



Movement Summary

BROOKDALE INTERSECTION AM PEAK 2010 TRAFFIC

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	43	1386	0.091	13.2	LOS B	15	1.41	47.7	23
32	R	82	1386	0.091	13.2	LOS B	15	1.41	47.7	23
Approach		126	1607	0.091	26.3	LOS B	15	2.82	47.7	46
East Approach										
22	L	664	1850	0.716	10.0	LOS B	245	1.12	50.0	237
22	T	661	1850	0.716	10.0	LOS B	245	1.12	50.0	237
Approach		1325	1850	0.716	10.0	LOS B	245	1.12	50.0	237
West Approach										
12	T	598	814	0.735	18.9	LOS B	276	2.18	42.8	116
13	R	599	952	0.629	16.1	LOS B	197	1.89	44.9	112
Approach		1197	1766	0.735	17.5	LOS B	276	2.04	43.8	228
All Vehicles		2648	5223	0.735	13.6	LOS B	276	1.55	29.1	488

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Movement Summary



BROOKDALE INTERSECTION MIDDAY 2010 TRAFFIC

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	278	1412	0.540	15.7	LOS B	130	1.73	45.5	144
32	R	483	1412	0.540	15.7	LOS B	130	1.73	45.5	144
Approach		762	1595	0.539	31.4	LOS B	130	3.46	45.5	287
East Approach										
22	L	370	1362	0.768	12.2	LOS B	270	1.44	48.3	186
22	T	676	1362	0.768	12.2	LOS B	270	1.44	48.3	186
Approach		1046	1362	0.768	12.2	LOS B	270	1.44	48.3	186
West Approach										
12	T	660	1228	0.537	8.6	LOS A	116	1.30	50.8	110
13	R	238	814	0.292	11.1	LOS B	50	1.43	49.5	41
Approach		898	2042	0.537	9.3	LOS A	116	1.33	50.5	152
All Vehicles		2706	4999	0.768	12.2	LOS B	270	1.48	29.9	481

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Movement Summary

BROOKDALE INTERSECTION PM PEAK 2010 TRAFFIC

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	128	868	0.523	18.3	LOS B	106	1.88	43.3	88
32	R	325	868	0.523	18.3	LOS B	106	1.88	43.3	88
Approach		454	1064	0.523	36.6	LOS B	106	3.75	43.3	177
East Approach										
22	L	493	1648	0.740	10.1	LOS B	236	1.15	49.4	216
22	T	725	1648	0.740	10.1	LOS B	236	1.15	49.4	216
Approach		1219	1648	0.740	10.1	LOS B	236	1.15	49.4	216
West Approach										
12	T	870	1123	0.774	14.5	LOS B	317	1.87	46.4	158
13	R	350	777	0.450	12.7	LOS B	88	1.60	47.9	62
Approach		1219	1900	0.774	14.0	LOS B	317	1.79	46.8	220
All Vehicles		2892	4613	0.774	13.0	LOS B	317	1.54	29.4	524

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Movement Summary

BROOKDALE INTERSECTION AM PEAK 2010 TRAFFIC SIGNALIZED

Signalised - Actuated isolated
Cycle Time = 55 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	43	199	0.221	36.5	LOS D	40	0.73	20.3	11
32	R	82	775	0.106	13.2	LOS B	29	0.75	29.4	16
Approach		126	974	0.221	21.3	LOS C	40	0.74	25.4	27
East Approach										
23	L	664	1066	0.623	31.2	LOS C	270	0.83	21.8	157
22	T	661	3291	0.201	0.5	LOS A	35	0.07	38.3	92
Approach		1325	4357	0.623	15.8	LOS B	270	0.45	27.8	249
West Approach										
13	T	598	864	0.692	17.6	LOS B	389	0.74	27.2	119
12	R	599	865	0.692	17.9	LOS B	367	0.84	26.9	121
Approach		1197	1729	0.692	17.8	LOS B	389	0.79	27.0	240
All Vehicles		2648	7060	0.692	17.0	LOS B	389	0.62	27.3	516

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Movement Summary

BROOKDALE INTERSECTION MIDDAY 2010 TRAFFIC SIGNALIZED

Signalised - Actuated isolated
Cycle Time = 90 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	278	427	0.653	48.5	LOS D	370	0.84	28.0	76
32	R	483	935	0.517	20.0	LOS C	349	0.90	40.4	100
Approach		762	1362	0.653	30.5	LOS C	370	0.88	34.7	176
East Approach										
23	L	370	856	0.431	43.5	LOS D	231	0.81	29.7	95
22	T	676	3505	0.193	0.3	LOS A	39	0.05	62.7	90
Approach		1046	4361	0.431	15.5	LOS B	231	0.31	45.1	186
West Approach										
13	T	660	1121	0.589	23.0	LOS C	486	0.72	39.6	126
12	R	238	404	0.589	28.3	LOS C	413	0.86	35.9	53
Approach		898	1525	0.589	24.4	LOS C	486	0.75	38.6	180
All Vehicles		2706	7248	0.653	22.7	LOS C	486	0.62	24.6	542

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Movement Summary

BROOKDALE INTERSECTION PM PEAK 2010 TRAFFIC SIGNALIZED

Signalised - Actuated isolated
Cycle Time = 90 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	128	325	0.397	47.7	LOS D	172	0.79	17.6	36
32	R	325	802	0.405	22.7	LOS C	268	0.89	24.1	71
Approach		454	1126	0.405	29.8	LOS C	268	0.86	21.8	107
East Approach										
23	L	493	855	0.578	46.1	LOS D	320	0.82	17.9	136
22	T	725	3510	0.207	0.3	LOS A	42	0.05	38.9	99
Approach		1219	4365	0.578	18.9	LOS B	320	0.36	26.4	235
West Approach										
13	T	870	1236	0.703	23.2	LOS C	660	0.76	24.5	187
12	R	350	498	0.703	29.4	LOS C	572	0.89	21.6	83
Approach		1219	1734	0.703	25.0	LOS C	660	0.80	23.6	270
All Vehicles		2892	7225	0.703	23.2	LOS C	660	0.62	24.4	612

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Movement Summary

BROOKDALE INTERSECTION AM PEAK 2010 TRAFFIC SIGNALIZED ONE

Signalised - Actuated isolated
Cycle Time = 90 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	43	325	0.135	44.9	LOS D	56	0.74	18.2	12
32	R	82	884	0.093	15.1	LOS B	46	0.75	28.4	16
Approach		126	1208	0.135	25.5	LOS C	56	0.75	23.7	28
East Approach										
23	L	664	855	0.776	55.1	LOS E	463	0.90	16.2	199
22	T	661	1754	0.377	0.4	LOS A	94	0.07	38.7	91
Approach		1325	2610	0.776	27.8	LOS C	463	0.49	22.8	290
West Approach										
13	T	598	877	0.682	23.9	LOS C	632	0.74	24.4	128
12	R	599	1646	0.364	9.2	LOS B#	15#	0.65	32.1	105
Approach		1197	2523	0.682	16.5	LOS B	632	0.69	27.8	234
All Vehicles		2648	6341	0.776	22.6	LOS C	632	0.59	24.9	551

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Movement Summary

BROOKDALE INTERSECTION MIDDAY 2010 TRAFFIC SIGNALIZED ONE

Signalised - Actuated isolated
Cycle Time = 90 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	278	224	1.247	199.0	LOS F	713	1.40	6.3	190
32	R	483	804	0.601	27.2	LOS C	427	0.96	22.0	114
Approach		762	1028	1.248	90.1	LOS F	713	1.12	11.5	304
East Approach										
23	L	370	693	1.508	196.5	LOS F	1895	1.59	6.4	714
23	T	676	693	1.508	196.5	LOS F	1895	1.59	6.4	714
Approach		1046	1305	1.508	196.5	LOS F	1895	1.59	6.4	714
West Approach										
13	T	660	984	0.671	20.1	LOS C	651	0.71	26.1	134
12	R	238	1645	0.145	9.2	LOS A#	6#	0.65	32.2	42
Approach		898	2629	0.671	17.2	LOS B	651	0.69	27.4	176
All Vehicles		2706	4961	1.508	107.0	LOS F	1895	1.16	10.3	1194

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Movement Summary

BROOKDALE INTERSECTION PM PEAK 2010 TRAFFIC SIGNALIZED one

Signalised - Actuated isolated
Cycle Time = 90 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	128	325	0.397	47.7	LOS D	172	0.79	17.6	36
32	R	325	794	0.409	28.9	LOS C	287	0.89	21.3	78
Approach		454	1119	0.409	34.2	LOS C	287	0.86	20.1	114
East Approach										
23	L	493	855	0.578	46.2	LOS D	320	0.82	17.9	136
22	T	725	1755	0.413	0.5	LOS A	109	0.07	38.6	100
Approach		1219	2610	0.578	19.0	LOS B	320	0.38	26.3	236
West Approach										
13	T	870	877	0.990	55.3	LOS E	1268	1.21	16.2	269
12	R	350	1646	0.213	9.2	LOS A#	9#	0.65	32.2	61
Approach		1219	2523	0.991	42.1	LOS D	1268	1.05	18.9	330
All Vehicles		2892	6252	0.990	31.1	LOS C	1268	0.74	21.6	681

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Movement Summary



PHALANX INTERSECTION AM PEAK 2010 TRAFFIC

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	90	1037	0.607	11.6	LOS B	108	1.74	49.3	109
32	R	539	1037	0.607	11.6	LOS B	108	1.74	49.3	109
Approach		629	1288	0.606	23.2	LOS B	108	3.48	49.3	218
East Approach										
22	L	748	3249	0.684	7.0	LOS A	176	0.89	52.6	370
22	T	1474	3249	0.684	7.0	LOS A	176	0.89	52.6	370
Approach		2221	3249	0.684	7.0	LOS A	176	0.89	52.6	370
West Approach										
12	T	762	1595	0.500	9.7	LOS A	110	1.62	51.2	129
12	R	36	1595	0.500	9.7	LOS A	110	1.62	51.2	129
Approach		798	1595	0.500	9.7	LOS A	110	1.62	51.2	129
All Vehicles		3648	6132	0.684	8.4	LOS A	176	1.19	32.2	608

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Movement Summary



PHALANX INTERSECTION MIDDAY 2010 TRAFFIC

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	40	935	0.427	10.2	LOS B	61	1.63	50.5	67
32	R	359	935	0.427	10.2	LOS B	61	1.63	50.5	67
Approach		399	1373	0.427	20.5	LOS B	61	3.27	50.5	134
East Approach										
22	L	490	3451	0.452	6.4	LOS A	96	0.83	54.1	256
22	T	1070	3451	0.452	6.4	LOS A	96	0.83	54.1	256
Approach		1559	3451	0.452	6.4	LOS A	96	0.83	54.1	256
West Approach										
12	T	1114	2532	0.445	5.5	LOS A	87	1.00	53.9	176
12	R	11	2532	0.445	5.5	LOS A	87	1.00	53.9	176
Approach		1126	2532	0.445	5.5	LOS A	87	1.00	53.9	176
All Vehicles		3084	7356	0.452	6.6	LOS A	96	0.99	33.3	498

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Movement Summary



PHALANX INTERSECTION PM PEAK 2010 TRAFFIC

Roundabout

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
32	L	34	911	0.570	10.8	LOS B	91	1.74	50.1	88
32	R	485	911	0.570	10.8	LOS B	91	1.74	50.1	88
Approach		519	1155	0.570	21.5	LOS B	91	3.48	50.1	175
East Approach										
22	L	752	3441	0.561	7.2	LOS A	138	0.88	53.3	324
22	T	1179	3441	0.561	7.2	LOS A	138	0.88	53.3	324
Approach		1932	3441	0.561	7.2	LOS A	138	0.88	53.3	324
West Approach										
12	T	974	2030	0.522	9.1	LOS A	135	1.55	51.7	170
12	R	87	2030	0.522	9.1	LOS A	135	1.55	51.7	170
Approach		1060	2030	0.522	9.1	LOS A	135	1.55	51.7	170
All Vehicles		3511	6626	0.570	8.3	LOS A	138	1.21	32.5	581

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Movement Summary



PHALANX INTERSECTION AM PEAK 2010 TRAFFIC SIGNALIZED

Signalised - Actuated isolated
Cycle Time = 90 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	90	427	0.211	41.1	LOS D	108	0.77	30.7	23
32	R	539	964	0.559	20.7	LOS C	390	0.91	39.7	113
Approach		629	1390	0.559	23.6	LOS C	390	0.89	38.1	136
East Approach										
23	L	748	855	0.875	65.4	LOS E	556	0.98	23.4	239
22	T	1474	3509	0.420	0.5	LOS A	112	0.07	62.1	197
Approach		2221	4364	0.875	22.4	LOS C	556	0.38	40.0	437
West Approach										
13	T	762	1466	0.520	23.8	LOS C	417	0.70	38.0	151
12	R	36	69	0.520	33.8	LOS C	405	0.86	31.8	9
Approach		798	1536	0.520	24.3	LOS C	417	0.70	37.7	160
All Vehicles		3648	7290	0.875	23.0	LOS C	556	0.54	24.3	733

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Movement Summary

PHALANX INTERSECTION MIDDAY 2010 TRAFFIC SIGNALIZED

Signalised - Actuated isolated
Cycle Time = 90 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	40	324	0.123	44.8	LOS D	51	0.74	29.3	10
32	R	359	900	0.399	22.4	LOS C	276	0.89	38.6	77
Approach		399	1224	0.399	24.7	LOS C	276	0.87	37.4	88
East Approach										
23	L	490	1058	0.463	39.7	LOS D	289	0.82	31.2	122
22	T	1070	3509	0.305	0.4	LOS A	69	0.06	62.5	143
Approach		1559	4567	0.463	12.7	LOS B	289	0.30	47.6	265
West Approach										
13	T	1114	1493	0.746	30.0	LOS C	667	0.82	35.3	236
12	R	34	45	0.750	39.7	LOS D	659	0.90	30.4	9
Approach		1148	1538	0.746	30.3	LOS C	667	0.82	35.1	245
All Vehicles		3106	7330	0.750	20.8	LOS C	667	0.56	25.3	597

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Movement Summary



PHALANX INTERSECTION PM PEAK 2010 TRAFFIC SIGNALIZED

Signalised - Actuated isolated
Cycle Time = 90 seconds

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	Cap (veh/h)	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Eff. Stop Rate	Aver Speed (mi/h)	Oper Cost (\$/h)
South Approach										
33	L	34	323	0.105	44.6	LOS D	44	0.73	29.3	9
32	R	485	910	0.533	24.1	LOS C	368	0.92	36.9	108
Approach		519	1233	0.533	25.5	LOS C	368	0.91	36.3	117
East Approach										
23	L	752	1059	0.710	46.3	LOS D	481	0.88	28.8	201
22	T	1179	3506	0.337	0.4	LOS A	79	0.06	62.4	158
Approach		1932	4565	0.710	18.3	LOS B	481	0.38	42.9	358
West Approach										
13	T	974	1329	0.732	29.8	LOS C	649	0.81	31.5	227
12	R	87	119	0.729	40.0	LOS D	574	0.90	24.1	27
Approach		1060	1448	0.732	30.7	LOS C	649	0.81	30.7	253
All Vehicles		3511	7246	0.732	23.1	LOS C	649	0.59	23.3	728

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