

A. INTRODUCTION

This chapter summarizes a Traffic Impact Study (TIS) that was performed by JPCL Engineering to evaluate the potential impacts of the Proposed Action on the surrounding traffic network. The full TIS is included as **Appendix H** of this Draft Generic Environmental Impact Statement (DGEIS).

The TIS analyzes traffic conditions at 10 intersections in and around the area proposed to be rezoned, the “Project Site” approximately 109 acres centered on the intersection of Broadhollow Road (NYS Route 110) and Conklin Street (NYS Route 24), known as the Study Area (see **Figure 10-1**):

- Conklin Street and Main Street
- Conklin Street and Secatogue Street
- Conklin Street and Broadhollow Road
- Conklin Street and Airport Plaza Boulevard
- Conklin Street and Fairchild Loop
- Conklin Street and New Highway
- Conklin Street/Wellwood Ave and Long Island Avenue
- Broadhollow Road and Airport Plaza Boulevard
- Broadhollow Road and Price Parkway/Picone Boulevard
- Broadhollow Road and Melville Road/Milbar Boulevard

Existing operating conditions at these intersections are compared to conditions that could be expected in the future without any new development on the Project Site (“No build”); full buildout of the Project Site under the current zoning; and full buildout of the Project Site under the Form-Based Code (FBC).

Traffic counts were conducted in November 2017, while local schools were in session, to determine existing traffic volumes in the Study Area. The counts included:

- Automated Traffic Recorder (ATR) counts at four locations that collected the number of vehicles passing every day at 15-minute intervals. These counts were performed for eleven consecutive days at three locations and five consecutive days at the fourth location. The ATRs were monitored for function and accuracy every other day.
- Turning Movement Counts (TMC) were collected on one weekday and Saturday using Miovision™ cameras. The TMC summarized each turning movement at the Study Area intersections to determine the number of vehicles performing each movement. In addition, the Miovision™ software classified the vehicles at each intersection according to their type: passenger car, bicycle, bus, and truck. These counts were summarized in 15-minute intervals for the morning, midday, and afternoon hours to determine the peak period of traffic.
- Pedestrian Counts were collected at each study area intersection.

Together with information on the physical characteristics of each intersection (e.g., lane width, vehicle storage capacity) and the operational characteristics of each intersection (e.g., signal timing and phasing), traffic count data was analyzed using Synchro™ 10 to evaluate the function of each intersection. The resultant capacity analysis is reported in the level of service (LOS). LOS is an industry standard metric, calculated pursuant to the procedures described in the 2010 *Highway Capacity Manual*, that summarizes the average amount of vehicle delay for any given turning movement, approach, or overall intersection. LOS “A” represents the best operating conditions for vehicles, while LOS “F” represents the condition where vehicles experience the most delay. A LOS “C” or “D” is generally considered acceptable in peak hours and an LOS “E” represents an operation that is near capacity.

In general, impacts to intersections that result in degradation to LOS E or F or that substantially increase delay at intersections operating at LOS F are evaluated for mitigation. However, each impact must be assessed in the context of the overall traffic network and the current level of delays experienced on the network. Additionally, LOS that may be acceptable in more urban or suburban areas with high levels of traffic volume and economic activity may not be acceptable in more rural areas with lower levels of existing traffic.

B. EXISTING CONDITIONS

The results of the existing conditions capacity analysis is presented at the end of this chapter in **Tables 10-1 and 10-2** for the AM, and PM peak hours respectively.

AM PEAK HOUR

During the AM peak hour, traffic conditions at all Study Area intersections operate at overall LOS D or better under Existing conditions. At a more granular level, certain movements at the otherwise “higher” performing intersections experience greater levels of delay. These include:

- The northbound shared left-through-right lane at the intersection of Conklin Street and Secatogue Avenue operates at a LOS E. All other approaches operate at LOS D or better.
- The eastbound and westbound movements, with the exception of the right turns, at the intersection of Conklin Street and Broadhollow Road operate at LOS E and LOS F and the northbound left turn operates at LOS F. The other movements at this intersection operate at LOS C or better.
- The eastbound left and the westbound through-right lanes at the intersection of Conklin Street and New Highway operate at LOS E. All other approaches operate at LOS D or better.
- The eastbound and westbound through lanes at Conklin Street/Wellwood Ave and Long Island Avenue operate at LOS E and LOS F, respectively. All other approaches operate at LOS D or better.
- The three left-turn movements at the intersection of Broadhollow Road and Airport Plaza (westbound, northbound, and southbound) operate at LOS E. All other approaches operate at LOS A or LOS B.
- The eastbound left and through movements at the intersection of Broadhollow Road and Price Parkway/Picone Boulevard operate at LOS F. The westbound movements operate at LOS E. The northbound left-turn movement operates at LOS E. All other approaches operate at LOS D or better.
- The left and through movements on the eastbound and westbound approaches to the intersection of Broadhollow Road and Melville Road/Milbar Boulevard operate at LOS F or

LOS E and the northbound and southbound left movements operates at LOS F. All other approaches operate at LOS C or better.

PM PEAK HOUR

Vehicular traffic volumes in the PM peak hour are generally greater than comparable volumes in the AM peak hour. During the PM peak hour, nine intersections operate at LOS D or better; one intersection (Conklin Street/Wellwood Ave and Long Island Avenue) operates at LOS F. At a more granular level, certain movements at the otherwise “higher” performing intersections experience greater levels of delay:

- The southbound left-through-right lane at the intersection of Conklin Street and Secatogue Avenue operates at LOS E. All other approaches operate at LOS D or better.
- The eastbound and westbound movements, with the exception of the right turns, at the intersection of Conklin Street and Broadhollow Road operate at LOS F and the northbound and southbound left turns operates at LOS F. The other approaches at this intersection operate at LOS C or better.
- The northbound left movement at the intersection of Conklin Street and Airport Plaza Boulevard operates at LOS E. The other approaches at this intersection operate at LOS B or better.
- The eastbound and westbound movements at Conklin Street/Wellwood Ave and Long Island Avenue, with the exception of the westbound right, operate at LOS E or F. The northbound left and southbound through movements operate at LOS F, as does the intersection overall.
- The three left-turn movements at the intersection of Broadhollow Road and Airport Plaza (westbound, northbound, and southbound) operate at LOS E. All other approaches operate at LOS A or B.
- The eastbound left and through movements and the westbound movements at the intersection of Broadhollow Road and Price Parkway/Picone Boulevard operate at LOS F. The northbound left operates at LOS F and the southbound left operates at LOS E. All other approaches operate at LOS A.
- The left and through movements on the eastbound and westbound approaches to the intersection of Broadhollow Road and Melville Road/Milbar Boulevard operate at LOS F and the northbound and southbound left movements operate at LOS F. All other approaches operate at LOS D or better.

C. FUTURE WITHOUT ANY FUTURE DEVELOPMENT

In order to appropriately compare the impacts of the Proposed Action, the traffic conditions that are anticipated to occur in the future in the absence of any new development on the Project Site (the “No Build” condition) were evaluated. Projections of future traffic volumes for the 2033 build year were developed using the New York Metropolitan Transportation Council (NYMTC) Best Practice Model. According to this model, traffic in the Study Area is expected to increase by approximately 6 percent by the year 2033. The impacts of this increase are presented in **Tables 10-1 and 10-2** for the AM, and PM peak hours respectively.

AM PEAK HOUR

In general, delays increase slightly at the Study Area intersections in the No Build condition in the AM peak hour. No intersections degrade to LOS E; however, certain movements experience a greater increase in average delay.

- The eastbound through movement at the intersection of Conklin Street and Broadhollow Road degrades from LOS E to LOS F.
- The eastbound left at the intersection of Conklin Street and New Highway degrades from LOS E to LOS F. The northbound through-right turn movement degrades from LOS D to LOS E. The southbound left degrades from an LOS C to and LOS E.
- The northbound through movement at the intersection of Conklin Street/Wellwood Ave and Long Island Avenue degrades from LOS D to LOS E.
- The westbound through-right turn movement at the intersection of Broadhollow Road and Picone Boulevard/Price Parkway degrades from LOS E to LOS F. The southbound left degrades from LOS D to LOS E.
- The westbound through movement at Broadhollow Road and Melville Road/Milbar Boulevard remains at LOS F, but experiences an approximately 16 second increase in average vehicle delay.

PM PEAK HOUR

As is the case in the AM peak hour, average delays in the PM peak hour increase in the No Build condition. No intersections experience a change in LOS; however, certain movements do experience a greater increase in delay.

- The westbound and southbound left movements at the intersection of Conklin Street and Broadhollow Road continue to operate at LOS F and experience an increase in average delay.
- The eastbound and southbound through movements at Conklin Street/Wellwood Ave and Long Island Avenue continue to operate at LOS F and experience an increase in average delay.
- The movements operating at LOS F in the existing condition at the intersection of Broadhollow Road and Melville Road/Milbar Boulevard experience an increase in delay, with the exception of the southbound left.

D. BUILDOUT UNDER EXISTING ZONING

The operating conditions of the Study Area intersections were evaluated in hypothetical condition of the Project Site being buildout under the existing zoning. As described in Chapter 2, “Project Description,” under existing zoning, the Project Site could be buildout with nearly 1 million additional square feet (sf) of floor area. The impacts of this increase in floor area, and associated vehicular trips, taken cumulatively with the impacts of increases in traffic that are expected to occur even without the hypothetical development, are presented in **Tables 10-1 and 10-2** for the AM, and PM peak hours respectively.

AM PEAK HOUR

With the addition of nearly 1 million more sf of floor area, two intersections experience a change in LOS from LOS D to LOS E: Conklin Street and New Highway and Conklin Street/Wellwood Ave and Long Island Avenue. It should be noted, however, that these increases are due only to marginal increases in average delay at the intersection: 5.4 seconds and 4.8 seconds, respectively. Other intersections and movements also experience increases in delay. Several movements experience larger increases in average delay.

- The movements operating at LOS F in the No Build condition at the intersection of Conklin Street and Broadhollow Road experience increases in average delay.

- The northbound through-right movement continues to operate at LOS E and experiences an increase in delay.
- The eastbound left movement at the intersection of Conklin Street/Wellwood Ave and Long Island Avenue degrades to from LOS D to LOS E. The westbound through movement continues to operate at LOS F and experiences an increase in delay.
- The westbound left and southbound left at the intersection of Broadhollow Road and Airport Plaza both degrade from an LOS E to LOS F.
- The westbound and southbound left movements at the intersection of Broadhollow Road and Picone Boulevard/Price degrade from LOS E to LOS F.

PM PEAK HOUR

With the addition of nearly 1 million more sf of floor area, two intersections experience a change in LOS from LOS D to LOS E: Conklin Street and Broadhollow Road and Broadhollow Road and Melville Road/Milbar Boulevard. Other intersections and movements also experience increases in delay. Several movements experience larger increases in average delay.

- The movements previously operating at LOS F at the intersection of Conklin Street and Broadhollow Road, with the exception of the westbound through movement, experience increased delay. Overall, the intersection degrades from an LOS D to LOS E.
- The northbound left movement at the intersection Conklin Street and Airport Plaza Boulevard degrades from LOS D to LOS E.
- The eastbound through movement at the intersection of Conklin Street/Wellwood Ave and Long Island Avenue continues to operate at LOS F and experiences an increase in delay.
- The westbound and southbound left movements at the intersection of Broadhollow Road and Airport Plaza continue to operate at LOS F and experience an increase in delay.
- The eastbound right turn movement at the intersection of Broadhollow Road and Picone Boulevard/Price Parkway degrade from LOS A to LOS F. The southbound left turn movement degrades from LOS E to LOS F. The southbound through movement degrades from LOS B to LOS E.
- The eastbound and westbound left movements, as well as the westbound through movement at the intersection of Broadhollow Road and Melville Road/Milbar Boulevard continue to operate at LOS F and experience an increase in delay. The southbound through movement degrades from LOS D to LOS E. Overall, the intersection degrades from LOS D to LOS E.

E. FUTURE WITH THE PROPOSED ACTION

To analyze the impacts of the Proposed Action, full buildout of the Project Site under the proposed East Farmingdale FBC (the “EF-FBC”), several assumptions with respect to the number of trips that the Proposed Action may generate were made.

- The Proposed Action would completely replace the uses within the Project Site by 2033. As such, the estimated trips associated with the existing on-site uses were removed from the existing traffic network.
- The potential future Long Island Rail Road (LIRR) Republic station is operational, as is the Route 110 Bus Rapid Transit (BRT) system, inclusive of the shuttles and feeders contemplated in “Alternative E” of the Alternative Analysis Report, which was described in Chapter 3, “Land Use, Zoning, and Public Policy.”

- The potential for the complementary uses within the proposed transit-oriented development (TOD) to reduce future vehicular trips by providing for avoided or combined trips was considered, as described in **Appendix H**.
- The “standard” rates for new vehicular trips from the multifamily uses proposed for the Project Site were reduced based on case studies of trip rates from other TODs.

As described in more detail in **Appendix H**, the Proposed Action is estimated to result in a larger number of net new trips in the AM peak hour than buildout under the current zoning as a result of the Proposed Action’s residential component. In contrast, the large retail component of the buildout under the current zoning would generate more trips in the PM peak hour in that scenario than buildout of the Project Site under the Proposed Action (see **Table 10-3**).

**Table 10-3
New New Trip Generation**

| Buildout Scenario | AM Peak Hour | PM Peak Hour |
|--------------------------|---------------------|---------------------|
| Current Zoning | 691 | 1,080 |
| EF-FBC | 1,028 | 471 |

Sources: JPCL Engineering; **Appendix H**

The future traffic conditions that could occur in the future with the full buildout of the Project Site in accordance with the EF-FBC, taken cumulatively with the impacts of increases in traffic that are expected to occur even without the Proposed Action, are presented in **Tables 10-1 and 10-2** for the AM, and PM peak hours respectively.

AM PEAK HOUR

In the future with the Proposed Action, four intersections would degrade from LOS D to LOS E.

- Conklin Street and Broadhollow Road would experience an approximately 15 second increase in average vehicle delay when compared to the potential future buildout of the Project Site under the current zoning, and an approximately 20 second increase from the no-build condition. Movements that experienced an LOS F in the no-build and build with existing zoning condition would experience increases in delay, with the exception of the westbound through lane, which would experience a reduction in average vehicle delay. The northbound through lane would degrade to an LOS E from an LOS D in the build with existing zoning condition and LOS C in the no-build condition.
- Conklin Street and New Highway would degrade from an LOS D in the no-build condition to an LOS E in the future with the Proposed Action. The average vehicle delay would increase by 7.4 seconds. This would be an increase of 2.0 seconds in average vehicle delay from the future condition of the build with existing zoning. In this condition, the westbound through-right movement would degrade from an LOS E to LOS F. However, the eastbound left would experience a decrease in average vehicle delay from both the no-build and build with existing zoning condition.
- Conklin Street/Wellwood Ave and Long Island Avenue would experience a 2.5 second increase in average vehicle delay and degrade in LOS from LOS D to LOS E when compared to the no-build condition. The eastbound left turn movement would degrade from LOS D to LOS E. The future with the Proposed Action, however, would be expected to have a slightly lesser average delay than the build with the current zoning.

- Broadhollow Road and Picone Boulevard/Price Parkway would operate at LOS D. However, several movements would experience increases in delay, including the eastbound left and through and the westbound through-right movements. The westbound and southbound left turn movements would decline from LOS E to LOS F.
- Broadhollow Road and Melville Road/Milbar Boulevard would degrade from an LOS D in the no-build and build with existing zoning conditions to an LOS E in the future with the Proposed Action condition. The northbound, southbound, and eastbound left movements would continue to operate at LOS F and experience an increase in delay, similar to the build condition under the current zoning.

PM PEAK HOUR

In the future with the Proposed Action, one intersection would degrade from LOS D to LOS E: Conklin Street and Broadhollow Road. This intersection would experience a 24.4 second increase in average vehicle delay from the no-build condition, 3.4 seconds more than in the buildout under the current zoning. The movements that operated at LOS F in the no-build and build under current zoning conditions would continue to operate at LOS F and would experience an increase in delay.

The intersection of Conklin Street/Wellwood Ave and Long Island Avenue would continue to operate at LOS F, but would be anticipated to experience a slight reduction in average vehicle delay when compared to the buildout under the current zoning.

At the intersection of Conklin Street and Airport Plaza Boulevard, the northbound left turn movement would degrade from LOS D to LOS E.

At the intersection of Broadhollow Road and Picone Boulevard/Price Parkway in the Future with the Proposed Action, the movements that were operating at LOS E or F in the no-build and build under the current zoning conditions would operate at LOS F and experience increased delay.

At the intersection of Broadhollow Road and Melville Road/Milbar Boulevard, the intersection would be expected to continue to operate at LOS D, as in the no-build condition. Operating conditions would be anticipated to be similar to those that could be anticipated in the future with buildout under the current zoning. The southbound through movement would degrade from LOS D to LOS E.

F. MITIGATION

The TIS evaluates the potential impacts that could occur if the Project Site were fully developed under the EF-FBC. Even when considering the potential full buildout of the Project Site, Study Area intersections would still operate no worse than LOS E, with the exception of Conklin Street/Wellwood Ave and Long Island Avenue, which would continue to operate at LOS F in the PM Peak Hour.

The intersection of Conklin Street and Broadhollow Road would degrade in both the AM and PM Peak Hours to LOS E, from LOS D in the no-build condition. Several movements that operate at LOS E or F in the no-build condition would continue to experience poor operating conditions and increased delay in both build conditions. Considering the high-traffic volume of this intersection, its centrality to the Project Site and Proposed Action, and its criticality to the overall success of the Route 110 BRT project, consideration should be given to improving future traffic conditions at this intersection. Any future mitigation, however, should be done in a manner that improves pedestrian safety and usability at this intersection. In no cases should the pedestrian functionality or pedestrian experience of this intersection be degraded for the purposes of improving the flow of automobiles. Signal re-timings or re-phasing, as well as upgrades to the signal controller at this

intersection, together with corridor-wide signal optimization could help improve vehicular levels of service, while being protective of pedestrian levels of service.

Several movements at the intersections of Broadhollow Road with Picone Boulevard/Price Parkway and Melville Road/Milbar Boulevard would experience increased delay in both build scenarios. Future mitigation at these intersections could include signal improvements, including additional signal phases for left turns to help reduce delays, and upgrades to the signals' controllers.

Movements at certain other intersections, including Conklin Street at New Highway and Conklin Street at Airport Plaza Boulevard, would experience degradations in LOS in the Future with the Proposed Action. Signal timings and re-phasings, as well as upgrades to the signals' controllers, could be considered to mitigate those impacts.

As shown in **Tables 10-1 and 10-2**, movements at certain intersections that would not experience a significant impact at the intersection-level, would be expected to experience an increase in delay in both build scenarios. Similar to other environmental impact categories studied in this DGEIS, the precise impacts of each site-specific development proposal that could be proposed under the EF-FBC cannot be known for certain at this time. Therefore, each application for development made pursuant to Section 213-566 of the EF-FBC shall prepare its own TIS in keeping with the traffic study presented in this DGEIS. The scope of analysis for future traffic studies would be determined by the Consolidated Review Committee (CRC) in coordination with the Applicant. Each site-specific TIS shall consider the impacts of the specific development program being pursued, changes to the existing roadway geometry, including the addition or subtraction of curb cuts, the creation of new roadways, the placement of driveways, the traffic-generating uses that are being replaced, and other proximate developments that have been constructed or proposed. Mitigation for future significant adverse impacts that are the substantial result of a single development application shall be the responsibility of that single applicant. Such mitigation measures will be required to be implemented prior to the granting of any Certificate of Occupancy.

Mitigation for potential impacts that are not substantially the result of a single development project, but that are instead more properly understood as the result of the cumulative impacts of the Proposed Action, shall not be the sole responsibility of an individual applicant. The Town of Babylon would coordinate potential future improvements to existing intersections with Suffolk County and NYSDOT, as well as with applicants for future development within the Project Site. For example, impacts at the intersection of Broadhollow Road and Conklin Street are likely the result of the cumulative impact of increased traffic from all potential future developments within the Project Site. As such, signal improvements along Broadhollow Road, including at its intersection with Conklin Street, would be made in conjunction with the implementation of the Route 110 BRT system. While not accounted for in the TIS, it is assumed that the Route 110 BRT system would result in greater vehicle trip reductions within the corridor, which may also reduce congestion.

The use of Intelligent Transportation System (ITS) technologies (e.g., advanced vehicle detection, Adaptive Traffic Systems (ATS)) could potentially be utilized to mitigate impacts along the study area corridors. Upgrades to the traffic signal controllers and vehicle detection systems at the intersections along the corridors would allow for possible future implementation of ATS technology by NYSDOT if desired.

The Proposed Action would facilitate, and require, the implementation of a pedestrian-friendly transit-oriented development. New and existing streets would be required to accommodate all modes of transportation so that a system of Complete Streets is created. Slowing the speed of vehicular traffic to improve the safety of pedestrians and cyclists and to re-prioritize the person

over the automobile in the design of the Site's public spaces are explicit goals of the Proposed Action. As such, increases to vehicular delay are not necessarily considered by the Town of Babylon to be significant adverse impacts.

As stated above, certain degradations in vehicular levels of service would occur with the full build out of the Project Site under the Proposed Action. The Town, however, recognizes that vehicular level of service is only one measure of the efficacy of the area's transportation infrastructure. It is the Town's opinion that certain degradations in the overall level of service of intersections to LOS E are not necessarily significant adverse impacts. Rather, the context of the existing condition, the intended functionality of the intersection, the impacts to the various movements at the intersection, and the consideration of the safety and functionality of other modes of transportation must be evaluated to determine the significance of a change to vehicular LOS. The Town intends to make this determination on a case-by-case basis as applications for development within the Project Site are advanced and site-specific studies of potential traffic impacts are reviewed. *

Table 10-1
AM Peak Hour Summary (7:15 AM to 9:15 AM)

| | | | | Existing Conditions | | | 2033 No Build | | | 2033 w/ Existing Zoning | | | 2033 w/ FBC | | |
|-----|----------------------------|----------|----------|---------------------|-------------|------|---------------|-------------|------|-------------------------|-------------|------|-------------|-------------|-----|
| No. | Intersection | Approach | Movement | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS |
| 1 | Conklin St & Main St | EB | L | 0.06 | 10.3 | B | 0.07 | 10.7 | B | 0.07 | 10.8 | B | 0.08 | 10.9 | B |
| | | | TR | 0.55 | 21 | C | 0.59 | 22.7 | C | 0.65 | 24.6 | C | 0.63 | 24 | C |
| | | WB | L | 0.14 | 10.9 | B | 0.16 | 11.6 | B | 0.18 | 11.8 | B | 0.17 | 11.8 | B |
| | | | TR | 0.68 | 25.5 | C | 0.74 | 28.6 | C | 0.78 | 30.7 | C | 0.86 | 37.1 | D |
| | | NB | L | 0.27 | 33.7 | C | 0.28 | 33.7 | C | 0.28 | 33.7 | C | 0.28 | 33.7 | C |
| | | | TR | 0.8 | 51.3 | D | 0.82 | 52.2 | D | 0.82 | 52.2 | D | 0.82 | 52.2 | D |
| SB | L | 0.18 | 33.7 | C | 0.19 | 34.1 | C | 0.19 | 34.1 | C | 0.19 | 34.1 | C | | |
| | TR | 0.38 | 35.1 | D | 0.39 | 34.9 | C | 0.39 | 34.9 | C | 0.39 | 34.9 | C | | |
| | Intersection | | | 0.8 | 30.1 | C | 0.82 | 31.8 | C | 0.82 | 32.7 | C | 0.86 | 34.7 | C |
| 2 | Conklin St & Secatogue Ave | EB | L | 0.22 | 13.5 | B | 0.26 | 14.7 | B | 0.27 | 15.3 | B | 0.31 | 16.6 | B |
| | | | TR | 0.59 | 18.1 | B | 0.63 | 20 | C | 0.7 | 22.4 | C | 0.68 | 21.7 | C |
| | | WB | L | 0.01 | 11.2 | B | 0.01 | 11.8 | B | 0.01 | 11.8 | B | 0.01 | 11.8 | B |
| | | | TR | 0.66 | 21.2 | C | 0.71 | 24 | C | 0.76 | 26.2 | C | 0.85 | 32.7 | C |
| | | | R | 0.1 | 11.1 | B | 0.11 | 11.6 | B | 0.1 | 11.5 | B | 0.11 | 11.6 | B |
| | | NB | LTR | 0.84 | 57.8 | E | 0.86 | 60.3 | E | 0.86 | 60.3 | E | 0.86 | 60.3 | E |
| SB | LTR | 0.38 | 36.2 | D | 0.39 | 36.1 | D | 0.39 | 36 | D | 0.38 | 31.5 | C | | |
| | Intersection | | | 0.84 | 27.8 | C | 0.86 | 29.8 | C | 0.86 | 30.8 | C | 0.86 | 32.3 | C |
| 3 | Conklin St & Route 110 | EB | L | 0.85 | 91.9 | F | 0.89 | 97.8 | F | 0.96 | 114.9 | F | 1.03 | 132.7 | F |
| | | | T | 0.87 | 79.5 | E | 0.9 | 83.9 | F | 0.99 | 103.7 | F | 1.06 | 121.1 | F |
| | | | R | 0.24 | 1.5 | A | 0.3 | 2.3 | A | 0.33 | 2.3 | A | 0.4 | 6.7 | A |
| | | WB | L | 0.84 | 106.3 | F | 0.87 | 111.2 | F | 1.01 | 146.2 | F | 1.03 | 136.1 | F |
| | | | T | 0.85 | 92.2 | F | 0.89 | 97.4 | F | 0.97 | 116.3 | F | 0.79 | 78 | E |
| | | | R | 0.13 | 0.2 | A | 0.14 | 0.2 | A | 0.18 | 0.2 | A | 0.2 | 0.3 | A |
| | | NB | L | 0.69 | 97.1 | F | 0.7 | 98.1 | F | 0.75 | 87.1 | F | 0.85 | 100 | F |
| | | | T | 0.88 | 25.9 | C | 0.95 | 31.6 | C | 1 | 36.9 | D | 1.05 | 55.8 | E |
| | | | R | 0.13 | 0.3 | A | 0.14 | 0.4 | A | 0.23 | 4.8 | A | 0.24 | 18.8 | B |
| | | SB | L | 0.84 | 129.5 | F | 0.87 | 132.4 | F | 1.01 | 150.4 | F | 1.03 | 154.1 | F |
| T | 0.38 | | 4.6 | A | 0.41 | 5.4 | A | 0.45 | 8.3 | A | 0.48 | 10.1 | B | | |
| R | 0.28 | | 0.9 | A | 0.3 | 1.2 | A | 0.32 | 1.9 | A | 0.35 | 1.8 | A | | |
| | Intersection | | | 0.88 | 32.7 | C | 0.95 | 36.3 | D | 1.01 | 43.1 | D | 1.08 | 52.9 | E |

**Table 10-1
AM Peak Hour Summary (7:15 AM to 9:15 AM)**

| | | | | Existing Conditions | | | 2033 No Build | | | 2033 w/ Existing Zoning | | | 2033 w/ FBC | | |
|---------------------|---------------------------------|----------|----------|---------------------|-------------|------|---------------|-------------|------|-------------------------|-------------|------|-------------|-------------|-----|
| No. | Intersection | Approach | Movement | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS |
| 4 | Conklin St & Airport Plaza Blvd | EB | T | 0.24 | 5.8 | A | 0.26 | 6 | A | 0.38 | 7.5 | A | 0.35 | 7.2 | A |
| | | | R | 0.06 | 0.1 | A | 0.07 | 0.1 | A | 0.07 | 0.1 | A | 0.07 | 0.1 | A |
| | | WB | L | 0.06 | 2.6 | A | 0.07 | 2.6 | A | 0.1 | 2.8 | A | 0.09 | 2.7 | A |
| | | | T | 0.2 | 2.5 | A | 0.21 | 2.6 | A | 0.22 | 2.6 | A | 0.28 | 2.8 | A |
| | | NB | L | 0.54 | 50.1 | D | 0.56 | 50.6 | D | 0.57 | 52.1 | D | 0.56 | 51.3 | D |
| R | 0.3 | 14.1 | B | 0.31 | 13.8 | B | 0.33 | 14 | B | 0.33 | 13.9 | B | | | |
| Intersection | | | | 0.54 | 7.1 | A | 0.56 | 7.2 | A | 0.57 | 7.6 | A | 0.56 | 7 | A |
| 5 | Conklin St & Fairchild Loop | EB | T | 0.24 | 3.4 | A | 0.29 | 4.6 | A | 0.27 | 3.6 | A | 0.28 | 3.7 | A |
| | | | R | 0.01 | 0 | A | 0.01 | 0 | A | 0.01 | 0 | A | 0.01 | 0 | A |
| | | WB | L | 0.16 | 1.1 | A | 0.19 | 1.4 | A | 0.19 | 1.2 | A | 0.19 | 1.2 | A |
| | | | T | 0.18 | 0.6 | A | 0.2 | 0.8 | A | 0.2 | 0.7 | A | 0.2 | 0.7 | A |
| | | NB | L | 0.13 | 39.2 | D | 0.12 | 33.9 | C | 0.15 | 39.8 | D | 0.15 | 39.8 | D |
| R | 0.05 | 0.1 | A | 0.05 | 0.1 | A | 0.05 | 0.1 | A | 0.05 | 0.1 | A | | | |
| Intersection | | | | 0.24 | 1.9 | A | 0.29 | 2.3 | A | 0.27 | 2 | A | 0.28 | 2 | A |
| 6 | Conklin St & New Highway | EB | L | 0.93 | 76.3 | E | 1 | 92.3 | F | 1.02 | 99 | F | 0.9 | 68.6 | E |
| | | | T | 0.28 | 28.2 | C | 0.29 | 28.9 | C | 0.29 | 28.4 | C | 0.3 | 30.5 | C |
| | | | R | 0.05 | 0.6 | A | 0.05 | 0.9 | A | 0.05 | 0.9 | A | 0.05 | 1 | A |
| | | WB | L | 0.01 | 21.6 | C | 0.01 | 22.2 | C | 0.01 | 22 | C | 0.01 | 24.8 | C |
| | | | TR | 0.88 | 62.2 | E | 0.91 | 67.5 | E | 0.92 | 68.5 | E | 1.02 | 95.7 | F |
| | | NB | L | 0.42 | 22.3 | C | 0.45 | 23.8 | C | 0.46 | 25 | C | 0.46 | 24.6 | C |
| | | | TR | 0.91 | 52 | D | 0.94 | 56.9 | E | 0.99 | 70.3 | E | 0.98 | 68.8 | E |
| SB | L | 0.43 | 33 | C | 0.6 | 58 | E | 0.49 | 39.7 | D | 0.52 | 40.5 | D | | |
| | T | 0.13 | 31.6 | C | 0.14 | 33.1 | C | 0.14 | 34.2 | C | 0.14 | 32.9 | C | | |
| R | 0.2 | 4.7 | A | 0.21 | 4.6 | A | 0.21 | 4.7 | A | 0.2 | 3.6 | A | | | |
| Intersection | | | | 0.93 | 45.7 | D | 1 | 50.8 | D | 1.02 | 56.2 | E | 1.02 | 58.2 | E |

**Table 10-1
AM Peak Hour Summary (7:15 AM to 9:15 AM)**

| No. | Intersection | Approach | Movement | Existing Conditions | | | 2033 No Build | | | 2033 w/ Existing Zoning | | | 2033 w/ FBC | | | | |
|---------------------|---|---------------------|---------------------------|---------------------|-------------|------|---------------|-------------|------|-------------------------|-------------|------|-------------|-------------|------|------|---|
| | | | | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | | |
| 7 | Conklin St/Long Island Ave & Wellwood Ave | EB | L | 0.41 | 51.2 | D | 0.46 | 53.4 | D | 0.54 | 60.6 | E | 0.49 | 55.3 | E | | |
| | | | T | 0.32 | 55.3 | E | 0.33 | 55.6 | E | 0.38 | 57.5 | E | 0.37 | 56.4 | E | | |
| | | | R | 0.19 | 1.1 | A | 0.2 | 1.2 | A | 0.22 | 1.4 | A | 0.2 | 1.1 | A | | |
| | | WB | L | 0.08 | 42.1 | D | 0.08 | 42.3 | D | 0.08 | 42.7 | D | 0.08 | 42.3 | D | | |
| | | | T | 0.86 | 85.3 | F | 0.9 | 89.9 | F | 1.03 | 119.6 | F | 0.93 | 95.9 | F | | |
| | | | R | 0.47 | 50.4 | D | 0.49 | 50.8 | D | 0.47 | 50.3 | D | 0.48 | 50.5 | D | | |
| | | NB | L | 0.21 | 11 | B | 0.23 | 11.2 | B | 0.26 | 11.7 | B | 0.24 | 11.3 | B | | |
| | | | T | 0.97 | 45.4 | D | 1.04 | 62.1 | E | 1.04 | 64.3 | E | 1.05 | 64.9 | E | | |
| | | | R | 0.01 | 0 | A | 0.01 | 0 | A | 0.02 | 0 | A | 0.01 | 0 | A | | |
| | | SB | L | 0.22 | 14 | B | 0.22 | 14.2 | B | 0.28 | 17.9 | B | 0.23 | 14.2 | B | | |
| | | | T | 0.43 | 22.9 | C | 0.46 | 23.8 | C | 0.52 | 26 | C | 0.46 | 24.1 | C | | |
| | | | R | 0.05 | 18.2 | B | 0.05 | 18.4 | B | 0.05 | 18.7 | B | 0.05 | 18.4 | B | | |
| | | Intersection | | | | 0.97 | 43.3 | D | 1.04 | 53.7 | D | 1.04 | 58.5 | E | 1.05 | 56.2 | E |
| | | 8 | Route 110 & Airport Plaza | WB | L | 0.46 | 68.1 | E | 0.52 | 71.3 | E | 0.72 | 82.6 | F | 0.73 | 79.2 | E |
| R | 0.03 | | | | 0 | A | 0.04 | 0 | A | 0.11 | 0.2 | A | 0.17 | 0.3 | A | | |
| NB | L | | | 0.17 | 71.4 | E | 0.18 | 72.9 | E | 0.2 | 74.6 | E | 0.19 | 73.4 | E | | |
| | T | | | 0.68 | 10.2 | B | 0.71 | 9.9 | A | 0.86 | 21 | C | 0.85 | 20.5 | C | | |
| SB | R | | | 0.24 | 1.9 | A | 0.71 | 1.7 | A | 0.43 | 4.9 | A | 0.39 | 4.7 | A | | |
| | L | | | 0.29 | 65 | E | 0.34 | 68.8 | E | 0.73 | 82.6 | F | 0.68 | 78.7 | E | | |
| Intersection | | | | 0.68 | 9.1 | A | 0.71 | 9 | A | 0.86 | 17.8 | B | 0.85 | 17.1 | B | | |
| Intersection | | | | 0.68 | 9.1 | A | 0.71 | 9 | A | 0.86 | 17.8 | B | 0.85 | 17.1 | B | | |

Table 10-1
AM Peak Hour Summary (7:15 AM to 9:15 AM)

| No. | Intersection | Approach | Movement | Existing Conditions | | | 2033 No Build | | | 2033 w/ Existing Zoning | | | 2033 w/ FBC | | |
|-----|----------------------------------|---------------------|----------|---------------------|-------------|------|---------------|-------------|------|-------------------------|-------------|------|-------------|-------------|------|
| | | | | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS |
| 9 | Rt 110 & Picone Blvd/Price Pkwy | EB | L | 0.45 | 84 | F | 0.52 | 92.1 | F | 0.63 | 105.8 | F | 0.79 | 132.1 | F |
| | | | T | 0.46 | 85.2 | F | 0.52 | 92.1 | F | 0.65 | 108.1 | F | 0.81 | 135.6 | F |
| | | | R | 0.08 | 0.4 | A | 0.09 | 0.5 | A | 0.1 | 0.5 | A | 0.12 | 0.7 | A |
| | | WB | L | 0.2 | 70.2 | E | 0.2 | 70.2 | E | 0.43 | 84.1 | F | 0.71 | 89.4 | F |
| | | | TR | 0.33 | 79.1 | E | 0.35 | 80.5 | F | 0.62 | 107.7 | F | 0.97 | 140.8 | F |
| | | NB | L | 0.8 | 74.8 | E | 0.81 | 72.3 | E | 0.83 | 72.2 | E | 0.88 | 78.4 | E |
| | | | T | 0.79 | 6.8 | A | 0.82 | 8.2 | A | 0.87 | 10.6 | B | 1 | 24.8 | C |
| | | SB | R | 0.02 | 0 | A | 0.02 | 0 | A | 0.05 | 0.1 | A | 0.07 | 0.1 | A |
| | | | L | 0.27 | 53.5 | D | 0.37 | 70.3 | E | 0.53 | 84.2 | F | 0.76 | 116.2 | F |
| | | | | T | 0.38 | 40 | D | 0.41 | 40.7 | D | 0.48 | 44 | D | 0.51 | 50.5 |
| | | R | 0.15 | 14.2 | B | 0.16 | 14.7 | B | 0.17 | 15.2 | B | 0.18 | 15.6 | B | |
| | | Intersection | | 0.8 | 20.2 | C | 0.82 | 21.3 | C | 0.87 | 25 | C | 1 | 38.1 | D |
| 10 | Rt 110 & Melville Rd/Milbar Blvd | EB | L | 1 | 117.7 | F | 0.97 | 109.2 | F | 0.99 | 113.4 | F | 1.11 | 149.4 | F |
| | | | T | 0.89 | 66.3 | E | 0.93 | 68.7 | E | 0.89 | 65.3 | E | 1 | 75 | E |
| | | | R | 0.09 | 0.1 | A | 0.1 | 0.1 | A | 0.1 | 0.1 | A | 0.1 | 0.1 | A |
| | | WB | L | 0.62 | 81.7 | F | 0.65 | 84.2 | F | 0.65 | 84.2 | F | 0.46 | 64.6 | E |
| | | | T | 1.01 | 129.2 | F | 1.07 | 145.1 | F | 1.07 | 145.1 | F | 0.78 | 76.8 | E |
| | | NB | L | 0.9 | 93 | F | 0.92 | 90.2 | F | 0.9 | 84.8 | F | 1.16 | 139.4 | F |
| | | | T | 0.87 | 19.1 | B | 0.92 | 21.8 | C | 0.98 | 30.3 | C | 1.08 | 59.1 | E |
| | | SB | R | 0.22 | 2.3 | A | 0.22 | 2.7 | A | 0.23 | 2.8 | A | 0.23 | 2.1 | A |
| | | | L | 0.95 | 124.3 | F | 0.96 | 124.9 | F | 0.99 | 134.5 | F | 1.34 | 251 | F |
| | | | | T | 0.58 | 30.1 | C | 0.6 | 30.8 | C | 0.69 | 34.1 | C | 0.65 | 32.1 |
| | | R | 0.28 | 3.9 | A | 0.29 | 4.6 | A | 0.31 | 6.7 | A | 0.3 | 5.7 | A | |
| | | Intersection | | 1.01 | 39.8 | D | 1.07 | 41.3 | D | 1.07 | 44.8 | D | 1.34 | 62.4 | E |

Table 10-2
PM Peak Hours (4:45 PM to 7:00 PM)

| | | | | Existing Conditions | | | 2033 No Build | | | 2033 w/ existing zoning | | | 2033 w/ FBC | | |
|---------------------|---------------------------------|----------|----------|---------------------|-------------|----------|---------------|-------------|----------|-------------------------|-------------|----------|-------------|-------------|----------|
| No. | Intersection | Approach | Movement | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS |
| 4 | Conklin St & Airport Plaza Blvd | EB | T | 0.47 | 10.3 | B | 0.5 | 11.1 | B | 0.53 | 11.4 | B | 0.66 | 13.5 | B |
| | | | R | 0.11 | 0.1 | A | 0.12 | 0.1 | A | 0.12 | 0.1 | A | 0.1 | 0.1 | A |
| | | WB | L | 0.12 | 4 | A | 0.13 | 4.3 | A | 0.14 | 4.3 | A | 0.14 | 4 | A |
| | | | T | 0.12 | 3.5 | A | 0.13 | 3.7 | A | 0.17 | 3.9 | A | 0.18 | 3.4 | A |
| | | NB | L | 0.73 | 55.1 | E | 0.73 | 53.8 | D | 0.74 | 55.3 | E | 0.7 | 55.9 | E |
| R | 0.34 | 10.5 | B | 0.34 | 10 | A | 0.39 | 9.9 | A | 0.33 | 11.3 | B | | | |
| Intersection | | | | 0.73 | 12.4 | B | 0.73 | 12.6 | B | 0.74 | 12.2 | B | 0.7 | 12.6 | B |
| 5 | Conklin St & Fairchild Loop | EB | T | 0.45 | 5.8 | A | 0.45 | 5.6 | A | 0.52 | 6.6 | A | 0.49 | 6.2 | A |
| | | | R | 0.01 | 0 | A | 0.01 | 0 | A | 0.02 | 0 | A | 0.02 | 0 | A |
| | | WB | L | 0.22 | 1.9 | A | 0.25 | 2.1 | A | 0.3 | 2.5 | A | 0.27 | 2.3 | A |
| | | | T | 0.11 | 1 | A | 0.12 | 1 | A | 0.13 | 1 | A | 0.12 | 1 | A |
| | | NB | L | 0.2 | 39 | D | 0.22 | 41.3 | D | 0.24 | 41.6 | D | 0.24 | 41.6 | D |
| R | 0.13 | 0.1 | A | 0.14 | 0.2 | A | 0.14 | 0.2 | A | 0.14 | 0.2 | A | | | |
| Intersection | | | | 0.45 | 3.8 | A | 0.45 | 3.7 | A | 0.52 | 4.3 | A | 0.49 | 4 | A |
| 6 | Conklin St & New Highway | EB | L | 0.45 | 24.1 | C | 0.47 | 24.8 | C | 0.48 | 24.7 | C | 0.47 | 24.7 | C |
| | | | T | 0.8 | 39.7 | D | 0.82 | 40.7 | D | 0.87 | 44.5 | D | 0.82 | 40.4 | D |
| | | | R | 0.24 | 4.8 | A | 0.24 | 5.7 | A | 0.23 | 2.5 | A | 0.23 | 2.6 | A |
| | | WB | L | 0.08 | 18.5 | B | 0.09 | 19.1 | B | 0.1 | 19 | B | 0.09 | 19.1 | B |
| | | | TR | 0.71 | 44.2 | D | 0.69 | 41.4 | D | 0.71 | 42.2 | D | 0.71 | 42.3 | D |
| | | NB | L | 0.29 | 21.4 | C | 0.35 | 22.4 | C | 0.35 | 23.2 | C | 0.35 | 22.6 | C |
| | | | TR | 0.32 | 32.6 | C | 0.36 | 32.2 | C | 0.38 | 34.2 | C | 0.36 | 32.4 | C |
| | | SB | L | 0.34 | 21.3 | C | 0.39 | 22.6 | C | 0.39 | 22.8 | C | 0.39 | 22.8 | C |
| | | | T | 0.65 | 39.2 | D | 0.75 | 43.9 | D | 0.75 | 44.6 | D | 0.75 | 44.2 | D |
| R | 0.21 | 10.7 | B | 0.24 | 11.4 | B | 0.24 | 11.7 | B | 0.24 | 11.4 | B | | | |
| Intersection | | | | 0.8 | 30.9 | C | 0.82 | 31.9 | C | 0.87 | 33.2 | C | 0.82 | 31.7 | C |

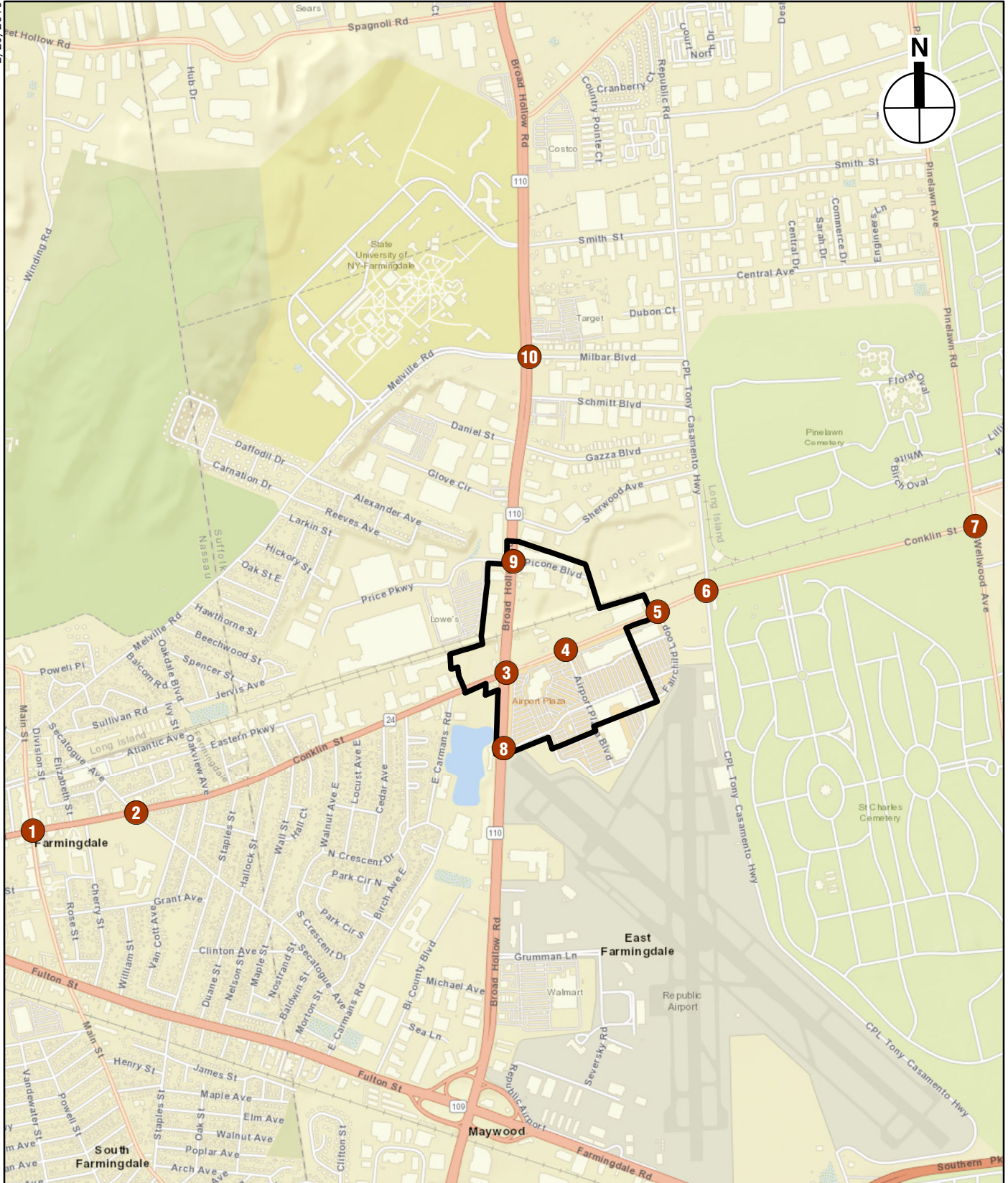
Table 10-2
PM Peak Hours (4:45 PM to 7:00 PM)

| No. | Intersection | Approach | Movement | Existing Conditions | | | 2033 No Build | | | 2033 w/ existing zoning | | | 2033 w/ FBC | | | | |
|--------------|---|--------------|---------------------------|---------------------|-------------|-------------|---------------|-------------|-------------|-------------------------|-------------|-------------|--------------|-------------|-------------|--------------|----------|
| | | | | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | | |
| 7 | Conklin St/Long Island Ave & Wellwood Ave | EB | L | 0.38 | 59.8 | E | 0.42 | 61.9 | E | 0.46 | 64.5 | E | 0.42 | 62.1 | E | | |
| | | | T | 1.36 | 231.8 | F | 1.44 | 263.4 | F | 1.62 | 334 | F | 1.45 | 265 | F | | |
| | | | R | 1.58 | 321 | F | 1.67 | 359.8 | F | 1.67 | 359.8 | F | 1.67 | 359.8 | F | | |
| | | WB | L | 0.32 | 60.6 | E | 0.33 | 61.3 | E | 0.33 | 61.3 | E | 0.33 | 61.3 | E | | |
| | | | T | 0.61 | 70.4 | E | 0.64 | 72.3 | E | 0.7 | 75.7 | E | 0.65 | 72.5 | E | | |
| | | | R | 0.43 | 51.1 | D | 0.45 | 51.8 | D | 0.45 | 51.8 | D | 0.45 | 51.8 | D | | |
| | | NB | L | 1.43 | 272.9 | F | 1.45 | 282.5 | F | 1.45 | 282.5 | F | 1.45 | 282.5 | F | | |
| | | | T | 0.24 | 14.4 | B | 0.25 | 14.6 | B | 0.25 | 14.6 | B | 0.25 | 14.6 | B | | |
| | | SB | R | 0.04 | 0.1 | A | 0.04 | 0.1 | A | 0.04 | 0.1 | A | 0.04 | 0.1 | A | | |
| | | | L | 0.19 | 7.6 | A | 0.21 | 7.8 | A | 0.21 | 7.8 | A | 0.21 | 7.8 | A | | |
| | | | | T | 1.5 | 255.5 | F | 1.59 | 294.8 | F | 1.59 | 294.8 | F | 1.59 | 294.8 | F | |
| | | | | R | 0.06 | 11.7 | B | 0.06 | 11.7 | B | 0.06 | 11.7 | B | 0.06 | 11.7 | B | |
| | | Intersection | | | | 1.58 | 190.9 | F | 1.04 | 216.8 | F | 1.67 | 224.6 | F | 1.67 | 216.9 | F |
| | | 8 | Route 110 & Airport Plaza | WB | L | 0.73 | 84.5 | F | 0.75 | 85.1 | F | 1.09 | 135.1 | F | 0.7 | 84.4 | F |
| R | 0.03 | | | | 0 | A | 0.03 | 0 | A | 0.12 | 0.2 | A | 0.02 | 0 | A | | |
| NB | L | | | 0.21 | 86.7 | F | 0.22 | 87.2 | F | 0.29 | 93.9 | F | 0.23 | 86.9 | F | | |
| | T | | | 0.38 | 11.8 | B | 0.4 | 12.6 | B | 0.46 | 17.3 | B | 0.43 | 11.6 | B | | |
| SB | R | | | 0.15 | 0.2 | A | 0.16 | 0.2 | A | 0.21 | 0.3 | A | 0.13 | 0.2 | A | | |
| | L | | | 0.6 | 108.9 | F | 0.61 | 92.5 | F | 1.1 | 138.1 | F | 0.56 | 100.8 | F | | |
| | | | | T | 0.64 | 1.2 | A | 0.68 | 2.5 | A | 0.75 | 2.9 | A | 0.73 | 2.5 | A | |
| Intersection | | | | 0.73 | 11.4 | B | 0.75 | 12.2 | B | 1.1 | 23.9 | C | 0.73 | 10.8 | B | | |

Table 10-2
PM Peak Hours (4:45 PM to 7:00 PM)

| | | | | Existing Conditions | | | 2033 No Build | | | 2033 w/ existing zoning | | | 2033 w/ FBC | | |
|---------------------|----------------------------------|----------|----------|---------------------|-------------|----------|---------------|-------------|----------|-------------------------|-------------|----------|-------------|-------------|----------|
| No. | Intersection | Approach | Movement | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS | v/c Ratio | Delay (spv) | LOS |
| 9 | Rt 110 & Picone Blvd/Price Pkwy | EB | L | 0.67 | 105.7 | F | 0.73 | 113.1 | F | 0.94 | 157.1 | F | 0.86 | 138.2 | F |
| | | | T | 0.68 | 106.3 | F | 0.74 | 114.6 | F | 0.96 | 159.3 | F | 0.87 | 140.2 | F |
| | | | R | 0.2 | 0.4 | A | 0.21 | 0.5 | A | 0.26 | 2 | A | 0.23 | 1.7 | A |
| | | WB | L | 0.37 | 96.8 | F | 0.4 | 99 | F | 0.96 | 154.9 | F | 0.88 | 132.7 | F |
| | | | TR | 0.19 | 87.6 | F | 0.21 | 88.5 | F | 0.42 | 91.4 | F | 0.4 | 88.4 | F |
| | | NB | L | 0.74 | 100.2 | F | 0.76 | 98.3 | F | 0.98 | 140.8 | F | 0.92 | 131.9 | F |
| | | | T | 0.45 | 7.2 | A | 0.44 | 4.6 | A | 0.61 | 10.8 | B | 0.56 | 11.6 | B |
| | | SB | R | 0.01 | 0 | A | 0.01 | 0 | A | 0.06 | 0.1 | A | 0.09 | 0.1 | A |
| | | | L | 0.65 | 78.1 | E | 0.18 | 76.2 | E | 0.73 | 80.5 | F | 0.99 | 111.1 | F |
| | | | | T | 0.81 | 8.4 | A | 0.88 | 9.8 | B | 0.97 | 21.4 | C | 0.95 | 18.8 |
| | | R | 0.06 | 0.1 | A | 0.06 | 0.1 | B | 0.1 | 0.2 | A | 0.07 | 0.1 | A | |
| Intersection | | | | 0.81 | 14.5 | B | 0.88 | 13.3 | B | 0.98 | 28 | C | 0.99 | 26.9 | C |
| 10 | Rt 110 & Melville Rd/Milbar Blvd | EB | L | 0.83 | 123.5 | F | 0.93 | 144.1 | F | 1.01 | 168.4 | F | 1.01 | 168.4 | F |
| | | | T | 0.67 | 89.6 | F | 0.91 | 96.4 | F | 0.91 | 104.6 | F | 0.91 | 104.6 | F |
| | | | R | 0.15 | 0.2 | A | 0.2 | 0.2 | A | 0.16 | 0.2 | A | 0.16 | 0.2 | A |
| | | WB | L | 0.85 | 99.4 | F | 0.93 | 113.1 | F | 1.02 | 135.6 | F | 1.02 | 135.6 | F |
| | | | T | 0.9 | 102.2 | F | 0.98 | 118.8 | F | 1.06 | 141.2 | F | 1.06 | 141.2 | F |
| | | NB | L | 0.92 | 92.3 | F | 0.97 | 119.4 | F | 1.01 | 138.8 | F | 1.01 | 137.9 | F |
| | | | T | 0.53 | 43.1 | D | 0.55 | 16.2 | B | 0.61 | 17.7 | B | 0.57 | 17.9 | B |
| | | SB | R | 0.23 | 16.3 | B | 0.23 | 2.7 | A | 0.24 | 1.9 | A | 0.24 | 1.92 | A |
| | | | L | 0.81 | 111.1 | F | 0.78 | 103.5 | F | 0.77 | 102.1 | F | 0.77 | 102.1 | F |
| | | | | T | 0.92 | 47.6 | D | 0.94 | 52.3 | D | 1 | 58.1 | E | 1 | 56.5 |
| | | R | 0.57 | 19.2 | B | 0.59 | 19.4 | B | 0.58 | 18.1 | B | 0.58 | 18 | B | |
| Intersection | | | | 0.92 | 51.5 | D | 0.98 | 49.8 | D | 1.06 | 54.8 | D | 1.06 | 54.8 | D |

Source: JPCL Engineering, Appendix H



-  Project Site
-  Traffic Intersections

0 2,000 FEET