	0



Total	1106	17	2	0	1125
In	551	8	1	0	560
Out	555	9	1	0	565

U-Turn	0	0	0	0	0
Left	91	0	0	0	91
Thru	460	8	1	0	469
Right	0	0	0	0	0

121	0	0	1	120	Right
485	0	1	9	475	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

634	0	1	8	625	Out
606	0	1	10	595	In
1240	0	2	18	1220	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

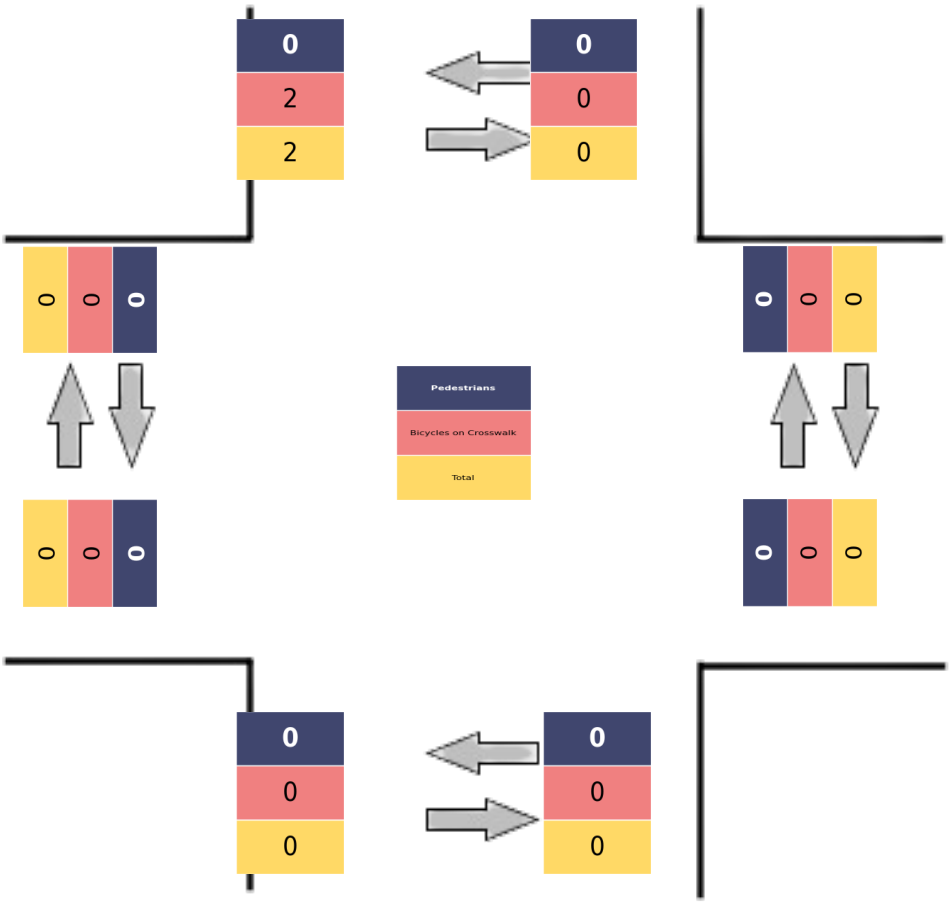
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway-SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

Peds Mid Peak Turning Movement Data Summary



Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway- SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

Lights

Leg	Strathmore Commons Shopping Center Driveway						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	39	0	14	0	0	0	0	103	21	0	0	0	0	0	0	0	0	0	16	95	0	0	0	0
11:15	31	0	17	0	0	0	0	90	32	0	0	0	0	0	0	0	0	0	21	99	0	0	0	0
11:30	41	0	16	0	0	0	0	102	31	0	0	0	0	0	0	0	0	0	12	96	0	0	0	0
11:45	37	0	18	0	0	0	0	115	37	0	0	0	0	0	0	0	0	0	15	102	0	0	0	0
Hourly Total	148	0	65	0	0	0	0	410	121	0	0	0	0	0	0	0	0	0	64	392	0	0	0	0
12:00	41	0	16	0	0	0	0	121	26	0	0	0	0	0	0	0	0	0	25	90	0	0	0	0
12:15	40	0	18	0	0	0	0	123	30	0	0	0	0	0	0	0	0	0	20	115	0	0	0	0
12:30	36	0	16	0	0	0	0	109	27	0	0	0	0	0	0	0	0	0	23	125	0	0	0	0
12:45	45	0	30	0	0	0	0	133	42	0	0	0	0	0	0	0	0	0	25	103	0	0	0	0
Hourly Total	162	0	80	0	0	0	0	486	125	0	0	0	0	0	0	0	0	0	93	433	0	0	0	0
13:00	44	0	16	0	0	0	0	110	21	0	0	0	0	0	0	0	0	0	23	117	0	0	0	0
13:15	42	0	17	0	0	0	0	130	31	0	0	0	0	0	0	0	0	0	11	102	0	0	0	0
13:30	33	0	20	0	0	0	0	119	38	0	0	0	0	0	0	0	0	0	22	103	0	0	0	0
13:45	37	0	20	0	0	0	0	112	28	0	0	0	0	0	0	0	0	0	20	107	0	0	0	0
Hourly Total	156	0	73	0	0	0	0	471	118	0	0	0	0	0	0	0	0	0	76	429	0	0	0	0
Total	466	0	218	0	0	0	0	1367	364	0	0	0	0	0	0	0	0	0	233	1254	0	0	0	0



Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway- SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

Trucks

Leg	Strathmore Commons Shopping Center Driveway						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
11:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
11:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0
12:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
13:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
Total	0	0	1	0	0	0	0	21	1	0	0	0	0	0	0	0	0	0	1	24	0	0	0	0

Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway- SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

Buses

Leg	Strathmore Commons Shopping Center Driveway						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0

Site: 5- Middle Country Road (NYS Route 25) at Strathmore Commons Shopping Center Driveway- SAT

GPS: 40.886242, -72.923258

Date: 06-14-2025

Bicycles on Road

Leg	Strathmore Commons Shopping Center Driveway						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	6- Middle Country Road (NYS Route 25) at Summersweet Drive
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:45
Location	6- Middle Country Road (NYS Route 25) at Summerswe
Latitude and Longitude	(40.886738, -72.921127)

	START	END	PHF
AM PEAK	**06-12-2025 07:30:00**	**06-12-2025 08:30:00**	**0.94**
PM PEAK	**06-12-2025 16:45:00**	**06-12-2025 17:45:00**	**0.95**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Summersweet Drive							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	2	0	4	0	6	0	0	0	113	0	0	113	0	0	0	0	0	0	0	0	0	4	133	0	0	137	0	0	256
07:15	3	0	7	0	10	0	0	0	117	0	0	117	0	0	0	0	0	0	0	0	0	5	152	0	0	157	0	0	284
07:30	3	0	6	0	9	0	0	0	128	0	0	128	0	0	0	0	0	0	0	0	0	0	174	0	0	174	0	0	311
07:45	0	0	11	0	11	0	0	0	97	1	0	98	0	0	0	0	0	0	0	0	0	3	187	0	0	190	0	0	299
Hourly Total	8	0	28	0	36	0	0	0	455	1	0	456	0	0	0	0	0	0	0	0	0	12	646	0	0	658	0	0	1150
08:00	1	0	7	0	8	0	0	0	172	2	0	174	0	0	0	0	0	0	0	0	0	4	132	0	0	136	0	0	318
08:15	1	0	11	0	12	1	0	0	141	2	0	143	0	0	0	0	0	0	0	0	0	1	180	0	0	181	0	0	336
08:30	2	0	7	0	9	0	0	0	120	0	0	120	0	0	0	0	0	0	0	0	0	6	170	0	0	176	0	0	305
08:45	1	0	9	0	10	0	0	0	114	1	0	115	0	0	0	0	0	0	0	0	0	5	144	0	0	149	0	0	274
Hourly Total	5	0	34	0	39	1	0	0	547	5	0	552	0	0	0	0	0	0	0	0	0	16	626	0	0	642	0	0	1233
16:00	2	0	10	0	12	0	3	0	218	2	0	220	0	0	0	0	0	0	0	0	0	10	177	0	0	187	0	0	419
16:15	3	0	2	0	5	0	0	0	229	2	0	231	0	0	0	0	0	0	0	0	0	7	189	0	0	196	0	0	432
16:30	0	0	10	0	10	0	0	0	223	3	0	226	0	0	0	0	0	0	0	0	0	8	175	0	0	183	0	0	419
16:45	0	0	7	0	7	0	2	0	233	1	0	234	0	0	0	0	0	0	0	0	0	7	184	0	0	191	0	0	432
Hourly Total	5	0	29	0	34	0	5	0	903	8	0	911	0	0	0	0	0	0	0	0	0	32	725	0	0	757	0	0	1702
17:00	0	0	8	0	8	1	0	0	220	1	0	221	0	0	0	0	0	0	0	0	0	7	168	0	0	175	0	0	404
17:15	1	0	4	0	5	0	0	0	246	1	0	247	0	0	0	0	0	0	0	0	0	6	192	0	0	198	0	0	450
17:30	1	0	5	0	6	2	0	0	244	1	0	245	0	0	0	0	0	0	0	0	0	8	167	0	0	175	0	0	426
17:45	1	0	3	0	4	0	1	0	178	1	0	179	0	0	0	0	0	0	0	0	0	13	159	0	0	172	0	0	355
Hourly Total	3	0	20	0	23	3	1	0	888	4	0	892	0	0	0	0	0	0	0	0	0	34	686	0	0	720	0	0	1635
18:00	1	0	8	0	9	0	0	0	168	1	0	169	0	0	0	0	0	0	0	0	0	4	178	0	0	182	0	0	360
18:15	1	0	7	0	8	2	0	0	155	3	0	158	0	0	0	0	0	0	0	0	0	6	165	0	0	171	0	0	337
18:30	2	0	6	0	8	0	0	0	156	1	0	157	0	0	0	0	0	0	0	0	0	5	162	0	0	167	0	0	332
18:45	0	0	2	0	2	0	0	0	145	1	0	146	0	0	0	0	0	0	0	0	0	8	132	0	0	140	0	0	288
Hourly Total	4	0	23	0	27	2	0	0	624	6	0	630	0	0	0	0	0	0	0	0	0	23	637	0	0	660	0	0	1317
Grand Total	25	0	134	0	159	6	6	0	3417	24	0	3441	0	0	0	0	0	0	0	0	0	117	3320	0	0	3437	0	0	7037
Approach %	15	0	84	0	100	3	3	0	99	0	0	100	0	0	0	0	0	0	0	0	0	3	96	0	0	100	0	0	300
Total %	0	0	1	0	2	0	0	0	48	0	0	48	0	0	0	0	0	0	0	0	0	1	47	0	0	48	0	0	100
Lights	24	0	127	0	151	0	0	0	3234	21	0	3255	0	0	0	0	0	0	0	0	0	106	3181	0	0	3287	0	0	6693
Lights %	96	0	94	0	0	0	0	0	94	87	0	0	0	0	0	0	0	0	0	0	0	90	95	0	0	0	0	0	95
Trucks	1	0	1	0	2	0	0	0	101	0	0	101	0	0	0	0	0	0	0	0	0	5	84	0	0	89	0	0	192
Trucks %	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	2
Buses	0	0	6	0	6	0	0	0	81	3	0	84	0	0	0	0	0	0	0	0	0	6	54	0	0	60	0	0	150
Buses %	0	0	4	0	0	0	0	0	2	12	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2



Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Summersweet Drive							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

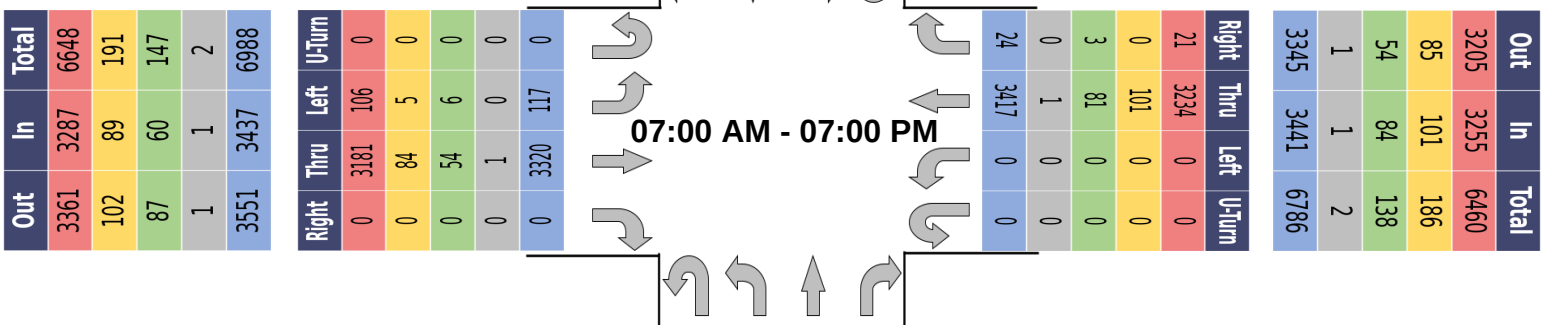
Date: 06-12-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
127	151	278
5	2	7
9	6	15
0	0	0
141	159	300

Right	Thru	Left	U-Turn
127	0	24	0
1	0	1	0
6	0	0	0
0	0	0	0
134	0	25	0



Total	6648	191	147	2	6988
In	3287	89	60	1	3437
Out	3361	102	87	1	3551

U-Turn	0	0	0	0	0
Left	106	5	6	0	117
Thru	3181	84	54	1	3320
Right	0	0	0	0	0

24	0	3	0	21	Right
3417	1	81	101	3234	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

3345	1	54	85	3205	Out
3441	1	84	101	3255	In
6786	2	138	186	6460	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

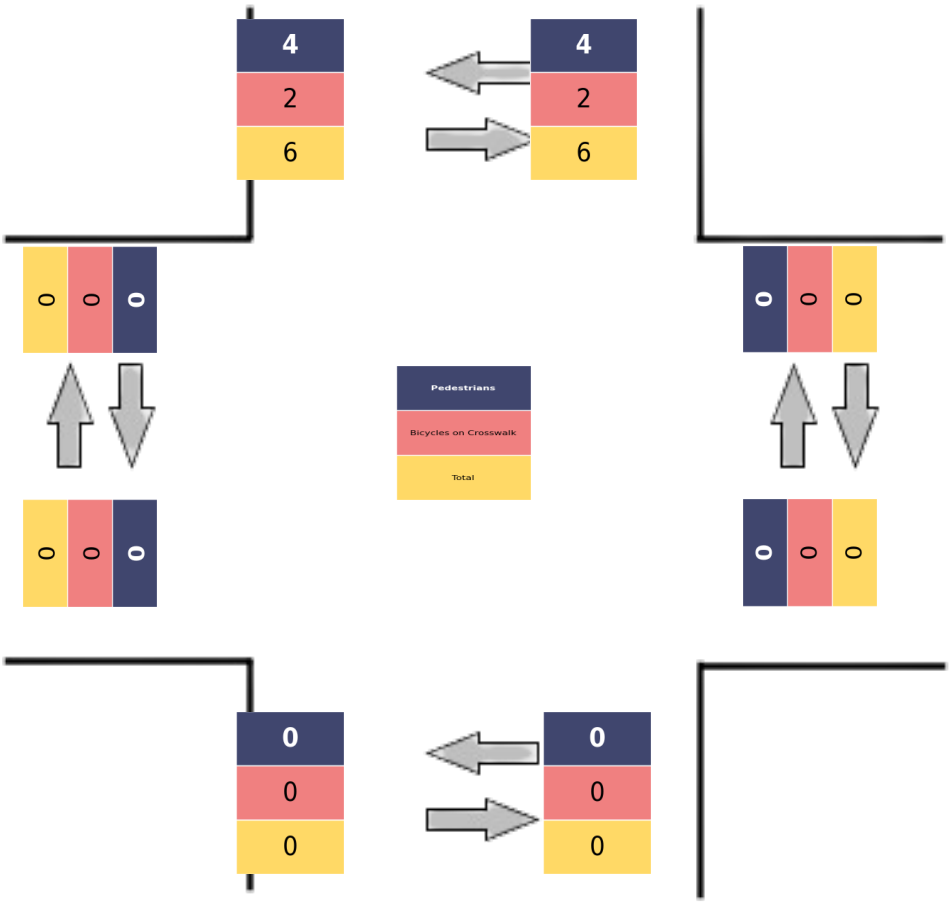
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

Peds Turning Movement Data



Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

TURNING MOVEMENT AM PEAK HOUR (07:30 AM)

Leg	Summersweet Drive							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	3	0	6	0	9	0	0	0	128	0	0	128	0	0	0	0	0	0	0	0	0	0	174	0	0	174	0	0	311
07:45:00	0	0	11	0	11	0	0	0	97	1	0	98	0	0	0	0	0	0	0	0	0	3	187	0	0	190	0	0	299
08:00:00	1	0	7	0	8	0	0	0	172	2	0	174	0	0	0	0	0	0	0	0	0	4	132	0	0	136	0	0	318
08:15:00	1	0	11	0	12	1	0	0	141	2	0	143	0	0	0	0	0	0	0	0	0	1	180	0	0	181	0	0	336
Grand Total	5	0	35	0	40	1	0	0	538	5	0	543	0	0	0	0	0	0	0	0	0	8	673	0	0	681	0	0	1264
Approach %	12	0	88	0	100	2	0	0	99	1	0	100	0	0	0	0	0	0	0	0	0	1	99	0	0	100	0	0	300
Total %	0	0	3	0	3	0	0	0	43	0	0	43	0	0	0	0	0	0	0	0	0	1	53	0	0	54	0	0	100
Lights	5	0	33	0	38	0	0	0	489	3	0	492	0	0	0	0	0	0	0	0	0	6	630	0	0	636	0	0	1166
Lights %	100	0	94	0	0	0	0	0	91	60	0	0	0	0	0	0	0	0	0	0	0	75	94	0	0	0	0	0	92
Trucks	0	0	1	0	1	0	0	0	21	0	0	21	0	0	0	0	0	0	0	0	0	1	25	0	0	26	0	0	48
Trucks %	0	0	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	4
Buses	0	0	1	0	1	0	0	0	28	2	0	30	0	0	0	0	0	0	0	0	0	1	18	0	0	19	0	0	50
Buses %	0	0	3	0	0	0	0	0	5	40	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.42	0.0	0.8	0.0	0.83	0.25	0.0	0.0	0.78	0.62	0.0	0.78	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.9	0.0	0.0	0.9	0.0	0.0	0.94

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

AM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

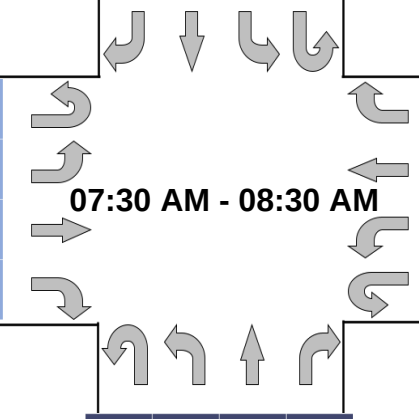
Out	In	Total
9	38	47
1	1	2
3	1	4
0	0	0
13	40	53

N

Right	Thru	Left	U-Turn
33	0	5	0
1	0	0	0
1	0	0	0
0	0	0	0
35	0	5	0

Total	1158	48	48	0	1254
In	636	26	19	0	681
Out	522	22	29	0	573

U-Turn	0	0	0	0	0
Left	6	1	1	0	8
Thru	630	25	18	0	673
Right	0	0	0	0	0



5	0	2	0	3	Right
538	0	28	21	489	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

678	0	18	25	635	Out
543	0	30	21	492	In
1221	0	48	46	1127	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

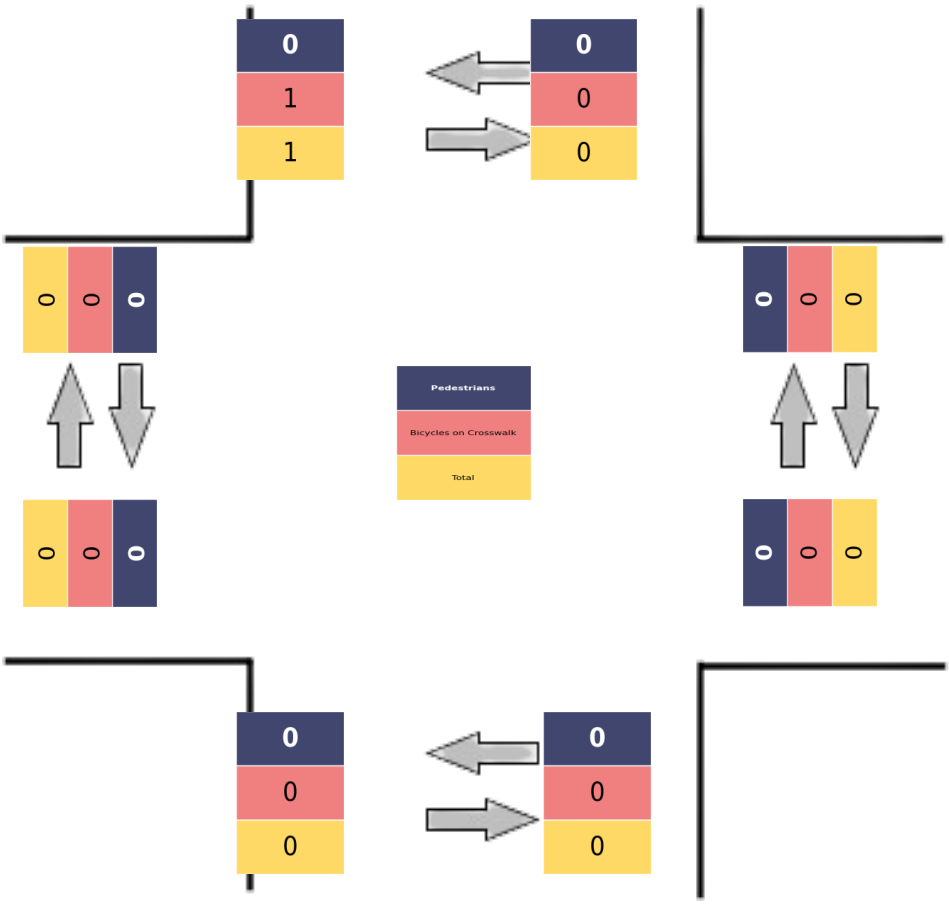
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

Peds AM Peak Turning Movement Data Summary





Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

TURNING MOVEMENT PM PEAK HOUR (04:45 PM)

Leg	Summersweet Drive							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:45:00	0	0	7	0	7	0	2	0	233	1	0	234	0	0	0	0	0	0	0	0	0	7	184	0	0	191	0	0	432
17:00:00	0	0	8	0	8	1	0	0	220	1	0	221	0	0	0	0	0	0	0	0	0	7	168	0	0	175	0	0	404
17:15:00	1	0	4	0	5	0	0	0	246	1	0	247	0	0	0	0	0	0	0	0	0	6	192	0	0	198	0	0	450
17:30:00	1	0	5	0	6	2	0	0	244	1	0	245	0	0	0	0	0	0	0	0	0	8	167	0	0	175	0	0	426
Grand Total	2	0	24	0	26	3	2	0	943	4	0	947	0	0	0	0	0	0	0	0	0	28	711	0	0	739	0	0	1712
Approach %	8	0	92	0	100	12	8	0	100	0	0	100	0	0	0	0	0	0	0	0	0	4	96	0	0	100	0	0	300
Total %	0	0	1	0	2	0	0	0	55	0	0	55	0	0	0	0	0	0	0	0	0	2	42	0	0	43	0	0	100
Lights	2	0	22	0	24	0	0	0	913	3	0	916	0	0	0	0	0	0	0	0	0	27	687	0	0	714	0	0	1654
Lights %	100	0	92	0	0	0	0	0	97	75	0	0	0	0	0	0	0	0	0	0	0	96	97	0	0	0	0	0	97
Trucks	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	32
Trucks %	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Buses	0	0	2	0	2	0	0	0	15	1	0	16	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	25
Buses %	0	0	8	0	0	0	0	0	2	25	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.5	0.0	0.75	0.0	0.81	0.38	0.25	0.0	0.96	1.0	0.0	0.96	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.88	0.93	0.0	0.0	0.93	0.0	0.0	0.95

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

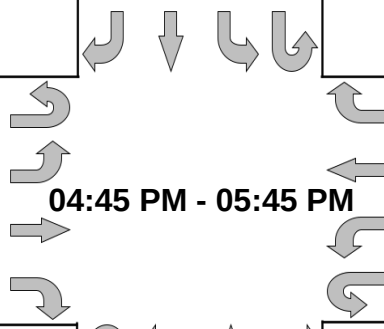
PM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
30	24	54
0	0	0
2	2	4
0	0	0
32	26	58

N

Right	Thru	Left	U-Turn
22	0	2	0
0	0	0	0
2	0	0	0
0	0	0	0
24	0	2	0



Total	1649	32	24	1	1706
In	714	17	7	1	739
Out	935	15	17	0	967

U-Turn	0	0	0	0	0
Left	27	0	1	0	28
Thru	687	17	6	1	711
Right	0	0	0	0	0

4	0	1	0	3	Right
943	0	15	15	913	Thru
0	0	0	0	0	Left
0	0	0	0	0	U-Turn

713	1	6	17	689	Out
947	0	16	15	916	In
1660	1	22	32	1605	Total

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

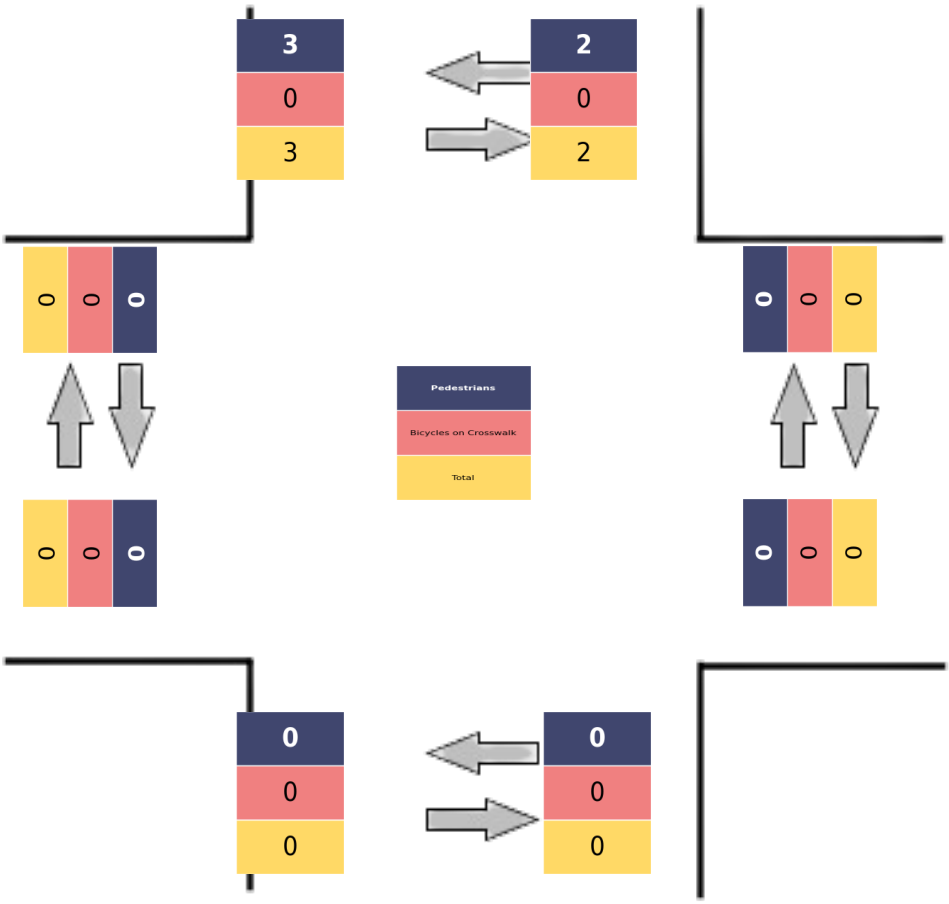
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

Peds PM Peak Turning Movement Data Summary





Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

Lights

Leg	Summersweet Drive						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	2	0	4	0	0	0	0	99	0	0	0	0	0	0	0	0	0	0	3	125	0	0	0	0
07:15	3	0	7	0	0	0	0	98	0	0	0	0	0	0	0	0	0	0	3	138	0	0	0	0
07:30	3	0	6	0	0	0	0	122	0	0	0	0	0	0	0	0	0	0	0	157	0	0	0	0
07:45	0	0	10	0	0	0	0	88	0	0	0	0	0	0	0	0	0	0	3	178	0	0	0	0
Hourly Total	8	0	27	0	0	0	0	407	0	0	0	0	0	0	0	0	0	0	9	598	0	0	0	0
08:00	1	0	7	0	0	0	0	149	2	0	0	0	0	0	0	0	0	0	3	123	0	0	0	0
08:15	1	0	10	0	0	0	0	130	1	0	0	0	0	0	0	0	0	0	0	172	0	0	0	0
08:30	2	0	6	0	0	0	0	107	0	0	0	0	0	0	0	0	0	0	6	155	0	0	0	0
08:45	1	0	8	0	0	0	0	105	1	0	0	0	0	0	0	0	0	0	2	132	0	0	0	0
Hourly Total	5	0	31	0	0	0	0	491	4	0	0	0	0	0	0	0	0	0	11	582	0	0	0	0
16:00	2	0	9	0	0	0	0	205	2	0	0	0	0	0	0	0	0	0	9	172	0	0	0	0
16:15	2	0	2	0	0	0	0	217	2	0	0	0	0	0	0	0	0	0	6	186	0	0	0	0
16:30	0	0	10	0	0	0	0	219	3	0	0	0	0	0	0	0	0	0	8	170	0	0	0	0
16:45	0	0	7	0	0	0	0	224	1	0	0	0	0	0	0	0	0	0	7	177	0	0	0	0
Hourly Total	4	0	28	0	0	0	0	865	8	0	0	0	0	0	0	0	0	0	30	705	0	0	0	0
17:00	0	0	8	0	0	0	0	212	1	0	0	0	0	0	0	0	0	0	7	161	0	0	0	0
17:15	1	0	3	0	0	0	0	241	0	0	0	0	0	0	0	0	0	0	6	185	0	0	0	0
17:30	1	0	4	0	0	0	0	236	1	0	0	0	0	0	0	0	0	0	7	164	0	0	0	0
17:45	1	0	3	0	0	0	0	171	1	0	0	0	0	0	0	0	0	0	13	155	0	0	0	0
Hourly Total	3	0	18	0	0	0	0	860	3	0	0	0	0	0	0	0	0	0	33	665	0	0	0	0
18:00	1	0	8	0	0	0	0	161	1	0	0	0	0	0	0	0	0	0	4	176	0	0	0	0
18:15	1	0	7	0	0	0	0	154	3	0	0	0	0	0	0	0	0	0	6	165	0	0	0	0
18:30	2	0	6	0	0	0	0	153	1	0	0	0	0	0	0	0	0	0	5	159	0	0	0	0
18:45	0	0	2	0	0	0	0	143	1	0	0	0	0	0	0	0	0	0	8	131	0	0	0	0
Hourly Total	4	0	23	0	0	0	0	611	6	0	0	0	0	0	0	0	0	0	23	631	0	0	0	0
Total	24	0	127	0	0	0	0	3234	21	0	0	0	0	0	0	0	0	0	106	3181	0	0	0	0



Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

Trucks

Leg	Summersweet Drive						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
07:15	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
07:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
07:45	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	1	30	0	0	0	0
08:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0
08:15	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
08:30	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
08:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	3	24	0	0	0	0
16:00	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:15	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
16:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
16:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0
17:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
17:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
17:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
17:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0
18:00	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
Total	1	0	1	0	0	0	0	101	0	0	0	0	0	0	0	0	0	0	5	84	0	0	0	0



Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

Buses

Leg	Summersweet Drive						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
07:15	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0
07:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
07:45	0	0	1	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	25	1	0	0	0	0	0	0	0	0	0	2	18	0	0	0	0
08:00	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
08:15	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0
08:30	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
08:45	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	28	1	0	0	0	0	0	0	0	0	0	2	20	0	0	0	0
16:00	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
16:15	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0
17:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:15	0	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:30	0	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	0	0	6	0	0	0	0	81	3	0	0	0	0	0	0	0	0	0	6	54	0	0	0	0



Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive

GPS: 40.886738, -72.921127

Date: 06-12-2025

Bicycles on Road

Leg	Summersweet Drive						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	11:00
End Time	13:45
Location	6- Middle Country Road (NYS Route 25) at Summerswe
Latitude and Longitude	(40.886738, -72.921127)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK	**06-14-2025 12:00:00**	**06-14-2025 13:00:00**	**0.92**
Forced Peak AM			
Forced Peak PM			





Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

Date: 06-14-2025

TURNING MOVEMENT DATA

Leg	Summersweet Drive							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
11:00	1	0	7	0	8	0	0	0	139	0	0	139	0	0	0	0	0	0	0	0	0	0	125	0	0	125	0	0	272
11:15	0	0	3	0	3	0	1	0	138	3	0	141	0	0	0	0	0	0	0	0	0	3	127	0	0	130	0	0	274
11:30	0	0	5	0	5	2	0	0	132	0	0	132	1	0	0	0	0	0	0	0	0	4	142	0	0	146	0	0	283
11:45	2	0	10	0	12	0	0	0	152	3	0	155	0	0	0	0	0	0	0	0	0	3	135	0	0	138	0	0	305
Hourly Total	3	0	25	0	28	2	1	0	561	6	0	567	1	0	0	0	0	0	0	0	0	10	529	0	0	539	0	0	1134
12:00	1	0	9	0	10	0	1	0	144	1	1	146	0	1	0	0	0	0	0	0	0	7	127	0	0	134	0	0	290
12:15	0	0	5	0	5	0	0	0	169	2	0	171	0	0	0	0	0	0	0	0	0	3	144	0	0	147	0	0	323
12:30	2	0	1	0	3	0	0	0	135	0	0	135	0	0	0	0	0	0	0	0	0	7	158	0	0	165	0	0	303
12:45	1	0	12	0	13	1	0	0	178	1	0	179	0	0	0	0	0	0	0	0	0	8	142	0	0	150	0	0	342
Hourly Total	4	0	27	0	31	1	1	0	626	4	1	631	0	1	0	0	0	0	0	0	0	25	571	0	0	596	0	0	1258
13:00	1	0	2	0	3	0	0	0	128	0	0	128	0	0	0	0	0	0	0	0	0	6	150	0	0	156	0	0	287
13:15	0	0	5	0	5	0	0	0	165	1	0	166	0	0	0	0	0	0	0	0	0	1	142	0	0	143	0	0	314
13:30	2	0	7	0	9	0	0	0	150	0	0	150	0	0	0	0	0	0	0	0	0	3	144	0	0	147	0	0	306
13:45	1	0	9	0	10	0	0	0	142	1	0	143	0	0	0	0	0	0	0	0	0	3	140	0	0	143	0	0	296
Hourly Total	4	0	23	0	27	0	0	0	585	2	0	587	0	0	0	0	0	0	0	0	0	13	576	0	0	589	0	0	1203
Grand Total	11	0	75	0	86	3	2	0	1772	12	1	1785	1	1	0	0	0	0	0	0	0	48	1676	0	0	1724	0	0	3595
Approach %	12	0	87	0	100	3	2	0	99	0	0	100	0	0	0	0	0	0	0	0	0	2	97	0	0	99	0	0	300
Total %	0	0	2	0	2	0	0	0	49	0	0	49	0	0	0	0	0	0	0	0	0	1	46	0	0	47	0	0	100
Lights	11	0	75	0	86	0	0	0	1745	11	0	1756	0	0	0	0	0	0	0	0	0	48	1647	0	0	1695	0	0	3537
Lights %	100	0	100	0	0	0	0	0	98	91	0	0	0	0	0	0	0	0	0	0	0	100	98	0	0	0	0	0	98
Trucks	0	0	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	0	46
Trucks %	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	10
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	3	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

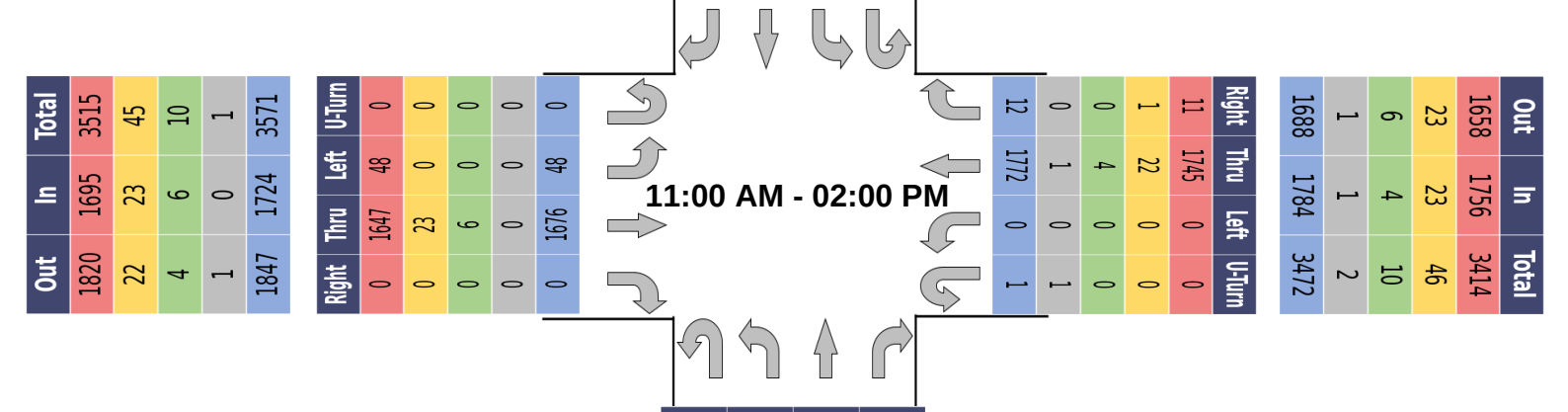
Date: 06-14-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
59	86	145
1	0	1
0	0	0
0	0	0
60	86	146

Right	Thru	Left	U-Turn
75	0	11	0
0	0	0	0
0	0	0	0
0	0	0	0
75	0	11	0



Out	In	Total
1820	1695	3515
22	23	45
4	6	10
1	0	1
1847	1724	3571

Right	Thru	Left	U-Turn
0	0	0	0
1647	23	9	0
48	0	0	0
0	0	0	0
1676	23	9	0

Right	Thru	Left	U-Turn
11	1745	0	0
1	22	0	0
0	4	0	0
0	1	0	1
12	1772	0	1

Out	In	Total
1658	1756	3414
23	23	46
6	4	10
1	1	2
1688	1784	3472

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

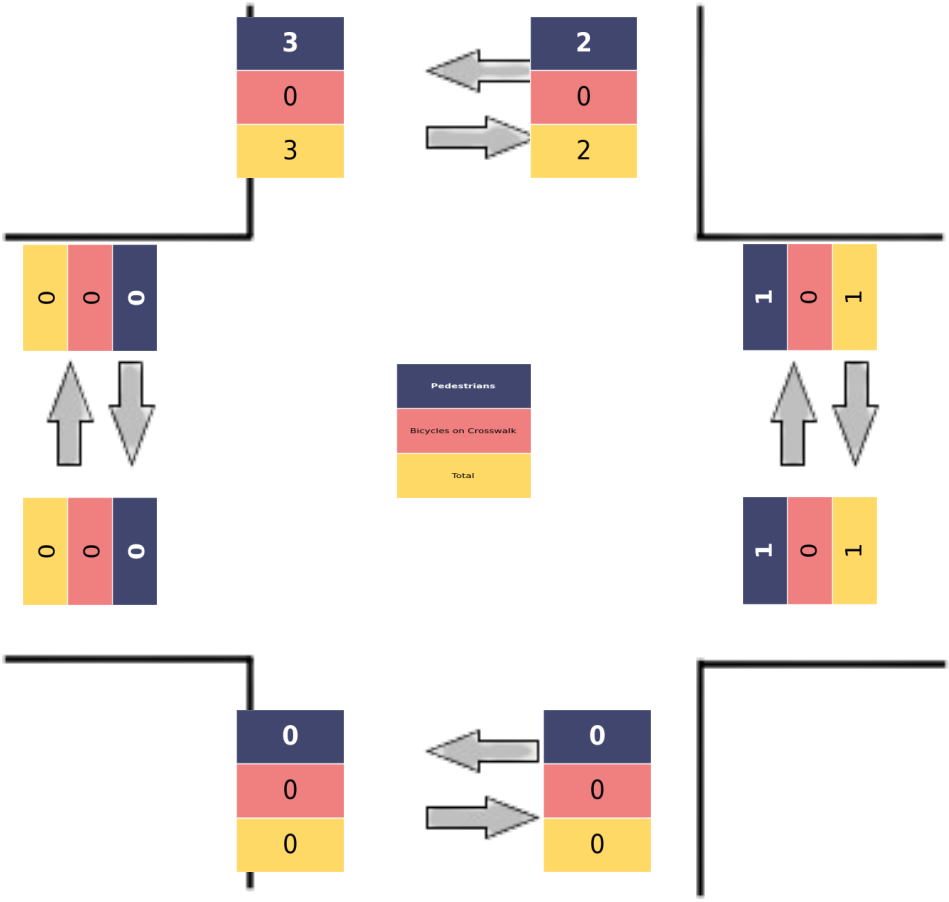
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

Date: 06-14-2025

Peds Turning Movement Data





Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

Date: 06-14-2025

TURNING MOVEMENT MID PEAK HOUR (12:00 PM)

Leg	Summersweet Drive							Middle Country Road							N/A							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
12:00:00	1	0	9	0	10	0	1	0	144	1	1	146	0	1	0	0	0	0	0	0	0	7	127	0	0	134	0	0	290
12:15:00	0	0	5	0	5	0	0	0	169	2	0	171	0	0	0	0	0	0	0	0	0	3	144	0	0	147	0	0	323
12:30:00	2	0	1	0	3	0	0	0	135	0	0	135	0	0	0	0	0	0	0	0	0	7	158	0	0	165	0	0	303
12:45:00	1	0	12	0	13	1	0	0	178	1	0	179	0	0	0	0	0	0	0	0	0	8	142	0	0	150	0	0	342
Grand Total	4	0	27	0	31	1	1	0	626	4	1	631	0	1	0	0	0	0	0	0	0	25	571	0	0	596	0	0	1258
Approach %	13	0	87	0	100	3	3	0	99	1	0	100	0	0	0	0	0	0	0	0	0	4	96	0	0	100	0	0	300
Total %	0	0	2	0	2	0	0	0	50	0	0	50	0	0	0	0	0	0	0	0	0	2	45	0	0	47	0	0	100
Lights	4	0	27	0	31	0	0	0	614	4	0	618	0	0	0	0	0	0	0	0	0	25	563	0	0	588	0	0	1237
Lights %	100	0	100	0	0	0	0	0	98	100	0	0	0	0	0	0	0	0	0	0	0	100	99	0	0	0	0	0	98
Trucks	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	17
Trucks %	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.5	0.0	0.56	0.0	0.6	0.25	0.25	0.0	0.88	0.5	0.25	0.88	0.0	0.25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.78	0.9	0.0	0.0	0.9	0.0	0.0	0.92

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

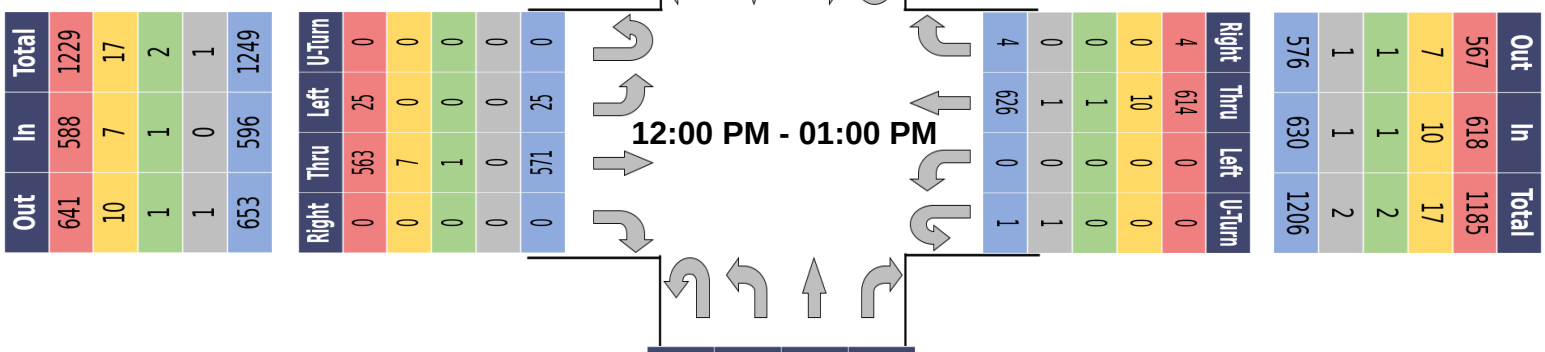
Date: 06-14-2025

Mid Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
29	31	60
0	0	0
0	0	0
0	0	0
29	31	60

Right	Thru	Left	U-Turn
27	0	4	0
0	0	0	0
0	0	0	0
0	0	0	0
27	0	4	0



Total	1229	17	2	1	1249
In	588	7	1	0	596
Out	641	10	1	1	653

U-Turn	0	0	0	0	0
Left	25	0	0	0	25
Thru	563	7	1	0	571
Right	0	0	0	0	0

Right	4	0	0	0	4
Thru	626	1	1	10	614
Left	0	1	0	0	0
U-Turn	1	1	0	0	0

Out	576	1	1	7	567
In	630	1	1	10	618
Total	1206	2	2	17	1185

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

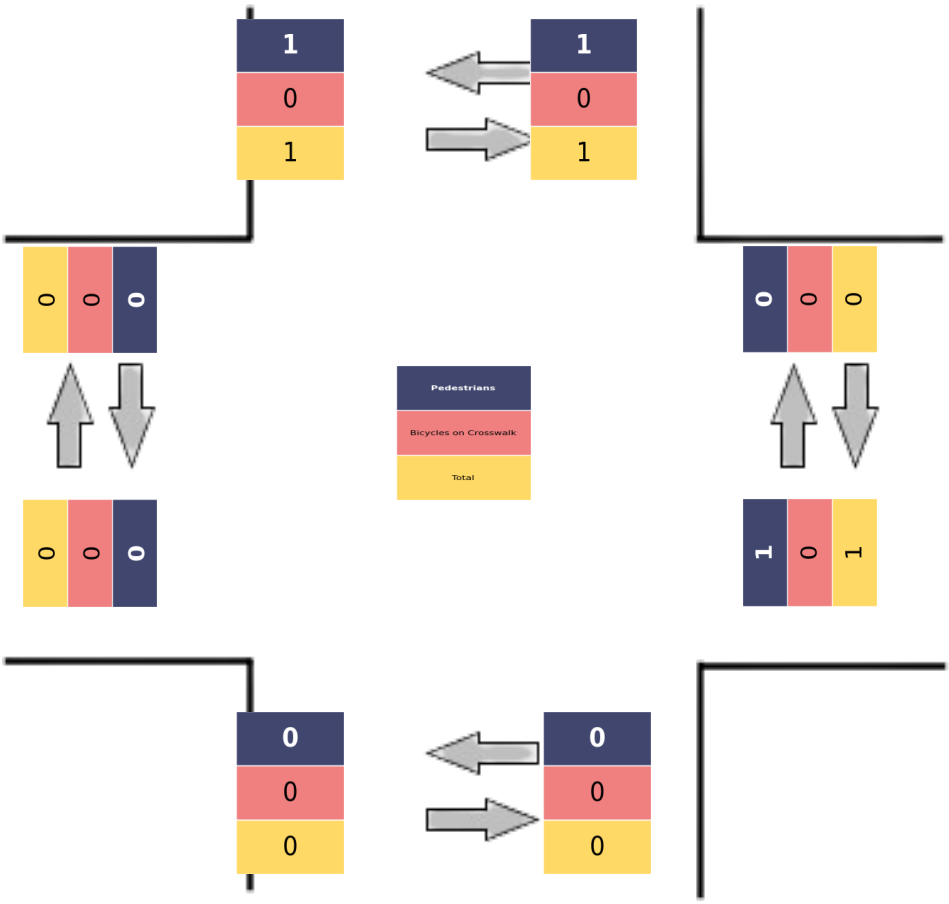
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

Date: 06-14-2025

Peds Mid Peak Turning Movement Data Summary



Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

Date: 06-14-2025

Lights

Leg	Summersweet Drive						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	1	0	7	0	0	0	0	135	0	0	0	0	0	0	0	0	0	0	0	121	0	0	0	0
11:15	0	0	3	0	0	0	0	135	3	0	0	0	0	0	0	0	0	0	3	125	0	0	0	0
11:30	0	0	5	0	0	0	0	130	0	0	0	0	0	0	0	0	0	0	4	139	0	0	0	0
11:45	2	0	10	0	0	0	0	152	3	0	0	0	0	0	0	0	0	0	3	131	0	0	0	0
Hourly Total	3	0	25	0	0	0	0	552	6	0	0	0	0	0	0	0	0	0	10	516	0	0	0	0
12:00	1	0	9	0	0	0	0	141	1	0	0	0	0	0	0	0	0	0	7	127	0	0	0	0
12:15	0	0	5	0	0	0	0	165	2	0	0	0	0	0	0	0	0	0	3	140	0	0	0	0
12:30	2	0	1	0	0	0	0	132	0	0	0	0	0	0	0	0	0	0	7	157	0	0	0	0
12:45	1	0	12	0	0	0	0	176	1	0	0	0	0	0	0	0	0	0	8	139	0	0	0	0
Hourly Total	4	0	27	0	0	0	0	614	4	0	0	0	0	0	0	0	0	0	25	563	0	0	0	0
13:00	1	0	2	0	0	0	0	127	0	0	0	0	0	0	0	0	0	0	6	149	0	0	0	0
13:15	0	0	5	0	0	0	0	163	0	0	0	0	0	0	0	0	0	0	1	138	0	0	0	0
13:30	2	0	7	0	0	0	0	149	0	0	0	0	0	0	0	0	0	0	3	142	0	0	0	0
13:45	1	0	9	0	0	0	0	140	1	0	0	0	0	0	0	0	0	0	3	139	0	0	0	0
Hourly Total	4	0	23	0	0	0	0	579	1	0	0	0	0	0	0	0	0	0	13	568	0	0	0	0
Total	11	0	75	0	0	0	0	1745	11	0	0	0	0	0	0	0	0	0	48	1647	0	0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

Date: 06-14-2025

Trucks

Leg	Summersweet Drive						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
11:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
12:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
13:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
Total	0	0	0	0	0	0	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0



Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

Date: 06-14-2025

Buses

Leg	Summersweet Drive						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0

Site: 6- Middle Country Road (NYS Route 25) at Summersweet Drive- SAT

GPS: 40.886738, -72.921127

Date: 06-14-2025

Bicycles on Road

Leg	Summersweet Drive						Middle Country Road						N/A						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	7- Middle Country Road (NYS Route 25) at Wading River Hollow Road
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:45
Location	7- Middle Country Road (NYS Route 25) at Wading Ri
Latitude and Longitude	(40.88721, -72.917871)

	START	END	PHF
AM PEAK	**06-12-2025 07:30:00**	**06-12-2025 08:30:00**	**0.97**
PM PEAK	**06-12-2025 16:00:00**	**06-12-2025 17:00:00**	**0.99**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Wading River Hollow Road							Middle Country Road							Wading River Hollow Road							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	1	1	0	0	2	0	0	11	80	1	0	92	0	0	30	1	11	0	42	0	0	0	129	13	0	142	0	0	278
07:15	3	4	1	0	8	0	0	9	104	0	0	113	0	0	13	1	11	0	25	0	0	0	135	12	0	147	0	0	293
07:30	4	8	2	0	14	0	0	8	109	1	0	118	0	0	22	2	10	0	34	0	0	1	150	22	0	173	0	0	339
07:45	1	3	1	0	5	0	0	25	87	3	0	115	0	0	13	3	7	0	23	0	0	0	167	19	0	186	0	0	329
Hourly Total	9	16	4	0	29	0	0	53	380	5	0	438	0	0	78	7	39	0	124	0	0	1	581	66	0	648	0	0	1239
08:00	5	4	0	0	9	0	0	15	151	2	0	168	0	0	26	2	15	0	43	0	0	0	123	15	0	138	0	0	358
08:15	4	1	0	0	5	1	0	23	121	1	0	145	0	0	15	1	11	0	27	0	0	0	160	20	0	180	0	0	357
08:30	3	3	1	0	7	0	0	8	103	1	0	112	0	0	18	0	20	0	38	0	0	1	155	10	0	166	0	0	323
08:45	1	2	0	0	3	0	0	16	99	0	0	115	0	0	19	1	14	0	34	0	0	0	127	25	0	152	0	0	304
Hourly Total	13	10	1	0	24	1	0	62	474	4	0	540	0	0	78	4	60	0	142	0	0	1	565	70	0	636	0	0	1342
16:00	3	1	0	0	4	0	0	20	195	4	0	219	0	0	33	3	19	0	55	0	0	0	160	18	0	178	0	0	456
16:15	0	2	0	0	2	0	0	25	187	3	0	215	0	0	34	6	18	0	58	0	0	0	163	27	0	190	0	0	465
16:30	1	3	0	0	4	0	0	17	207	2	0	226	0	0	27	2	26	0	55	0	0	0	137	30	0	167	0	0	452
16:45	3	0	0	0	3	0	0	15	206	1	0	222	0	0	30	3	19	0	52	0	0	0	156	31	0	187	0	0	464
Hourly Total	7	6	0	0	13	0	0	77	795	10	0	882	0	0	124	14	82	0	220	0	0	0	616	106	0	722	0	0	1837
17:00	4	4	0	0	8	0	0	17	188	1	0	206	0	0	38	1	20	0	59	0	0	0	156	17	0	173	0	1	446
17:15	1	0	0	0	1	0	0	15	209	3	0	227	0	0	39	3	11	0	53	0	0	1	150	42	0	193	0	0	474
17:30	1	1	1	0	3	0	0	17	198	2	0	217	0	0	41	4	13	0	58	0	0	0	132	30	0	162	0	2	440
17:45	1	0	0	0	1	0	0	11	153	5	0	169	0	0	29	6	20	0	55	0	0	1	134	22	0	157	1	0	382
Hourly Total	7	5	1	0	13	0	0	60	748	11	0	819	0	0	147	14	64	0	225	0	0	2	572	111	0	685	1	3	1742
18:00	2	2	1	0	5	0	0	17	151	2	0	170	0	0	21	2	6	0	29	0	0	0	164	26	0	190	0	0	394
18:15	5	3	0	0	8	0	0	10	139	1	0	150	0	0	19	4	15	0	38	0	0	1	134	26	0	161	0	1	357
18:30	2	1	1	0	4	0	0	11	136	1	0	148	0	0	22	3	16	0	41	0	0	1	123	33	0	157	0	0	350
18:45	3	2	1	0	6	0	0	12	120	1	0	133	0	0	26	2	12	0	40	0	0	0	113	28	0	141	0	0	320
Hourly Total	12	8	3	0	23	0	0	50	546	5	0	601	0	0	88	11	49	0	148	0	0	2	534	113	0	649	0	1	1421
Grand Total	48	45	9	0	102	1	0	302	2943	35	0	3280	0	0	515	50	294	0	859	0	0	6	2868	466	0	3340	1	4	7581
Approach %	47	44	8	0	100	0	0	9	89	1	0	100	0	0	59	5	34	0	100	0	0	0	85	13	0	100	0	0	400
Total %	0	0	0	0	1	0	0	3	38	0	0	43	0	0	6	0	3	0	11	0	0	0	37	6	0	44	0	0	100
Lights	47	42	5	0	94	0	0	285	2781	35	0	3101	0	0	497	46	278	0	821	0	0	4	2750	446	0	3200	0	0	7216
Lights %	97	93	55	0	0	0	0	94	94	100	0	0	0	0	96	92	94	0	0	0	0	66	95	95	0	0	0	0	95
Trucks	1	1	1	0	3	0	0	8	95	0	0	103	0	0	3	3	12	0	18	0	0	0	71	14	0	85	0	0	209
Trucks %	2	2	11	0	0	0	0	2	3	0	0	0	0	0	0	6	4	0	0	0	0	0	2	3	0	0	0	0	2
Buses	0	2	3	0	5	0	0	9	66	0	0	75	0	0	15	1	4	0	20	0	0	2	46	6	0	54	0	0	154
Buses %	0	4	33	0	0	0	0	2	2	0	0	0	0	0	2	2	1	0	0	0	0	33	1	1	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2



Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

TURNING MOVEMENT DATA

Leg	Wading River Hollow Road							Middle Country Road							Wading River Hollow Road							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road

GPS: 40.88721, -72.917871

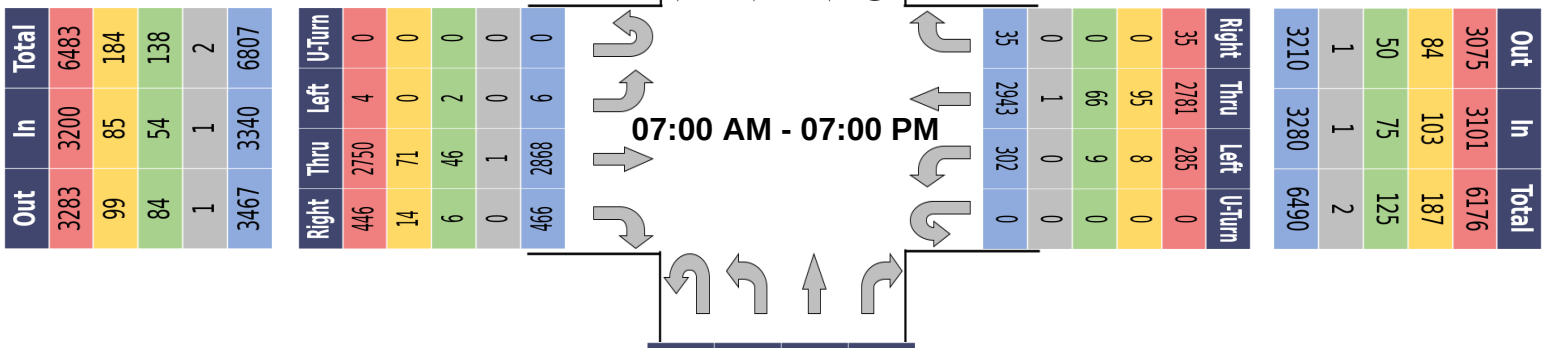
Date: 06-12-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
85	94	179
3	3	6
3	5	8
0	0	0
91	102	193

Right	Thru	Left	U-Turn
5	42	47	0
1	1	1	0
3	2	0	0
0	0	0	0
9	45	48	0



Total	6483	184	138	2	6807
In	3200	85	54	1	3340
Out	3283	99	84	1	3467

U-Turn	0	0	0	0	0
Left	4	0	2	0	6
Thru	2750	71	46	1	2868
Right	446	14	6	0	466

35	0	0	0	35	Right
2943	1	66	95	2781	Thru
302	0	9	8	285	Left
0	0	0	0	0	U-Turn

3210	1	50	84	3075	Out
3280	1	75	103	3101	In
6490	2	125	187	6176	Total

U-Turn	Left	Thru	Right
0	497	46	278
0	3	3	12
0	15	1	4
0	0	0	0
0	515	50	294

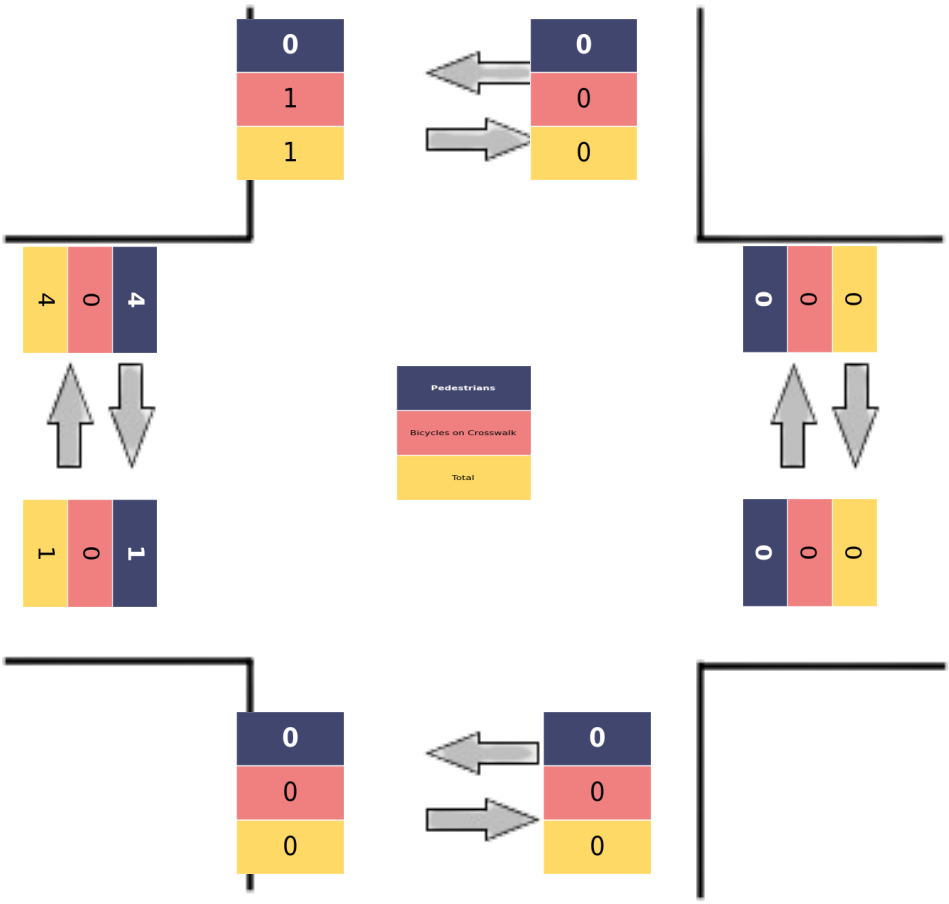
Out	In	Total
773	821	1594
23	18	41
17	20	37
0	0	0
813	859	1672

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

Peds Turning Movement Data



Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

TURNING MOVEMENT AM PEAK HOUR (07:30 AM)

Leg	Wading River Hollow Road							Middle Country Road							Wading River Hollow Road							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	4	8	2	0	14	0	0	8	109	1	0	118	0	0	22	2	10	0	34	0	0	1	150	22	0	173	0	0	339
07:45:00	1	3	1	0	5	0	0	25	87	3	0	115	0	0	13	3	7	0	23	0	0	0	167	19	0	186	0	0	329
08:00:00	5	4	0	0	9	0	0	15	151	2	0	168	0	0	26	2	15	0	43	0	0	0	123	15	0	138	0	0	358
08:15:00	4	1	0	0	5	1	0	23	121	1	0	145	0	0	15	1	11	0	27	0	0	0	160	20	0	180	0	0	357
Grand Total	14	16	3	0	33	1	0	71	468	7	0	546	0	0	76	8	43	0	127	0	0	1	600	76	0	677	0	0	1383
Approach %	42	48	9	0	100	3	0	13	86	1	0	100	0	0	60	6	34	0	100	0	0	0	89	11	0	100	0	0	400
Total %	1	1	0	0	2	0	0	5	34	1	0	39	0	0	6	1	3	0	9	0	0	0	43	6	0	49	0	0	100
Lights	13	15	2	0	30	0	0	66	420	7	0	493	0	0	74	8	43	0	125	0	0	0	561	73	0	634	0	0	1282
Lights %	93	94	67	0	0	0	0	93	90	100	0	0	0	0	97	100	100	0	0	0	0	0	94	96	0	0	0	0	93
Trucks	1	0	0	0	1	0	0	2	21	0	0	23	0	0	0	0	0	0	0	0	0	0	24	2	0	26	0	0	50
Trucks %	7	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	4
Buses	0	1	1	0	2	0	0	3	27	0	0	30	0	0	2	0	0	0	2	0	0	1	15	1	0	17	0	0	51
Buses %	0	6	33	0	0	0	0	4	6	0	0	0	0	0	3	0	0	0	0	0	0	100	2	1	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.7	0.5	0.38	0.0	0.59	0.25	0.0	0.71	0.77	0.58	0.0	0.81	0.0	0.0	0.73	0.67	0.72	0.0	0.74	0.0	0.0	0.25	0.9	0.86	0.0	0.91	0.0	0.0	0.97

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

AM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

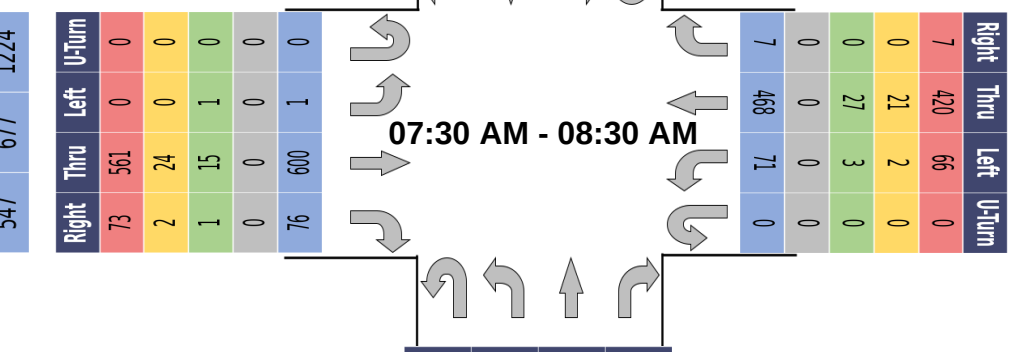
Out	In	Total
15	30	45
0	1	1
1	2	3
0	0	0
16	33	49

N

Right	Thru	Left	U-Turn
2	15	13	0
0	0	1	0
1	1	0	0
0	0	0	0
3	16	14	0

Total	In	Out
1130	634	496
47	26	21
47	17	30
0	0	0
1224	677	547

U-Turn	Left	Thru	Right
0	0	0	0
0	0	1	0
561	24	15	0
73	2	1	0
0	1	600	76



Right	Thru	Left	U-Turn
7	0	0	0
468	0	27	21
71	0	3	2
0	0	0	0
7	420	66	0

Out	In	Total
657	0	15
546	0	30
1203	0	45
25	23	48
617	493	1110

U-Turn	Left	Thru	Right
0	74	8	43
0	0	0	0
0	2	0	0
0	0	0	0
0	76	8	43

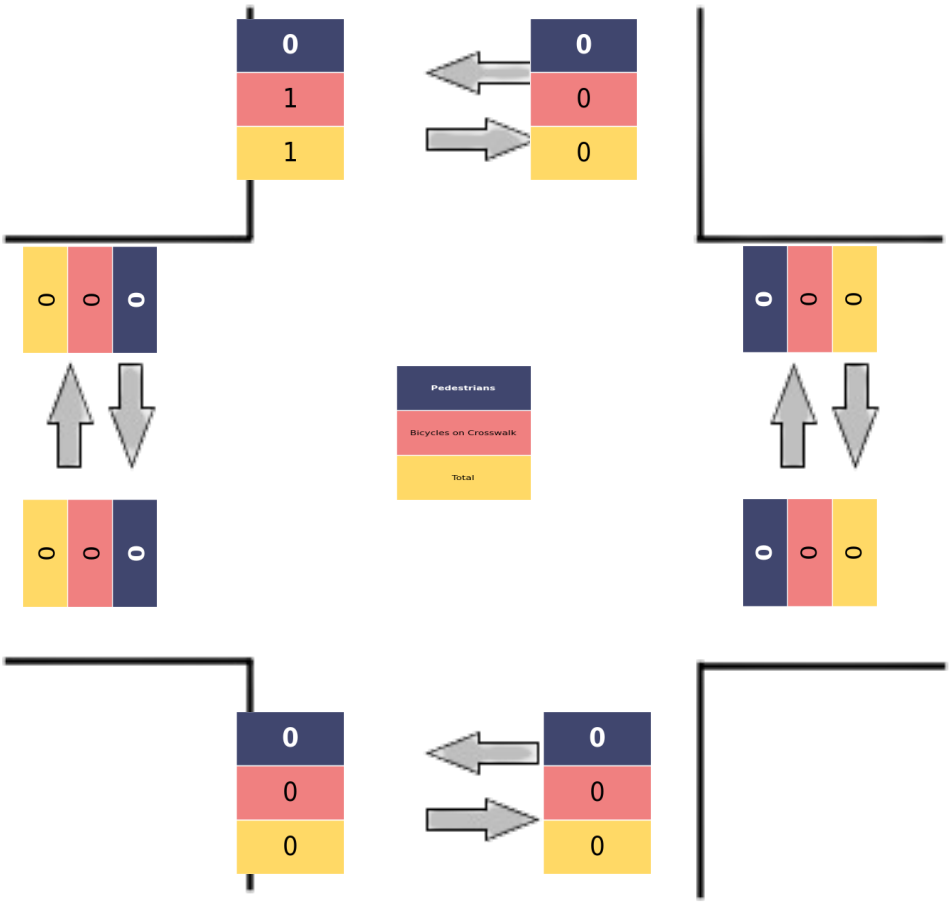
Out	In	Total
154	125	279
4	0	4
5	2	7
0	0	0
163	127	290

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

Peds AM Peak Turning Movement Data Summary





Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

TURNING MOVEMENT PM PEAK HOUR (04:00 PM)

Leg	Wading River Hollow Road							Middle Country Road							Wading River Hollow Road							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:00:00	3	1	0	0	4	0	0	20	195	4	0	219	0	0	33	3	19	0	55	0	0	0	160	18	0	178	0	0	456
16:15:00	0	2	0	0	2	0	0	25	187	3	0	215	0	0	34	6	18	0	58	0	0	0	163	27	0	190	0	0	465
16:30:00	1	3	0	0	4	0	0	17	207	2	0	226	0	0	27	2	26	0	55	0	0	0	137	30	0	167	0	0	452
16:45:00	3	0	0	0	3	0	0	15	206	1	0	222	0	0	30	3	19	0	52	0	0	0	156	31	0	187	0	0	464
Grand Total	7	6	0	0	13	0	0	77	795	10	0	882	0	0	124	14	82	0	220	0	0	0	616	106	0	722	0	0	1837
Approach %	54	46	0	0	100	0	0	9	90	1	0	100	0	0	56	6	37	0	100	0	0	0	85	15	0	100	0	0	400
Total %	0	0	0	0	1	0	0	4	43	1	0	48	0	0	7	1	4	0	12	0	0	0	34	6	0	39	0	0	100
Lights	7	6	0	0	13	0	0	70	758	10	0	838	0	0	123	12	77	0	212	0	0	0	600	102	0	702	0	0	1765
Lights %	100	100	0	0	0	0	0	91	95	100	0	0	0	0	99	86	94	0	0	0	0	0	97	96	0	0	0	0	96
Trucks	0	0	0	0	0	0	0	1	20	0	0	21	0	0	0	1	3	0	4	0	0	0	9	3	0	12	0	0	37
Trucks %	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	7	4	0	0	0	0	0	1	3	0	0	0	0	2
Buses	0	0	0	0	0	0	0	6	16	0	0	22	0	0	1	1	2	0	4	0	0	0	7	1	0	8	0	0	34
Buses %	0	0	0	0	0	0	0	8	2	0	0	0	0	0	1	7	2	0	0	0	0	0	1	1	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.58	0.5	0.0	0.0	0.81	0.0	0.0	0.77	0.96	0.62	0.0	0.98	0.0	0.0	0.91	0.58	0.79	0.0	0.95	0.0	0.0	0.0	0.94	0.85	0.0	0.95	0.0	0.0	0.99

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road

GPS: 40.88721, -72.917871

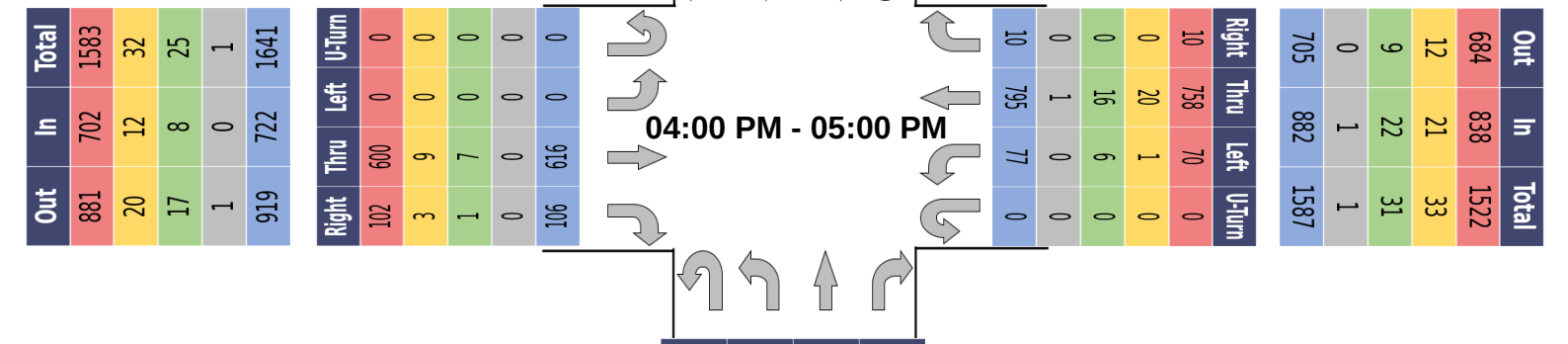
Date: 06-12-2025

PM Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
22	13	35
1	0	1
1	0	1
0	0	0
24	13	37

Right	Thru	Left	U-Turn
0	6	7	0
0	0	0	0
0	0	0	0
0	0	0	0
0	6	7	0



Out	In	Total
881	702	1583
20	12	32
17	8	25
1	0	1
919	722	1641

U-Turn	Left	Thru	Right
0	0	0	0
0	0	0	0
600	9	7	0
102	3	1	0
702	12	8	0

Right	Thru	Left	U-Turn
10	0	0	0
795	1	16	20
77	0	6	1
0	0	0	0
882	1	22	21

Out	In	Total
705	0	9
882	1	22
1587	1	31
684	838	1522
12	21	33

U-Turn	Left	Thru	Right
0	123	12	77
0	0	1	3
0	1	1	2
0	0	0	0
0	124	14	82

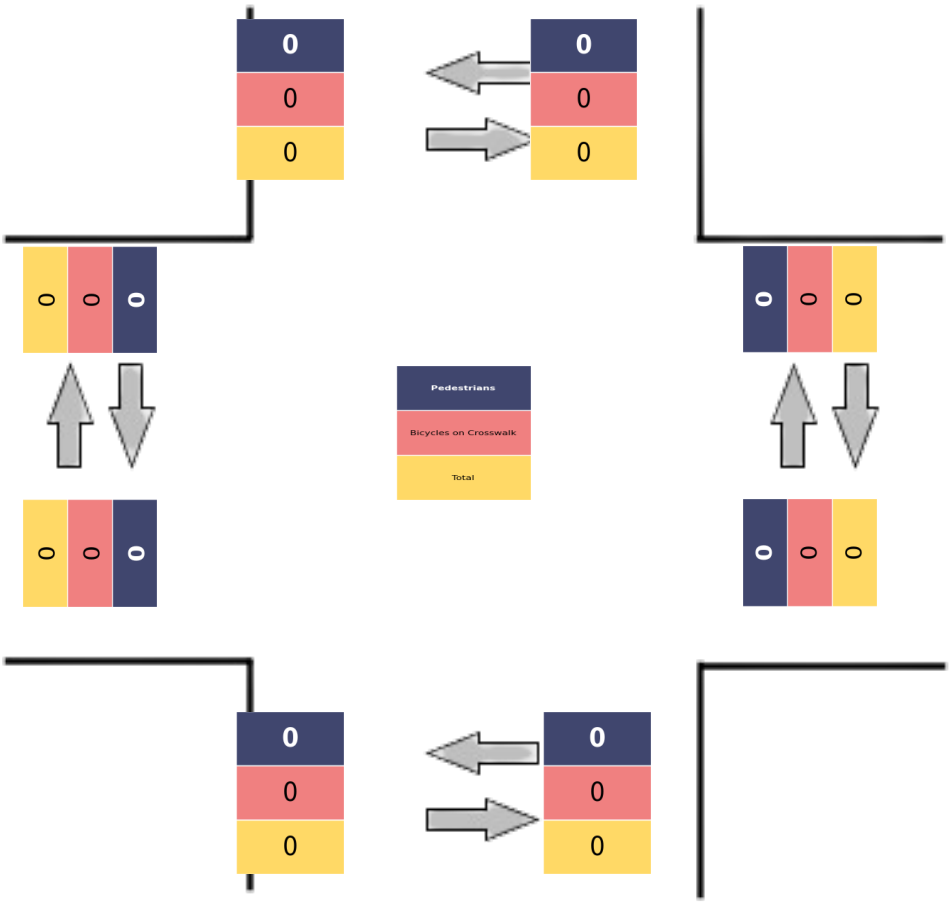
Out	In	Total
178	212	390
4	4	8
7	4	11
0	0	0
189	220	409

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

Peds PM Peak Turning Movement Data Summary





Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

Lights

Leg	Wading River Hollow Road						Middle Country Road						Wading River Hollow Road						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	1	1	0	0	0	0	11	75	1	0	0	0	22	1	9	0	0	0	0	123	11	0	0	0
07:15	3	4	0	0	0	0	9	87	0	0	0	0	12	1	10	0	0	0	0	122	11	0	0	0
07:30	4	7	2	0	0	0	7	102	1	0	0	0	21	2	10	0	0	0	0	136	21	0	0	0
07:45	0	3	0	0	0	0	24	80	3	0	0	0	13	3	7	0	0	0	0	157	19	0	0	0
Hourly Total	8	15	2	0	0	0	51	344	5	0	0	0	68	7	36	0	0	0	0	538	62	0	0	0
08:00	5	4	0	0	0	0	14	125	2	0	0	0	25	2	15	0	0	0	0	115	14	0	0	0
08:15	4	1	0	0	0	0	21	113	1	0	0	0	15	1	11	0	0	0	0	153	19	0	0	0
08:30	3	3	0	0	0	0	8	90	1	0	0	0	18	0	19	0	0	0	0	141	9	0	0	0
08:45	1	1	0	0	0	0	15	93	0	0	0	0	17	1	12	0	0	0	0	118	23	0	0	0
Hourly Total	13	9	0	0	0	0	58	421	4	0	0	0	75	4	57	0	0	0	0	527	65	0	0	0
16:00	3	1	0	0	0	0	18	184	4	0	0	0	32	2	19	0	0	0	0	155	18	0	0	0
16:15	0	2	0	0	0	0	20	174	3	0	0	0	34	5	14	0	0	0	0	160	26	0	0	0
16:30	1	3	0	0	0	0	17	202	2	0	0	0	27	2	25	0	0	0	0	133	29	0	0	0
16:45	3	0	0	0	0	0	15	198	1	0	0	0	30	3	19	0	0	0	0	152	29	0	0	0
Hourly Total	7	6	0	0	0	0	70	758	10	0	0	0	123	12	77	0	0	0	0	600	102	0	0	0
17:00	4	3	0	0	0	0	16	181	1	0	0	0	38	1	20	0	0	0	0	149	15	0	0	0
17:15	1	0	0	0	0	0	14	202	3	0	0	0	39	3	9	0	0	0	1	147	39	0	0	0
17:30	1	1	1	0	0	0	16	192	2	0	0	0	38	3	12	0	0	0	0	131	28	0	0	0
17:45	1	0	0	0	0	0	11	148	5	0	0	0	28	6	18	0	0	0	1	130	22	0	0	0
Hourly Total	7	4	1	0	0	0	57	723	11	0	0	0	143	13	59	0	0	0	2	557	104	0	0	0
18:00	2	2	0	0	0	0	16	146	2	0	0	0	21	2	6	0	0	0	0	163	26	0	0	0
18:15	5	3	0	0	0	0	10	137	1	0	0	0	19	4	15	0	0	0	1	133	26	0	0	0
18:30	2	1	1	0	0	0	11	134	1	0	0	0	22	2	16	0	0	0	1	120	33	0	0	0
18:45	3	2	1	0	0	0	12	118	1	0	0	0	26	2	12	0	0	0	0	112	28	0	0	0
Hourly Total	12	8	2	0	0	0	49	535	5	0	0	0	88	10	49	0	0	0	2	528	113	0	0	0
Total	47	42	5	0	0	0	285	2781	35	0	0	0	497	46	278	0	0	0	4	2750	446	0	0	0



Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

Trucks

Leg	Wading River Hollow Road						Middle Country Road						Wading River Hollow Road						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0
07:15	0	0	0	0	0	0	0	11	0	0	0	0	0	0	1	0	0	0	0	7	1	0	0	0
07:30	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
07:45	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
Hourly Total	1	0	0	0	0	0	1	22	0	0	0	0	0	0	1	0	0	0	0	27	3	0	0	0
08:00	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0
08:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
08:30	0	0	0	0	0	0	0	11	0	0	0	0	0	0	1	0	0	0	0	8	1	0	0	0
08:45	0	0	0	0	0	0	1	4	0	0	0	0	1	0	2	0	0	0	0	6	1	0	0	0
Hourly Total	0	0	0	0	0	0	2	27	0	0	0	0	1	0	3	0	0	0	0	20	4	0	0	0
16:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
16:15	0	0	0	0	0	0	1	6	0	0	0	0	0	1	2	0	0	0	0	1	1	0	0	0
16:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0
Hourly Total	0	0	0	0	0	0	1	20	0	0	0	0	0	1	3	0	0	0	0	9	3	0	0	0
17:00	0	1	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0
17:15	0	0	0	0	0	0	1	3	0	0	0	0	0	0	2	0	0	0	0	3	2	0	0	0
17:30	0	0	0	0	0	0	1	5	0	0	0	0	1	1	1	0	0	0	0	1	1	0	0	0
17:45	0	0	0	0	0	0	0	5	0	0	0	0	1	0	2	0	0	0	0	2	0	0	0	0
Hourly Total	0	1	0	0	0	0	3	17	0	0	0	0	2	1	5	0	0	0	0	11	4	0	0	0
18:00	0	0	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:30	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	1	0	0	0	1	9	0	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0
Total	1	1	1	0	0	0	8	95	0	0	0	0	3	3	12	0	0	0	0	71	14	0	0	0



Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

Buses

Leg	Wading River Hollow Road						Middle Country Road						Wading River Hollow Road						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	3	0	0	0	0	8	0	2	0	0	0	0	4	0	0	0	0
07:15	0	0	1	0	0	0	0	6	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0
07:30	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	1	5	1	0	0	0
07:45	0	0	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	1	2	0	0	0	1	14	0	0	0	0	10	0	2	0	0	0	1	16	1	0	0	0
08:00	0	0	0	0	0	0	1	15	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0
08:15	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
08:30	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0
08:45	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	3	1	0	0	0
Hourly Total	0	1	1	0	0	0	2	26	0	0	0	0	2	0	0	0	0	0	1	18	1	0	0	0
16:00	0	0	0	0	0	0	2	2	0	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0
16:15	0	0	0	0	0	0	4	7	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
Hourly Total	0	0	0	0	0	0	6	16	0	0	0	0	1	1	2	0	0	0	0	7	1	0	0	0
17:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
17:15	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	8	0	0	0	0	2	0	0	0	0	0	0	3	3	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	0	2	3	0	0	0	9	66	0	0	0	0	15	1	4	0	0	0	2	46	6	0	0	0

Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road

GPS: 40.88721, -72.917871

Date: 06-12-2025

Bicycles on Road

Leg	Wading River Hollow Road						Middle Country Road						Wading River Hollow Road						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

SUMMARY	
Project	NELSON&POPE-MIDDLE; ISLAND 2025
Project Code	25N&P04;
Site Name	7- Middle Country Road (NYS Route 25) at Wading River Hollow Road- SAT
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	11:00
End Time	13:45
Location	7- Middle Country Road (NYS Route 25) at Wading Ri
Latitude and Longitude	(40.88721, -72.917871)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK	**06-14-2025 12:15:00**	**06-14-2025 13:15:00**	**0.95**
Forced Peak AM			
Forced Peak PM			





Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

TURNING MOVEMENT DATA

Leg	Wading River Hollow Road							Middle Country Road							Wading River Hollow Road							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
11:00	1	2	0	0	3	0	0	12	120	1	0	133	0	0	16	0	16	0	32	0	0	1	113	21	0	135	0	0	303
11:15	1	1	0	0	2	0	0	14	113	1	0	128	0	0	27	0	11	0	38	0	0	0	104	22	0	126	0	0	294
11:30	2	2	0	0	4	0	0	12	113	1	0	126	0	0	19	0	10	0	29	0	0	0	131	9	0	140	0	0	299
11:45	2	0	0	0	2	0	0	4	137	1	0	142	0	0	19	0	15	0	34	0	0	0	117	24	0	141	0	0	319
Hourly Total	6	5	0	0	11	0	0	42	483	4	0	529	0	0	81	0	52	0	133	0	0	1	465	76	0	542	0	0	1215
12:00	2	1	0	0	3	0	0	11	128	1	0	140	0	0	16	2	10	0	28	0	0	0	108	13	0	121	0	0	292
12:15	0	1	0	0	1	0	0	16	153	0	0	169	0	0	17	0	14	0	31	0	0	0	129	21	0	150	0	0	351
12:30	1	1	0	0	2	0	0	12	118	0	0	130	0	0	21	1	14	0	36	0	0	0	139	20	0	159	0	0	327
12:45	0	1	0	0	1	0	0	7	154	3	0	164	0	0	27	1	10	0	38	0	0	0	128	15	0	143	0	0	346
Hourly Total	3	4	0	0	7	0	0	46	553	4	0	603	0	0	81	4	48	0	133	0	0	0	504	69	0	573	0	0	1316
13:00	2	1	0	0	3	0	0	12	114	2	0	128	0	0	13	1	10	0	24	0	0	0	125	27	0	152	0	0	307
13:15	2	2	1	0	5	0	0	12	143	4	0	159	0	0	23	2	5	0	30	0	0	1	125	16	0	142	2	0	336
13:30	1	1	0	0	2	0	0	7	139	1	0	147	0	0	14	2	12	0	28	0	0	0	122	19	0	141	0	0	318
13:45	3	0	1	0	4	0	0	8	129	1	0	138	0	0	17	2	17	0	36	0	0	1	129	16	0	146	0	0	324
Hourly Total	8	4	2	0	14	0	0	39	525	8	0	572	0	0	67	7	44	0	118	0	0	2	501	78	0	581	2	0	1285
Grand Total	17	13	2	0	32	0	0	127	1561	16	0	1704	0	0	229	11	144	0	384	0	0	3	1470	223	0	1696	2	0	3816
Approach %	53	40	6	0	100	0	0	7	91	0	0	100	0	0	59	2	37	0	100	0	0	0	86	13	0	100	0	0	400
Total %	0	0	0	0	0	0	0	3	40	0	0	44	0	0	6	0	3	0	10	0	0	0	38	5	0	44	0	0	100
Lights	17	12	2	0	31	0	0	126	1537	16	0	1679	0	0	224	11	143	0	378	0	0	3	1442	222	0	1667	0	0	3755
Lights %	100	92	100	0	0	0	0	99	98	100	0	0	0	0	97	100	99	0	0	0	0	100	98	99	0	0	0	0	98
Trucks	0	1	0	0	1	0	0	1	20	0	0	21	0	0	3	0	1	0	4	0	0	0	22	1	0	23	0	0	49
Trucks %	0	7	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Buses	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	10
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

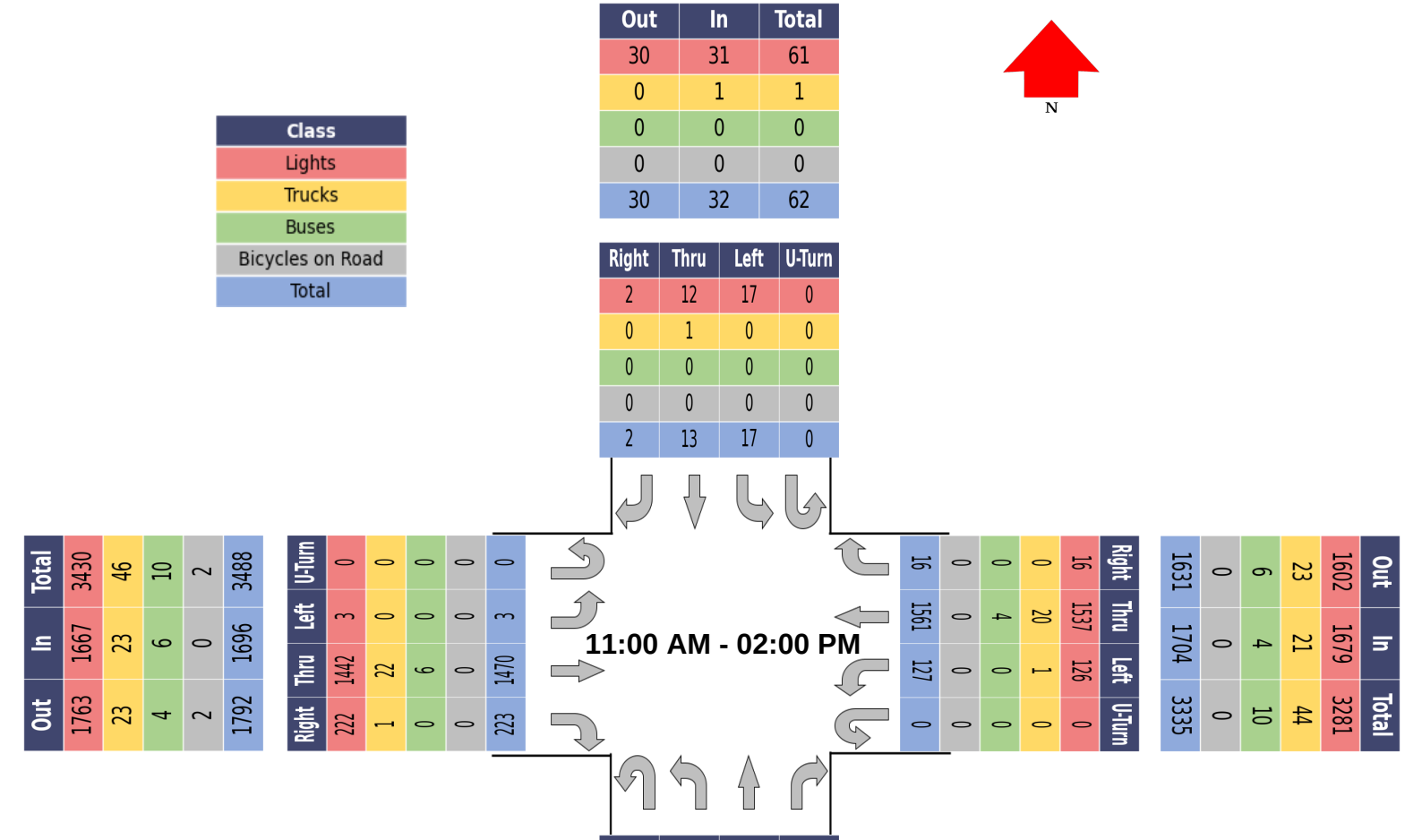
Date: 06-14-2025

Turning Movement Data

Class
Lights
Trucks
Buses
Bicycles on Road
Total

Out	In	Total
30	31	61
0	1	1
0	0	0
0	0	0
30	32	62

Right	Thru	Left	U-Turn
2	12	17	0
0	1	0	0
0	0	0	0
0	0	0	0
2	13	17	0



Total	3430	46	10	2	3488
In	1667	23	6	0	1696
Out	1763	23	4	2	1792

U-Turn	0	0	0	0	0
Left	3	0	0	0	3
Thru	1442	22	6	0	1470
Right	222	1	0	0	223

16	0	0	0	16	Right
1561	0	4	20	1537	Thru
127	0	0	1	126	Left
0	0	0	0	0	U-Turn

1631	0	6	23	1602	Out
1704	0	4	21	1679	In
3335	0	10	44	3281	Total

U-Turn	Left	Thru	Right
0	224	11	143
0	3	0	1
0	0	0	0
0	2	0	0
0	229	11	144

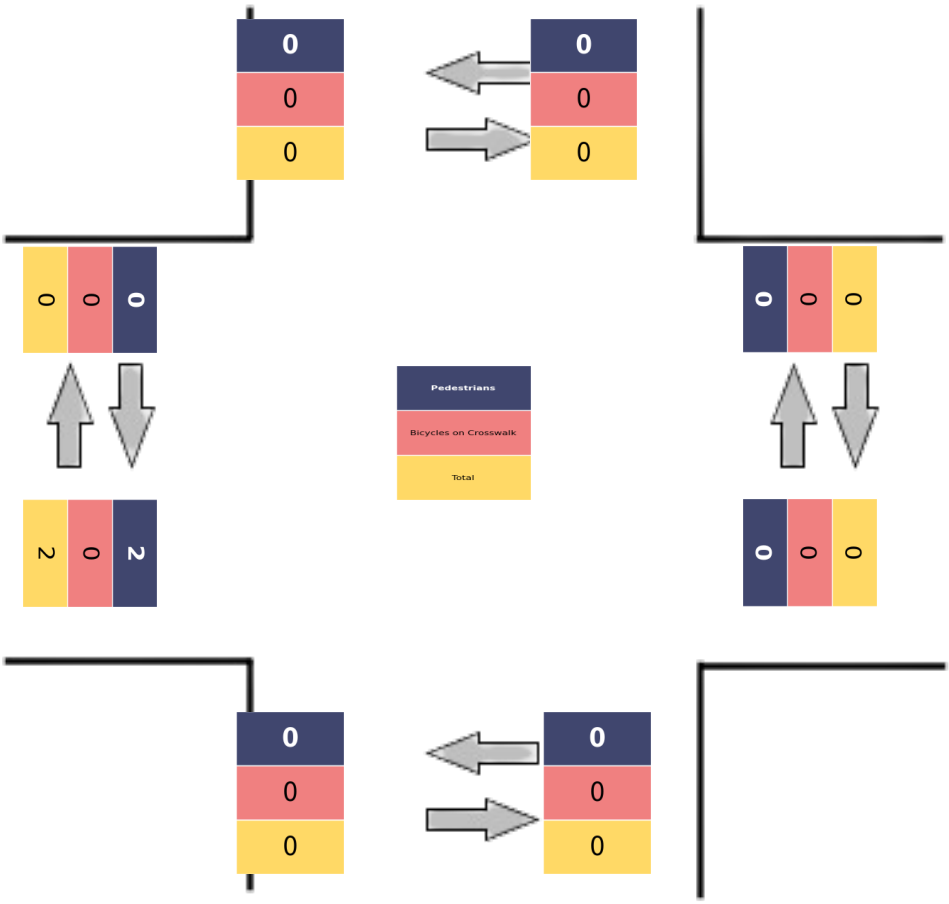
Out	In	Total
360	378	738
3	4	7
0	0	0
0	2	2
363	384	747

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

Peds Turning Movement Data





Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

TURNING MOVEMENT MID PEAK HOUR (12:15 PM)

Leg	Wading River Hollow Road							Middle Country Road							Wading River Hollow Road							Middle Country Road							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
12:15:00	0	1	0	0	1	0	0	16	153	0	0	169	0	0	17	0	14	0	31	0	0	0	129	21	0	150	0	0	351
12:30:00	1	1	0	0	2	0	0	12	118	0	0	130	0	0	21	1	14	0	36	0	0	0	139	20	0	159	0	0	327
12:45:00	0	1	0	0	1	0	0	7	154	3	0	164	0	0	27	1	10	0	38	0	0	0	128	15	0	143	0	0	346
13:00:00	2	1	0	0	3	0	0	12	114	2	0	128	0	0	13	1	10	0	24	0	0	0	125	27	0	152	0	0	307
Grand Total	3	4	0	0	7	0	0	47	539	5	0	591	0	0	78	3	48	0	129	0	0	0	521	83	0	604	0	0	1331
Approach %	43	57	0	0	100	0	0	8	91	1	0	100	0	0	60	2	37	0	100	0	0	0	86	14	0	100	0	0	400
Total %	0	0	0	0	1	0	0	4	40	0	0	44	0	0	6	0	4	0	10	0	0	0	39	6	0	45	0	0	100
Lights	3	4	0	0	7	0	0	46	531	5	0	582	0	0	76	3	47	0	126	0	0	0	511	83	0	594	0	0	1309
Lights %	100	100	0	0	0	0	0	98	99	100	0	0	0	0	97	100	98	0	0	0	0	0	98	100	0	0	0	0	98
Trucks	0	0	0	0	0	0	0	1	7	0	0	8	0	0	2	0	1	0	3	0	0	0	9	0	0	9	0	0	20
Trucks %	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	2	0	0	0	0	0	2	0	0	0	0	0	2
Buses	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.38	1.0	0.0	0.0	0.58	0.0	0.0	0.73	0.88	0.42	0.0	0.87	0.0	0.0	0.72	0.75	0.86	0.0	0.85	0.0	0.0	0.0	0.94	0.77	0.0	0.95	0.0	0.0	0.95

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

Mid Peak Turning Movement Data Summary

Class
Lights
Trucks
Buses
Bicycles on Road
Total

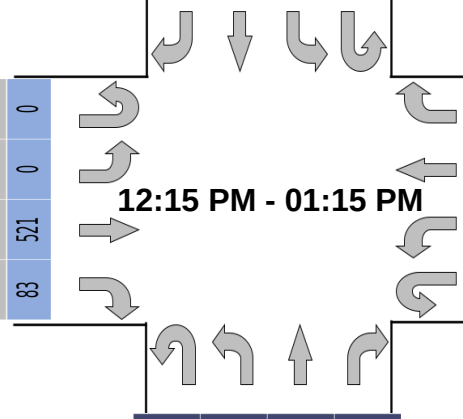
Out	In	Total
8	7	15
0	0	0
0	0	0
0	0	0
8	7	15

N

Right	Thru	Left	U-Turn
0	4	3	0
0	0	0	0
0	0	0	0
0	0	0	0
0	4	3	0

Total	1201	18	2	0	1221
In	594	9	1	0	604
Out	607	9	1	0	617

U-Turn	0	0	0	0	0
Left	0	0	0	0	0
Thru	511	6	1	0	521
Right	83	0	0	0	83



Right	5	0	0	0	5
Thru	539	0	1	7	531
Left	47	0	0	1	46
U-Turn	0	0	0	0	0

Out	572	0	1	10	561
In	591	0	1	8	582
Total	1163	0	2	18	1143

U-Turn	Left	Thru	Right
0	76	3	47
0	2	0	1
0	0	0	0
0	0	0	0
0	78	3	48

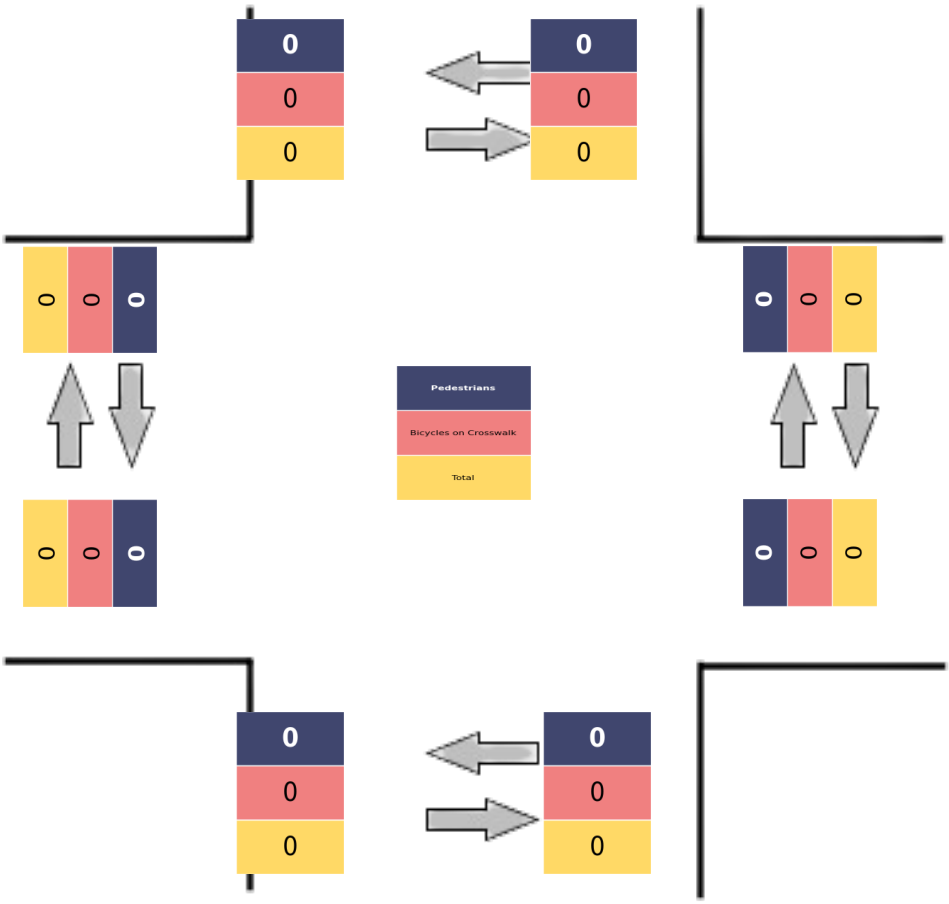
Out	In	Total
133	126	259
1	3	4
0	0	0
0	0	0
134	129	263

Site: 7- Middle Country Road (NYS Route 25) at Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

Peds Mid Peak Turning Movement Data Summary



Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

Lights

Leg	Wading River Hollow Road						Middle Country Road						Wading River Hollow Road						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	1	2	0	0	0	0	12	116	1	0	0	0	16	0	16	0	0	0	1	110	20	0	0	0
11:15	1	1	0	0	0	0	14	110	1	0	0	0	27	0	11	0	0	0	0	102	22	0	0	0
11:30	2	2	0	0	0	0	12	111	1	0	0	0	19	0	10	0	0	0	0	129	9	0	0	0
11:45	2	0	0	0	0	0	4	137	1	0	0	0	19	0	15	0	0	0	0	113	24	0	0	0
Hourly Total	6	5	0	0	0	0	42	474	4	0	0	0	81	0	52	0	0	0	1	454	75	0	0	0
12:00	2	1	0	0	0	0	11	126	1	0	0	0	14	2	10	0	0	0	0	108	13	0	0	0
12:15	0	1	0	0	0	0	15	149	0	0	0	0	17	0	14	0	0	0	0	125	21	0	0	0
12:30	1	1	0	0	0	0	12	116	0	0	0	0	20	1	13	0	0	0	0	137	20	0	0	0
12:45	0	1	0	0	0	0	7	153	3	0	0	0	26	1	10	0	0	0	0	125	15	0	0	0
Hourly Total	3	4	0	0	0	0	45	544	4	0	0	0	77	4	47	0	0	0	0	495	69	0	0	0
13:00	2	1	0	0	0	0	12	113	2	0	0	0	13	1	10	0	0	0	0	124	27	0	0	0
13:15	2	1	1	0	0	0	12	141	4	0	0	0	22	2	5	0	0	0	1	121	16	0	0	0
13:30	1	1	0	0	0	0	7	138	1	0	0	0	14	2	12	0	0	0	0	121	19	0	0	0
13:45	3	0	1	0	0	0	8	127	1	0	0	0	17	2	17	0	0	0	1	127	16	0	0	0
Hourly Total	8	3	2	0	0	0	39	519	8	0	0	0	66	7	44	0	0	0	2	493	78	0	0	0
Total	17	12	2	0	0	0	126	1537	16	0	0	0	224	11	143	0	0	0	3	1442	222	0	0	0

Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

Trucks

Leg	Wading River Hollow Road						Middle Country Road						Wading River Hollow Road						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0
11:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0
12:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0
12:45	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	8	0	0	0	0	2	0	1	0	0	0	0	8	0	0	0	0
13:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:15	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0
Total	0	1	0	0	0	0	1	20	0	0	0	0	3	0	1	0	0	0	0	22	1	0	0	0

Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

Buses

Leg	Wading River Hollow Road						Middle Country Road						Wading River Hollow Road						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Total	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0

Site: 7- Middle Country Road (NYS Route 25) at
Wading River Hollow Road- SAT

GPS: 40.88721, -72.917871

Date: 06-14-2025

Bicycles on Road

Leg	Wading River Hollow Road						Middle Country Road						Wading River Hollow Road						Middle Country Road					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE: SIGNALIZED INTERSECTIONS

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents at an intersection. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road. The portion of the total delay attributed to the control facility is called the control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Control delay may also be referred to as signal delay for signalized intersections.

Level of service criteria for signalized intersections is determined in terms of the average control delay per vehicle. The following average control delays are used to determine approach levels of service:

Level of Service A	[10.0 seconds per vehicle
Level of Service B	> 10.0 and [20.0 seconds per vehicle
Level of Service C	> 20.0 and [35.0 seconds per vehicle
Level of Service D	> 35.0 and [55.0 seconds per vehicle
Level of Service E	> 55.0 and [80.0 seconds per vehicle
Level of Service F	> 80.0 seconds per vehicle

Level of Service A describes operations with very low control delay. This occurs when progression is extremely favorable; most vehicles arrive during the green phase and do not stop at all. Short traffic signal cycles may contribute to low delay.

Level of Service B generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.

Level of Service C has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

Level of Service D At this level, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume-to-capacity ratios. The proportion of stopping vehicles increases. Individual cycle failures are noticeable.

Level of Service E is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures occur frequently.

Level of Service F is considered unacceptable to most drivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

LEVEL OF SERVICE: TWO WAY STOP CONTROLLED INTERSECTIONS

The quality of traffic service at a two-way stop controlled, or "TWSC," intersection is measured according to the level of service and capacity of individual legs. The level of service ranges from LOS A to LOS F, just as with signalized intersections.

The right of way at the TWSC intersection is controlled by stop signs on two opposing legs of an intersection (on one leg of a "T"-type intersection). The capacity of a controlled leg is based on the distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during conditions with ideal geometry and in the absence of incidents, control, and traffic. This program only quantifies that portion of the total delay attributed to traffic control measures, either traffic signals or stop signs. This delay is called control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. Average control delay for any particular minor movement is a function of the approach and the degree of saturation.

The expectation is that TWSC intersections are designed to carry smaller traffic volumes than signalized intersections. Therefore, the delay threshold times are lower for the same LOS grades. The following average control delays are used to determine approach levels of service:

Level of Service A	[10 seconds per vehicle
Level of Service B	> 10 and [15 seconds per vehicle
Level of Service C	> 15 and [25 seconds per vehicle
Level of Service D	> 25 and [35 seconds per vehicle
Level of Service E	> 35 and [50 seconds per vehicle
Level of Service F	> 50 seconds per vehicle

APPENDIX C

ITE TRIP GENERATION

BRESLIN LAND USE - ITE TRIP GENERATION TABLE

Step - 1

ITE Trip Generation - Gross Trips

LAND USE	TYPE	TOTAL UNITS/ SQUARE FOOT/ SEATS	ITE TRIP GEN LAND USE CODE	PEAK HOUR TRIPS								
				AM PEAK			PM PEAK			SATURDAY MIDDAY PEAK		
				ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL
Residential	Multi-family	147 units	LUC-220 Mutifamily Housing (Low-Rise)	15	49	64	48	30	78	27	45	72
	Senior Housing	148 units	LUC-252 Senior Adult Housing - Multifamily	10	18	28	21	16	37	26	23	49
Commercial Retail	Retail Space	104,000 GSF	LUC-821 Shopping Plaza (40-150k)	103	62	165	243	252	495	319	295	614
	Restaurant	7,518 GSF	LUC-932 High-Turnover (Sit-Down) Restaurant	37	30	67	42	27	69	43	40	83
	Restaurant w/ Drive Thru	4,560 GSF	LUC-934 Fast Food Restaurant without Drive-Through Window	77	75	152	75	69	144	118	113	231
Civic/Community Use	-	1,000 GSF	LUC-495 Recreational Community Center	12	6	18	3	4	7	1	0	1
TOTAL TRIPS				254	240	494	432	398	830	534	516	1050

Step - 2

ITE Trip Generation After Accounting for Internal Capture

LAND USE	TYPE	TOTAL UNITS/ SQUARE FOOT/ SEATS	ITE TRIP GEN LAND USE CODE	PEAK HOUR TRIPS								
				AM PEAK			PM PEAK			SATURDAY MIDDAY PEAK		
				ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL
Residential	Multi-family/ Senior Housing	147 units/148 units	LUC-220 Mutifamily Housing (Low-Rise) / LUC-252 Senior Adult Housing - Multifamily	23	53	76	25	17	42	21	25	46
Commercial Retail	Retail Space	104,000 GSF	LUC-821 Shopping Plaza (40-150k)	94	53	147	184	185	369	227	223	450
	Restaurant	7,518 GSF/4,560 GSF	LUC-932 High-Turnover (Sit-Down) Restaurant / LUC-934 Fast Food Restaurant without Drive-Through Window	93	96	189	72	45	117	100	81	181
Civic/Community Use	-	1,000 GSF	LUC-495 Recreational Community Center	12	6	18	1	1	2	-1	0	-1
TOTAL TRIPS				222	208	430	282	248	530	347	329	676

Step - 3

ITE Trip Generation After Accounting for Pass-by Credits

LAND USE	TYPE	TOTAL UNITS/ SQUARE FOOT/ SEATS	ITE TRIP GEN LAND USE CODE	PEAK HOUR TRIPS								
				AM PEAK			PM PEAK			SATURDAY MIDDAY PEAK		
				ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL
Residential	Multi-family/ Senior Housing	147 units/148 units	LUC-220 Mutifamily Housing (Low-Rise) / LUC-252 Senior Adult Housing - Multifamily	23	53	76	25	17	42	21	25	46
Commercial Retail	Retail Space	104,000 GSF	LUC-821 Shopping Plaza (40-150k)	75	43	118	122	122	244	168	165	333
	Restaurant	7,518 GSF	LUC-932 High-Turnover (Sit-Down) Restaurant	24	22	46	15	7	22	20	16	36
	Restaurant w/ Drive Thru	4,560 GSF	LUC-934 Fast Food Restaurant without Drive-Through Window	32	35	67	23	16	39	55	45	100
Civic/Community Use	-	1,000 GSF	LUC-495 Recreational Community Center	12	6	18	1	1	2	1	0	1
TOTAL TRIPS				166	159	325	186	163	349	265	251	516

ITE Pass by Credits: LUC 820 Shopping Center - 34% for weekday PM, 26% for Saturday Midday
LUC 932 - High Turnover Restaurant - 43% for Weekday PM Period
LUC 934 - Fast Food Restaurant w/ Drive-Through Window- 49% for Weekday AM Period
LUC 934 - Fast Food Restaurant w/ Drive-Through Window- 50% for Weekday PM Period

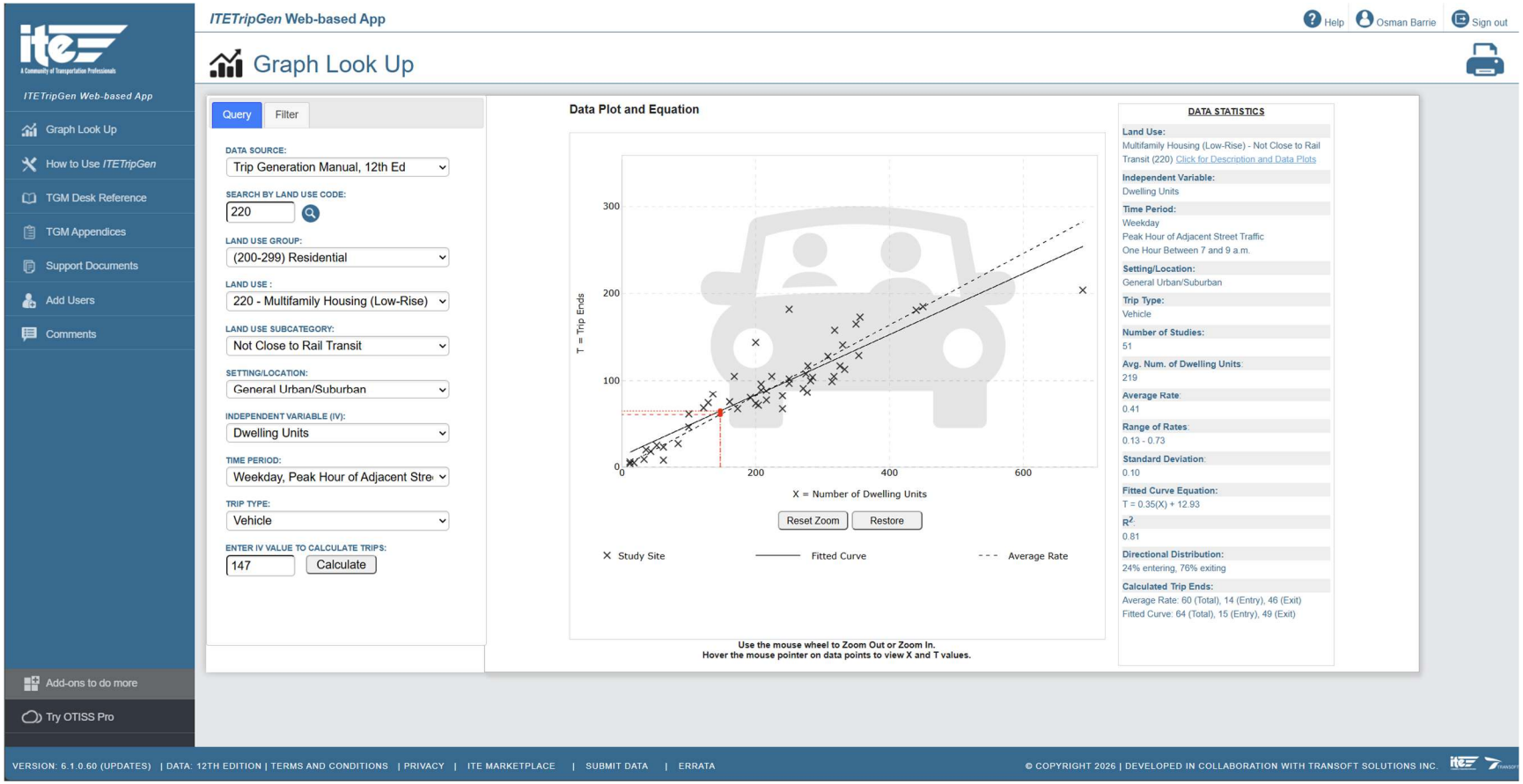
Note: ITE does not provide pass-by percentages for weekday AM for retail. Therefore, it was assumed that the pass-by credit would be 20% for the weekday AM period.
ITE does not provide pass-by percentages for weekday AM or Saturday periods for restaurants. Therefore, it was assumed that the pass-by credit would be 20% for the weekday AM period and 25% for the Saturday midday period.
ITE does not provide pass-by percentages for Saturday midday period for fast-food restaurants w/ drive through window. Therefore, it was assumed that the pass-by credit would be 25% for the Saturday midday period.

Step - 4

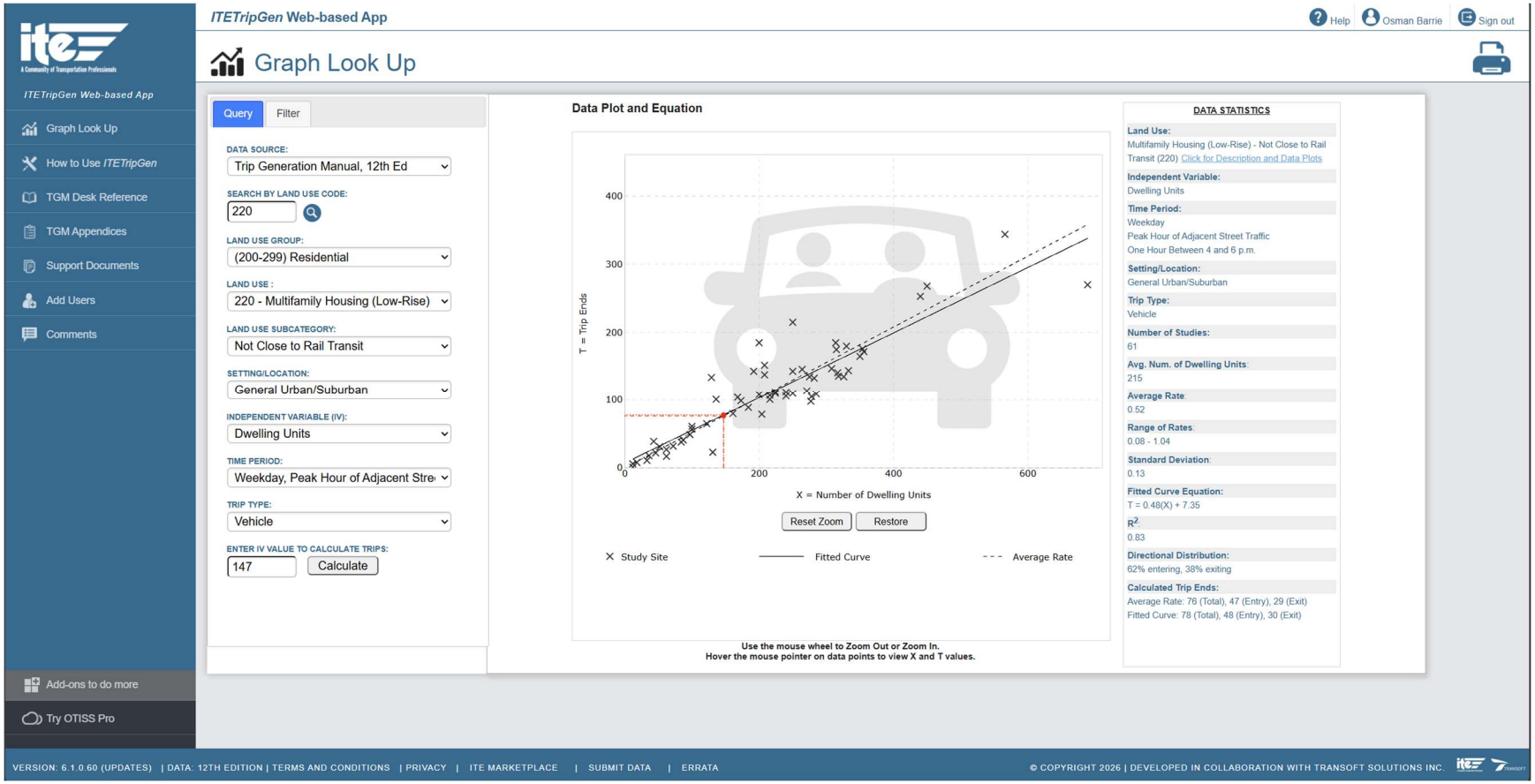
ITE Trip Generation - Final Trips

LAND USE	TYPE	TOTAL UNITS/ SQUARE FOOT/ SEATS	ITE TRIP GEN LAND USE CODE	PEAK HOUR TRIPS								
				AM PEAK			PM PEAK			SATURDAY MIDDAY PEAK		
				ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL
Residential	Multi-family/ Senior Housing	147 units/148 units	LUC-220 Mutifamily Housing (Low-Rise) / LUC-252 Senior Adult Housing - Multifamily	23	53	76	25	17	42	21	25	46
Commercial Retail	Retail Space	104,000 GSF	LUC-821 Shopping Plaza (40-150k)	75	43	118	122	122	244	168	165	333
	Restaurant	7,518 GSF	LUC-932 High-Turnover (Sit-Down) Restaurant	24	22	46	15	7	22	20	16	36
	Restaurant w/ Drive Thru	4,560 GSF	LUC-934 Fast Food Restaurant without Drive-Through Window	32	35	67	23	16	39	55	45	100
Civic/Community Use	-	1,000 GSF	LUC-495 Recreational Community Center	12	6	18	1	1	2	1	0	1
TOTAL TRIPS				166	159	325	186	163	349	265	251	516

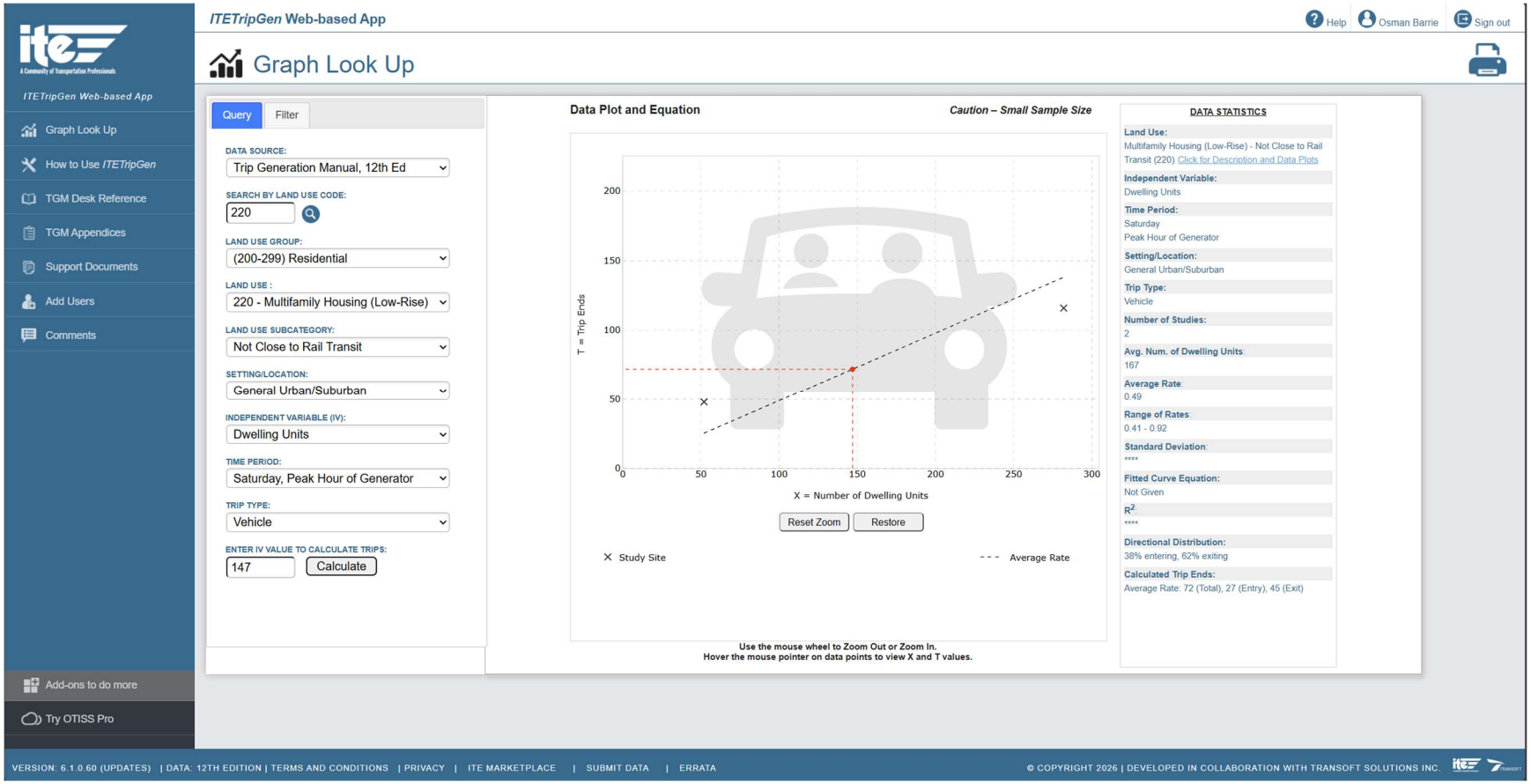
ITE TRIP GENERATION OF AM PEAK HOUR (147-Units Multifamily Residential)



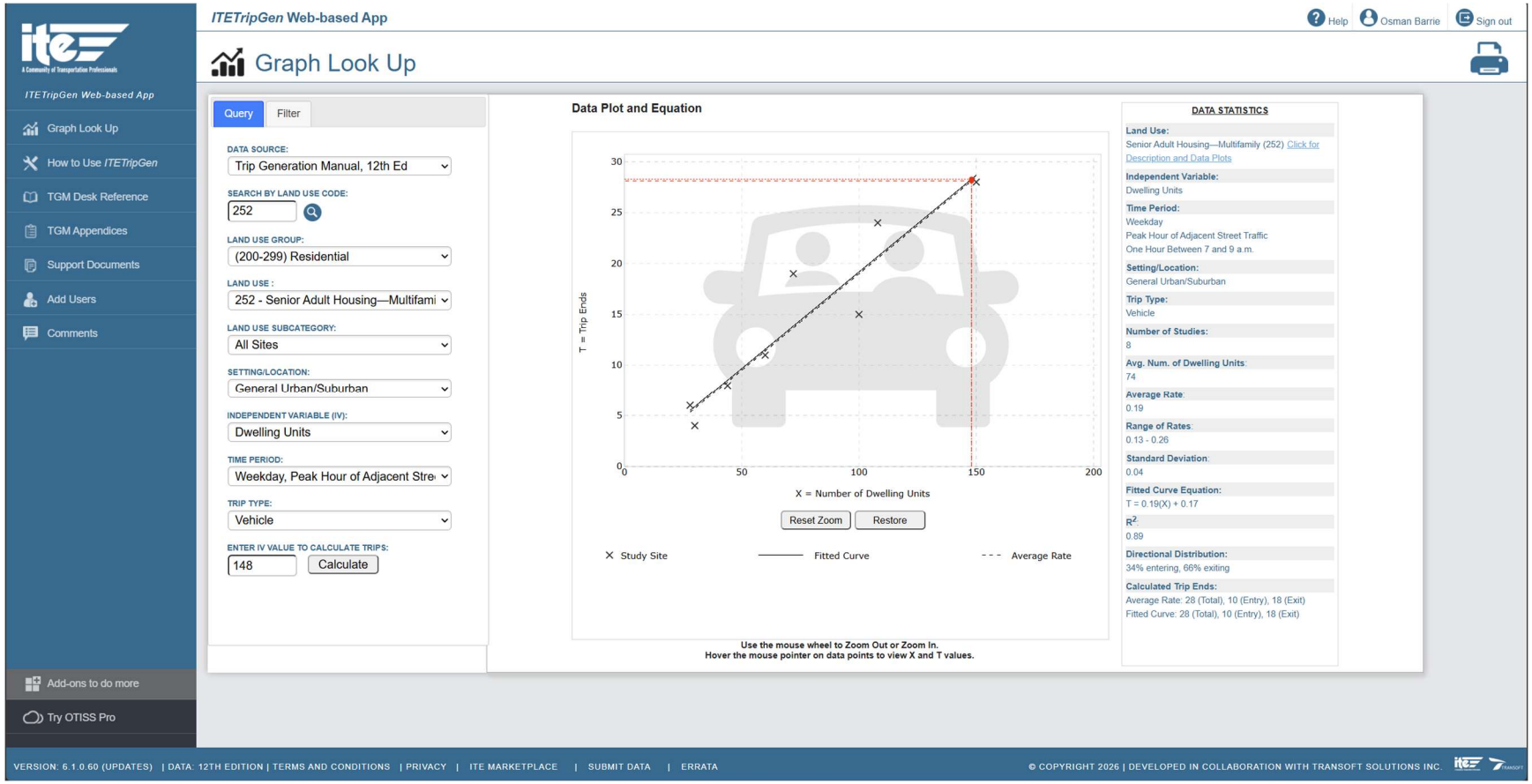
ITE TRIP GENERATION OF PM PEAK HOUR (147-Units Multifamily Residential)



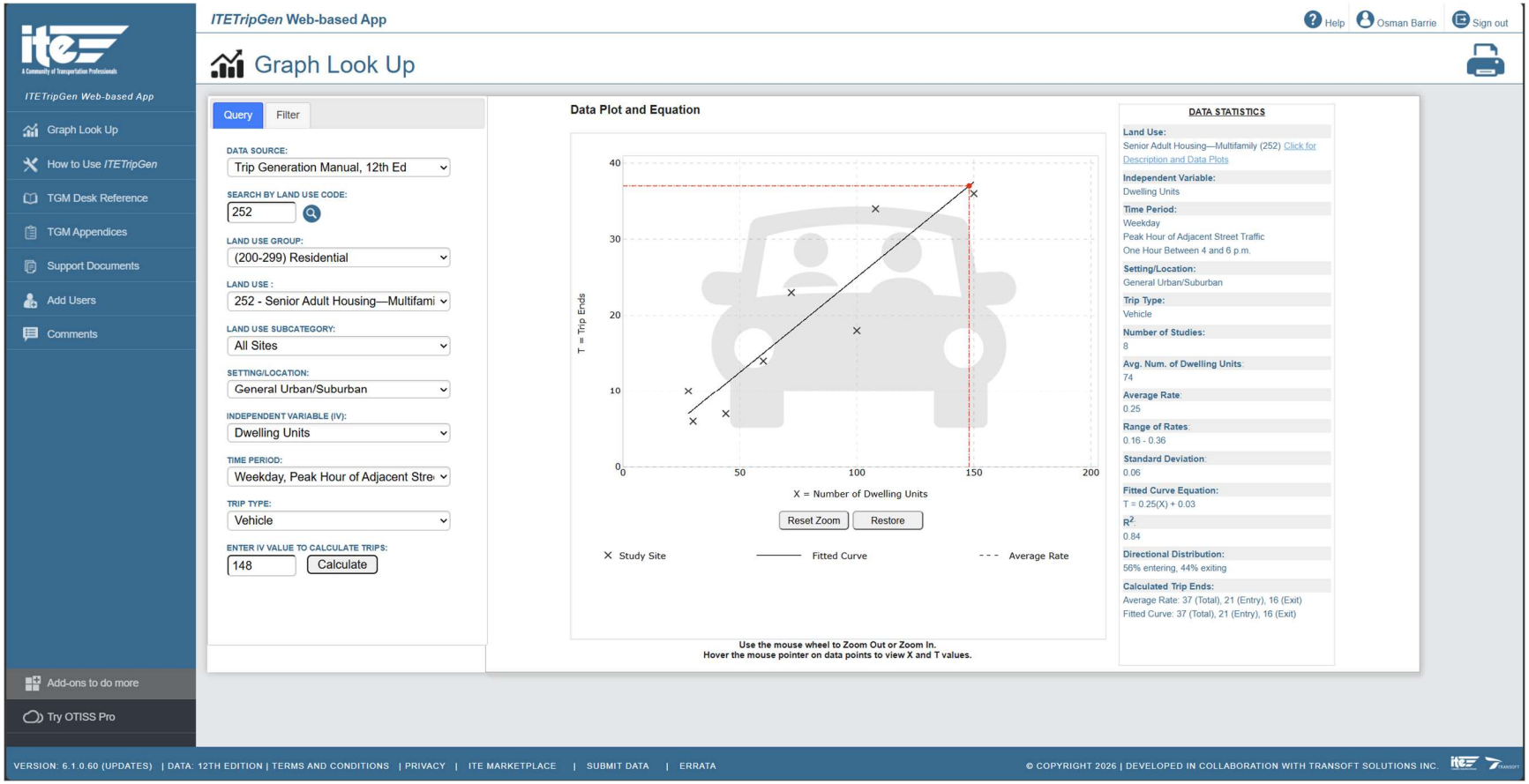
ITE TRIP GENERATION OF SAT MIDDAY PEAK HOUR (147-Units Multifamily Residential)



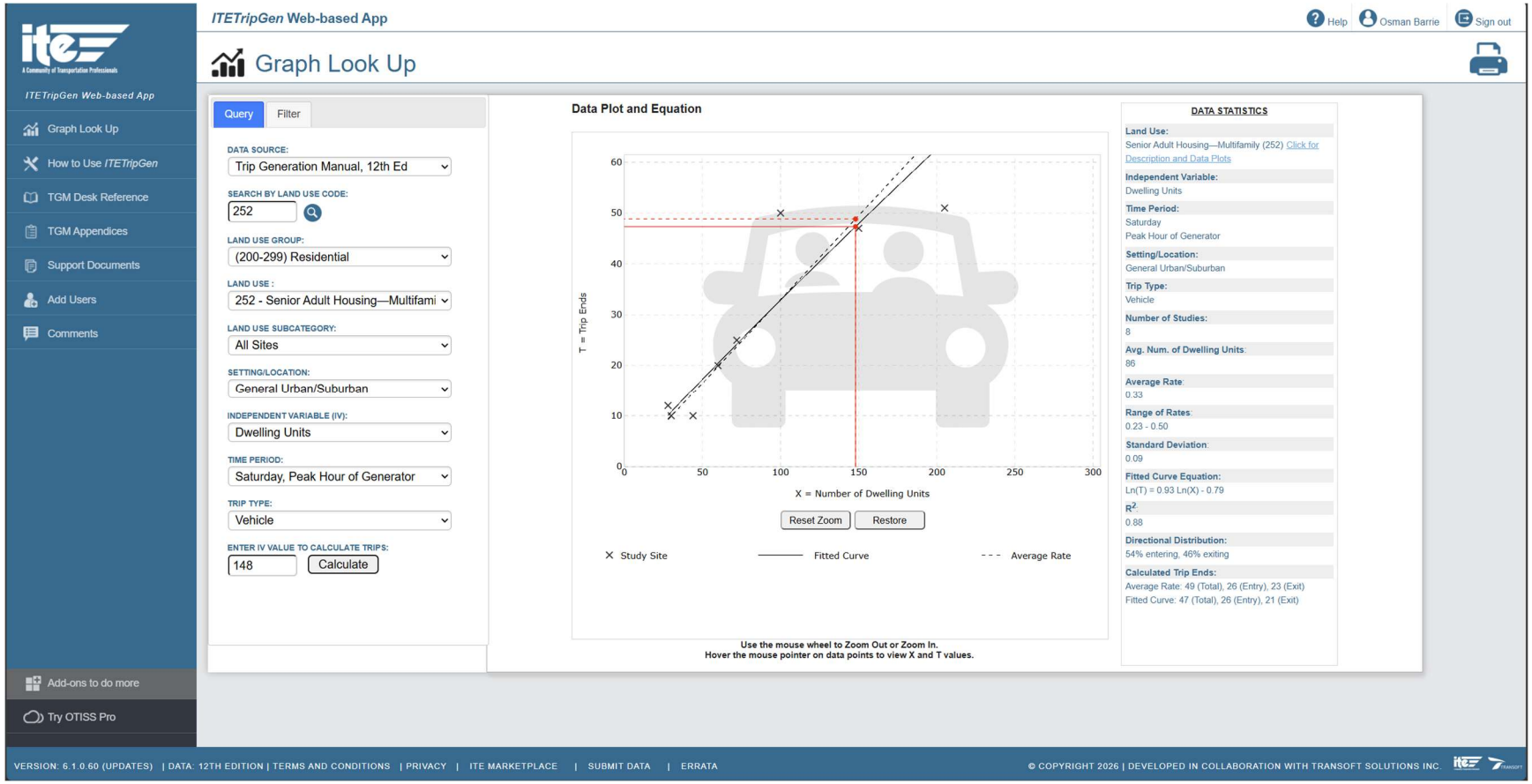
ITE TRIP GENERATION OF AM PEAK HOUR (148-Units Senior Housing Residential)



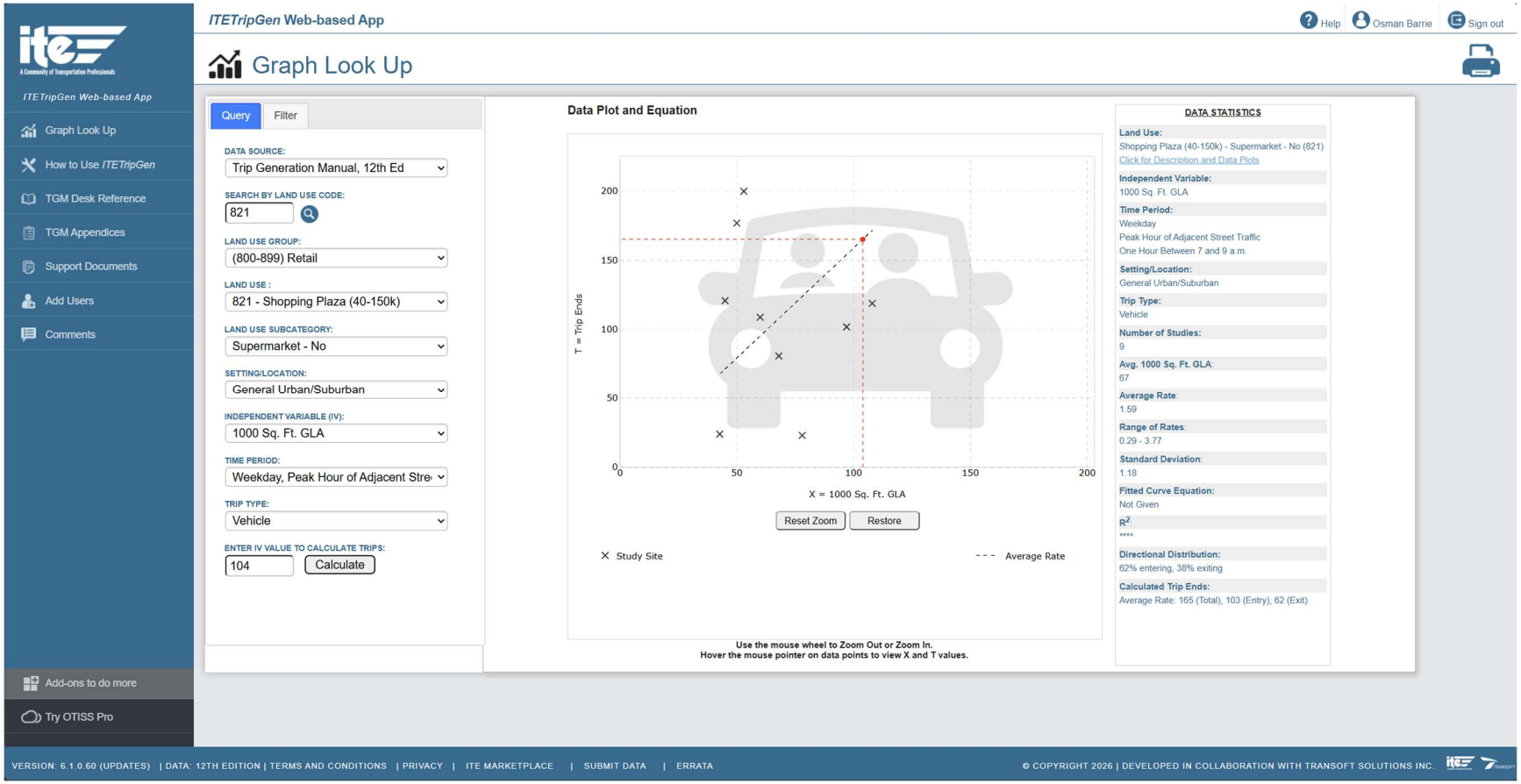
ITE TRIP GENERATION OF PM PEAK HOUR (148-Units Senior Housing Residential)



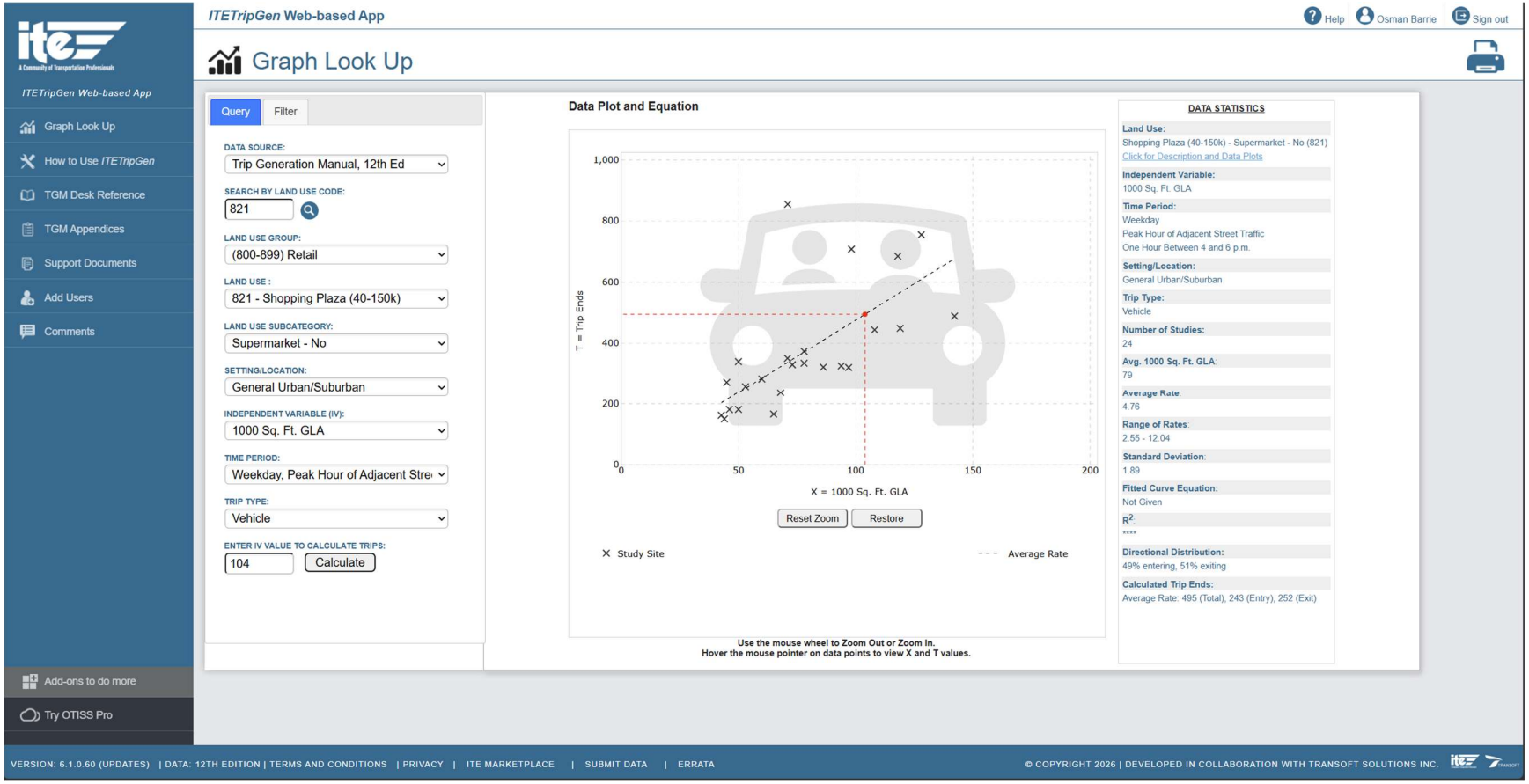
ITE TRIP GENERATION OF SAT PEAK HOUR (148-Units Senior Housing Residential)



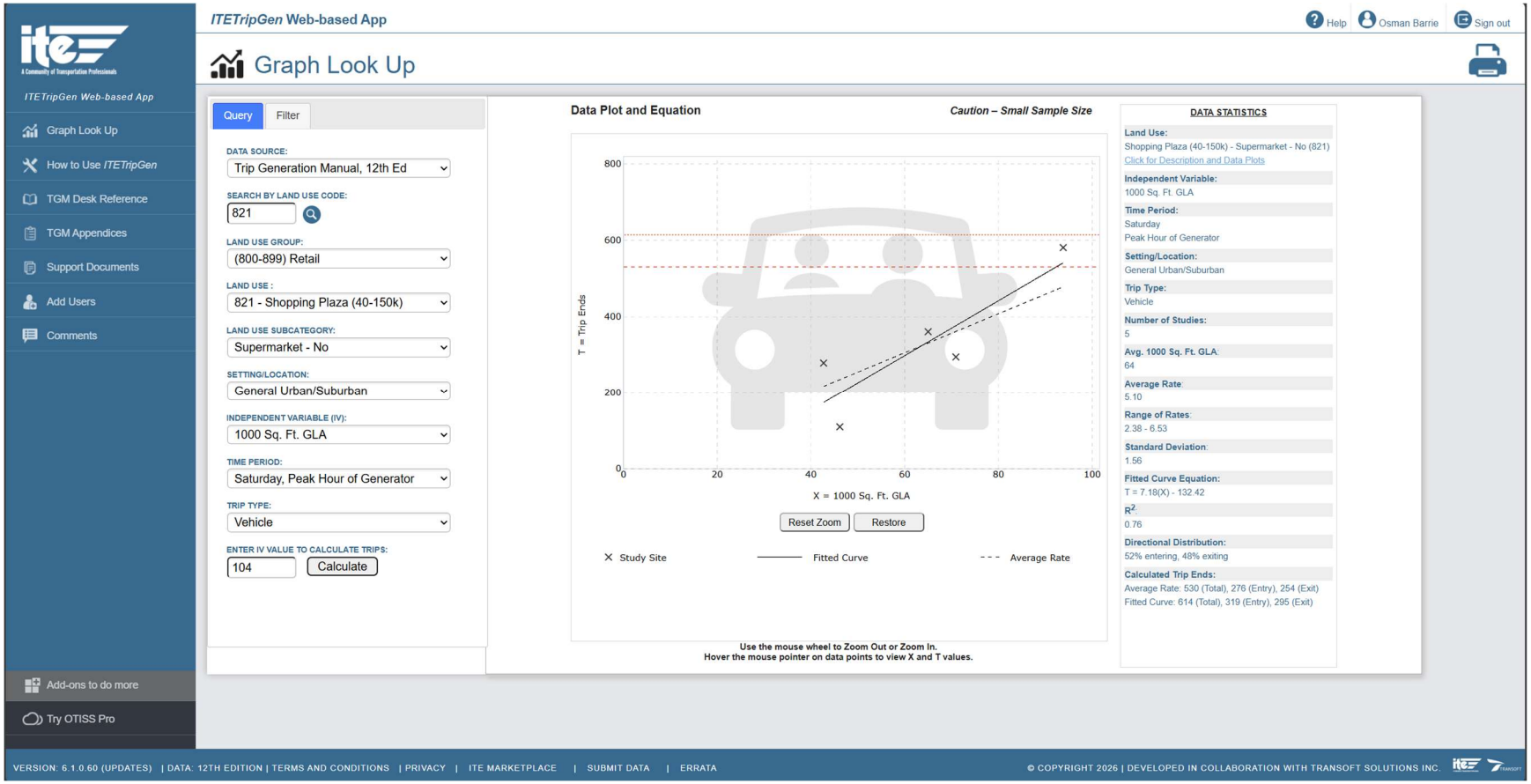
ITE TRIP GENERATION OF AM PEAK HOUR (104,000 SF Retail Space)



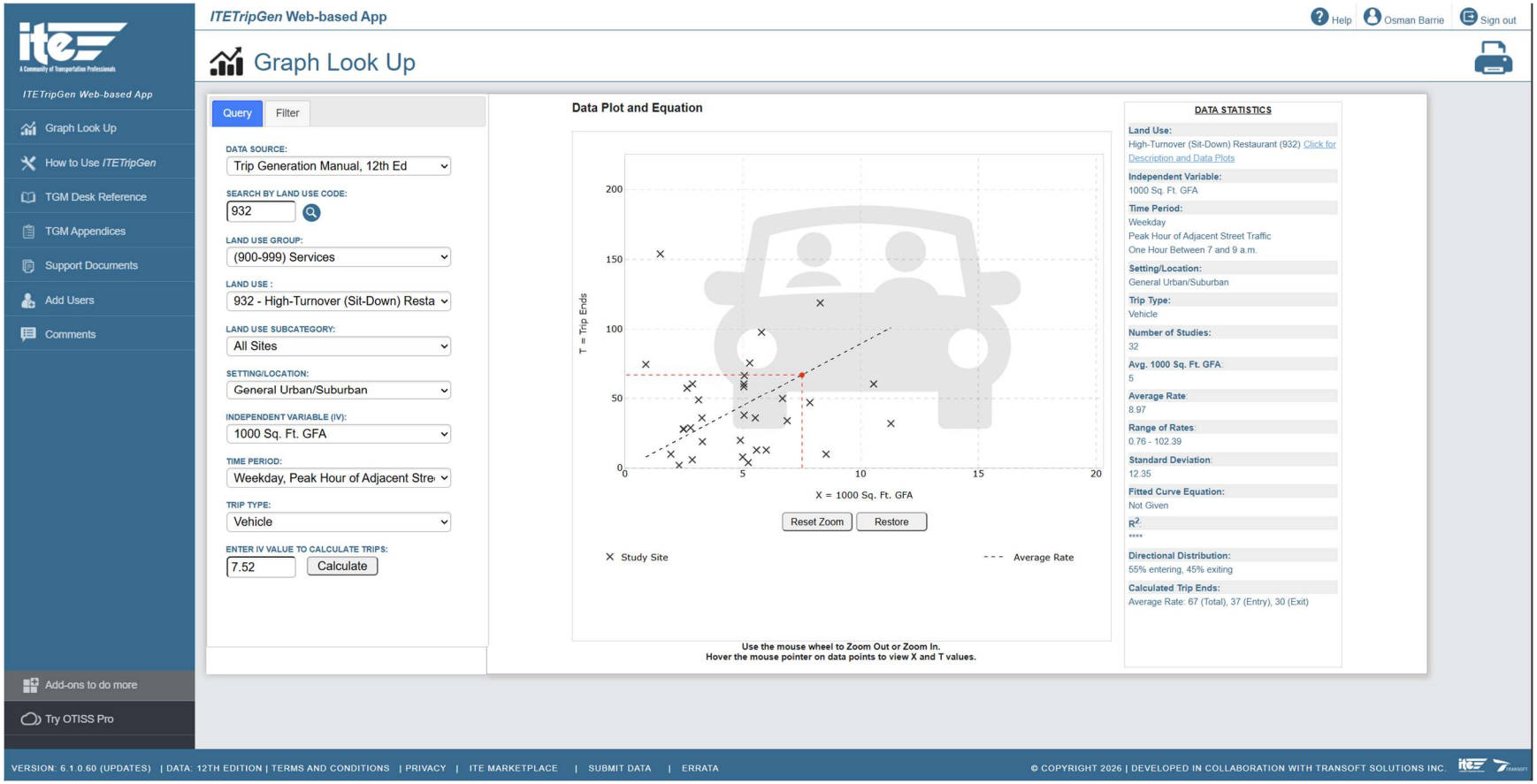
ITE TRIP GENERATION OF PM PEAK HOUR (104,000 SF Retail Space)



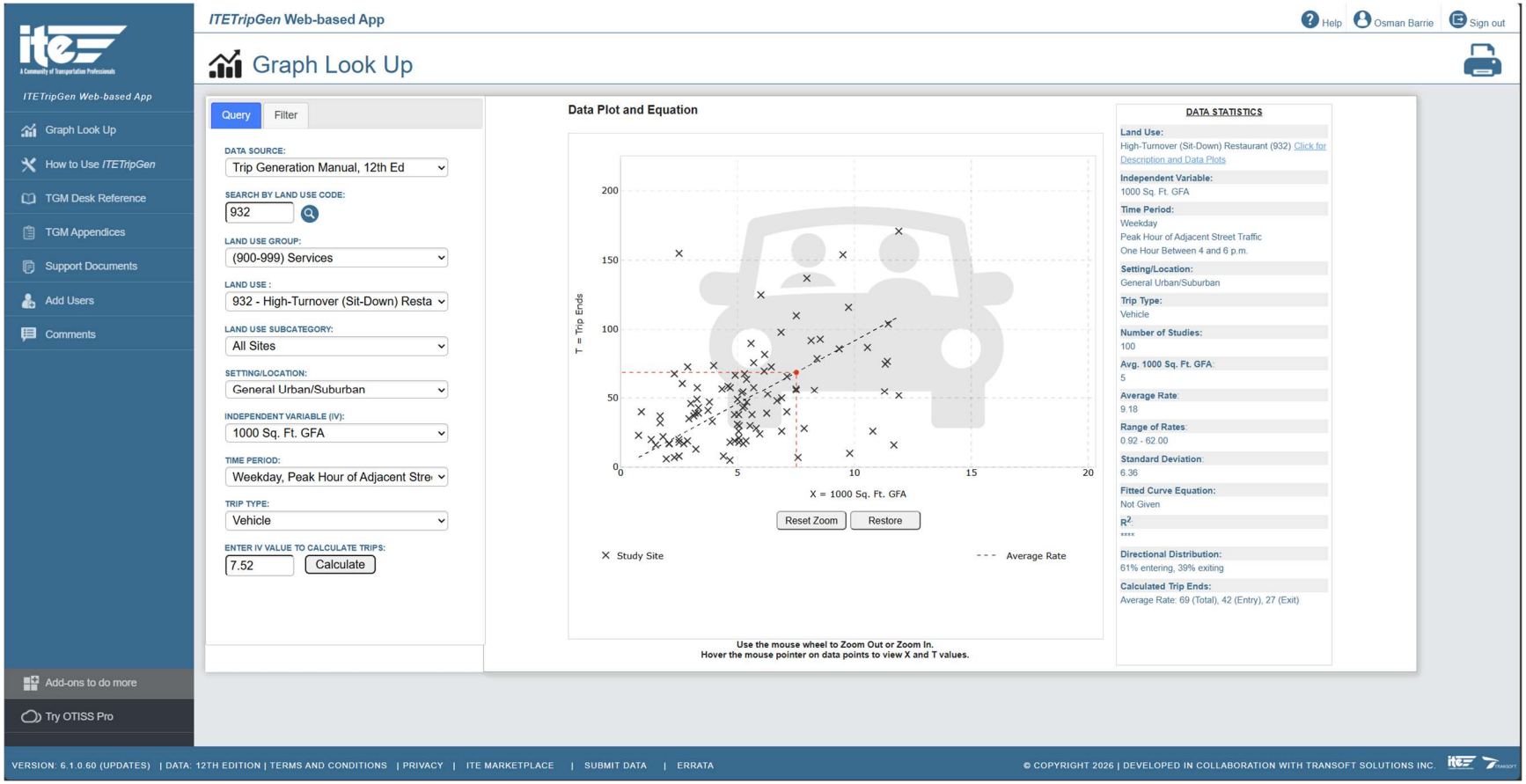
ITE TRIP GENERATION OF SAT MIDDAY PEAK HOUR (104,000 SF Retail Space)



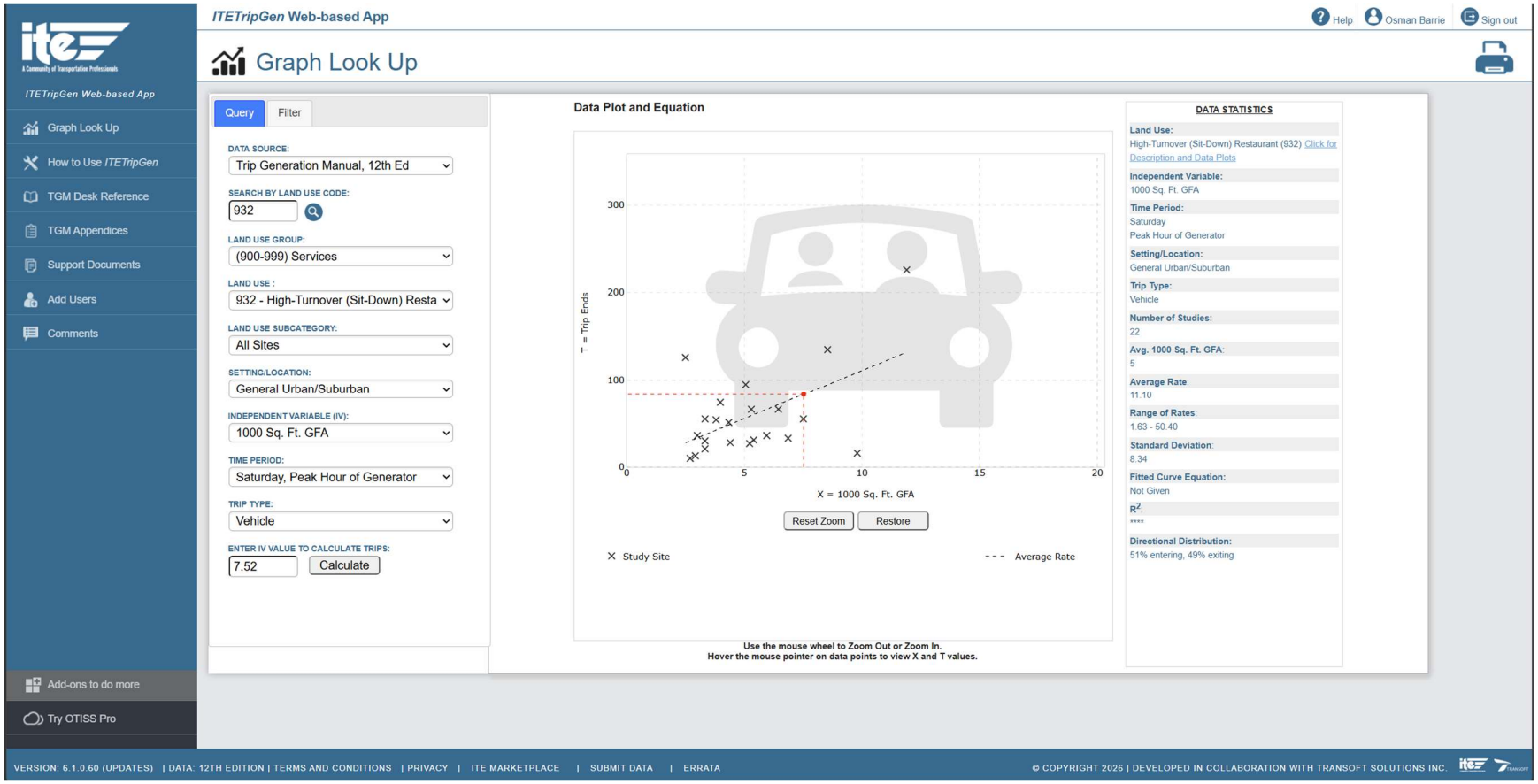
ITE TRIP GENERATION OF AM PEAK HOUR (7,518 SF Sit-Down Restaurant)



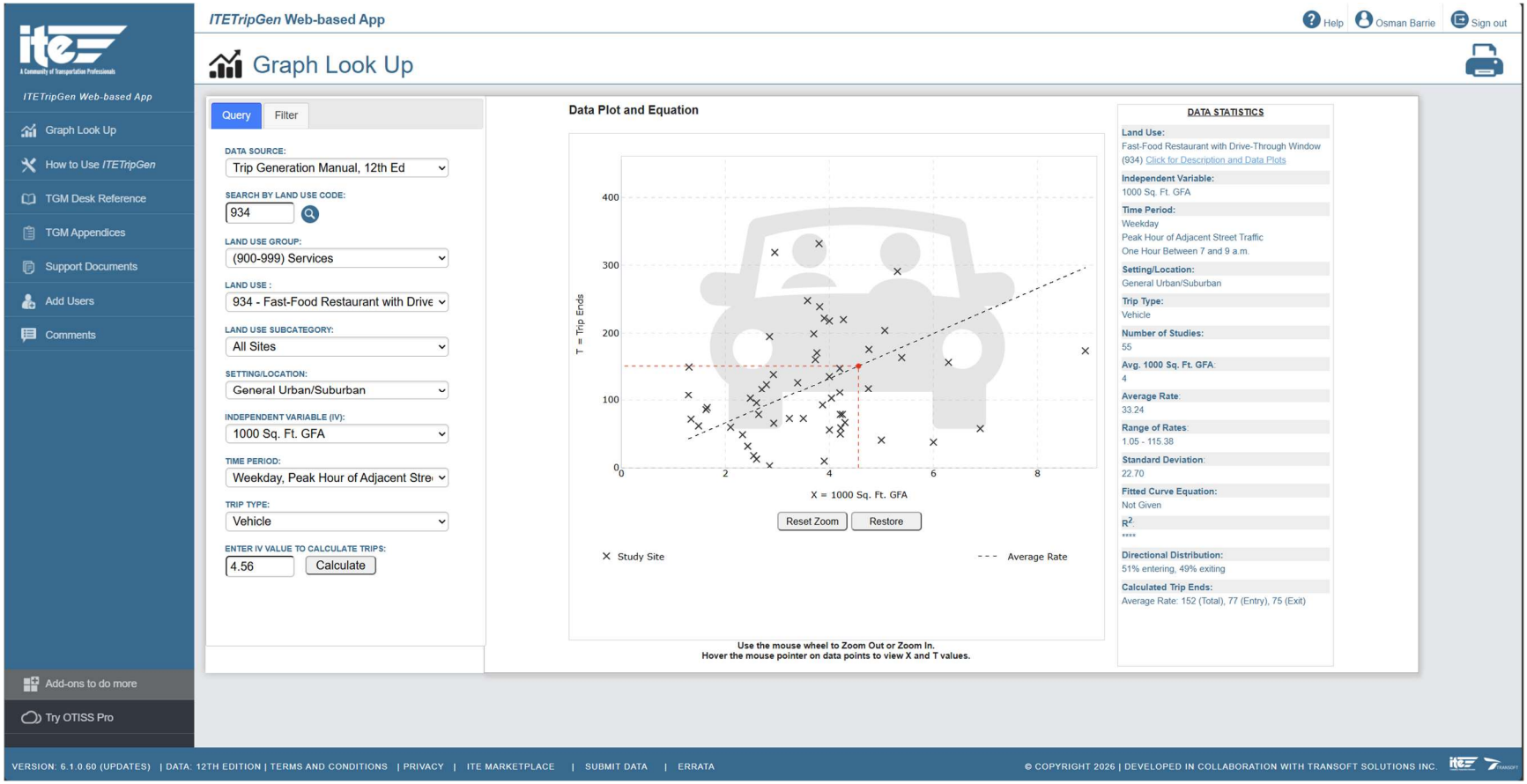
ITE TRIP GENERATION OF PM PEAK HOUR (7,518 SF Sit-Down Restaurant)



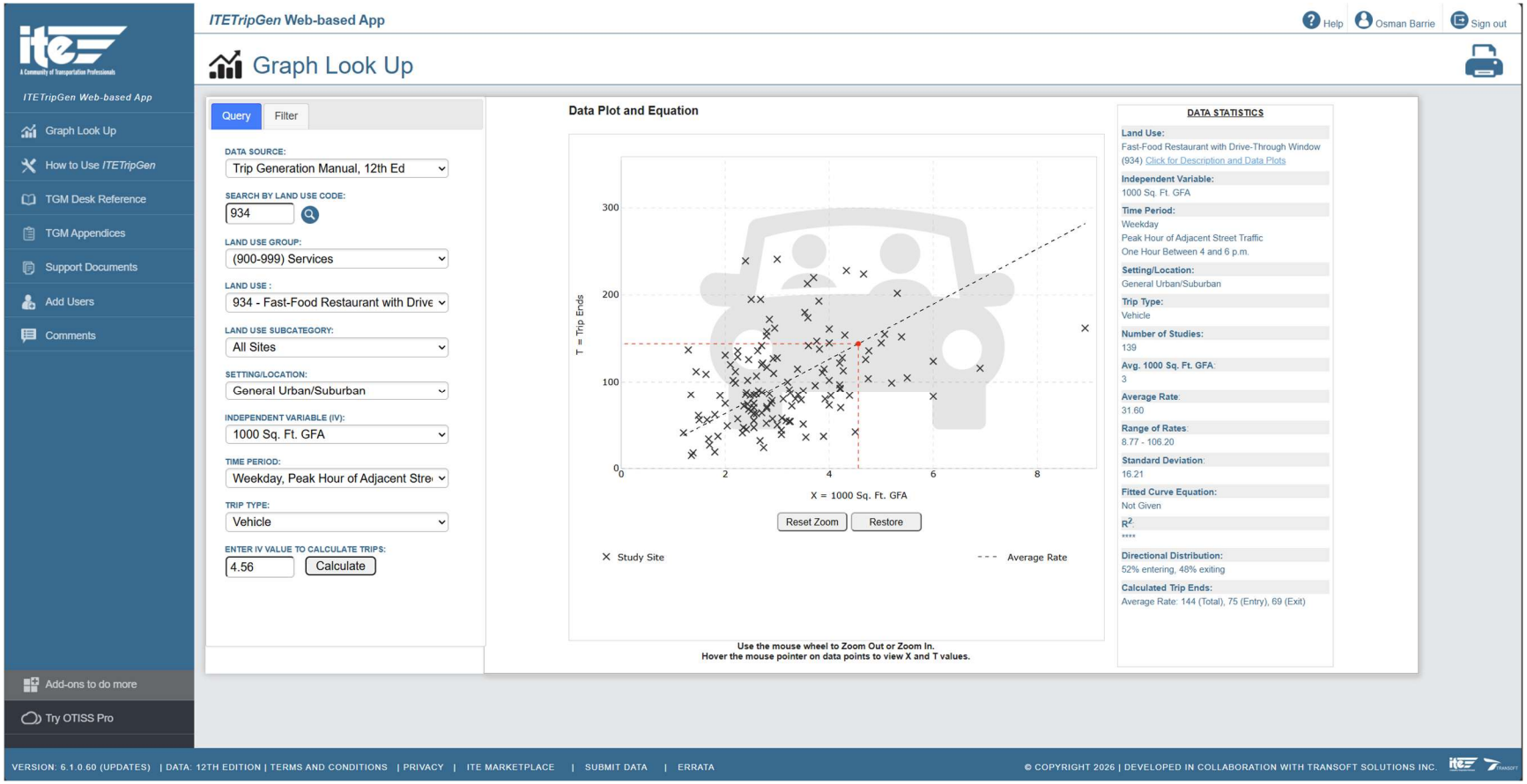
ITE TRIP GENERATION OF SAT MIDDAY PEAK HOUR (7,518 SF Sit-Down Restaurant)



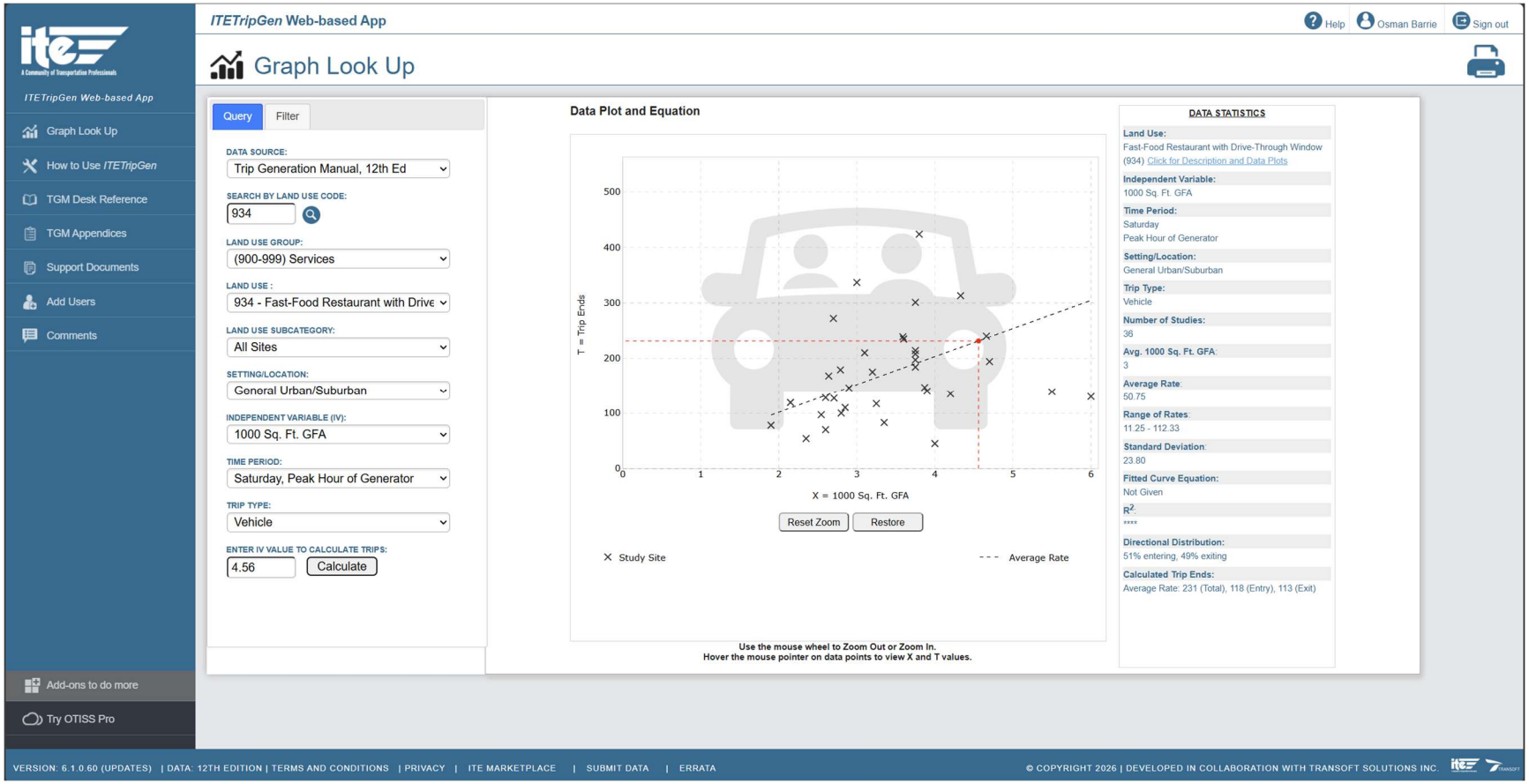
ITE TRIP GENERATION OF AM PEAK HOUR (4,560 SF Drive-Through Restaurant)



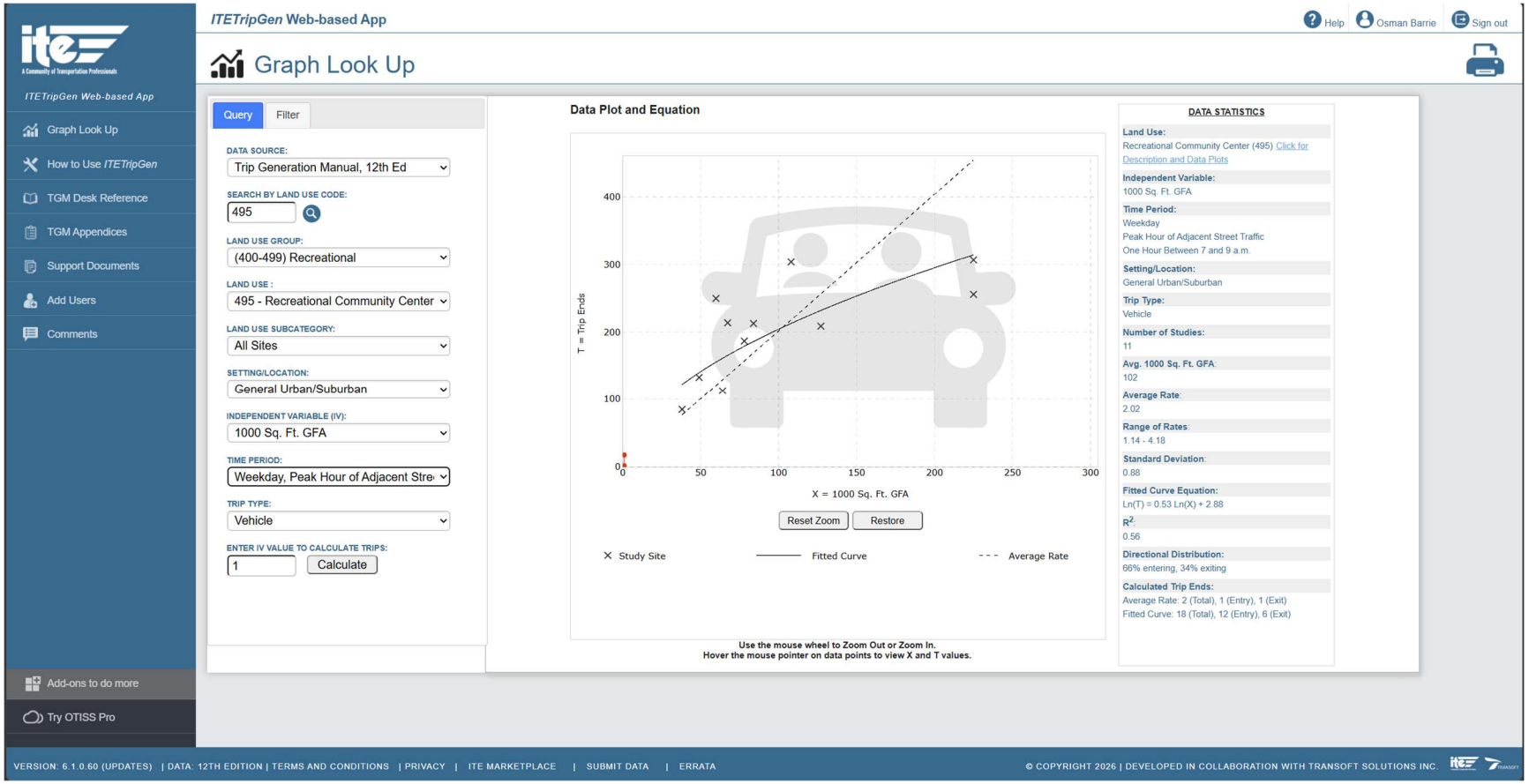
ITE TRIP GENERATION OF PM PEAK HOUR (4,560 SF Drive-Through Restaurant)



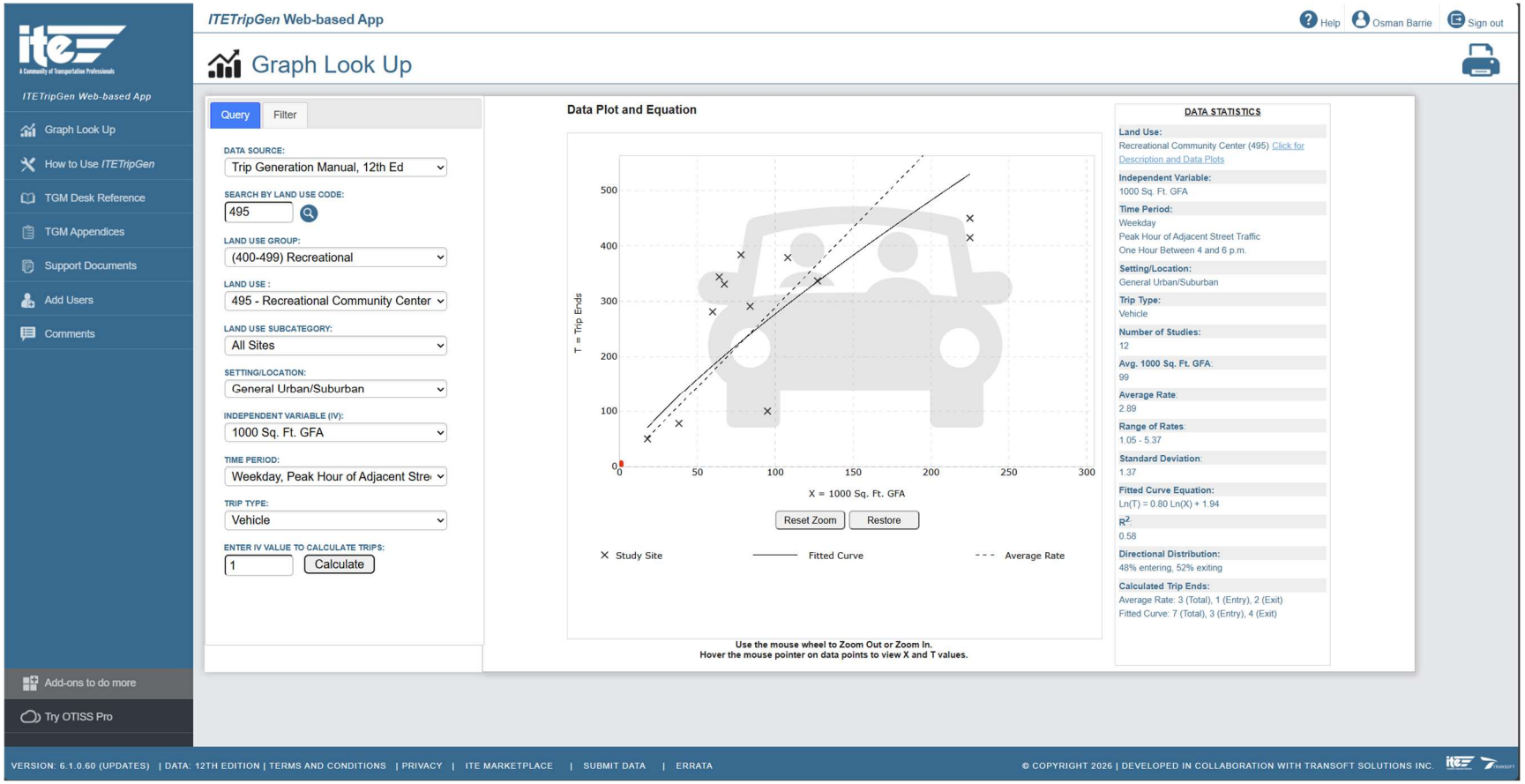
ITE TRIP GENERATION OF SAT MIDDAY PEAK HOUR (4,560 SF Drive-Through Restaurant)



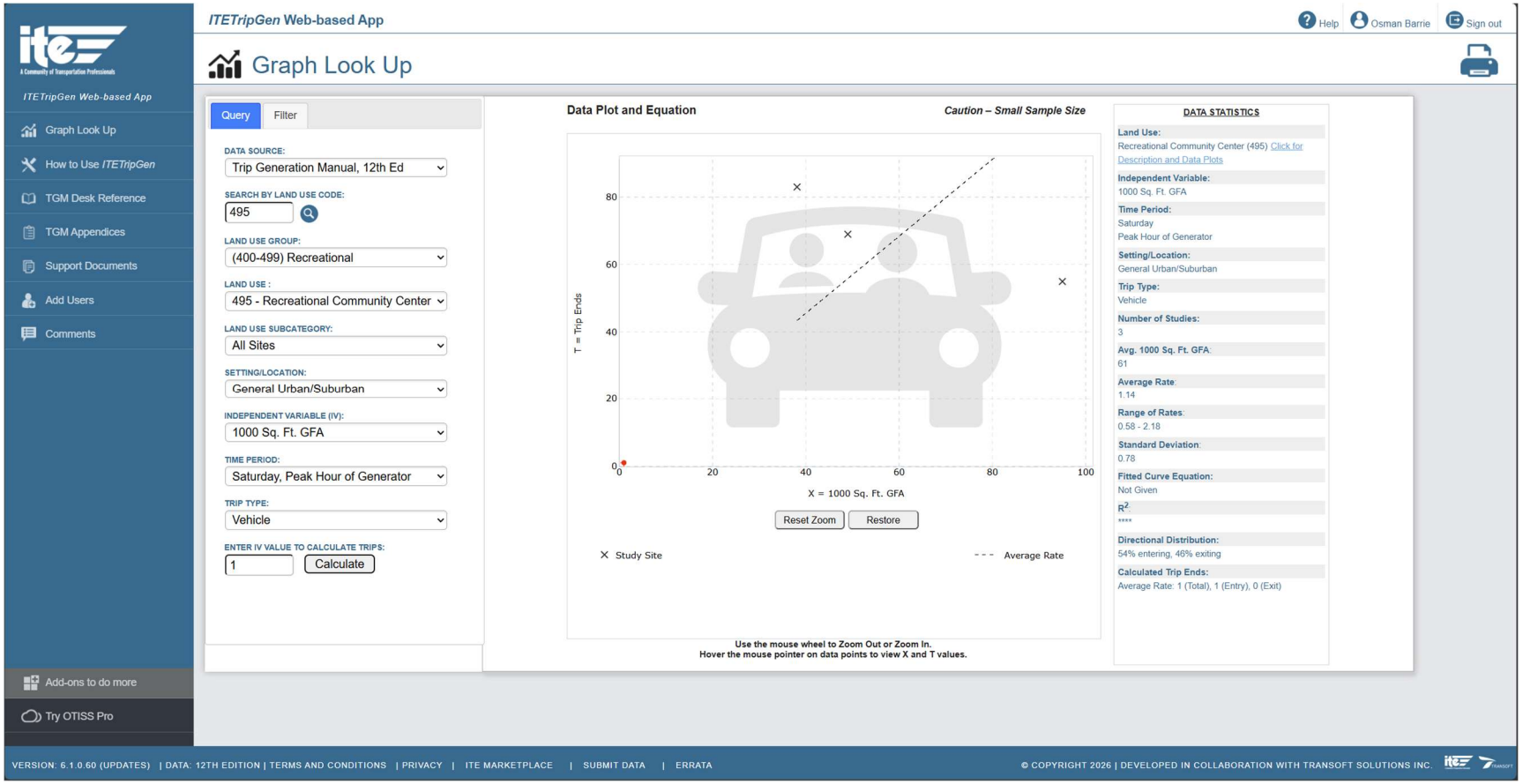
ITE TRIP GENERATION OF AM PEAK HOUR (1,000 SF Recreational Community Center)



ITE TRIP GENERATION OF PM PEAK HOUR (1,000 SF Recreational Community Center)



ITE TRIP GENERATION OF SAT MIDDAY PEAK HOUR (1,000 SF Recreational Community Center)



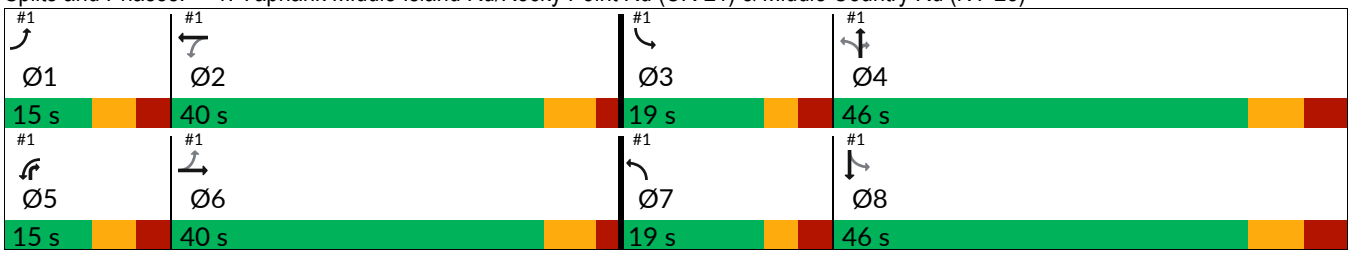
APPENDIX D

EXISTING VOLUMES CAPACITY ANALYSIS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	78	375	210	445	224	257	90	57	433
Future Volume (vph)	78	375	210	445	224	257	90	57	433
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.9	34.0	9.9	13.3	14.0
Total Split (s)	15.0	40.0	15.0	40.0	19.0	46.0	15.0	19.0	46.0
Total Split (%)	12.5%	33.3%	12.5%	33.3%	15.8%	38.3%	12.5%	15.8%	38.3%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	40.9	33.3	42.7	36.6	54.5	41.3	58.4	44.9	33.8
Actuated g/C Ratio	0.35	0.28	0.37	0.31	0.47	0.35	0.50	0.38	0.29
v/c Ratio	0.33	0.76	1.23	0.53	1.07	0.51	0.15	0.16	0.92
Control Delay (s/veh)	26.5	35.9	167.1	37.3	102.9	34.6	3.8	17.9	63.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.5	35.9	167.1	37.3	102.9	34.6	3.8	17.9	63.7
LOS	C	D	F	D	F	C	A	B	E
Approach Delay (s/veh)		34.9		77.2		56.6			58.6
Approach LOS		C		E		E			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.9	
Natural Cycle: 125	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay (s/veh): 56.4	Intersection LOS: E
Intersection Capacity Utilization 91.3%	ICU Level of Service F
Analysis Period (min) 15	

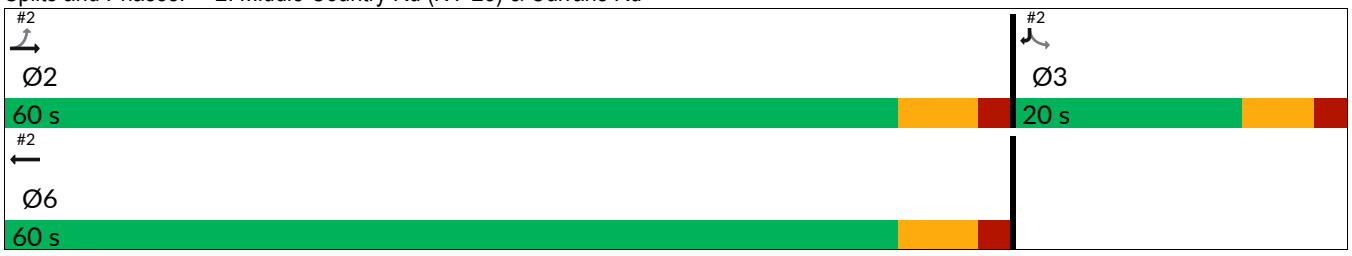
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	7	477	576	200	28
Future Volume (vph)	7	477	576	200	28
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	53.3	53.3	53.3	13.2	13.2
Actuated g/C Ratio	0.67	0.67	0.67	0.17	0.17
v/c Ratio	0.02	0.46	0.64	0.83	0.13
Control Delay (s/veh)	4.7	7.8	10.5	58.3	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.7	7.8	10.5	58.3	11.8
LOS	A	A	B	E	B
Approach Delay (s/veh)		7.8	10.5	52.5	
Approach LOS		A	B	D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 79.5	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 16.6	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

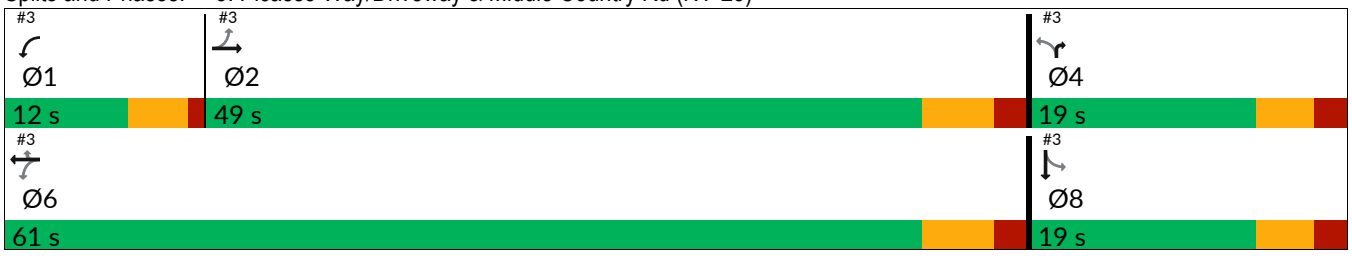
Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd

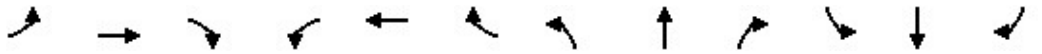


Lane Group	EBT	WBL	WBT	NBL	NBR	Ø8
Lane Configurations						
Traffic Volume (vph)	643	19	609	94	41	
Future Volume (vph)	643	19	609	94	41	
Turn Type	NA	pm+pt	NA	Perm	Prot	
Protected Phases	2	1	6		4	8
Permitted Phases		6		4		
Detector Phase	2	1	6	4	4	
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	16.3	9.5	24.3	10.5	10.5	10.5
Total Split (s)	49.0	12.0	61.0	19.0	19.0	19.0
Total Split (%)	61.3%	15.0%	76.3%	23.8%	23.8%	24%
Yellow Time (s)	4.3	3.5	4.3	3.5	3.5	3.5
All-Red Time (s)	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	4.5	6.3	5.5	5.5	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	Max	None	Max	None	None	None
Act Effct Green (s)	54.9	59.6	59.1	10.8	10.8	
Actuated g/C Ratio	0.70	0.76	0.76	0.14	0.14	
v/c Ratio	0.65	0.06	0.54	0.59	0.16	
Control Delay (s/veh)	14.2	3.7	7.5	45.2	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	14.2	3.7	7.5	45.2	1.1	
LOS	B	A	A	D	A	
Approach Delay (s/veh)	14.2		7.4			
Approach LOS	B		A			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 78	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Picasso Way/Driveway & Middle Country Rd (NY-25)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	626	9	12	536	4	9	0	11	6	3	83
Future Volume (Veh/h)	44	626	9	12	536	4	9	0	11	6	3	83
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.71	0.71	0.71	0.88	0.88	0.88
Hourly flow rate (vph)	49	703	10	14	631	5	13	0	15	7	3	94
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			501							
pX, platoon unblocked	0.79			0.72			0.83	0.83	0.72	0.83	0.83	0.79
vC, conflicting volume	631			713			1561	1465	708	1475	1470	631
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	400			414			1003	888	407	900	894	400
tC, single (s)	4.3			4.1			*5.2	6.5	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.6	4.0	3.3	3.6	4.0	3.4
p0 queue free %	94			98			95	100	97	98	99	85
cM capacity (veh/h)	858			838			246	219	589	318	217	634

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	49	713	645	5	28	104
Volume Left	49	0	14	0	13	7
Volume Right	0	10	0	5	15	94
cSH	858	1700	838	1700	357	565
Volume to Capacity	0.06	0.42	0.02	0.00*	0.08	0.18
Queue Length 95th (ft)	5	0	1	0	6	17
Control Delay (s/veh)	9.4	0.0	0.4	0.0	15.9	12.8
Lane LOS	A		A		C	B
Approach Delay (s/veh)	0.6		0.4		15.9	12.8
Approach LOS					C	B

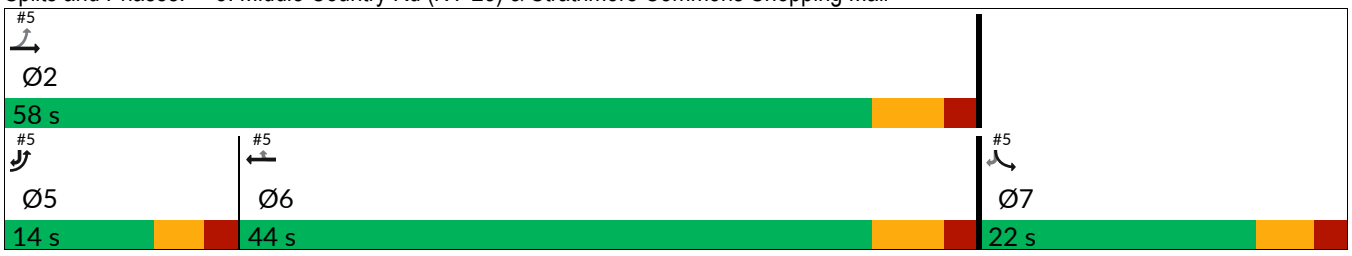
Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	50.2%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	26	621	522	51	65	35
Future Volume (vph)	26	621	522	51	65	35
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	56.0	55.9	49.3	49.3	8.6	17.8
Actuated g/C Ratio	0.77	0.77	0.68	0.68	0.12	0.24
v/c Ratio	0.06	0.53	0.53	0.06	0.38	0.11
Control Delay (s/veh)	3.3	6.6	11.7	2.7	34.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.3	6.6	11.7	2.7	34.8	7.2
LOS	A	A	B	A	C	A
Approach Delay (s/veh)		6.5	10.9		25.1	
Approach LOS		A	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 72.9	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 9.9	Intersection LOS: A
Intersection Capacity Utilization 46.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	673	538	5	5	35
Future Volume (Veh/h)	8	673	538	5	5	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.78	0.78	0.83	0.83
Hourly flow rate (vph)	9	748	690	6	6	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.83				0.90	0.83
vC, conflicting volume	696				1459	693
vC1, stage 1 conf vol					693	
vC2, stage 2 conf vol					766	
vCu, unblocked vol	537				1043	533
tC, single (s)	4.3				*5.2	*4.2
tC, 2 stage (s)					4.2	
tF (s)	2.4				3.5	3.4
p0 queue free %	99				99	93
cM capacity (veh/h)	776				473	610

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	9	748	696	48
Volume Left	9	0	0	6
Volume Right	0	0	6	42
cSH	776	1700	1700	589
Volume to Capacity	0.01	0.44	0.41	0.08
Queue Length 95th (ft)	1	0	0	7
Control Delay (s/veh)	9.7	0.0	0.0	11.7
Lane LOS	A			B
Approach Delay (s/veh)	0.1		0.0	11.7
Approach LOS				B

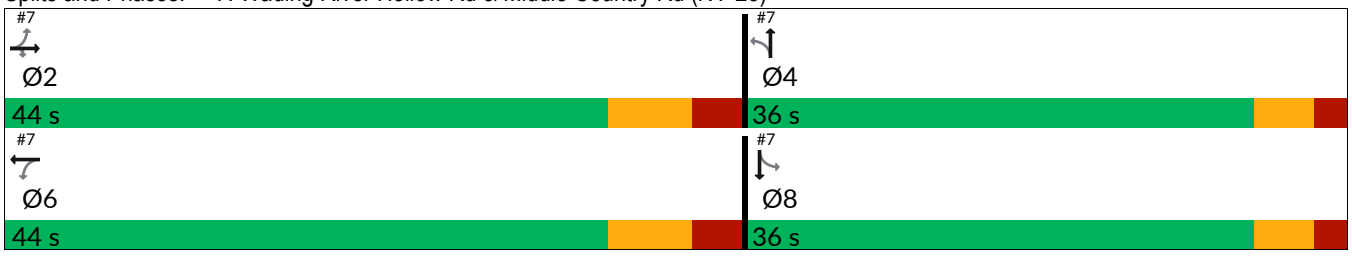
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	1	600	76	71	468	76	8	14	16
Future Volume (vph)	1	600	76	71	468	76	8	14	16
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	40.7	40.7	40.7	40.7	40.7	9.8	9.8	9.1	9.1
Actuated g/C Ratio	0.68	0.68	0.68	0.68	0.68	0.16	0.16	0.15	0.15
v/c Ratio	0.00	0.54	0.08	0.20	0.50	0.47	0.22	0.12	0.12
Control Delay (s/veh)	6.0	9.6	3.8	7.7	9.0	29.5	10.1	22.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.0	9.6	3.8	7.7	9.0	29.5	10.1	22.0	19.3
LOS	A	A	A	A	A	C	B	C	B
Approach Delay (s/veh)		8.9			8.9		21.7		20.4
Approach LOS		A			A		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 60.1	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay (s/veh): 10.6	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

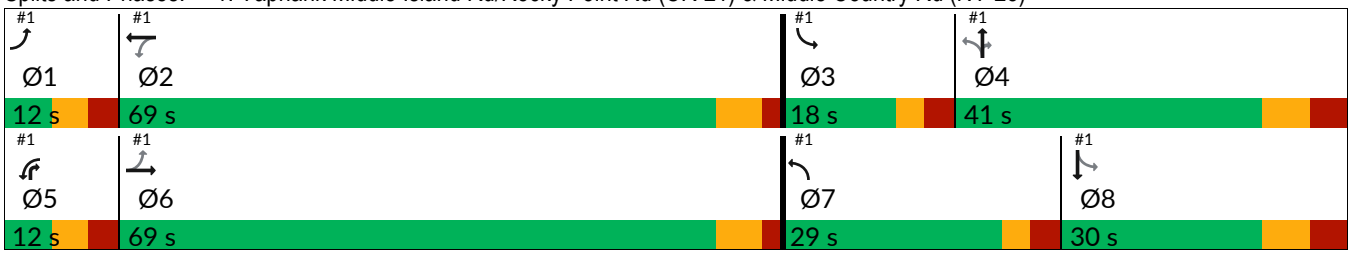
Splits and Phases: 7: Wading River Hollow Rd & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	165	555	144	635	176	421	105	47	271
Future Volume (vph)	165	555	144	635	176	421	105	47	271
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.9	34.0	9.9	13.3	14.0
Total Split (s)	12.0	69.0	12.0	69.0	29.0	41.0	12.0	18.0	30.0
Total Split (%)	8.6%	49.3%	8.6%	49.3%	20.7%	29.3%	8.6%	12.9%	21.4%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	67.3	62.4	67.3	62.4	48.3	33.5	40.7	34.1	22.8
Actuated g/C Ratio	0.50	0.46	0.50	0.46	0.36	0.25	0.30	0.25	0.17
v/c Ratio	0.63	0.57	0.64	0.48	0.71	0.95	0.21	0.31	1.11
Control Delay (s/veh)	32.1	26.2	33.2	26.9	47.6	82.5	9.0	34.9	134.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.1	26.2	33.2	26.9	47.6	82.5	9.0	34.9	134.3
LOS	C	C	C	C	D	F	A	C	F
Approach Delay (s/veh)		27.2		28.0		62.8			121.1
Approach LOS		C		C		E			F

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 135.4	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay (s/veh): 47.7	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

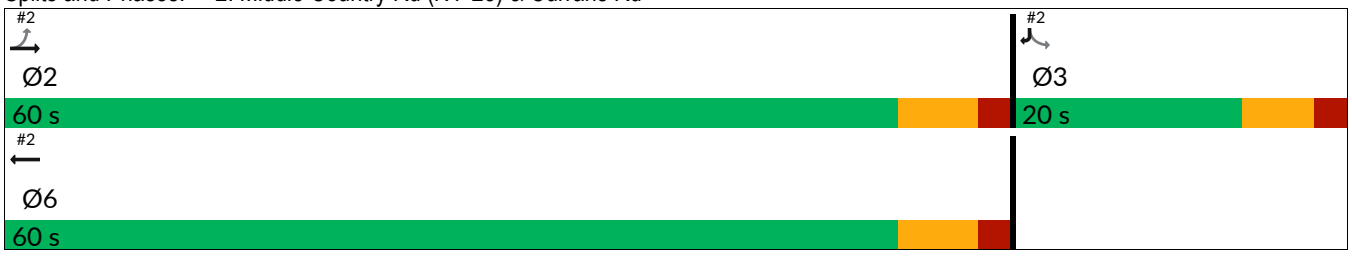
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	28	637	737	197	31
Future Volume (vph)	28	637	737	197	31
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	53.3	53.3	53.3	12.7	12.7
Actuated g/C Ratio	0.67	0.67	0.67	0.16	0.16
v/c Ratio	0.15	0.51	0.80	0.77	0.13
Control Delay (s/veh)	7.3	8.3	15.2	51.1	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	8.3	15.2	51.1	11.8
LOS	A	A	B	D	B
Approach Delay (s/veh)		8.3	15.2	45.7	
Approach LOS		A	B	D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 79.1	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 16.7	Intersection LOS: B
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

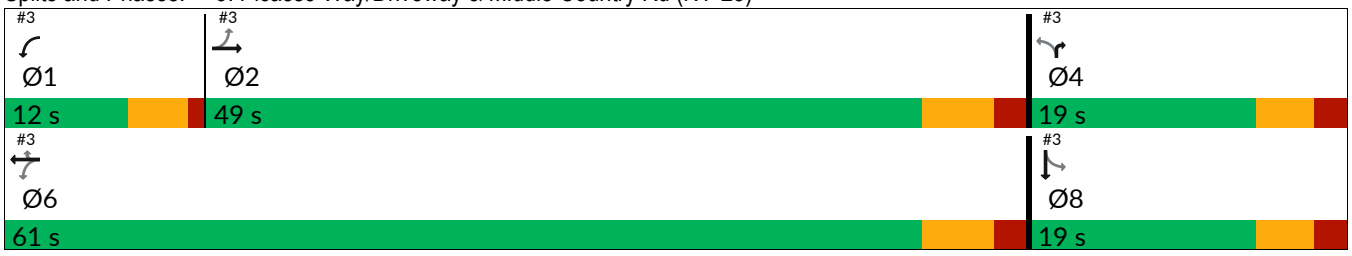
Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd

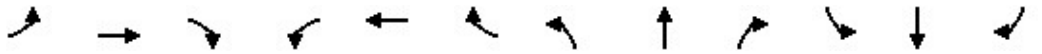


Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	1	757	56	911	57	27	
Future Volume (vph)	1	757	56	911	57	27	
Turn Type	Perm	NA	pm+pt	NA	Perm	Prot	
Protected Phases		2	1	6		4	8
Permitted Phases	2		6		4		
Detector Phase	2	2	1	6	4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	16.3	16.3	9.5	24.3	10.5	10.5	10.5
Total Split (s)	49.0	49.0	12.0	61.0	19.0	19.0	19.0
Total Split (%)	61.3%	61.3%	15.0%	76.3%	23.8%	23.8%	24%
Yellow Time (s)	4.3	4.3	3.5	4.3	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	6.3	4.5	6.3	5.5	5.5	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Max	Max	None	Max	None	None	None
Act Effct Green (s)	52.4	52.4	59.6	59.0	8.8	8.8	
Actuated g/C Ratio	0.69	0.69	0.78	0.77	0.12	0.12	
v/c Ratio	0.00	0.73	0.16	0.68	0.39	0.11	
Control Delay (s/veh)	8.0	16.9	3.9	9.3	37.9	0.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	8.0	16.9	3.9	9.3	37.9	0.8	
LOS	A	B	A	A	D	A	
Approach Delay (s/veh)		16.9		9.0			
Approach LOS		B		A			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 76.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B
Intersection Capacity Utilization 60.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: Picasso Way/Driveway & Middle Country Rd (NY-25)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	618	27	11	824	31	17	2	23	7	1	120
Future Volume (Veh/h)	136	618	27	11	824	31	17	2	23	7	1	120
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.75	0.75	0.75	0.84	0.84	0.84
Hourly flow rate (vph)	145	657	29	11	841	32	23	3	31	8	1	143
Pedestrians		3						1			2	
Lane Width (ft)		12.5						16.0			16.0	
Walking Speed (ft/s)		3.5						3.5			3.5	
Percent Blockage		0						0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			501							
pX, platoon unblocked	0.58			0.69			0.74	0.74	0.69	0.74	0.74	0.58
vC, conflicting volume	843			687			1972	1828	673	1845	1842	846
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	377			329			1207	1012	308	1035	1031	382
tC, single (s)	4.1			4.1			*5.2	6.5	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	79			99			82	98	95	96	99	70
cM capacity (veh/h)	696			861			130	139	600	209	135	478

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	145	686	852	32	57	152
Volume Left	145	0	11	0	23	8
Volume Right	0	29	0	32	31	143
cSH	696	1700	861	1700	228	441
Volume to Capacity	0.21	0.40	0.01	0.02	0.25	0.34
Queue Length 95th (ft)	20	0	1	0	24	38
Control Delay (s/veh)	11.5	0.0	0.3	0.0	26.0	17.4
Lane LOS	B		A		D	C
Approach Delay (s/veh)	2.0		0.3		26.0	17.4
Approach LOS					D	C

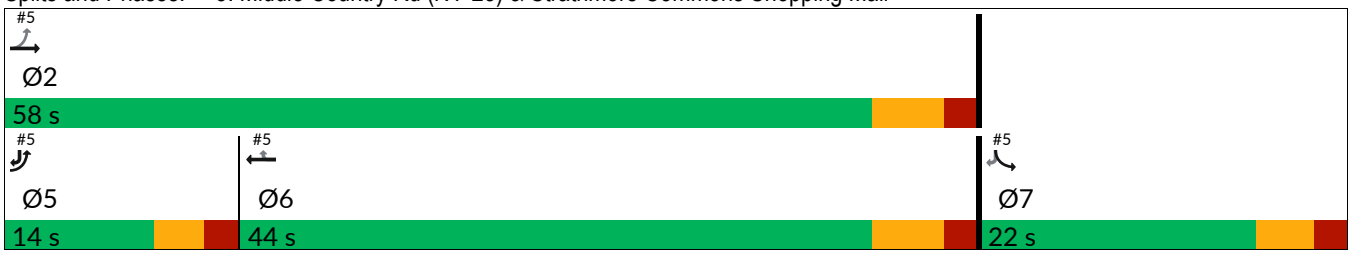
Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	97.2%	ICU Level of Service	F	
Analysis Period (min)	15			

* User Entered Value

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	59	575	816	147	161	69
Future Volume (vph)	59	575	816	147	161	69
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	53.1	51.8	42.6	42.6	12.7	19.6
Actuated g/C Ratio	0.70	0.68	0.56	0.56	0.17	0.26
v/c Ratio	0.22	0.50	0.84	0.16	0.62	0.17
Control Delay (s/veh)	6.2	8.2	26.7	3.6	39.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.2	8.2	26.7	3.6	39.2	5.4
LOS	A	A	C	A	D	A
Approach Delay (s/veh)		8.1	23.2		29.1	
Approach LOS		A	C		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 76.3	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 18.7	Intersection LOS: B
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	711	943	4	2	24
Future Volume (Veh/h)	28	711	943	4	2	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.96	0.96	0.81	0.81
Hourly flow rate (vph)	30	765	982	4	2	30
Pedestrians		5			5	
Lane Width (ft)		11.5			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.60				0.68	0.60
vC, conflicting volume	991				1814	994
vC1, stage 1 conf vol					989	
vC2, stage 2 conf vol					825	
vCu, unblocked vol	645				1404	650
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.4
p0 queue free %	95				99	92
cM capacity (veh/h)	551				257	394

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	30	765	986	32
Volume Left	30	0	0	2
Volume Right	0	0	4	30
cSH	551	1700	1700	381
Volume to Capacity	0.05	0.45	0.58	0.08
Queue Length 95th (ft)	4	0	0	7
Control Delay (s/veh)	11.9	0.0	0.0	15.3
Lane LOS	B			C
Approach Delay (s/veh)	0.4		0.0	15.3
Approach LOS				C

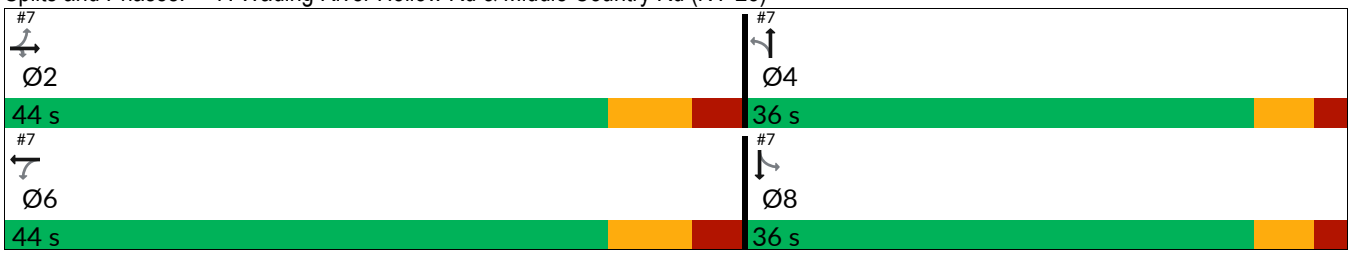
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	616	106	77	795	124	14	7	6
Future Volume (vph)	616	106	77	795	124	14	7	6
Turn Type	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2			6		4		8
Permitted Phases		2	6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	37.8	37.8	37.8	37.8	11.0	11.0	7.7	7.7
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.18	0.18	0.12	0.12
v/c Ratio	0.57	0.12	0.21	0.75	0.53	0.30	0.05	0.03
Control Delay (s/veh)	10.7	4.0	8.5	15.9	30.5	9.5	22.6	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.7	4.0	8.5	15.9	30.5	9.5	22.6	22.0
LOS	B	A	A	B	C	A	C	C
Approach Delay (s/veh)	9.8			15.2		21.4		22.3
Approach LOS	A			B		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 62.4	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 13.9	Intersection LOS: B
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

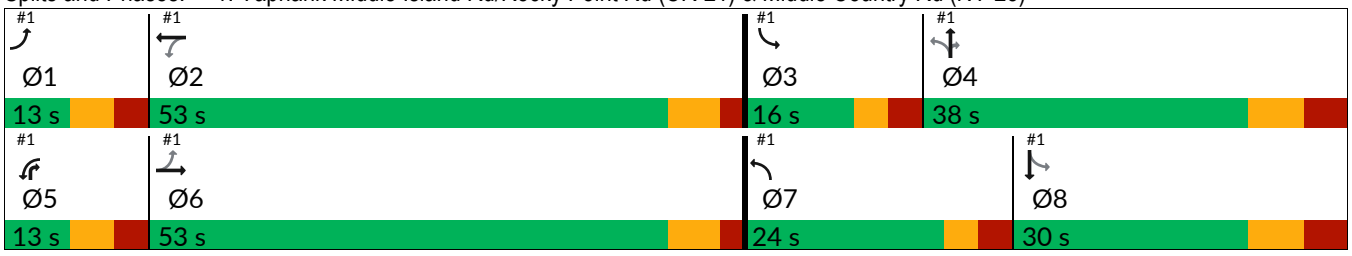
Splits and Phases: 7: Wading River Hollow Rd & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	109	463	130	493	176	304	114	54	283
Future Volume (vph)	109	463	130	493	176	304	114	54	283
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.9	34.0	9.9	13.3	14.0
Total Split (s)	13.0	53.0	13.0	53.0	24.0	38.0	13.0	16.0	30.0
Total Split (%)	10.8%	44.2%	10.8%	44.2%	20.0%	31.7%	10.8%	13.3%	25.0%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	None	Max	None	None	None	None	None
Act Effct Green (s)	52.2	46.3	52.2	46.3	44.8	30.3	38.5	31.9	21.0
Actuated g/C Ratio	0.45	0.40	0.45	0.40	0.38	0.26	0.33	0.27	0.18
v/c Ratio	0.37	0.52	0.50	0.43	0.69	0.68	0.21	0.19	1.07
Control Delay (s/veh)	20.1	26.5	24.1	27.2	39.5	48.3	5.4	25.3	113.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	26.5	24.1	27.2	39.5	48.3	5.4	25.3	113.9
LOS	C	C	C	C	D	D	A	C	F
Approach Delay (s/veh)		25.6		26.6		37.4			101.9
Approach LOS		C		C		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 116.8	
Natural Cycle: 95	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 40.9	Intersection LOS: D
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

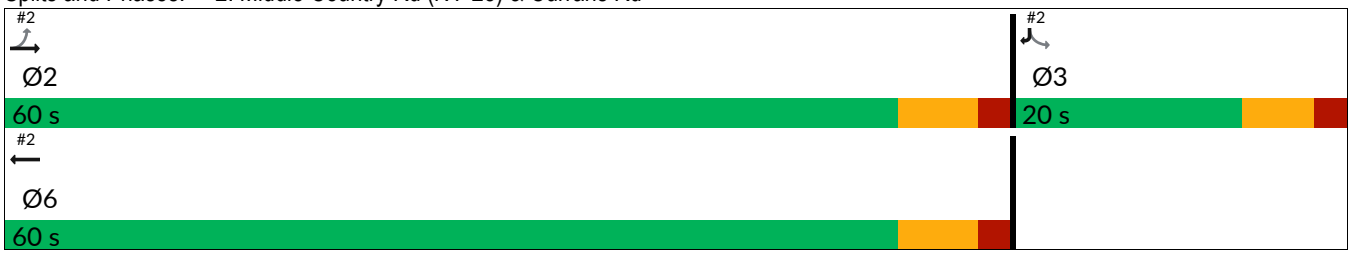
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	43	570	580	106	32
Future Volume (vph)	43	570	580	106	32
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	57.8	57.8	57.8	10.3	10.3
Actuated g/C Ratio	0.75	0.75	0.75	0.13	0.13
v/c Ratio	0.11	0.43	0.53	0.51	0.15
Control Delay (s/veh)	5.2	6.3	7.3	38.5	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.2	6.3	7.3	38.5	11.8
LOS	A	A	A	D	B
Approach Delay (s/veh)		6.2	7.3	32.3	
Approach LOS		A	A	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 77.1	
Natural Cycle: 50	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

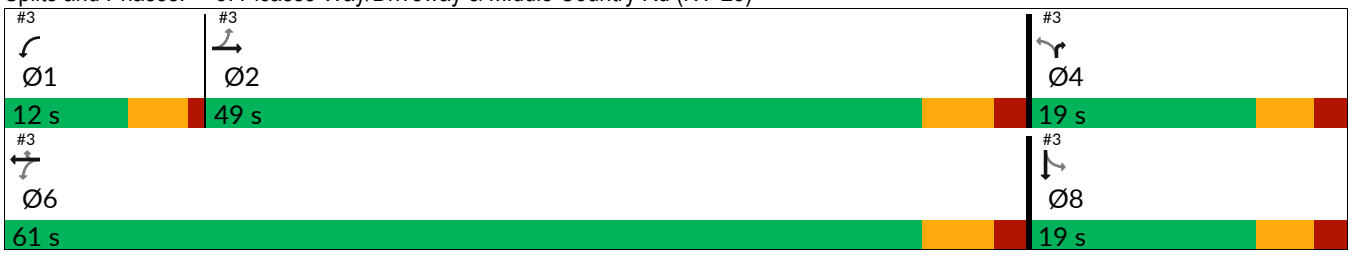
Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd

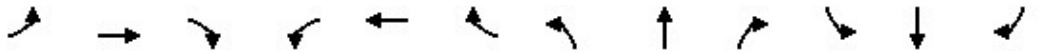


Lane Group	EBT	WBL	WBT	NBL	NBR	Ø8
Lane Configurations						
Traffic Volume (vph)	623	32	645	60	35	
Future Volume (vph)	623	32	645	60	35	
Turn Type	NA	pm+pt	NA	Perm	Prot	
Protected Phases	2	1	6		4	8
Permitted Phases		6		4		
Detector Phase	2	1	6	4	4	
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	16.3	9.5	24.3	10.5	10.5	10.5
Total Split (s)	49.0	12.0	61.0	19.0	19.0	19.0
Total Split (%)	61.3%	15.0%	76.3%	23.8%	23.8%	24%
Yellow Time (s)	4.3	3.5	4.3	3.5	3.5	3.5
All-Red Time (s)	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	4.5	6.3	5.5	5.5	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	Max	None	Max	None	None	None
Act Effct Green (s)	52.7	59.5	59.0	9.6	9.6	
Actuated g/C Ratio	0.69	0.77	0.77	0.12	0.12	
v/c Ratio	0.57	0.08	0.50	0.47	0.16	
Control Delay (s/veh)	12.2	3.5	6.5	40.1	1.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.2	3.5	6.5	40.1	1.2	
LOS	B	A	A	D	A	
Approach Delay (s/veh)	12.2		6.3			
Approach LOS	B		A			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 76.9	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 10.5	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Picasso Way/Driveway & Middle Country Rd (NY-25)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	529	25	6	548	7	13	3	16	14	4	114
Future Volume (Veh/h)	108	529	25	6	548	7	13	3	16	14	4	114
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.57	0.57	0.57	0.92	0.92	0.92
Hourly flow rate (vph)	119	581	27	7	623	8	23	5	28	15	4	124
Pedestrians					2			2				
Lane Width (ft)					11.5			16.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			501							
pX, platoon unblocked	0.80			0.80			0.89	0.89	0.80	0.89	0.89	0.80
vC, conflicting volume	623			610			1598	1472	599	1489	1485	623
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	398			392			1114	973	378	992	988	398
tC, single (s)	4.1			4.1			*5.2	6.5	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			99			89	97	96	95	98	81
cM capacity (veh/h)	928			943			214	196	664	287	192	645

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	119	608	630	8	56	143
Volume Left	119	0	7	0	23	15
Volume Right	0	27	0	8	28	124
cSH	928	1700	943	1700	320	539
Volume to Capacity	0.13	0.36	0.00*	0.00*	0.18	0.27
Queue Length 95th (ft)	11	0	1	0	16	27
Control Delay (s/veh)	9.4	0.0	0.2	0.0	18.6	14.1
Lane LOS	A		A		C	B
Approach Delay (s/veh)	1.5		0.2		18.6	14.1
Approach LOS					C	B

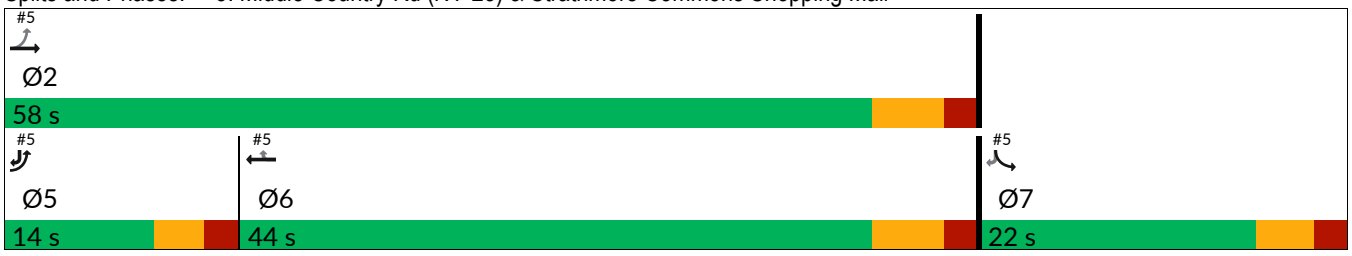
Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	91	469	485	121	165	80
Future Volume (vph)	91	469	485	121	165	80
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	53.1	51.8	42.1	42.1	13.2	25.7
Actuated g/C Ratio	0.69	0.67	0.55	0.55	0.17	0.33
v/c Ratio	0.19	0.40	0.55	0.15	0.65	0.16
Control Delay (s/veh)	5.4	7.1	15.8	2.7	39.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.4	7.1	15.8	2.7	39.9	4.6
LOS	A	A	B	A	D	A
Approach Delay (s/veh)		6.9	13.2		28.3	
Approach LOS		A	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 76.8	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 13.7	Intersection LOS: B
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	571	626	4	4	27
Future Volume (Veh/h)	25	571	626	4	4	27
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.60	0.60
Hourly flow rate (vph)	28	634	711	5	7	45
Pedestrians		2	1		3	
Lane Width (ft)		11.5	12.0		12.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.81				0.86	0.81
vC, conflicting volume	719				1408	719
vC1, stage 1 conf vol					717	
vC2, stage 2 conf vol					691	
vCu, unblocked vol	534				1128	533
tC, single (s)	4.1				*5.2	*4.2
tC, 2 stage (s)					4.2	
tF (s)	2.2				3.5	3.3
p0 queue free %	97				98	92
cM capacity (veh/h)	842				466	596

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	28	634	716	52
Volume Left	28	0	0	7
Volume Right	0	0	5	45
cSH	842	1700	1700	574
Volume to Capacity	0.03	0.37	0.42	0.09
Queue Length 95th (ft)	3	0	0	7
Control Delay (s/veh)	9.4	0.0	0.0	11.9
Lane LOS	A			B
Approach Delay (s/veh)	0.4		0.0	11.9
Approach LOS				B

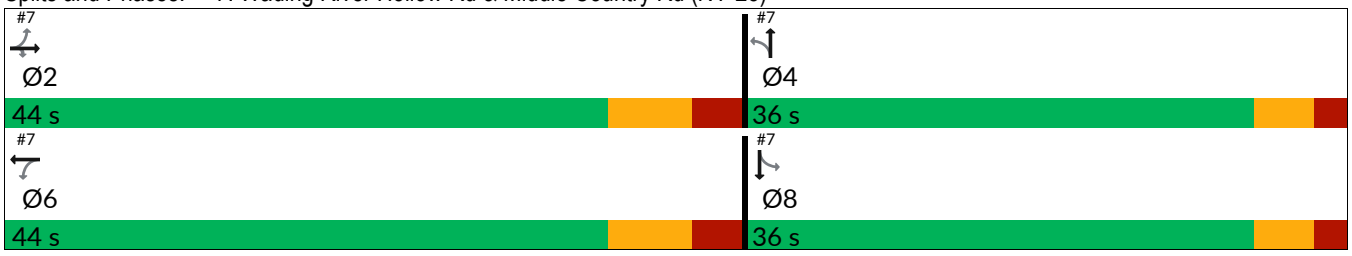
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	521	83	47	539	78	3	3	4
Future Volume (vph)	521	83	47	539	78	3	3	4
Turn Type	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2			6		4		8
Permitted Phases		2	6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	40.6	40.6	40.6	40.6	9.2	9.2	7.0	7.0
Actuated g/C Ratio	0.68	0.68	0.68	0.68	0.15	0.15	0.12	0.12
v/c Ratio	0.43	0.08	0.10	0.52	0.43	0.20	0.03	0.03
Control Delay (s/veh)	7.7	3.2	6.0	8.9	28.8	9.4	22.3	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	3.2	6.0	8.9	28.8	9.4	22.3	22.3
LOS	A	A	A	A	C	A	C	C
Approach Delay (s/veh)	7.0			8.7		21.1		22.3
Approach LOS	A			A		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 59.5	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay (s/veh): 9.4	Intersection LOS: A
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Wading River Hollow Rd & Middle Country Rd (NY-25)

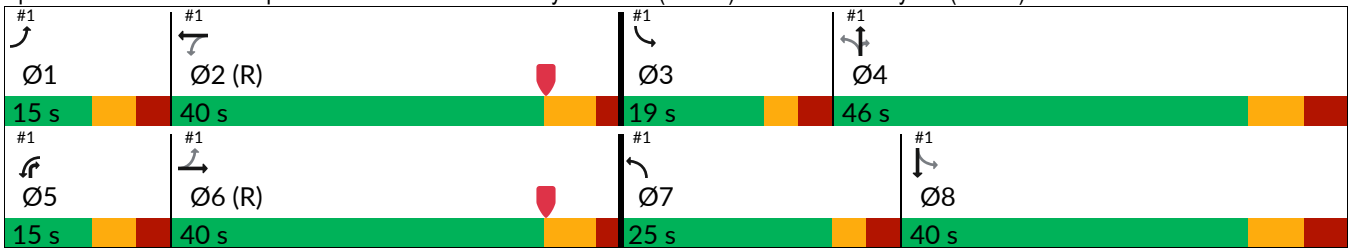


NO BUILD VOLUMES CAPACITY ANALYSIS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	87	415	235	503	241	271	101	63	456
Future Volume (vph)	87	415	235	503	241	271	101	63	456
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.0	34.0	9.9	11.0	14.0
Total Split (s)	15.0	40.0	15.0	40.0	25.0	46.0	15.0	19.0	40.0
Total Split (%)	12.5%	33.3%	12.5%	33.3%	20.8%	38.3%	12.5%	15.8%	33.3%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	40.9	33.3	41.5	33.6	59.0	44.0	61.1	42.4	31.0
Actuated g/C Ratio	0.34	0.28	0.35	0.28	0.49	0.37	0.51	0.35	0.26
v/c Ratio	0.46	0.85	1.67	0.68	1.00	0.52	0.17	0.19	1.09
Control Delay (s/veh)	31.0	42.6	348.7	43.0	85.7	34.7	3.7	18.8	111.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	42.6	348.7	43.0	85.7	34.7	3.7	18.8	111.2
LOS	C	D	F	D	F	C	A	B	F
Approach Delay (s/veh)		41.4		135.6		49.6			100.6
Approach LOS		D		F		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 3 (3%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.67	
Intersection Signal Delay (s/veh): 81.3	Intersection LOS: F
Intersection Capacity Utilization 97.0%	ICU Level of Service F
Analysis Period (min) 15	

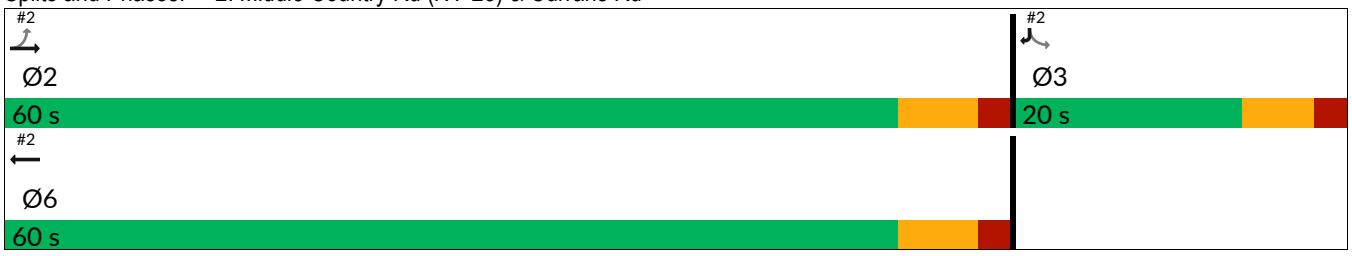
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	7	532	662	211	30
Future Volume (vph)	7	532	662	211	30
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	53.3	53.3	53.3	13.4	13.4
Actuated g/C Ratio	0.67	0.67	0.67	0.17	0.17
v/c Ratio	0.03	0.51	0.73	0.87	0.13
Control Delay (s/veh)	4.9	8.6	12.9	62.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.9	8.6	12.9	62.9	11.7
LOS	A	A	B	E	B
Approach Delay (s/veh)		8.5	12.9	56.6	
Approach LOS		A	B	E	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 79.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 18.3	Intersection LOS: B
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

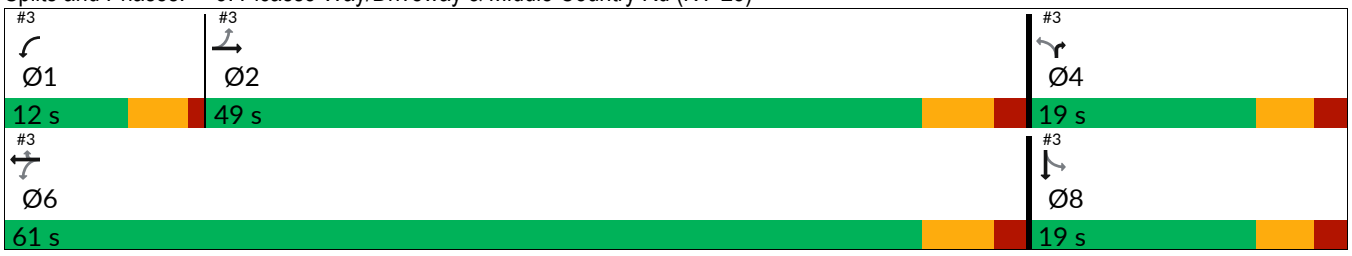
Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd



Lane Group	EBT	WBL	WBT	NBL	NBR	Ø8
Lane Configurations						
Traffic Volume (vph)	707	20	697	99	43	
Future Volume (vph)	707	20	697	99	43	
Turn Type	NA	pm+pt	NA	Perm	Prot	
Protected Phases	2	1	6		4	8
Permitted Phases		6		4		
Detector Phase	2	1	6	4	4	
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	16.3	9.5	24.3	10.5	10.5	10.5
Total Split (s)	49.0	12.0	61.0	19.0	19.0	19.0
Total Split (%)	61.3%	15.0%	76.3%	23.8%	23.8%	24%
Yellow Time (s)	4.3	3.5	4.3	3.5	3.5	3.5
All-Red Time (s)	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	4.5	6.3	5.5	5.5	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	Max	None	Max	None	None	None
Act Effct Green (s)	54.9	59.6	59.1	11.0	11.0	
Actuated g/C Ratio	0.70	0.76	0.76	0.14	0.14	
v/c Ratio	0.72	0.07	0.61	0.62	0.16	
Control Delay (s/veh)	16.6	3.9	8.9	46.6	1.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	16.6	3.9	8.9	46.6	1.2	
LOS	B	A	A	D	A	
Approach Delay (s/veh)	16.6		8.8			
Approach LOS	B		A			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 78.1	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 14.5	Intersection LOS: B
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Picasso Way/Driveway & Middle Country Rd (NY-25)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	669	29	24	575	4	54	0	36	6	3	87
Future Volume (Veh/h)	46	669	29	24	575	4	54	0	36	6	3	87
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.71	0.71	0.71	0.88	0.88	0.88
Hourly flow rate (vph)	52	752	33	28	676	5	76	0	51	7	3	99
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			501							
pX, platoon unblocked	0.75			0.65			0.78	0.78	0.65	0.78	0.78	0.75
vC, conflicting volume	676			785			1705	1605	769	1639	1621	676
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	405			407			1048	919	381	963	940	405
tC, single (s)	4.3			4.1			*5.2	6.5	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.6	4.0	3.3	3.6	4.0	3.4
p0 queue free %	94			96			64	100	91	97	98	84
cM capacity (veh/h)	814			761			211	192	542	254	186	602

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	52	785	704	5	127	109
Volume Left	52	0	28	0	76	7
Volume Right	0	33	0	5	51	99
cSH	814	1700	761	1700	279	524
Volume to Capacity	0.06	0.46	0.04	0.00*	0.45	0.21
Queue Length 95th (ft)	5	0	3	0	56	19
Control Delay (s/veh)	9.7	0.0	1.0	0.0	28.2	13.7
Lane LOS	A		A		D	B
Approach Delay (s/veh)	0.6		1.0		28.2	13.7
Approach LOS					D	B

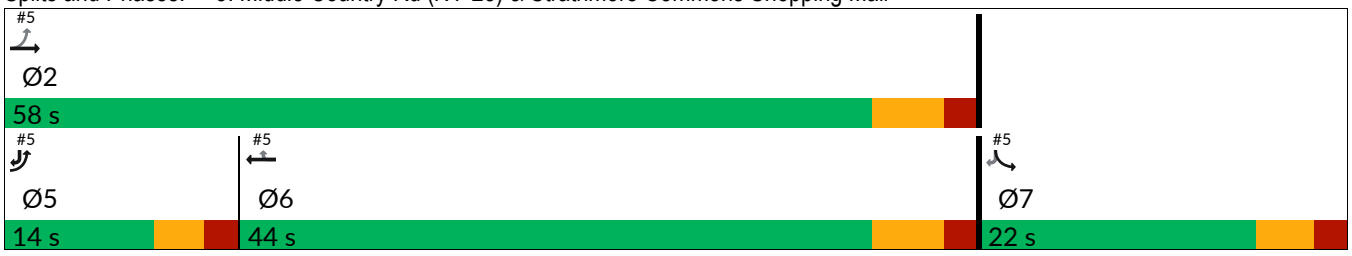
Intersection Summary				
Average Delay	3.5			
Intersection Capacity Utilization	68.3%	ICU Level of Service	C	
Analysis Period (min)	15			

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	688	571	54	69	37
Future Volume (vph)	27	688	571	54	69	37
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	56.1	56.0	49.4	49.4	8.9	18.1
Actuated g/C Ratio	0.77	0.77	0.67	0.67	0.12	0.25
v/c Ratio	0.07	0.59	0.59	0.06	0.40	0.11
Control Delay (s/veh)	3.4	7.7	12.9	2.7	35.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.4	7.7	12.9	2.7	35.0	7.0
LOS	A	A	B	A	C	A
Approach Delay (s/veh)		7.5	12.0		25.1	
Approach LOS		A	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 73.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 10.8	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	742	588	5	5	37
Future Volume (Veh/h)	8	742	588	5	5	37
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.78	0.78	0.83	0.83
Hourly flow rate (vph)	9	824	754	6	6	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.79				0.88	0.79
vC, conflicting volume	760				1599	757
vC1, stage 1 conf vol					757	
vC2, stage 2 conf vol					842	
vCu, unblocked vol	560				1068	556
tC, single (s)	4.3				*5.2	*4.2
tC, 2 stage (s)					4.2	
tF (s)	2.4				3.5	3.4
p0 queue free %	99				99	92
cM capacity (veh/h)	716				437	566

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	9	824	760	51
Volume Left	9	0	0	6
Volume Right	0	0	6	45
cSH	716	1700	1700	547
Volume to Capacity	0.01	0.48	0.45	0.09
Queue Length 95th (ft)	1	0	0	8
Control Delay (s/veh)	10.1	0.0	0.0	12.3
Lane LOS	B			B
Approach Delay (s/veh)	0.1		0.0	12.3
Approach LOS				B

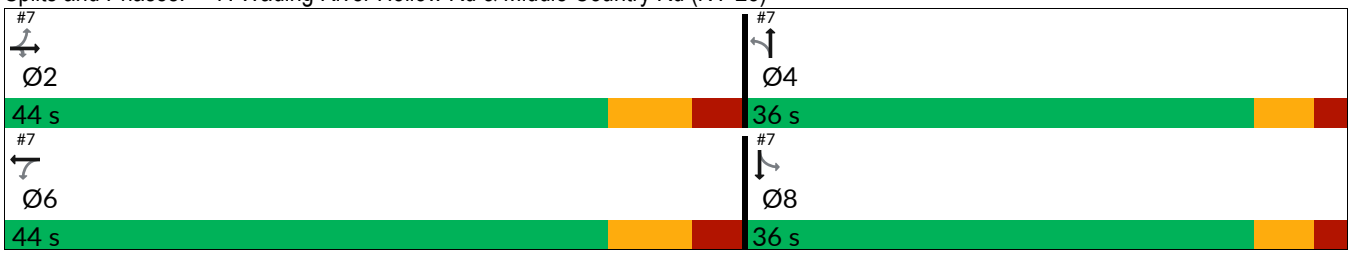
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	1	665	80	75	514	80	8	15	17
Future Volume (vph)	1	665	80	75	514	80	8	15	17
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	40.7	40.7	40.7	40.7	40.7	10.0	10.0	9.3	9.3
Actuated g/C Ratio	0.67	0.67	0.67	0.67	0.67	0.17	0.17	0.15	0.15
v/c Ratio	0.00	0.60	0.08	0.25	0.55	0.48	0.22	0.12	0.12
Control Delay (s/veh)	6.0	10.9	4.0	8.8	10.0	29.7	9.8	21.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.0	10.9	4.0	8.8	10.0	29.7	9.8	21.9	19.4
LOS	A	B	A	A	A	C	A	C	B
Approach Delay (s/veh)		10.1			9.8		21.8		20.4
Approach LOS		B			A		C		C

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 60.3		
Natural Cycle: 70		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.60		
Intersection Signal Delay (s/veh): 11.5	Intersection LOS: B	
Intersection Capacity Utilization 72.4%	ICU Level of Service C	
Analysis Period (min) 15		

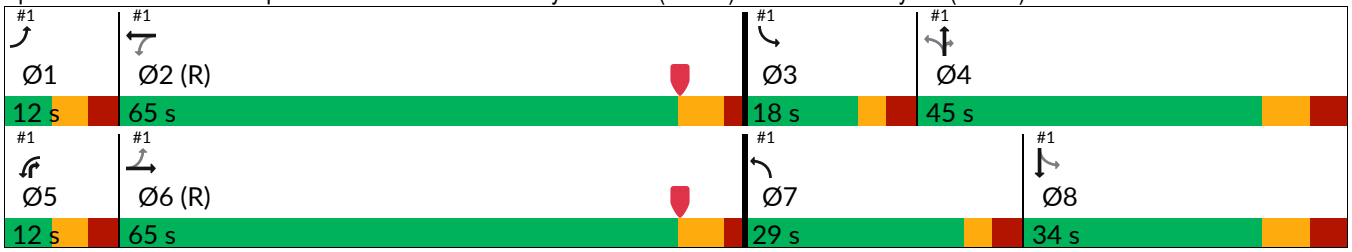
Splits and Phases: 7: Wading River Hollow Rd & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	177	616	161	692	190	444	125	57	286
Future Volume (vph)	177	616	161	692	190	444	125	57	286
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.0	34.0	9.9	11.0	14.0
Total Split (s)	12.0	65.0	12.0	65.0	29.0	45.0	12.0	18.0	34.0
Total Split (%)	8.6%	46.4%	8.6%	46.4%	20.7%	32.1%	8.6%	12.9%	24.3%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	63.2	58.3	63.2	58.3	57.0	41.6	48.8	42.5	30.7
Actuated g/C Ratio	0.45	0.42	0.45	0.42	0.41	0.30	0.35	0.30	0.22
v/c Ratio	0.87	0.69	0.97	0.57	0.65	0.84	0.22	0.30	0.91
Control Delay (s/veh)	65.1	33.9	89.1	33.3	38.6	61.5	8.0	30.7	80.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.1	33.9	89.1	33.3	38.6	61.5	8.0	30.7	80.9
LOS	E	C	F	C	D	E	A	C	F
Approach Delay (s/veh)		39.0		42.9		47.0			73.5
Approach LOS		D		D		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 4 (3%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay (s/veh): 46.3	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

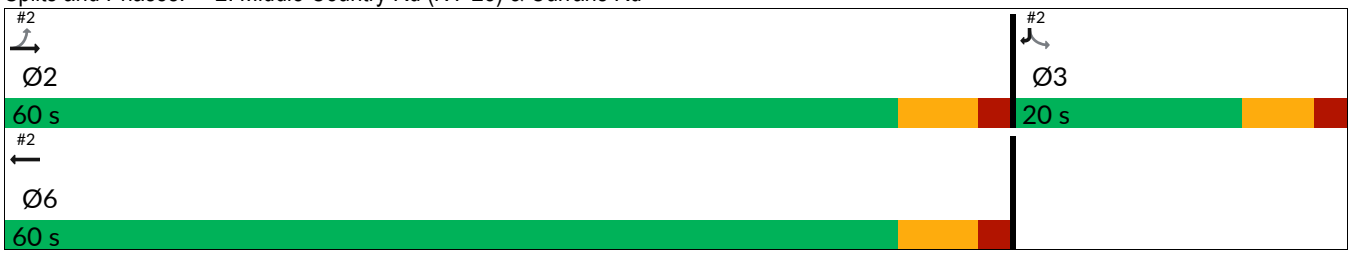
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	30	722	814	208	33
Future Volume (vph)	30	722	814	208	33
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	53.3	53.3	53.3	13.0	13.0
Actuated g/C Ratio	0.67	0.67	0.67	0.16	0.16
v/c Ratio	0.26	0.58	0.87	0.80	0.13
Control Delay (s/veh)	11.8	9.4	20.4	53.8	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	9.4	20.4	53.8	11.5
LOS	B	A	C	D	B
Approach Delay (s/veh)		9.5	20.4	48.0	
Approach LOS		A	C	D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 79.3	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 78.6%	ICU Level of Service D
Analysis Period (min) 15	

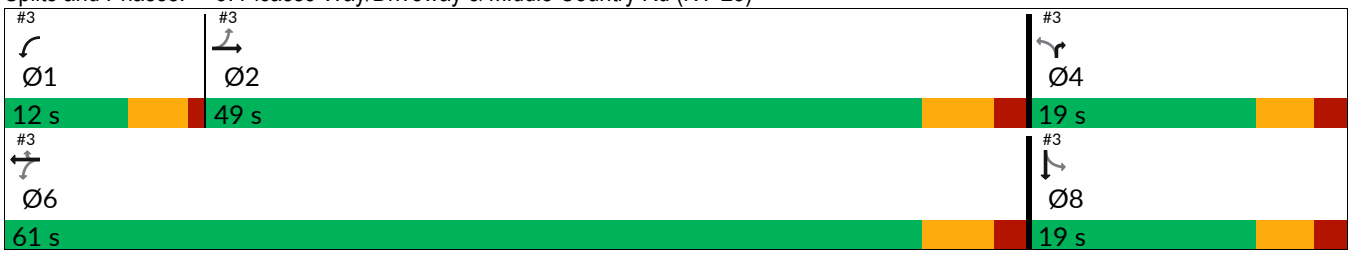
Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd

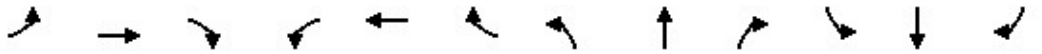


Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	1	849	59	997	60	28	
Future Volume (vph)	1	849	59	997	60	28	
Turn Type	Perm	NA	pm+pt	NA	Perm	Prot	
Protected Phases		2	1	6		4	8
Permitted Phases	2		6		4		
Detector Phase	2	2	1	6	4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	16.3	16.3	9.5	24.3	10.5	10.5	10.5
Total Split (s)	49.0	49.0	12.0	61.0	19.0	19.0	19.0
Total Split (%)	61.3%	61.3%	15.0%	76.3%	23.8%	23.8%	24%
Yellow Time (s)	4.3	4.3	3.5	4.3	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	6.3	4.5	6.3	5.5	5.5	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Max	Max	None	Max	None	None	None
Act Effct Green (s)	52.4	52.4	59.5	59.0	9.0	9.0	
Actuated g/C Ratio	0.69	0.69	0.78	0.77	0.12	0.12	
v/c Ratio	0.00	0.81	0.21	0.74	0.40	0.11	
Control Delay (s/veh)	8.0	21.3	4.7	11.5	38.3	0.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	8.0	21.3	4.7	11.5	38.3	0.9	
LOS	A	C	A	B	D	A	
Approach Delay (s/veh)		21.3		11.2			
Approach LOS		C		B			

Intersection Summary		
Cycle Length: 80		
Actuated Cycle Length: 76.3		
Natural Cycle: 75		
Control Type: Semi Act-Uncoord		
Maximum v/c Ratio: 0.81		
Intersection Signal Delay (s/veh): 16.4	Intersection LOS: B	
Intersection Capacity Utilization 65.0%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 3: Picasso Way/Driveway & Middle Country Rd (NY-25)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	658	72	36	875	33	48	2	40	7	1	126
Future Volume (Veh/h)	143	658	72	36	875	33	48	2	40	7	1	126
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.75	0.75	0.75	0.84	0.84	0.84
Hourly flow rate (vph)	152	700	77	37	893	34	64	3	53	8	1	150
Pedestrians		3						1			2	
Lane Width (ft)		12.5						16.0			16.0	
Walking Speed (ft/s)		3.5						3.5			3.5	
Percent Blockage		0						0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			501							
pX, platoon unblocked	0.50			0.58			0.71	0.71	0.58	0.71	0.71	0.50
vC, conflicting volume	895			778			2164	2013	740	2028	2051	898
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	279			257			1104	889	191	911	944	285
tC, single (s)	4.1			4.1			*5.2	6.5	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	76			95			48	98	90	96	99	66
cM capacity (veh/h)	640			765			122	145	547	205	135	435

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	152	777	930	34	120	159
Volume Left	152	0	37	0	64	8
Volume Right	0	77	0	34	53	150
cSH	640	1700	765	1700	187	406
Volume to Capacity	0.24	0.46	0.05	0.02	0.64	0.39
Queue Length 95th (ft)	23	0	4	0	93	46
Control Delay (s/veh)	12.4	0.0	1.4	0.0	53.2	19.4
Lane LOS	B		A		F	C
Approach Delay (s/veh)	2.0		1.3		53.2	19.4
Approach LOS					F	C

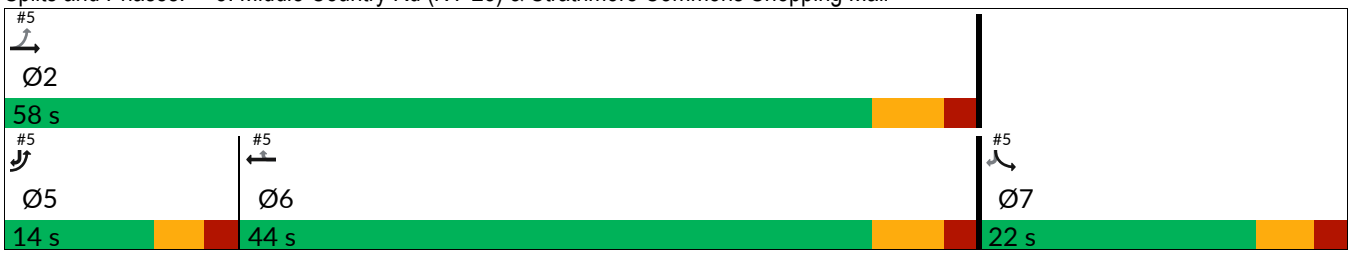
Intersection Summary				
Average Delay	5.8			
Intersection Capacity Utilization	114.6%	ICU Level of Service	H	
Analysis Period (min)	15			

* User Entered Value

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	62	629	891	155	170	73
Future Volume (vph)	62	629	891	155	170	73
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	53.1	51.8	42.5	42.5	13.0	20.0
Actuated g/C Ratio	0.69	0.68	0.55	0.55	0.17	0.26
v/c Ratio	0.28	0.55	0.93	0.17	0.64	0.17
Control Delay (s/veh)	7.3	9.1	35.4	4.1	39.9	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	9.1	35.4	4.1	39.9	6.2
LOS	A	A	D	A	D	A
Approach Delay (s/veh)		8.9	30.8		29.8	
Approach LOS		A	C		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 76.6	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 22.9	Intersection LOS: C
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	772	1025	4	2	25
Future Volume (Veh/h)	30	772	1025	4	2	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.96	0.96	0.81	0.81
Hourly flow rate (vph)	32	830	1068	4	2	31
Pedestrians		5			5	
Lane Width (ft)		11.5			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.49				0.59	0.49
vC, conflicting volume	1077				1969	1080
vC1, stage 1 conf vol					1075	
vC2, stage 2 conf vol					894	
vCu, unblocked vol	633				1522	639
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.4
p0 queue free %	93				99	90
cM capacity (veh/h)	457				215	325

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	32	830	1072	33
Volume Left	32	0	0	2
Volume Right	0	0	4	31
cSH	457	1700	1700	316
Volume to Capacity	0.07	0.49	0.63	0.10
Queue Length 95th (ft)	6	0	0	9
Control Delay (s/veh)	13.5	0.0	0.0	17.7
Lane LOS	B			C
Approach Delay (s/veh)	0.5		0.0	17.7
Approach LOS				C

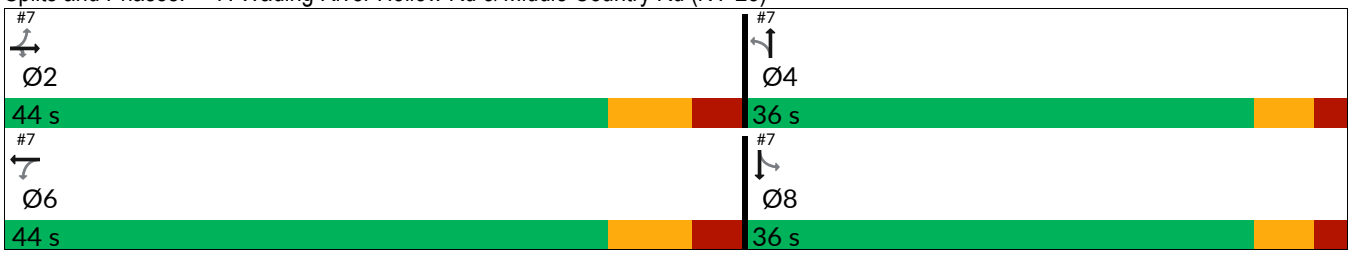
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	672	112	81	869	131	15	7	6
Future Volume (vph)	672	112	81	869	131	15	7	6
Turn Type	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2			6		4		8
Permitted Phases		2	6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	36.5	36.5	36.5	36.5	11.2	11.2	7.7	7.7
Actuated g/C Ratio	0.60	0.60	0.60	0.60	0.18	0.18	0.13	0.13
v/c Ratio	0.64	0.12	0.26	0.83	0.54	0.30	0.05	0.03
Control Delay (s/veh)	12.2	4.3	9.7	20.4	30.4	9.4	22.6	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.2	4.3	9.7	20.4	30.4	9.4	22.6	22.0
LOS	B	A	A	C	C	A	C	C
Approach Delay (s/veh)	11.1			19.5		21.2		22.3
Approach LOS	B			B		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 61.3	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 16.4	Intersection LOS: B
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

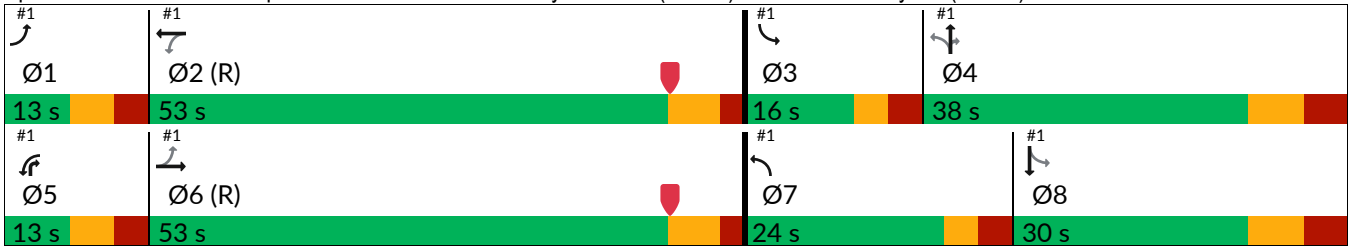
Splits and Phases: 7: Wading River Hollow Rd & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	121	515	145	545	192	320	128	61	298
Future Volume (vph)	121	515	145	545	192	320	128	61	298
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.9	34.0	9.9	13.3	14.0
Total Split (s)	13.0	53.0	13.0	53.0	24.0	38.0	13.0	16.0	30.0
Total Split (%)	10.8%	44.2%	10.8%	44.2%	20.0%	31.7%	10.8%	13.3%	25.0%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	52.2	46.3	52.2	46.3	48.0	33.2	41.4	34.5	23.3
Actuated g/C Ratio	0.44	0.39	0.44	0.39	0.40	0.28	0.35	0.29	0.19
v/c Ratio	0.47	0.59	0.65	0.50	0.73	0.67	0.23	0.21	1.06
Control Delay (s/veh)	23.8	29.3	33.1	29.5	42.5	47.5	5.1	25.3	110.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.8	29.3	33.1	29.5	42.5	47.5	5.1	25.3	110.3
LOS	C	C	C	C	D	D	A	C	F
Approach Delay (s/veh)		28.5		30.2		37.5			98.2
Approach LOS		C		C		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 18 (15%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 42.1	Intersection LOS: D
Intersection Capacity Utilization 86.7%	ICU Level of Service E
Analysis Period (min) 15	

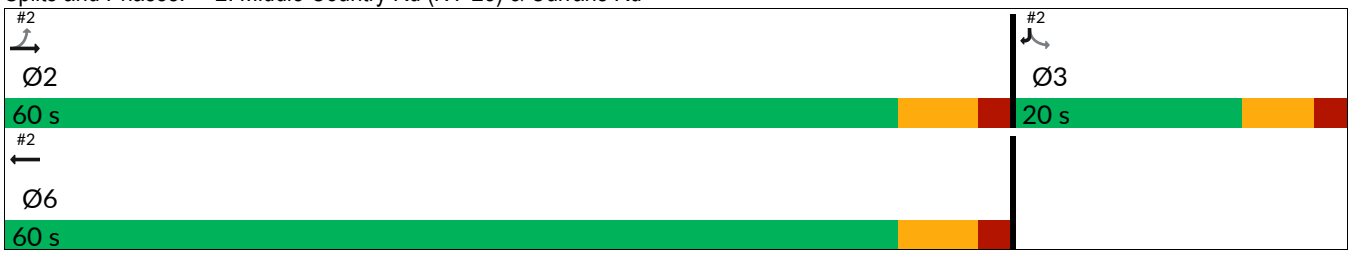
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	45	640	648	112	34
Future Volume (vph)	45	640	648	112	34
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	57.8	57.8	57.8	10.5	10.5
Actuated g/C Ratio	0.75	0.75	0.75	0.14	0.14
v/c Ratio	0.13	0.48	0.59	0.53	0.16
Control Delay (s/veh)	5.6	7.0	8.3	38.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.6	7.0	8.3	38.9	11.4
LOS	A	A	A	D	B
Approach Delay (s/veh)		6.9	8.3	32.5	
Approach LOS		A	A	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 77.3	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay (s/veh): 10.1	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

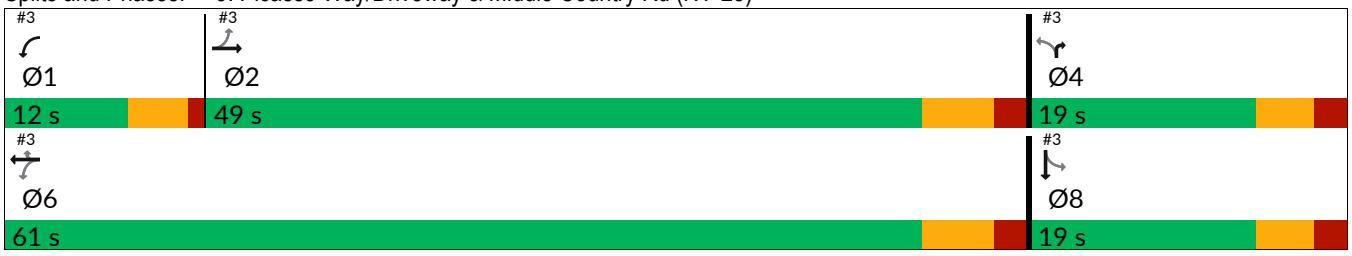
Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd

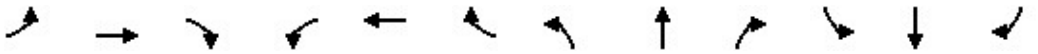


Lane Group	EBT	WBL	WBT	NBL	NBR	Ø8
Lane Configurations						
Traffic Volume (vph)	696	34	717	63	37	
Future Volume (vph)	696	34	717	63	37	
Turn Type	NA	pm+pt	NA	Perm	Prot	
Protected Phases	2	1	6		4	8
Permitted Phases		6		4		
Detector Phase	2	1	6	4	4	
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	16.3	9.5	24.3	10.5	10.5	10.5
Total Split (s)	49.0	12.0	61.0	19.0	19.0	19.0
Total Split (%)	61.3%	15.0%	76.3%	23.8%	23.8%	24%
Yellow Time (s)	4.3	3.5	4.3	3.5	3.5	3.5
All-Red Time (s)	2.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	4.5	6.3	5.5	5.5	
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	Max	None	Max	None	None	None
Act Effct Green (s)	52.7	59.6	59.1	9.8	9.8	
Actuated g/C Ratio	0.68	0.77	0.77	0.13	0.13	
v/c Ratio	0.64	0.09	0.56	0.49	0.17	
Control Delay (s/veh)	14.0	3.6	7.3	40.6	1.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	14.0	3.6	7.3	40.6	1.5	
LOS	B	A	A	D	A	
Approach Delay (s/veh)	14.0		7.2			
Approach LOS	B		A			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 77.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Picasso Way/Driveway & Middle Country Rd (NY-25)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	570	53	21	590	7	39	3	30	15	4	120
Future Volume (Veh/h)	114	570	53	21	590	7	39	3	30	15	4	120
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.57	0.57	0.57	0.92	0.92	0.92
Hourly flow rate (vph)	125	626	58	24	670	8	68	5	53	16	4	130
Pedestrians					2			2				
Lane Width (ft)					11.5			16.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			501							
pX, platoon unblocked	0.76			0.74			0.87	0.87	0.74	0.87	0.87	0.76
vC, conflicting volume	670			686			1757	1625	659	1652	1654	670
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	404			406			1167	1014	370	1045	1048	404
tC, single (s)	4.1			4.1			*5.2	6.5	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			97			63	97	91	93	98	79
cM capacity (veh/h)	879			864			185	173	619	244	165	612

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	125	684	694	8	126	150
Volume Left	125	0	24	0	68	16
Volume Right	0	58	0	8	53	130
cSH	879	1700	864	1700	262	496
Volume to Capacity	0.14	0.40	0.03	0.00*	0.48	0.30
Queue Length 95th (ft)	12	0	2	0	61	32
Control Delay (s/veh)	9.8	0.0	0.7	0.0	30.9	15.4
Lane LOS	A		A		D	C
Approach Delay (s/veh)	1.5		0.7		30.9	15.4
Approach LOS					D	C

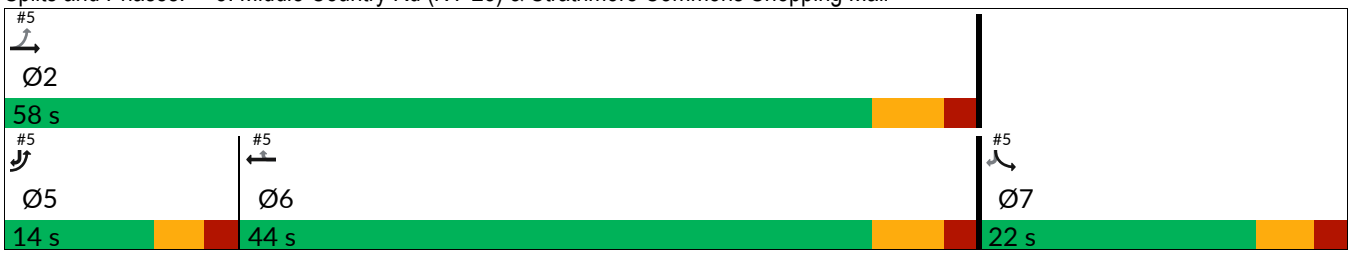
Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	89.4%	ICU Level of Service	E	
Analysis Period (min)	15			

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	96	519	538	128	174	84
Future Volume (vph)	96	519	538	128	174	84
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	53.1	51.8	42.0	42.0	13.5	26.1
Actuated g/C Ratio	0.69	0.67	0.54	0.54	0.18	0.34
v/c Ratio	0.23	0.44	0.62	0.16	0.67	0.17
Control Delay (s/veh)	5.8	7.7	17.4	2.7	40.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	7.7	17.4	2.7	40.8	4.5
LOS	A	A	B	A	D	A
Approach Delay (s/veh)		7.4	14.6		29.0	
Approach LOS		A	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 77.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 14.5	Intersection LOS: B
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	627	687	4	4	28
Future Volume (Veh/h)	26	627	687	4	4	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.60	0.60
Hourly flow rate (vph)	29	697	781	5	7	47
Pedestrians		2	1		3	
Lane Width (ft)		11.5	12.0		12.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.75				0.82	0.75
vC, conflicting volume	789				1543	789
vC1, stage 1 conf vol					787	
vC2, stage 2 conf vol					756	
vCu, unblocked vol	555				1201	555
tC, single (s)	4.1				*5.2	*4.2
tC, 2 stage (s)					4.2	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				98	91
cM capacity (veh/h)	769				426	546

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	29	697	786	54
Volume Left	29	0	0	7
Volume Right	0	0	5	47
cSH	769	1700	1700	527
Volume to Capacity	0.04	0.41	0.46	0.10
Queue Length 95th (ft)	3	0	0	9
Control Delay (s/veh)	9.9	0.0	0.0	12.6
Lane LOS	A			B
Approach Delay (s/veh)	0.4		0.0	12.6
Approach LOS				B

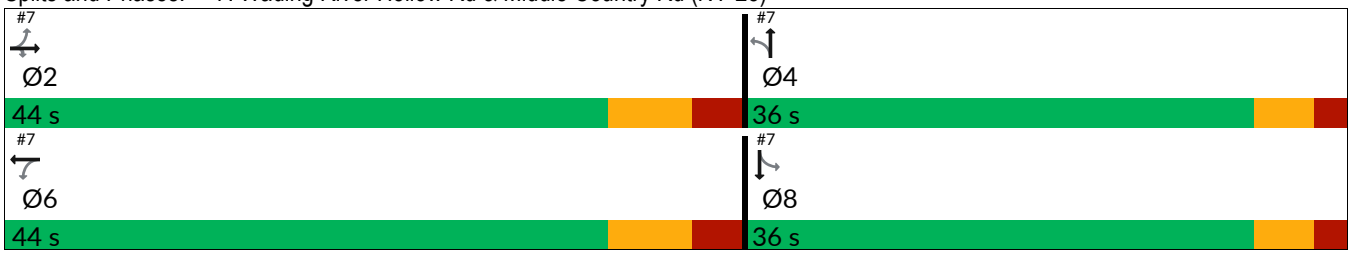
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	574	87	50	595	82	3	3	4
Future Volume (vph)	574	87	50	595	82	3	3	4
Turn Type	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2			6		4		8
Permitted Phases		2	6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	40.7	40.7	40.7	40.7	9.4	9.4	7.1	7.1
Actuated g/C Ratio	0.68	0.68	0.68	0.68	0.16	0.16	0.12	0.12
v/c Ratio	0.48	0.08	0.11	0.58	0.44	0.21	0.03	0.03
Control Delay (s/veh)	8.3	3.4	6.3	10.0	28.9	9.2	22.3	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.3	3.4	6.3	10.0	28.9	9.2	22.3	22.3
LOS	A	A	A	A	C	A	C	C
Approach Delay (s/veh)	7.6			9.7		21.0		22.3
Approach LOS	A			A		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 59.7	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 10.0	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Wading River Hollow Rd & Middle Country Rd (NY-25)

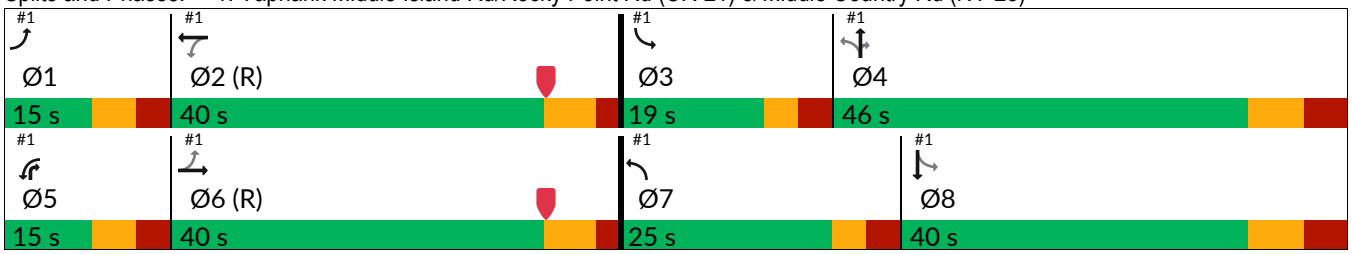


BUILD VOLUMES CAPACITY ANALYSIS

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	87	472	259	556	241	271	125	79	456
Future Volume (vph)	87	472	259	556	241	271	125	79	456
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.0	34.0	9.9	11.0	14.0
Total Split (s)	15.0	40.0	15.0	40.0	25.0	46.0	15.0	19.0	40.0
Total Split (%)	12.5%	33.3%	12.5%	33.3%	20.8%	38.3%	12.5%	15.8%	33.3%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	40.9	33.3	41.5	33.6	59.0	43.3	60.4	43.2	31.0
Actuated g/C Ratio	0.34	0.28	0.35	0.28	0.49	0.36	0.50	0.36	0.26
v/c Ratio	0.52	0.93	1.88	0.77	1.00	0.52	0.20	0.23	1.09
Control Delay (s/veh)	34.0	54.0	441.2	46.4	85.7	35.6	3.6	19.2	111.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.0	54.0	441.2	46.4	85.7	35.6	3.6	19.2	111.2
LOS	C	D	F	D	F	D	A	B	F
Approach Delay (s/veh)		52.0		164.2		48.2			98.3
Approach LOS		D		F		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 3 (3%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.88	
Intersection Signal Delay (s/veh): 92.9	Intersection LOS: F
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

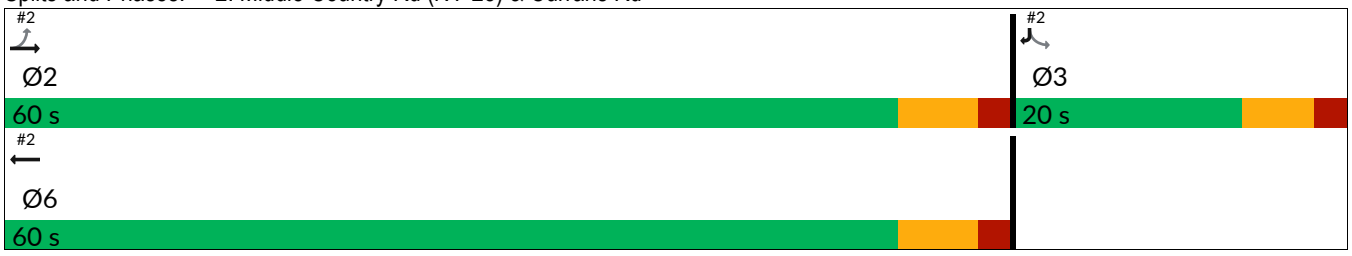
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	14	623	737	216	46
Future Volume (vph)	14	623	737	216	46
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	53.3	53.3	53.3	13.5	13.5
Actuated g/C Ratio	0.67	0.67	0.67	0.17	0.17
v/c Ratio	0.07	0.60	0.80	0.89	0.19
Control Delay (s/veh)	5.6	10.0	15.9	65.3	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.6	10.0	15.9	65.3	10.6
LOS	A	B	B	E	B
Approach Delay (s/veh)		9.9	15.9	55.7	
Approach LOS		A	B	E	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 79.8	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	834	860	9	0	11
Future Volume (Veh/h)	5	834	860	9	0	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	907	935	10	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		405	825			
pX, platoon unblocked	0.62				0.80	0.62
vC, conflicting volume	945				1852	935
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	607				924	591
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	97
cM capacity (veh/h)	604				238	439

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	5	907	935	10	12
Volume Left	5	0	0	0	0
Volume Right	0	0	0	10	12
cSH	604	1700	1700	1700	439
Volume to Capacity	0.00*	0.53	0.55	0.00*	0.03
Queue Length 95th (ft)	1	0	0	0	2
Control Delay (s/veh)	11.0	0.0	0.0	0.0	13.4
Lane LOS	B				B
Approach Delay (s/veh)	0.1		0.0		13.4
Approach LOS					B

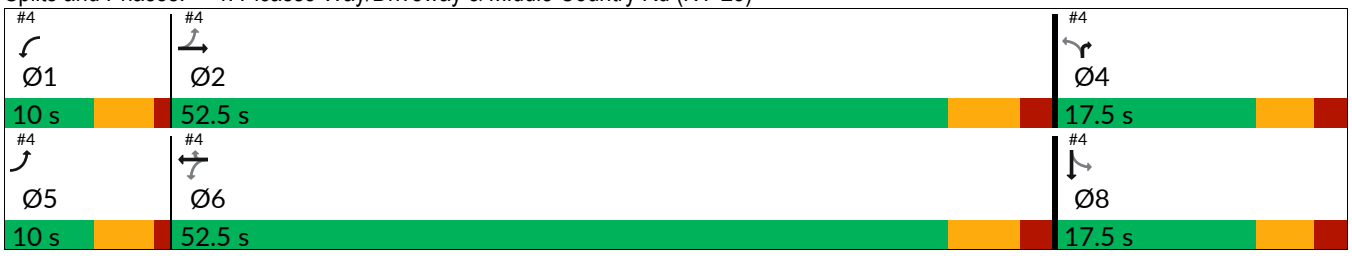
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	120	679	20	722	21	99	43	87	0
Future Volume (vph)	120	679	20	722	21	99	43	87	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	Prot	Perm	NA
Protected Phases	5	2	1	6			4		8
Permitted Phases	2		6		6	4		8	
Detector Phase	5	2	1	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	16.3	9.5	24.3	24.3	10.5	10.5	10.5	10.5
Total Split (s)	10.0	52.5	10.0	52.5	52.5	17.5	17.5	17.5	17.5
Total Split (%)	12.5%	65.6%	12.5%	65.6%	65.6%	21.9%	21.9%	21.9%	21.9%
Yellow Time (s)	3.5	4.3	3.5	4.3	4.3	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.3	4.5	6.3	6.3	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	Max	None	None	None	None
Act Effct Green (s)	55.1	53.0	53.4	49.3	49.3	10.5	10.5	10.2	10.2
Actuated g/C Ratio	0.74	0.72	0.72	0.67	0.67	0.14	0.14	0.14	0.14
v/c Ratio	0.36	0.68	0.06	0.73	0.02	0.64	0.16	0.37	0.11
Control Delay (s/veh)	5.9	14.1	3.6	17.6	0.0	50.6	1.2	35.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.9	14.1	3.6	17.6	0.0	50.6	1.2	35.2	0.5
LOS	A	B	A	B	A	D	A	D	A
Approach Delay (s/veh)		12.9		16.8					23.1
Approach LOS		B		B					C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 74.1	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 16.8	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 4: Picasso Way/Driveway & Middle Country Rd (NY-25)





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	718	668	61	0	36
Future Volume (Veh/h)	0	718	668	61	0	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	780	726	66	0	39
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		314	1274			
pX, platoon unblocked	0.80				0.76	0.80
vC, conflicting volume	792				1506	726
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	614				914	532
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	93
cM capacity (veh/h)	772				231	590

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	780	726	66	39
Volume Left	0	0	0	0
Volume Right	0	0	66	39
cSH	1700	1700	1700	590
Volume to Capacity	0.46	0.43	0.04	0.07
Queue Length 95th (ft)	0	0	0	5
Control Delay (s/veh)	0.0	0.0	0.0	11.5
Lane LOS				B
Approach Delay (s/veh)	0.0	0.0		11.5
Approach LOS				B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	732	29	24	641	4	54	0	36	6	3	87
Future Volume (Veh/h)	46	732	29	24	641	4	54	0	36	6	3	87
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.71	0.71	0.71	0.88	0.88	0.88
Hourly flow rate (vph)	52	822	33	28	754	5	76	0	51	7	3	99
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			501							
pX, platoon unblocked	0.70			0.74			0.83	0.83	0.74	0.83	0.83	0.70
vC, conflicting volume	754			855			1853	1753	839	1787	1769	754
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	429			626			1215	1093	604	1135	1113	429
tC, single (s)	4.3			4.1			*5.2	6.5	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.6	4.0	3.3	3.6	4.0	3.4
p0 queue free %	93			96			59	100	90	97	98	82
cM capacity (veh/h)	738			712			183	160	518	224	155	547

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	52	855	782	5	127	109
Volume Left	52	0	28	0	76	7
Volume Right	0	33	0	5	51	99
cSH	738	1700	712	1700	248	471
Volume to Capacity	0.07	0.50	0.04	0.00*	0.51	0.23
Queue Length 95th (ft)	6	0	3	0	67	22
Control Delay (s/veh)	10.2	0.0	1.1	0.0	33.9	14.9
Lane LOS	B		A		D	B
Approach Delay (s/veh)	0.6		1.1		33.9	14.9
Approach LOS					D	B

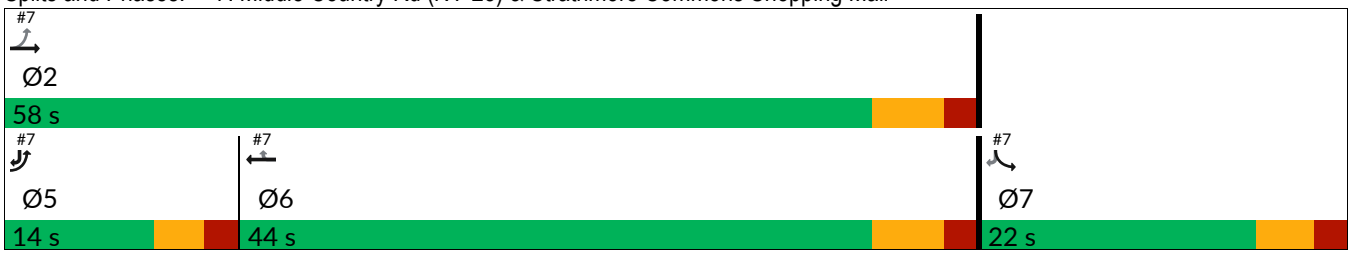
Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	71.7%	ICU Level of Service	C	
Analysis Period (min)	15			

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	751	637	54	69	37
Future Volume (vph)	27	751	637	54	69	37
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	56.1	56.0	49.4	49.4	8.9	18.1
Actuated g/C Ratio	0.77	0.77	0.67	0.67	0.12	0.25
v/c Ratio	0.07	0.64	0.65	0.06	0.40	0.11
Control Delay (s/veh)	3.5	8.7	15.1	3.1	35.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.5	8.7	15.1	3.1	35.0	7.0
LOS	A	A	B	A	C	A
Approach Delay (s/veh)		8.5	14.1		25.1	
Approach LOS		A	B		C	

Intersection Summary			
Cycle Length: 80			
Actuated Cycle Length: 73.2			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 12.2		Intersection LOS: B	
Intersection Capacity Utilization 53.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	805	654	5	5	37
Future Volume (Veh/h)	8	805	654	5	5	37
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.78	0.78	0.83	0.83
Hourly flow rate (vph)	9	894	838	6	6	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.71				0.85	0.71
vC, conflicting volume	844				1753	841
vC1, stage 1 conf vol					841	
vC2, stage 2 conf vol					912	
vCu, unblocked vol	581				1056	577
tC, single (s)	4.3				*5.2	*4.2
tC, 2 stage (s)					4.2	
tF (s)	2.4				3.5	3.4
p0 queue free %	99				99	91
cM capacity (veh/h)	638				402	505

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	9	894	844	51
Volume Left	9	0	0	6
Volume Right	0	0	6	45
cSH	638	1700	1700	490
Volume to Capacity	0.01	0.53	0.50	0.10
Queue Length 95th (ft)	1	0	0	9
Control Delay (s/veh)	10.7	0.0	0.0	13.2
Lane LOS	B			B
Approach Delay (s/veh)	0.1		0.0	13.2
Approach LOS				B

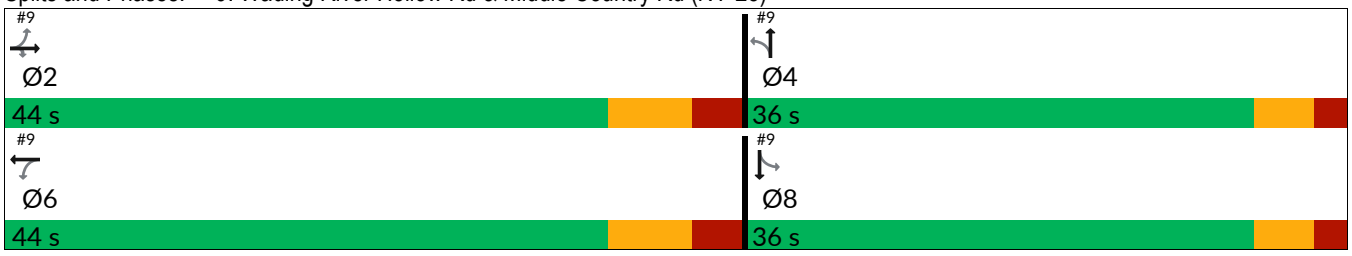
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	1	728	80	75	580	80	8	15	17
Future Volume (vph)	1	728	80	75	580	80	8	15	17
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		8
Permitted Phases	2		2	6		4		8	
Detector Phase	2	2	2	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	40.7	40.7	40.7	40.7	40.7	10.0	10.0	9.3	9.3
Actuated g/C Ratio	0.67	0.67	0.67	0.67	0.67	0.17	0.17	0.15	0.15
v/c Ratio	0.00	0.66	0.08	0.29	0.62	0.48	0.22	0.12	0.12
Control Delay (s/veh)	6.0	12.6	4.2	9.9	11.5	29.7	9.8	21.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.0	12.6	4.2	9.9	11.5	29.7	9.8	21.9	19.4
LOS	A	B	A	A	B	C	A	C	B
Approach Delay (s/veh)		11.8			11.3		21.8		20.4
Approach LOS		B			B		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 60.3	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 75.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Wading River Hollow Rd & Middle Country Rd (NY-25)





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	5	162	7	2	261
Future Volume (Veh/h)	21	5	162	7	2	261
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	5	176	8	2	284
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			473			
pX, platoon unblocked						
vC, conflicting volume	468	180			184	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468	180			184	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			100	
cM capacity (veh/h)	553	863			1391	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	28	184	286
Volume Left	23	0	2
Volume Right	5	8	0
cSH	591	1700	1391
Volume to Capacity	0.05	0.11	0.00*
Queue Length 95th (ft)	4	0	0
Control Delay (s/veh)	11.4	0.0	0.1
Lane LOS	B		A
Approach Delay (s/veh)	11.4	0.0	0.1
Approach LOS	B		

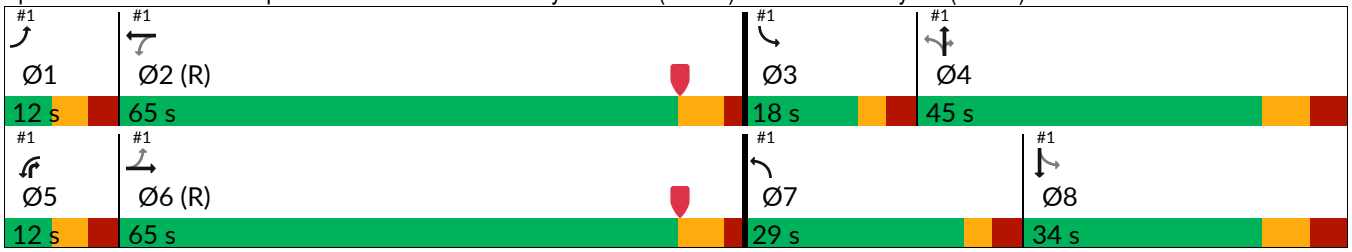
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	177	680	185	748	190	444	153	74	286
Future Volume (vph)	177	680	185	748	190	444	153	74	286
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.0	34.0	9.9	11.0	14.0
Total Split (s)	12.0	65.0	12.0	65.0	29.0	45.0	12.0	18.0	34.0
Total Split (%)	8.6%	46.4%	8.6%	46.4%	20.7%	32.1%	8.6%	12.9%	24.3%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	63.2	58.3	63.2	58.3	56.8	38.4	45.6	43.5	30.9
Actuated g/C Ratio	0.45	0.42	0.45	0.42	0.41	0.27	0.33	0.31	0.22
v/c Ratio	0.97	0.74	1.22	0.63	0.67	0.91	0.28	0.42	0.91
Control Delay (s/veh)	87.9	36.2	168.3	34.7	39.7	71.7	8.0	34.0	79.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	87.9	36.2	168.3	34.7	39.7	71.7	8.0	34.0	79.7
LOS	F	D	F	C	D	E	A	C	E
Approach Delay (s/veh)		44.2		58.7		51.6			71.3
Approach LOS		D		E		D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 4 (3%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay (s/veh): 53.7	Intersection LOS: D
Intersection Capacity Utilization 90.2%	ICU Level of Service E
Analysis Period (min) 15	

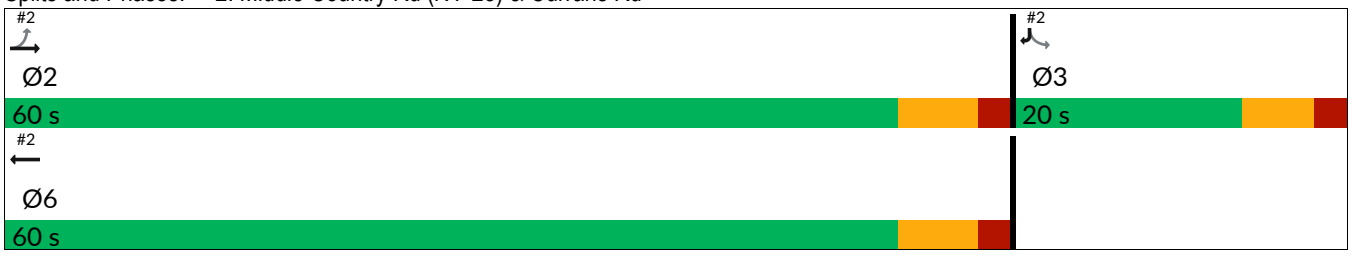
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	38	824	905	210	38
Future Volume (vph)	38	824	905	210	38
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	53.3	53.3	53.3	13.0	13.0
Actuated g/C Ratio	0.67	0.67	0.67	0.16	0.16
v/c Ratio	0.42	0.66	0.95	0.80	0.15
Control Delay (s/veh)	24.0	11.1	29.7	54.4	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.0	11.1	29.7	54.4	11.2
LOS	C	B	C	D	B
Approach Delay (s/veh)		11.6	29.7	47.8	
Approach LOS		B	C	D	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 79.3	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay (s/veh): 24.9	Intersection LOS: C
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	1029	1145	10	0	3
Future Volume (Veh/h)	5	1029	1145	10	0	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1118	1245	11	0	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		387	839			
pX, platoon unblocked	0.41				0.62	0.41
vC, conflicting volume	1256				2373	1245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	900				1367	873
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				100	99
cM capacity (veh/h)	307				99	232

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	5	1118	1245	11	3
Volume Left	5	0	0	0	0
Volume Right	0	0	0	11	3
cSH	307	1700	1700	1700	232
Volume to Capacity	0.02	0.66	0.73	0.00*	0.01
Queue Length 95th (ft)	1	0	0	0	1
Control Delay (s/veh)	16.9	0.0	0.0	0.0	20.7
Lane LOS	C				C
Approach Delay (s/veh)	0.1		0.0		20.7
Approach LOS					C

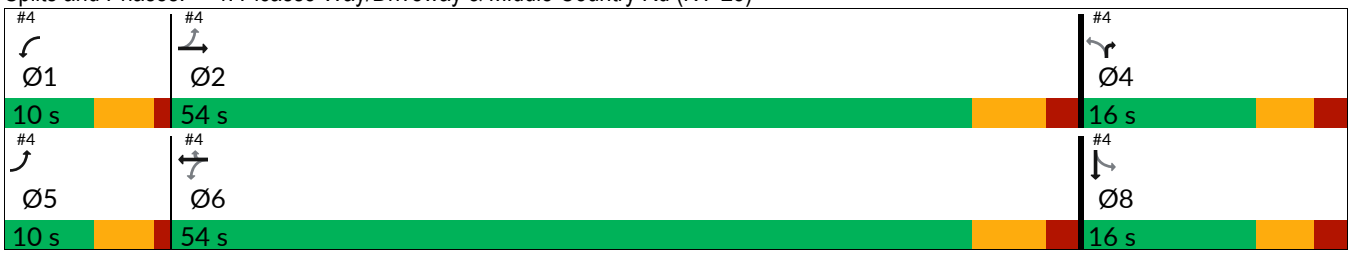
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	156	794	59	1027	26	60	28	114	0
Future Volume (vph)	156	794	59	1027	26	60	28	114	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	Prot	Perm	NA
Protected Phases	5	2	1	6			4		8
Permitted Phases	2		6		6	4		8	
Detector Phase	5	2	1	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	16.3	9.5	24.3	24.3	10.5	10.5	10.5	10.5
Total Split (s)	10.0	54.0	10.0	54.0	54.0	16.0	16.0	16.0	16.0
Total Split (%)	12.5%	67.5%	12.5%	67.5%	67.5%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	3.5	4.3	3.5	4.3	4.3	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.3	4.5	6.3	6.3	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	Max	None	None	None	None
Act Effct Green (s)	56.5	52.0	55.4	48.1	48.1	9.1	9.1	9.3	9.3
Actuated g/C Ratio	0.74	0.68	0.72	0.63	0.63	0.12	0.12	0.12	0.12
v/c Ratio	0.73	0.77	0.19	0.94	0.03	0.43	0.11	0.55	0.19
Control Delay (s/veh)	34.1	18.3	4.3	32.6	0.0	41.4	0.8	42.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	34.1	18.3	4.3	32.6	0.0	41.4	0.8	42.4	1.1
LOS	C	B	A	C	A	D	A	D	A
Approach Delay (s/veh)		20.6		30.4					27.1
Approach LOS		C		C					C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 76.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 25.8	Intersection LOS: C
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 4: Picasso Way/Driveway & Middle Country Rd (NY-25)





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	881	961	77	0	55
Future Volume (Veh/h)	0	881	961	77	0	55
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	958	1045	84	0	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		320	1269			
pX, platoon unblocked	0.53				0.77	0.53
vC, conflicting volume	1129				2003	1045
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	804				790	646
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	83
cM capacity (veh/h)	437				275	361

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	958	1045	84	60
Volume Left	0	0	0	0
Volume Right	0	0	84	60
cSH	1700	1700	1700	361
Volume to Capacity	0.56	0.61	0.05	0.17
Queue Length 95th (ft)	0	0	0	15
Control Delay (s/veh)	0.0	0.0	0.0	16.9
Lane LOS				C
Approach Delay (s/veh)	0.0	0.0		16.9
Approach LOS				C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	723	72	36	949	33	48	2	40	7	1	126
Future Volume (Veh/h)	143	723	72	36	949	33	48	2	40	7	1	126
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.98	0.98	0.98	0.75	0.75	0.75	0.84	0.84	0.84
Hourly flow rate (vph)	152	769	77	37	968	34	64	3	53	8	1	150
Pedestrians		3						1			2	
Lane Width (ft)		12.5						16.0			16.0	
Walking Speed (ft/s)		3.5						3.5			3.5	
Percent Blockage		0						0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1088			501							
pX, platoon unblocked	0.46			0.65			0.64	0.64	0.65	0.64	0.64	0.46
vC, conflicting volume	970			847			2308	2157	809	2172	2195	973
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	359			496			1533	1296	437	1320	1357	366
tC, single (s)	4.1			4.1			*4.8	*5.2	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*2.0	*2.0	*2.0	3.5	4.0	3.3
p0 queue free %	73			95			37	98	93	93	98	61
cM capacity (veh/h)	561			700			101	171	791	121	66	385

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	152	846	1005	34	120	159
Volume Left	152	0	37	0	64	8
Volume Right	0	77	0	34	53	150
cSH	561	1700	700	1700	167	337
Volume to Capacity	0.27	0.50	0.05	0.02	0.72	0.47
Queue Length 95th (ft)	27	0	4	0	110	60
Control Delay (s/veh)	13.8	0.0	1.6	0.0	68.2	24.8
Lane LOS	B		A		F	C
Approach Delay (s/veh)	2.1		1.6		68.2	24.8
Approach LOS					F	C

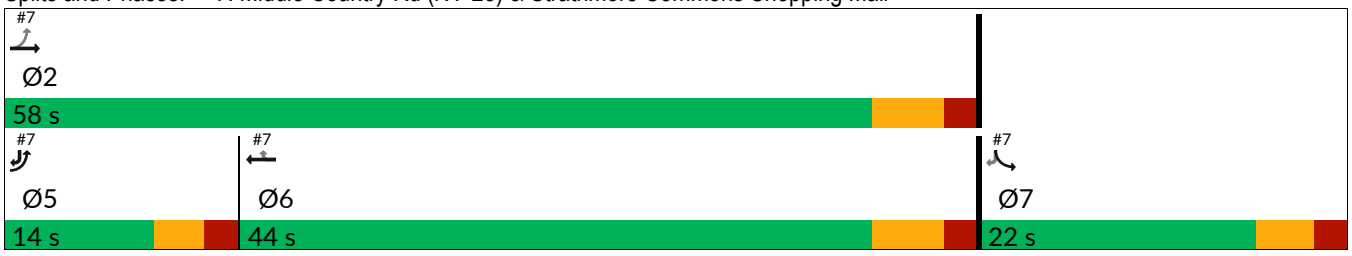
Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	121.9%	ICU Level of Service	H
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	62	694	965	155	170	73
Future Volume (vph)	62	694	965	155	170	73
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	53.1	51.8	42.5	42.5	13.0	20.0
Actuated g/C Ratio	0.69	0.68	0.55	0.55	0.17	0.26
v/c Ratio	0.28	0.61	1.00	0.17	0.64	0.18
Control Delay (s/veh)	7.3	10.1	50.8	4.5	39.9	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	10.1	50.8	4.5	39.9	8.3
LOS	A	B	D	A	D	A
Approach Delay (s/veh)		9.9	44.4		30.4	
Approach LOS		A	D		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 76.6	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay (s/veh): 30.3	Intersection LOS: C
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 7: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	837	1099	4	2	25
Future Volume (Veh/h)	30	837	1099	4	2	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.96	0.96	0.81	0.81
Hourly flow rate (vph)	32	900	1145	4	2	31
Pedestrians		5			5	
Lane Width (ft)		11.5			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.47				0.59	0.47
vC, conflicting volume	1154				2116	1157
vC1, stage 1 conf vol					1152	
vC2, stage 2 conf vol					964	
vCu, unblocked vol	764				1601	770
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.4
p0 queue free %	92				99	89
cM capacity (veh/h)	393				184	284

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	32	900	1149	33
Volume Left	32	0	0	2
Volume Right	0	0	4	31
cSH	393	1700	1700	275
Volume to Capacity	0.08	0.53	0.68	0.12
Queue Length 95th (ft)	7	0	0	10
Control Delay (s/veh)	15.0	0.0	0.0	19.9
Lane LOS	B			C
Approach Delay (s/veh)	0.5		0.0	19.9
Approach LOS				C

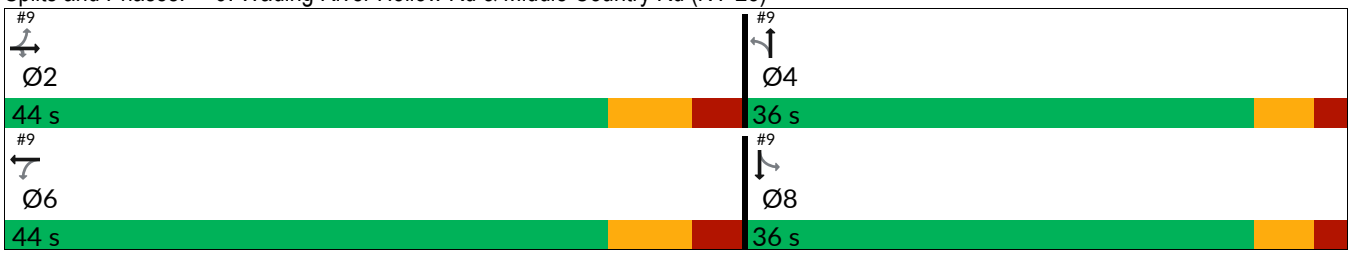
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	737	112	81	943	131	15	7	6
Future Volume (vph)	737	112	81	943	131	15	7	6
Turn Type	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2			6		4		8
Permitted Phases		2	6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	36.5	36.5	36.5	36.5	11.2	11.2	7.7	7.7
Actuated g/C Ratio	0.60	0.60	0.60	0.60	0.18	0.18	0.13	0.13
v/c Ratio	0.70	0.13	0.31	0.90	0.54	0.30	0.05	0.03
Control Delay (s/veh)	13.9	4.5	11.1	26.6	30.4	9.4	22.6	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	4.5	11.1	26.6	30.4	9.4	22.6	22.0
LOS	B	A	B	C	C	A	C	C
Approach Delay (s/veh)	12.7			25.4		21.2		22.3
Approach LOS	B			C		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 61.3	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 90.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Wading River Hollow Rd & Middle Country Rd (NY-25)





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	2	272	8	3	271
Future Volume (Veh/h)	7	2	272	8	3	271
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	2	296	9	3	295
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			473			
pX, platoon unblocked						
vC, conflicting volume	602	301			305	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	602	301			305	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	462	739			1256	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	10	305	298
Volume Left	8	0	3
Volume Right	2	9	0
cSH	499	1700	1256
Volume to Capacity	0.02	0.18	0.00*
Queue Length 95th (ft)	2	0	0
Control Delay (s/veh)	12.4	0.0	0.1
Lane LOS	B		A
Approach Delay (s/veh)	12.4	0.0	0.1
Approach LOS	B		

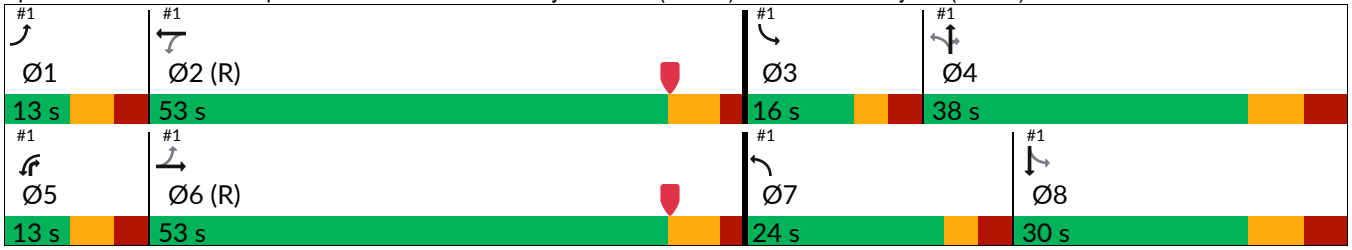
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	121	606	183	632	192	320	167	87	298
Future Volume (vph)	121	606	183	632	192	320	167	87	298
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.9	34.0	9.9	13.3	14.0
Total Split (s)	13.0	53.0	13.0	53.0	24.0	38.0	13.0	16.0	30.0
Total Split (%)	10.8%	44.2%	10.8%	44.2%	20.0%	31.7%	10.8%	13.3%	25.0%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	52.2	46.3	52.2	46.3	47.7	30.1	38.3	35.4	23.5
Actuated g/C Ratio	0.44	0.39	0.44	0.39	0.40	0.25	0.32	0.30	0.20
v/c Ratio	0.55	0.66	0.93	0.59	0.74	0.74	0.30	0.32	1.05
Control Delay (s/veh)	27.5	31.9	71.1	31.5	43.2	52.3	5.1	27.1	107.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.5	31.9	71.1	31.5	43.2	52.3	5.1	27.1	107.1
LOS	C	C	E	C	D	D	A	C	F
Approach Delay (s/veh)		31.3		39.6		38.1			91.7
Approach LOS		C		D		D			F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 18 (15%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay (s/veh): 44.4	Intersection LOS: D
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

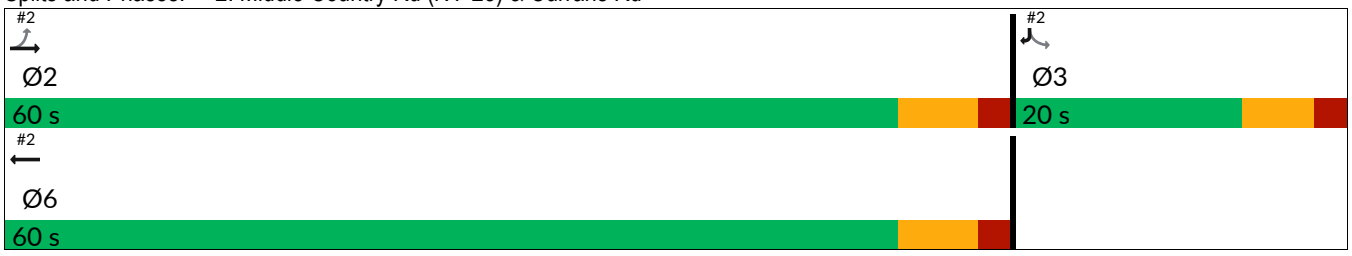
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	51	791	789	115	42
Future Volume (vph)	51	791	789	115	42
Turn Type	Perm	NA	NA	Perm	Prot
Protected Phases		2	6		3
Permitted Phases	2			3	
Detector Phase	2	2	6	3	3
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	5.0	5.0
Minimum Split (s)	16.7	16.7	24.7	11.3	11.3
Total Split (s)	60.0	60.0	60.0	20.0	20.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.7	4.7	4.7	4.3	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.3	6.3
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	None	None
Act Effct Green (s)	57.8	57.8	57.8	10.6	10.6
Actuated g/C Ratio	0.75	0.75	0.75	0.14	0.14
v/c Ratio	0.20	0.60	0.69	0.54	0.19
Control Delay (s/veh)	7.3	8.8	10.8	39.3	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.3	8.8	10.8	39.3	11.0
LOS	A	A	B	D	B
Approach Delay (s/veh)		8.7	10.8	31.7	
Approach LOS		A	B	C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 77.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Middle Country Rd (NY-25) & Currans Rd





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	902	916	8	0	5
Future Volume (Veh/h)	4	902	916	8	0	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	980	996	9	0	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		414	817			
pX, platoon unblocked	0.59				0.75	0.59
vC, conflicting volume	1005				1984	996
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	657				1155	642
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	546				163	399

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	4	980	996	9	5
Volume Left	4	0	0	0	0
Volume Right	0	0	0	9	5
cSH	546	1700	1700	1700	399
Volume to Capacity	0.00*	0.58	0.59	0.00*	0.01
Queue Length 95th (ft)	1	0	0	0	1
Control Delay (s/veh)	11.6	0.0	0.0	0.0	14.1
Lane LOS	B				B
Approach Delay (s/veh)	0.0		0.0		14.1
Approach LOS					B

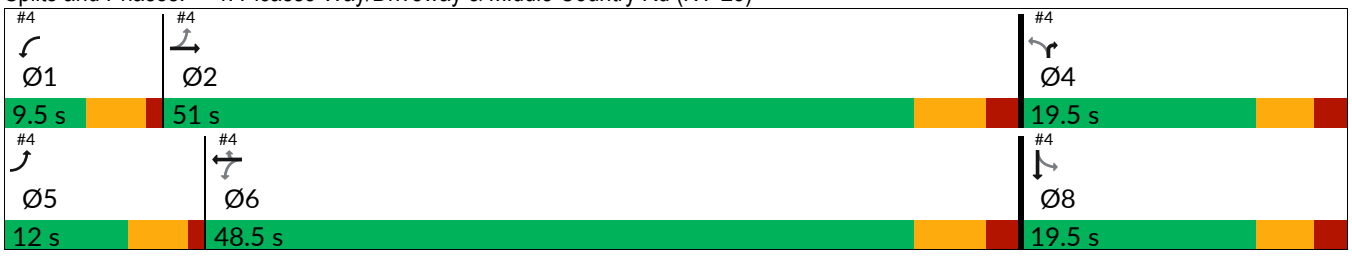
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	196	651	34	763	33	63	37	145	0
Future Volume (vph)	196	651	34	763	33	63	37	145	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	Prot	Perm	NA
Protected Phases	5	2	1	6			4		8
Permitted Phases	2		6		6	4		8	
Detector Phase	5	2	1	6	6	4	4	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	16.3	9.5	24.3	24.3	10.5	10.5	10.5	10.5
Total Split (s)	12.0	51.0	9.5	48.5	48.5	19.5	19.5	19.5	19.5
Total Split (%)	15.0%	63.8%	11.9%	60.6%	60.6%	24.4%	24.4%	24.4%	24.4%
Yellow Time (s)	3.5	4.3	3.5	4.3	4.3	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.3	4.5	6.3	6.3	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	Max	None	Max	Max	None	None	None	None
Act Effct Green (s)	54.9	48.7	49.1	42.3	42.3	11.3	11.3	11.3	11.3
Actuated g/C Ratio	0.71	0.63	0.63	0.55	0.55	0.15	0.15	0.15	0.15
v/c Ratio	0.64	0.65	0.10	0.83	0.04	0.46	0.15	0.58	0.24
Control Delay (s/veh)	16.8	14.1	4.4	24.7	0.1	38.8	1.3	39.8	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	14.1	4.4	24.7	0.1	38.8	1.3	39.8	1.3
LOS	B	B	A	C	A	D	A	D	A
Approach Delay (s/veh)		14.7		22.9					24.3
Approach LOS		B		C					C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 77.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 19.6	Intersection LOS: B
Intersection Capacity Utilization 79.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: Picasso Way/Driveway & Middle Country Rd (NY-25)





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↱		↱
Traffic Volume (veh/h)	0	1002	866	98	0	68
Future Volume (Veh/h)	0	1002	866	98	0	68
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.88	0.88	0.92	0.92
Hourly flow rate (vph)	0	1055	984	111	0	74
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		314	1274			
pX, platoon unblocked	0.71				0.79	0.71
vC, conflicting volume	1095				2039	984
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	928				1352	772
tC, single (s)	4.1				6.4	*4.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	83
cM capacity (veh/h)	522				131	437

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	1055	984	111	74
Volume Left	0	0	0	0
Volume Right	0	0	111	74
cSH	1700	1700	1700	437
Volume to Capacity	0.62	0.58	0.07	0.17
Queue Length 95th (ft)	0	0	0	15
Control Delay (s/veh)	0.0	0.0	0.0	14.9
Lane LOS				B
Approach Delay (s/veh)	0.0	0.0		14.9
Approach LOS				B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	670	53	21	695	7	39	3	30	15	4	120
Future Volume (Veh/h)	114	670	53	21	695	7	39	3	30	15	4	120
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.57	0.57	0.57	0.92	0.92	0.92
Hourly flow rate (vph)	125	736	58	24	790	8	68	5	53	16	4	130
Pedestrians					2			2				
Lane Width (ft)					11.5			16.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			501							
pX, platoon unblocked	0.67			0.80			0.77	0.77	0.80	0.77	0.77	0.67
vC, conflicting volume	790			796			1987	1855	769	1882	1884	790
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	444			617			1540	1369	583	1404	1407	444
tC, single (s)	4.1			4.1			*5.0	*5.2	*4.2	*5.2	6.5	*4.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*2.0	*2.0	*2.0	3.5	4.0	3.3
p0 queue free %	83			97			55	98	94	89	95	75
cM capacity (veh/h)	754			774			151	222	847	150	88	527

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	125	794	814	8	126	150
Volume Left	125	0	24	0	68	16
Volume Right	0	58	0	8	53	130
cSH	754	1700	774	1700	235	376
Volume to Capacity	0.17	0.47	0.03	0.00*	0.54	0.40
Queue Length 95th (ft)	15	0	2	0	72	47
Control Delay (s/veh)	10.7	0.0	0.8	0.0	36.7	20.8
Lane LOS	B		A		E	C
Approach Delay (s/veh)	1.5		0.8		36.7	20.8
Approach LOS					E	C

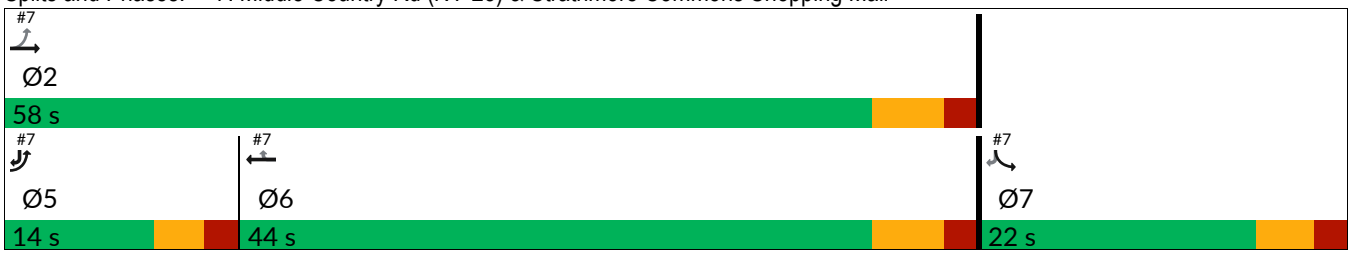
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	100.2%	ICU Level of Service	G	
Analysis Period (min)	15			

* User Entered Value
* Value less than 0.01.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	96	619	643	128	174	84
Future Volume (vph)	96	619	643	128	174	84
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		7	5
Permitted Phases	2			6		7
Detector Phase	5	2	6	6	7	5
Switch Phase						
Minimum Initial (s)	3.0	10.0	10.0	10.0	5.0	3.0
Minimum Split (s)	9.5	22.5	22.5	22.5	10.5	9.5
Total Split (s)	14.0	58.0	44.0	44.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	55.0%	27.5%	17.5%
Yellow Time (s)	3.0	4.3	4.3	4.3	3.5	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.3	6.3	6.3	5.5	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Recall Mode	None	Max	Max	Max	None	None
Act Effct Green (s)	53.1	51.8	42.0	42.0	13.5	26.1
Actuated g/C Ratio	0.69	0.67	0.54	0.54	0.18	0.34
v/c Ratio	0.28	0.53	0.74	0.16	0.67	0.17
Control Delay (s/veh)	6.6	8.8	21.6	3.0	40.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.6	8.8	21.6	3.0	40.8	4.5
LOS	A	A	C	A	D	A
Approach Delay (s/veh)		8.5	18.5		29.0	
Approach LOS		A	B		C	

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 77.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Middle Country Rd (NY-25) & Strathmore Commons Shopping Mall





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	727	792	4	4	28
Future Volume (Veh/h)	26	727	792	4	4	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.88	0.88	0.60	0.60
Hourly flow rate (vph)	29	808	900	5	7	47
Pedestrians		2	1		3	
Lane Width (ft)		11.5	12.0		12.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		0	0		0	
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)		620	915			
pX, platoon unblocked	0.63				0.72	0.63
vC, conflicting volume	908				1773	908
vC1, stage 1 conf vol					906	
vC2, stage 2 conf vol					867	
vCu, unblocked vol	558				1304	557
tC, single (s)	4.1				*5.2	*4.2
tC, 2 stage (s)					4.2	
tF (s)	2.2				3.5	3.3
p0 queue free %	95				98	90
cM capacity (veh/h)	641				358	455

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	29	808	905	54
Volume Left	29	0	0	7
Volume Right	0	0	5	47
cSH	641	1700	1700	440
Volume to Capacity	0.05	0.48	0.53	0.12
Queue Length 95th (ft)	4	0	0	10
Control Delay (s/veh)	10.9	0.0	0.0	14.3
Lane LOS	B			B
Approach Delay (s/veh)	0.4		0.0	14.3
Approach LOS				B

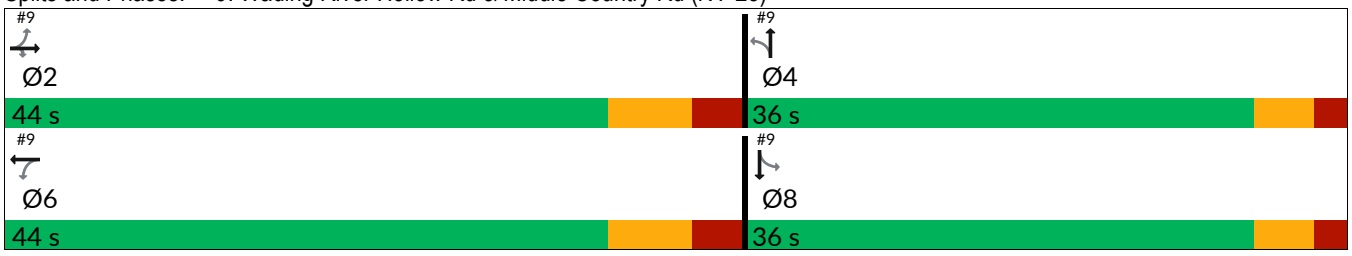
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	674	87	50	700	82	3	3	4
Future Volume (vph)	674	87	50	700	82	3	3	4
Turn Type	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2			6		4		8
Permitted Phases		2	6		4		8	
Detector Phase	2	2	6	6	4	4	8	8
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	34.0	34.0	18.0	18.0	31.6	31.6	10.6	10.6
Total Split (s)	44.0	44.0	44.0	44.0	36.0	36.0	36.0	36.0
Total Split (%)	55.0%	55.0%	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max	Max	Max	Max	None	None	None	None
Act Effct Green (s)	40.7	40.7	40.7	40.7	9.4	9.4	7.1	7.1
Actuated g/C Ratio	0.68	0.68	0.68	0.68	0.16	0.16	0.12	0.12
v/c Ratio	0.56	0.08	0.13	0.68	0.44	0.21	0.03	0.03
Control Delay (s/veh)	9.5	3.7	6.7	12.8	28.9	9.2	22.3	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	3.7	6.7	12.8	28.9	9.2	22.3	22.3
LOS	A	A	A	B	C	A	C	C
Approach Delay (s/veh)	8.8			12.4		21.0		22.3
Approach LOS	A			B		C		C

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 59.7	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 11.7	Intersection LOS: B
Intersection Capacity Utilization 64.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: Wading River Hollow Rd & Middle Country Rd (NY-25)





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	3	193	6	2	172
Future Volume (Veh/h)	10	3	193	6	2	172
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	3	210	7	2	187
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			473			
pX, platoon unblocked						
vC, conflicting volume	405	214			217	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	405	214			217	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	601	827			1353	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	14	217	189
Volume Left	11	0	2
Volume Right	3	7	0
cSH	639	1700	1353
Volume to Capacity	0.02	0.13	0.00*
Queue Length 95th (ft)	2	0	0
Control Delay (s/veh)	10.8	0.0	0.1
Lane LOS	B		A
Approach Delay (s/veh)	10.8	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

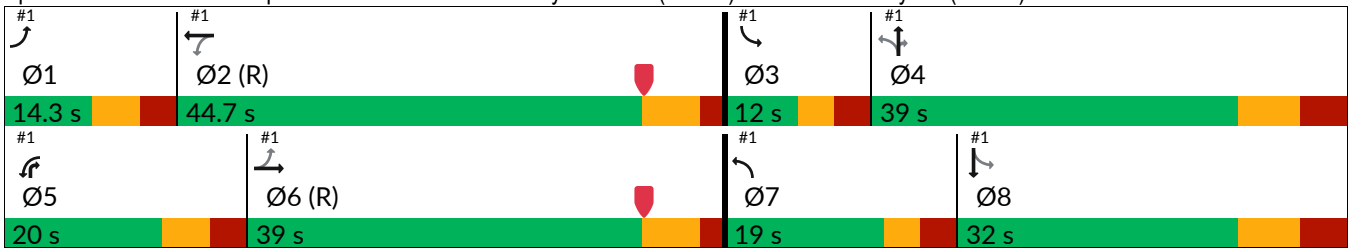
* Value less than 0.01.

MITIGATION **BUILD VOLUMES CAPACITY ANALYSIS**

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	87	472	259	556	241	271	125	79	456
Future Volume (vph)	87	472	259	556	241	271	125	79	456
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.0	34.0	9.9	11.0	14.0
Total Split (s)	14.3	39.0	20.0	44.7	19.0	39.0	20.0	12.0	32.0
Total Split (%)	13.0%	35.5%	18.2%	40.6%	17.3%	35.5%	18.2%	10.9%	29.1%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	39.3	32.3	51.1	38.2	45.0	32.4	54.5	32.0	23.0
Actuated g/C Ratio	0.36	0.29	0.46	0.35	0.41	0.29	0.50	0.29	0.21
v/c Ratio	0.40	0.88	1.23	0.62	1.23	0.64	0.21	0.29	1.35
Control Delay (s/veh)	22.4	42.9	159.9	32.8	161.7	41.7	3.4	24.7	208.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.4	42.9	159.9	32.8	161.7	41.7	3.4	24.7	208.9
LOS	C	D	F	C	F	D	A	C	F
Approach Delay (s/veh)		40.8		70.7		79.5			183.1
Approach LOS		D		E		E			F

Intersection Summary	
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay (s/veh): 84.4	Intersection LOS: F
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

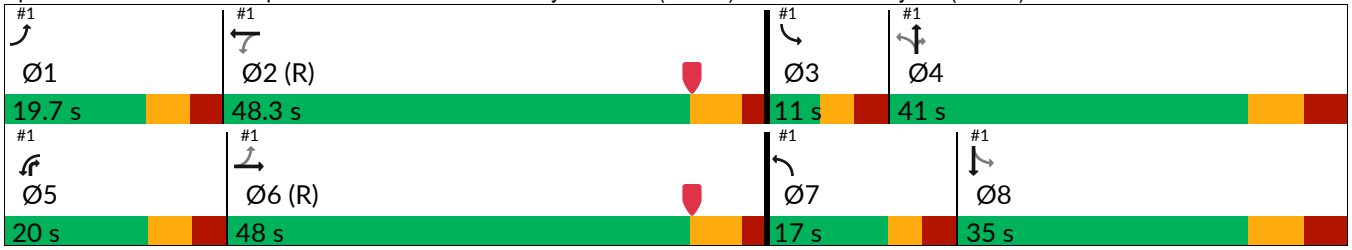
Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	177	680	185	748	190	444	153	74	286
Future Volume (vph)	177	680	185	748	190	444	153	74	286
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.0	34.0	9.9	11.0	14.0
Total Split (s)	19.7	48.0	20.0	48.3	17.0	41.0	20.0	11.0	35.0
Total Split (%)	16.4%	40.0%	16.7%	40.3%	14.2%	34.2%	16.7%	9.2%	29.2%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	54.0	42.3	55.4	43.0	45.5	33.7	48.4	33.5	25.5
Actuated g/C Ratio	0.45	0.35	0.46	0.36	0.38	0.28	0.40	0.28	0.21
v/c Ratio	0.74	0.86	0.86	0.73	0.77	0.89	0.24	0.49	0.94
Control Delay (s/veh)	38.0	43.1	61.9	38.1	47.8	62.2	8.6	37.1	79.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	43.1	61.9	38.1	47.8	62.2	8.6	37.1	79.8
LOS	D	D	E	D	D	E	A	D	E
Approach Delay (s/veh)		42.3		42.3		48.4			72.0
Approach LOS		D		D		D			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 47.3	Intersection LOS: D
Intersection Capacity Utilization 90.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	121	606	183	632	192	320	167	87	298
Future Volume (vph)	121	606	183	632	192	320	167	87	298
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	1	6	5	2	7	4	5	3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	5	3	8
Switch Phase									
Minimum Initial (s)	3.0	10.0	3.0	10.0	3.0	5.0	3.0	5.0	5.0
Minimum Split (s)	9.9	35.7	9.9	35.7	9.9	34.0	9.9	13.3	14.0
Total Split (s)	17.0	44.0	21.0	48.0	19.0	41.6	21.0	13.4	36.0
Total Split (%)	14.2%	36.7%	17.5%	40.0%	15.8%	34.7%	17.5%	11.2%	30.0%
Yellow Time (s)	3.9	4.7	3.9	4.7	3.0	5.0	3.9	3.0	5.0
All-Red Time (s)	3.0	2.0	3.0	2.0	3.0	4.0	3.0	3.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.7	6.9	6.7	6.0	9.0	6.9	6.0	9.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	48.4	39.3	55.7	42.9	47.7	31.9	47.0	36.6	26.3
Actuated g/C Ratio	0.40	0.33	0.46	0.36	0.40	0.27	0.39	0.31	0.22
v/c Ratio	0.50	0.78	0.76	0.64	0.79	0.69	0.27	0.33	0.94
Control Delay (s/veh)	25.0	41.3	38.8	35.3	46.7	48.0	5.9	26.5	76.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	41.3	38.8	35.3	46.7	48.0	5.9	26.5	76.8
LOS	C	D	D	D	D	D	A	C	E
Approach Delay (s/veh)		39.2		36.0		37.2			67.2
Approach LOS		D		D		D			E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 18 (15%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay (s/veh): 41.9	Intersection LOS: D
Intersection Capacity Utilization 88.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: Yaphank Middle Island Rd/Rocky Point Rd (CR-21) & Middle Country Rd (NY-25)

