APPENDIX H

TRAFFIC IMPACT STUDY

Nelson & Pope, LLP

Revised August 2016
(appendices on accompanying CD, in front pocket)

TRAFFIC IMPACT STUDY

THE HILLS AT SOUTHAMPTON

East Quogue, New York

December 2015
Revised August 2016

N & P JOB NO. 05105

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APPENDIX

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PURPOSE OF REPORT

Nelson & Pope has investigated the potential traffic impacts associated with the Mixed-Use Planned Development District (MUPDD) application in the hamlet of East Quogue, Town of Southampton, Suffolk County, New York.

The proposed project includes a total of 118 residents and a private 18-hole golf course and clubhouse to be used as an on-site recreational amenity for the residents; it will not be open to the general public. The golf course would operate for seven (7) months per year from April to through October, and the clubhouse would be open during these months and potentially during winter holidays (Thanksgiving, Christmas and New Year's) but otherwise would be closed from November through March.

In addition to the project's residents, the golf course will provide approximately 132 additional memberships to golfers that chose to join but do not live in The Hills community. The golf course will also be made available for five (5) charitable events per year and one (1) "resident's day" per year, when community members will have access to play golf at The Hills golf course for a reduced rate.

The residential component involves second, third and fourth homes used exclusively for vacations and "getaways" by the owners. Based on analysis of the applicant's other, similar developments, it is expected that The Hills residences will be occupied, on average, less than sixty (60) days per year. Because of this low occupancy, The Hills would not contribute children to the local school district or require the same level of community service demand as year-round primary residences.

The project's largest land component, known as The Hills Property, consists of 340.91 acres south of and 86.92 acres north of Sunrise Highway, for a total of 427.83 acres. The Applicant is in contract with the owner of a contiguous property to the west known as the Kracke Property which consists of 61.26 acres, as well as the owner of an assemblage of parcels to the east known as the Parlato Property which consists of 101.91 acres. The total size of the project site is 591.00 acres.

Access to the site will be gained from an existing mapped but not constructed road associated with the Subdivision Map of Kijowski Family Farm which is immediately west of and abuts the Kracke Property. Figure 1 shows a map of the area and Figure 2 shows the location of the site.

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

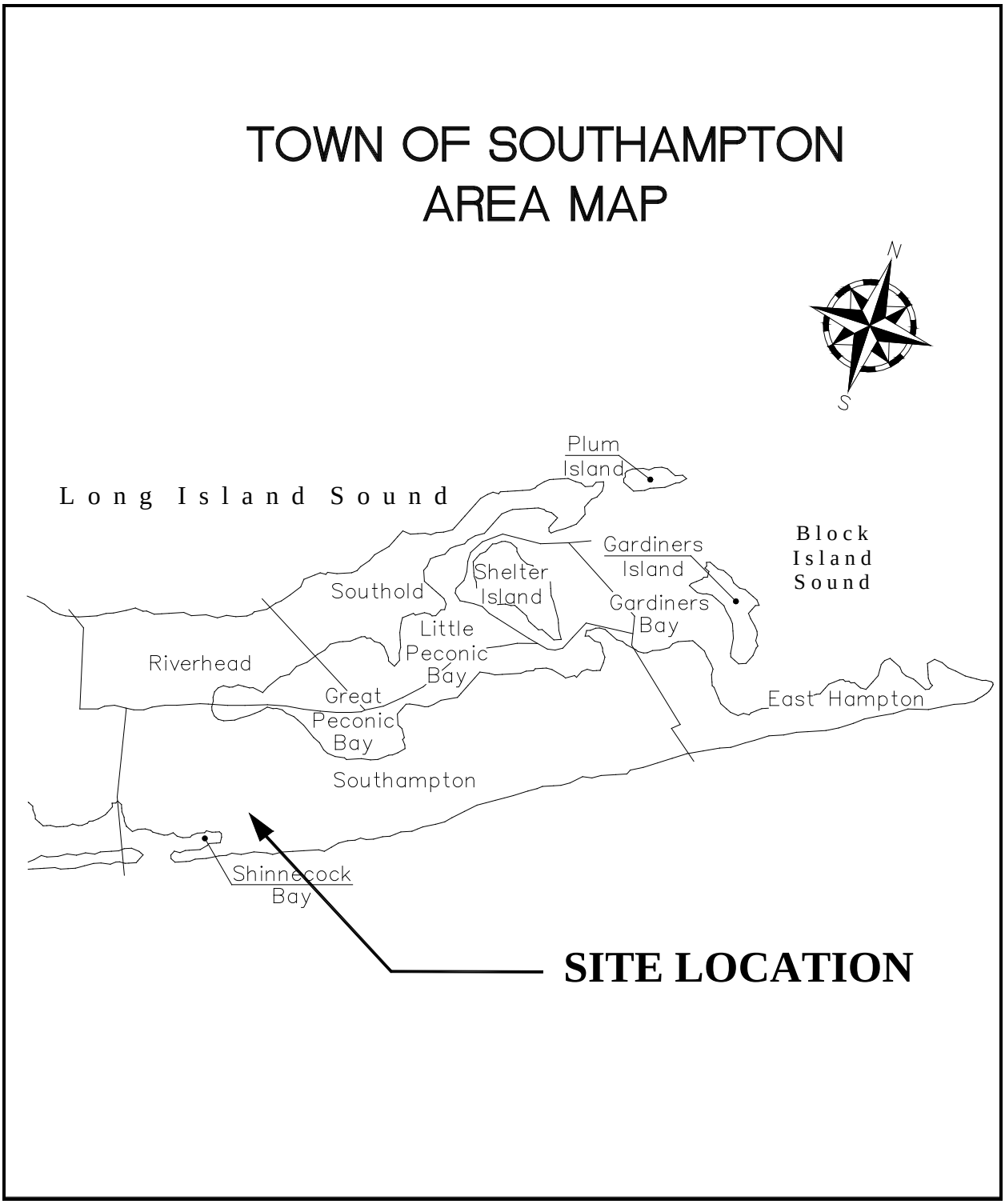
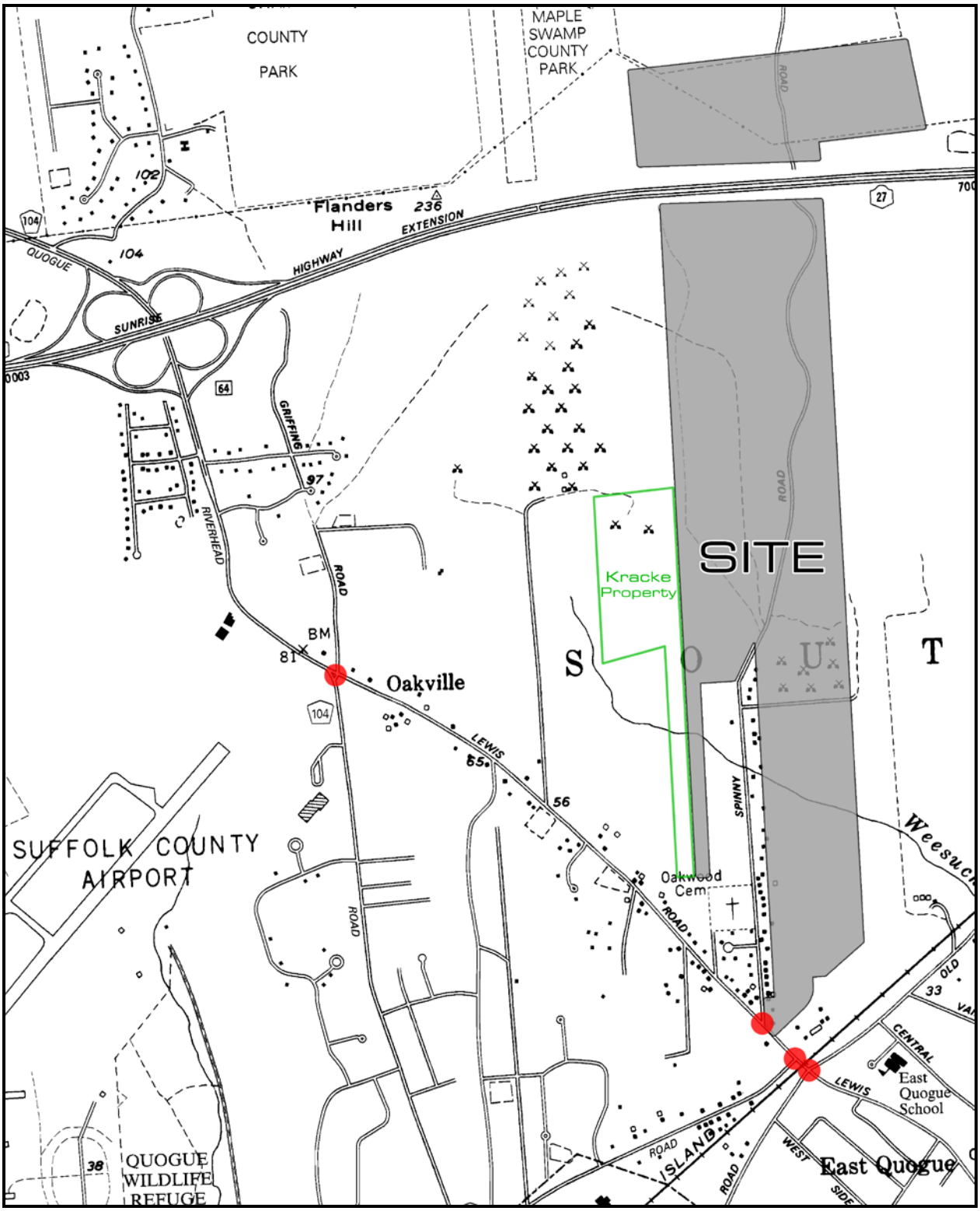


Figure 1: Area Map



SOURCE: USGS QUOGUE 1991

STUDY INTERSECTIONS

Figure 2: Location Map

STUDY METHODOLOGY

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

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, location/geometry of existing driveways and intersections along with signing as well as traffic control devices.

- To cover both summer and fall traffic, turning movement volume counts were conducted at the following locations in July 2014 and September 2015 during the weekday AM (7-9AM), PM (4-6PM) and Saturday Midday (11AM-2PM) peak periods at the following intersections:

    - Lewis Road at Quogue Riverhead Road/CR 104
    - Lewis Road at Spinney Road
    - Lewis Road at Old Country Road
    - Lewis Road at Box Tree Road/Old Country Road

- Accident data for the study intersections and roadways in the vicinity of the site was obtained from NYSDOT and analyzed.

- Existing traffic volumes were adjusted to reflect seasonal fluctuations that occur during peak summer months. A seasonal factor was obtained from NYSDOT.

- An annual growth factor, obtained from the LITP 2000 study, was applied to the existing volumes to estimate the increase in background traffic that would occur in 2017 (Ambient Traffic Volumes).

- The Town of Southampton Planning Department was contacted to obtain information on other planned developments that might impact traffic flow in the study area. It was determined that there are no other planned projects in the vicinity of the project site.

- Estimates of traffic that would be generated by the proposed mixed use development were prepared utilizing trip generation data published by the Institute of Transportation Engineers (ITE) publication, *Trip Generation, Ninth Edition* and available data for the proposed uses.

- The site-generated traffic volumes were assigned to the adjacent street system based upon the anticipated directional trip distribution forecasted by Nelson & Pope.
- The 2017 Build Condition volumes for the proposed mixed development were developed by adding the site generated traffic volumes to the 2017 No Build Condition volumes.
- Capacity analyses were performed at the study intersections identified above for the Existing Condition, No Build Condition and Build Condition for weekday AM, PM and Saturday midday peak hours for both the summer and fall traffic conditions. Capacity analyses were also conducted at the site driveway for the Build Condition during the weekday AM, PM and Saturday midday peak hours.
- The results of the analyses for the 2017 No Build Condition and 2017 Build Condition were compared to identify any significant impact associated with the proposed mixed use development.

EXISTING CONDITION

Land Use

The project's largest land component, known as The Hills Property, consists of 340.91 acres south of and 86.92 acres north of Sunrise Highway, for a total of 427.83 acres. The Applicant is in contract with the owner of a contiguous property to the west known as the Kracke Property which consists of 61.26 acres, as well as the owner of an assemblage of parcels to the east known as the Parlato Property which consists of 101.91 acres. The total size of the project site is 591.00 acres.

Roadway Conditions

Lewis Road in the vicinity of the site is a minor arterial with a general northwest/southeast orientation extending from Quogue Riverhead Road/CR 104 to Montauk Highway. For analysis purposes, Lewis Road is considered an east/west roadway at all of the study intersections. This orientation maintains consistency throughout the project and eliminates potential confusion when interpreting lane designations at different study locations. In the vicinity of the site, Lewis Road the travel lanes are approximately 11 feet in width and are delineated by a full yellow double barrier line and white edge lines. The land uses along Lewis Road are predominantly residential. The posted speed limit along Lewis Road is 40 miles per hour north of Spinney Road and 30 miles per hour south of Spinney Road. The AADT for Lewis Road in the vicinity of the proposed project access is 6,648 vehicles per day (source: ATR data collected by Nelson & Pope from June 12 to June 19, 2016). The ATR data is included in the appendix of the report. The posted speed limit is 35 miles per hour in the vicinity of the site. There are no posted parking restrictions along Quogue Riverhead Road.

There are no posted parking restrictions along Lewis Road.

Old Country Road is a minor arterial with a general northeast/southwest orientation, however, for analysis purposes; Old Country Road is considered a north/south roadway. Old Country Road provides one lane per travel direction in the vicinity of the intersection with Lewis Road. On the southern portion of Old Country Road, the southbound travel lane is approximately 11.5 feet in width and the northbound travel lane is approximately 10 feet in width and are delineated by a

full yellow double barrier line and white edge lines. On the northern portion of Old Country Road, the northbound and southbound travel lanes are approximately 10.5 feet in width and are delineated by a full yellow barrier line and white edge lines. The horizontal alignment is slightly curving and the vertical alignment is rolling. The land uses along Old Country Road are predominantly residential. The posted speed limit in the vicinity of the site is 30 miles per hour. There are no posted parking restrictions along Old Country Road.

Quogue Riverhead Road/CR 104 is a minor arterial under the jurisdiction of Suffolk County with a general north/south orientation. Quogue Riverhead Road extends from Montauk Highway to NYS Route 24 in Downtown Riverhead. It provides one lane per travel direction in the vicinity of the intersection with Lewis Road. The travel lanes are approximately 12 feet in width and are delineated by a full yellow double barrier line and white edge lines. The horizontal alignment is straight and the vertical alignment is flat. The land uses along Quogue Riverhead Road are predominantly residential. The AADT for Quogue Road (CR 104) between Old Country Road and NYS Route 27 is 10,990 vehicles per day (source: SCDPW). The posted speed limit is 35 miles per hour. There are no posted parking restrictions along Quogue Riverhead Road.

Spinney Road is a local roadway under the jurisdiction of the Town of Southampton with a north/south orientation. Spinney Road provides one lane per travel direction. There are no pavement markings present on Spinney Road. The pavement is approximately 30 feet in width. Spinney Road terminates east of Lewis Road. It provides access to a number of single family homes and consists of one lane per travel direction. The horizontal alignment is straight and the vertical alignment is flat. The land uses along Spinney Road are predominantly residential. The posted speed limit is 30 miles per hour. There are no posted parking restrictions along Spinney Road.

Box Tree Road is a local roadway with a general northeast/southwest orientation however, for analysis purposes; Box Tree Road is considered a north/south roadway. Box Tree Road extends from Lewis Road to Montauk Highway. Box Tree Road provides one lane per travel direction. The travel lanes are approximately 16 feet in width and are delineated by a full yellow double barrier line. The horizontal alignment is curving and the vertical alignment is flat. The land uses

along Box Tree Road are predominantly residential. The posted speed limit is 30 miles per hour. There are no posted parking restrictions along Box Tree Road.

Table 1 summarizes the lane configurations and traffic controls at the study intersections.

Table 1: Intersection Geometry

Intersection	Approach	Lane Designation*	Traffic Control
Lewis Road (E/W) at Quogue Riverhead Road (N/S)	WB NB SB	L-R TR L-T	Stop Control - Westbound Lewis Road
Lewis Road (N/S) at Spinney Road (E/W)	WB NB SB	LR TR TL	Stop Control - Southbound Spinney Road
Lewis Road (N/S) at Old Country Road (E/W)	EB NB SB	LR LT TR	Stop Control - Northbound Old Country Road
Lewis Road (N/S) at Old Country Road/Box Tree Road (E/W)	EB WB NB SB	LTR LTR LTR LTR	Stop Control - Southbound Old Country Road and Northbound Box Tree Road

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

Traffic Volume Data

Summer turning movement volumes were collected at the study intersections on Thursday, June 12, 2014 during the AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak periods and on Saturday, June 14, 2014 during the Saturday midday peak period (11:00 AM-3:00 PM). The fall turning movement counts were collected on Thursday, September 26, 2015 during the AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak periods and on Saturday, September 29, 2015 during the Saturday midday peak period (11:00 AM-3:00 PM). The volume data was tabulated to identify the peak hours at each of the intersections. To perform a conservative analysis, the peak hour volumes at each intersection are utilized in this study.

A comparison of the fall and summer traffic volumes reveals that the fall counts were higher during the AM peak hour but lower during the weekday PM and Saturday midday peak hours. In order to conduct a detailed traffic analysis, both the summer and fall traffic conditions were

analyzed. However, for presentation purposes only the summer traffic data is presented within the body of the report. The rest of the data is contained in the Appendix of the report.

The existing peak hour volumes were adjusted to account for seasonal fluctuation due to summer travel to and from the east end of Long Island. Seasonal adjustment factors of 1.100 and 1.064 were obtained from the 2015 NYSDOT Traffic Data Report for the weekday counts during the month of June and September respectively. Weekend seasonal adjustment factors of 0.969 and 0.946 for the months of June and September respectively were also obtained. Applying the weekend normalization factor will increase the existing weekend traffic volumes, therefore the weekend counts were normalized to account for seasonal fluctuation. Since the weekday seasonal adjustment factor for June and September were greater than 1, normalizing the weekday counts will result in a decrease in the existing traffic volumes. Therefore, to maintain a conservative analysis, the weekday counts were not normalized. As previously mentioned an ATR was installed on Lewis Road for a period of one week in June of 2016 and the data compared against the manual turning movement counts conducted in June of 2014. Even though the ATR data and turning movement counts were collected in different years, the data is comparable. The existing summer intersection peak hour volumes are shown on Figures 3, 4, and 5 and detailed data are contained in Appendix A.

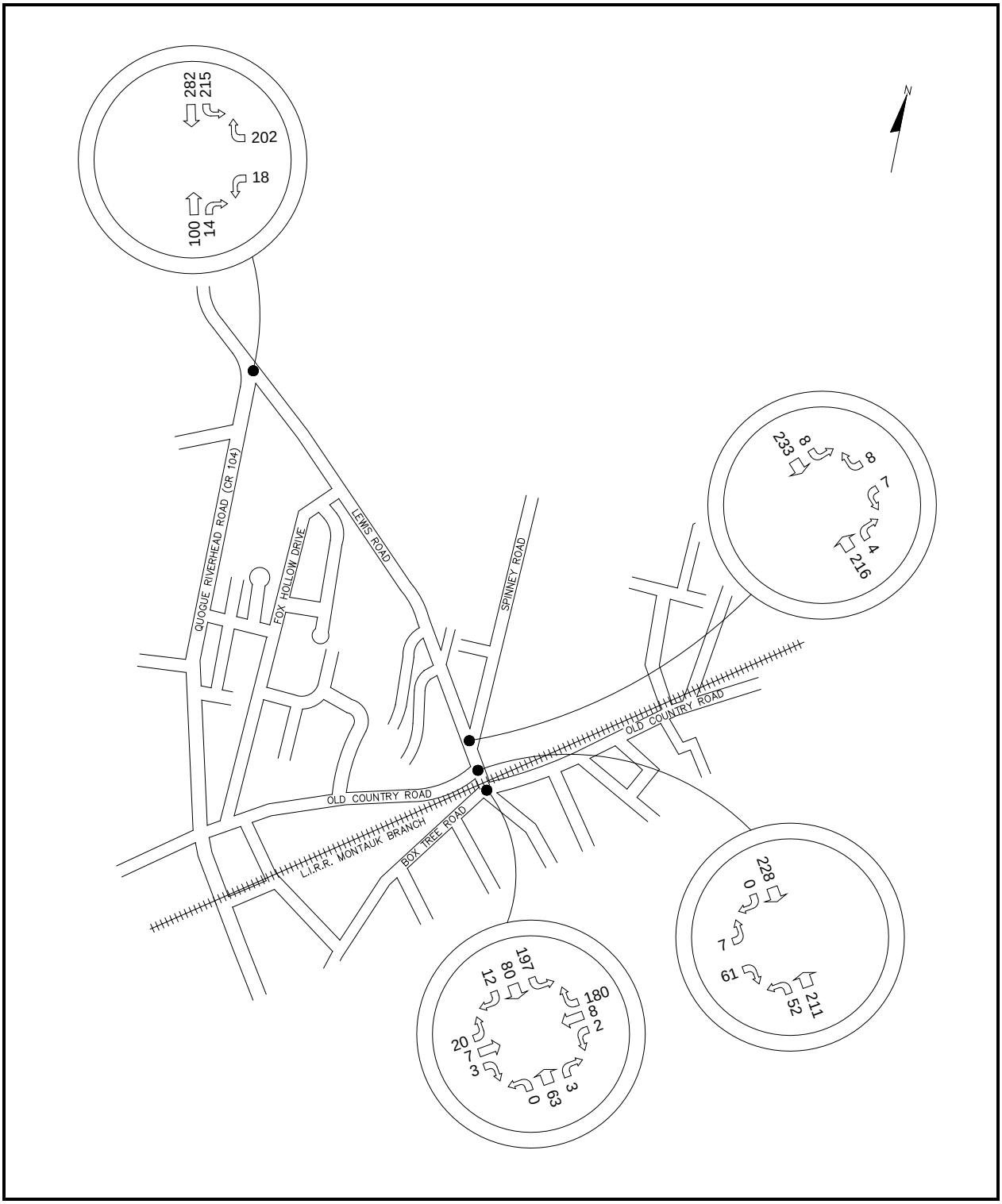


Figure 3: 2014 AM Peak Hour Traffic Volumes

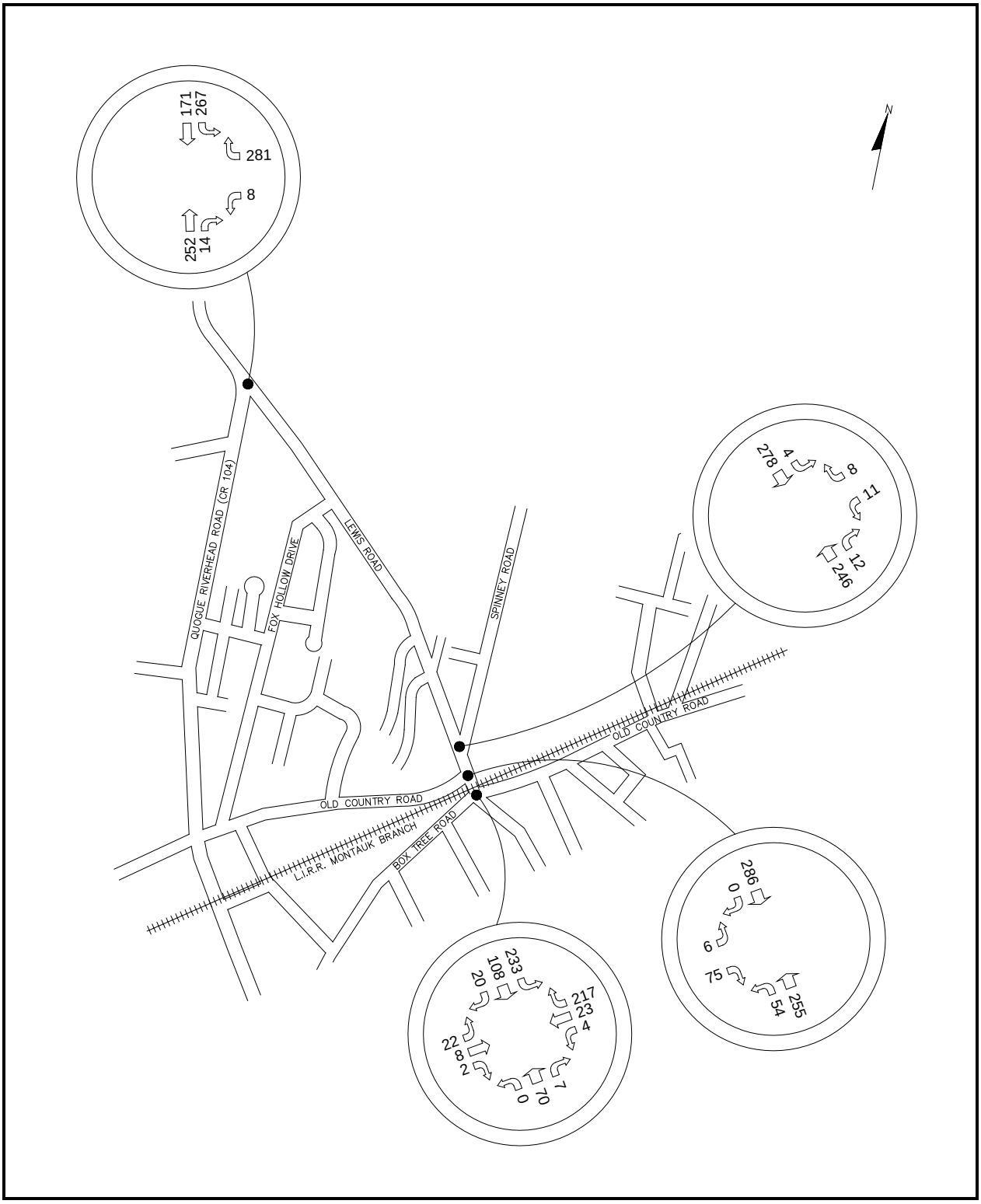


Figure 4: 2014 PM Peak Hour Traffic Volumes

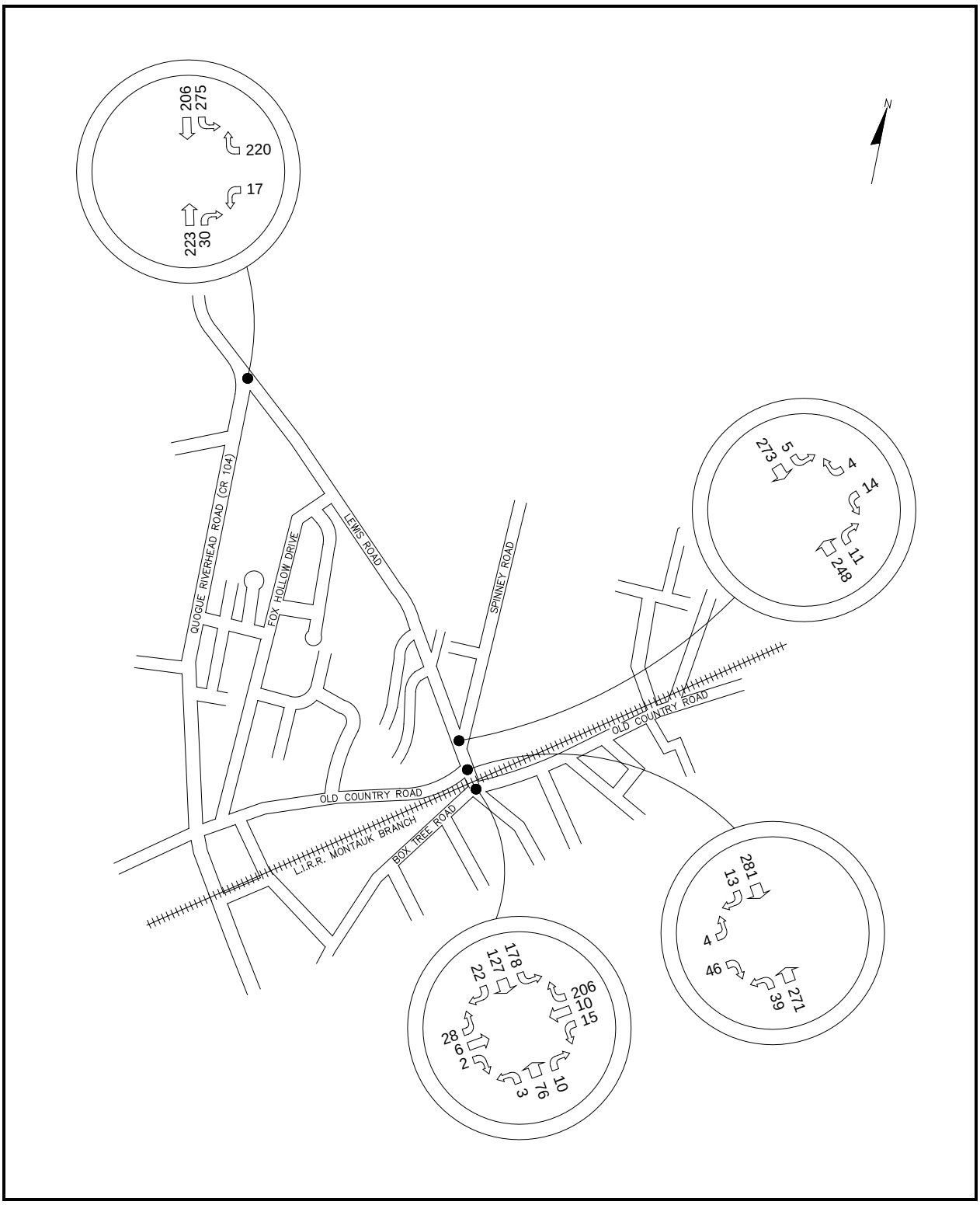


Figure 5: 2014 Saturday Midday Peak Hour Traffic Volumes

Accident History

Accident data for the study area were obtained from NYSDOT. The most recent data available was from January 1, 2011 through December 31, 2013 (3-year period). The accident data is located in Appendix B. The data was reviewed and summarized in the following tables.

Table 2: Accident Summary by Severity

Location	Accident Severity			
	Fatality	Injury	Property Damage	TOTAL
Lewis Rd at Quogue Riverhead Rd (CR 104)	-	-	2	2
Lewis Rd between Quogue Riverhead Rd (CR 104) and Fox Hollow Dr	-	1	-	1
Lewis Rd at Fox Hollow Dr	-	-	-	0
Lewis Rd between Fox Hollow Dr and Damascus Rd	-	1	-	1
Lewis Rd at Damascus Rd	-	-	1	1
Lewis Rd between Damascus Rd and Williams St	-	-	-	0
Lewis Rd at Williams St	-	-	-	0
Lewis Rd between Williams Street and Cemetery Rd	-	-	1	1
Lewis Rd at Cemetery Rd	-	-	-	0
Lewis Rd between Cemetery Rd and Spinney Rd	-	-	1	1
Lewis Rd at Spinney Rd	-	-	1	1
Lewis Rd between Spinney Rd and Old Country RD (North)	-	-	-	0
Lewis Rd at Old Country Rd (North)	-	1	-	1
Lewis Rd between Old Country Rd (North) and Box Tree Rd/Old Country Rd	-	-	-	0
Lewis Rd at Box Tree Rd/Old Country Rd	-	-	4	4
Total	0 0%	3 23%	10 77%	13 100%

Table 2 indicates a total of 13 accidents occurred on study roadways and intersections during the 3-year analysis period. The majority of accidents, 77%, involved only property damage; none of the accidents involved a fatality. The greatest number of accidents (4 accidents) occurred at the intersection of Lewis Road and Box Tree Road/Old Country Road.

Table 3: Accident Summary by Type of Collision

Location	Accident Type											
	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/ Bicycle	Side-Swipe	Over-Taking	Parked	Other/ Unknown	Total
Lewis Rd at Quogue Riverhead Rd (CR 104)	1	-	-	-	-	-	-	-	-	-	1	2
Lewis Rd between Quogue Riverhead Rd (CR 104) and Fox Hollow Dr	-	-	1	-	-	-	-	-	-	-	-	1
Lewis Rd at Fox Hollow Dr	-	-	-	-	-	-	-	-	-	-	-	0
Lewis Rd between Fox Hollow Dr and Damascus Rd	-	-	-	-	-	1	-	-	-	-	-	1
Lewis Rd at Damascus Rd	-	-	-	-	-	-	-	-	-	-	1	1
Lewis Rd between Damascus Rd and Williams St	-	-	-	-	-	-	-	-	-	-	-	0
Lewis Rd at Williams St	-	-	-	-	-	-	-	-	-	-	-	0
Lewis Rd between Williams Street and Cemetery Rd	-	-	-	-	-	-	-	-	-	-	1	1
Lewis Rd at Cemetery Rd	-	-	-	-	-	-	-	-	-	-	-	0
Lewis Rd between Cemetery Rd and Spinney Rd	-	-	-	-	-	1	-	-	-	-	-	1
Lewis Rd at Spinney Rd	-	-	-	-	-	-	-	-	-	1	-	1
Lewis Rd between Spinney Rd and Old Country RD (North)	-	-	-	-	-	-	-	-	-	-	-	0
Lewis Rd at Old Country Rd (North)	1	-	-	-	-	-	-	-	-	-	-	1
Lewis Rd between Old Country Rd (North) and Box Tree Rd/Old Country Rd	-	-	-	-	-	-	-	-	-	-	-	0
Lewis Rd at Box Tree Rd/Old Country Rd	2	-	-	1	-	-	-	-	-	-	1	4
Total	4 *31%*	0 *0%*	1 *8%*	1 *8%*	0 *0%*	2 *14%*	0 *0%*	0 *0%*	0 *0%*	1 *8%*	4 *31%*	13 *100%*

A review of Table 3 indicates that a plurality of the accidents (31%) involved right angle collisions and other/unknown types of collisions. Due to the fact that there were only 4 right angle accidents, only two of which occurred at the same intersections, this pattern would not be considered significant.

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 of peak hour traffic volumes with available roadway capacity is 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 in roadway networks, since conflicts exist at these points between 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.

In order to identify the operational characteristics of the study intersections, Level of service (LOS) and capacity analyses for the signalized study intersections were performed using Highway Capacity Software *(HCS2010*) *Release 5.6,* prepared by the Federal Highway Administration. HCS2010 is a series of computer programs strictly adhering to the guidelines set forth in the *Highway Capacity Manual 2010 (HCM2010).* The *HCM2010* contains procedures and methodologies for estimating capacity and determining level of service 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 D.

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 summer and fall peak hour traffic volumes were used to determine the existing capacity and LOS of the study intersections. Tables 4 and 5 contain the LOS summary for the Existing Condition calculated through the HCS software described previously. The detailed analysis worksheets are in Appendix E.

Table 4: Existing Condition LOS Summary – Summer

Location (Unsignalized Intersections)	Approach	Movement	AM Peak Hour		PM Peak Hour		Saturday Midday Peak Hour	
			LOS	Delay	LOS	Delay	LOS	Delay
Quogue Riverhead Rd at Lewis Road	SB	L	A	8.3	A	8.8	A	8.8
	WB	L	D	26.9	D	25.1	D	26.4
	WB	R	B	10.4	B	14.7	B	11.8
Spinney Road at Lewis Road	EB	LT	A	7.7	A	7.9	A	7.8
	SB	LR	B	11.0	B	12.4	B	12.6
Old Country Road at Lewis Road	WB	LT	A	8.0	A	8.1	A	8.1
	NB	LR	B	10.7	B	11.0	B	11.0
Old Country Rd/ Box Tree Rd at Lewis Rd	EB	LTR	A	7.8	A	7.8	A	7.8
	WB	LTR	A	7.4	A	7.5	A	7.5
	NB	LTR	C	19.8	D	28.8	D	25.8
	SB	LTR	B	10.3	B	12.6	B	11.8

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

Table 5: Existing Condition LOS Summary – Fall

Location (Unsignalized Intersections)	Approach	Movement	AM Peak Hour		PM Peak Hour		Saturday Midday Peak Hour	
			LOS	Delay	LOS	Delay	LOS	Delay
Quogue Riverhead Rd at Lewis Road	SB	L	A	8.2	A	8.5	A	8.3
	WB	L	C	23.2	C	21.7	C	18.7
	WB	R	B	10.6	B	12.8	B	11.5
Spinney Road at Lewis Road	EB	LT	A	7.8	A	7.8	A	7.9
	SB	LR	B	11.7	B	11.6	B	13.0
Old Country Road at Lewis Road	WB	LT	A	8.0	A	8.1	A	8.0
	NB	LR	B	11.0	B	11.7	B	11.5
Old Country Rd/ Box Tree Rd at Lewis Rd	EB	LTR	A	7.8	A	7.8	A	8.1
	WB	LTR	A	7.4	A	7.4	A	7.5
	NB	LTR	C	21.1	D	27.1	D	28.5
	SB	LTR	B	10.8	B	10.7	B	12.2

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

Quogue Riverhead Road/CR 104 and Lewis Road

Lewis Road intersects Quogue Riverhead Road to form the stop-controlled leg of a T-intersection. Currently the westbound Lewis Road left-turn movement operates at LOS D or better during the AM, PM and Saturday peak periods. The westbound Lewis Road right-turn movement operates at LOS B during the AM, PM and Saturday peak periods. The southbound Quogue Riverhead Road left-turn movement operates at LOS A during the AM, PM and Saturday peak periods.

Spinney Road and Lewis Road

Spinney Road intersects Lewis Road to form the stop-controlled leg of a T-intersection. Currently the eastbound Lewis Road left-turn movement operates at LOS A during the AM, PM and Saturday peak periods. The southbound Spinney Road approach operates at LOS B during the AM, PM and Saturday peak periods.

Old Country Road and Lewis Road

The Old Country Road eastbound leg intersects Lewis Road to form the stop-controlled leg of a T-intersection. Currently the westbound Lewis Road left-turn movement operates at LOS A during the AM, PM and Saturday peak periods. The northbound Old Country Road approach operates at LOS B during the AM, PM and Saturday peak periods.

Old Country Road/Box Tree Road and Lewis Road

Old Country Road/Box Tree Road intersects Lewis Road to form a four leg intersection with the northbound Box Tree Road and southbound Old Country Road approaches being stop-controlled. The eastbound and westbound Lewis Road approaches operate at LOS A during the AM, PM and Saturday peak periods. The northbound Box Tree Road approach operates at LOS C during the AM peak periods and at LOS D during the PM and Saturday peak periods. The southbound Old Country Road approach operates at LOS B during the AM, PM and Saturday peak periods.

NO BUILD CONDITION

The No Build Condition represents traffic conditions expected at the study intersections in the future year 2017 without the construction of the proposed project. The No Build Condition traffic volumes are estimated based on the following factors:

- 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 intersections in this report.
- Planned roadway improvements for study intersection and/or roadways.

Traffic Growth

A 1.9% annual growth factor was obtained from the New York State Department of Transportation (NYSDOT) Long Island Transportation Plan 2000 study (LITP2000) for the Town of Southampton. The summer and fall traffic volumes were increased by this factor for a period of 3years and 2 years respectively to project volumes to the year 2017.

Other Planned Projects

Planned projects that will be constructed prior to the proposed project and will significantly influence the traffic flow through the study intersections would be considered as part of the No Build analysis. The Town of Southampton and Suffolk County Department of Public Works were contacted to obtain information on any planned projects that will significantly influence traffic flow in the vicinity of the site. At the time this study was conducted there were no planned projects in the vicinity of the study area and no roadway improvements are proposed for the study intersections or roadways in the vicinity of the project site. The summer No Build Condition volumes are illustrated in Figures 6, 7 and 8.

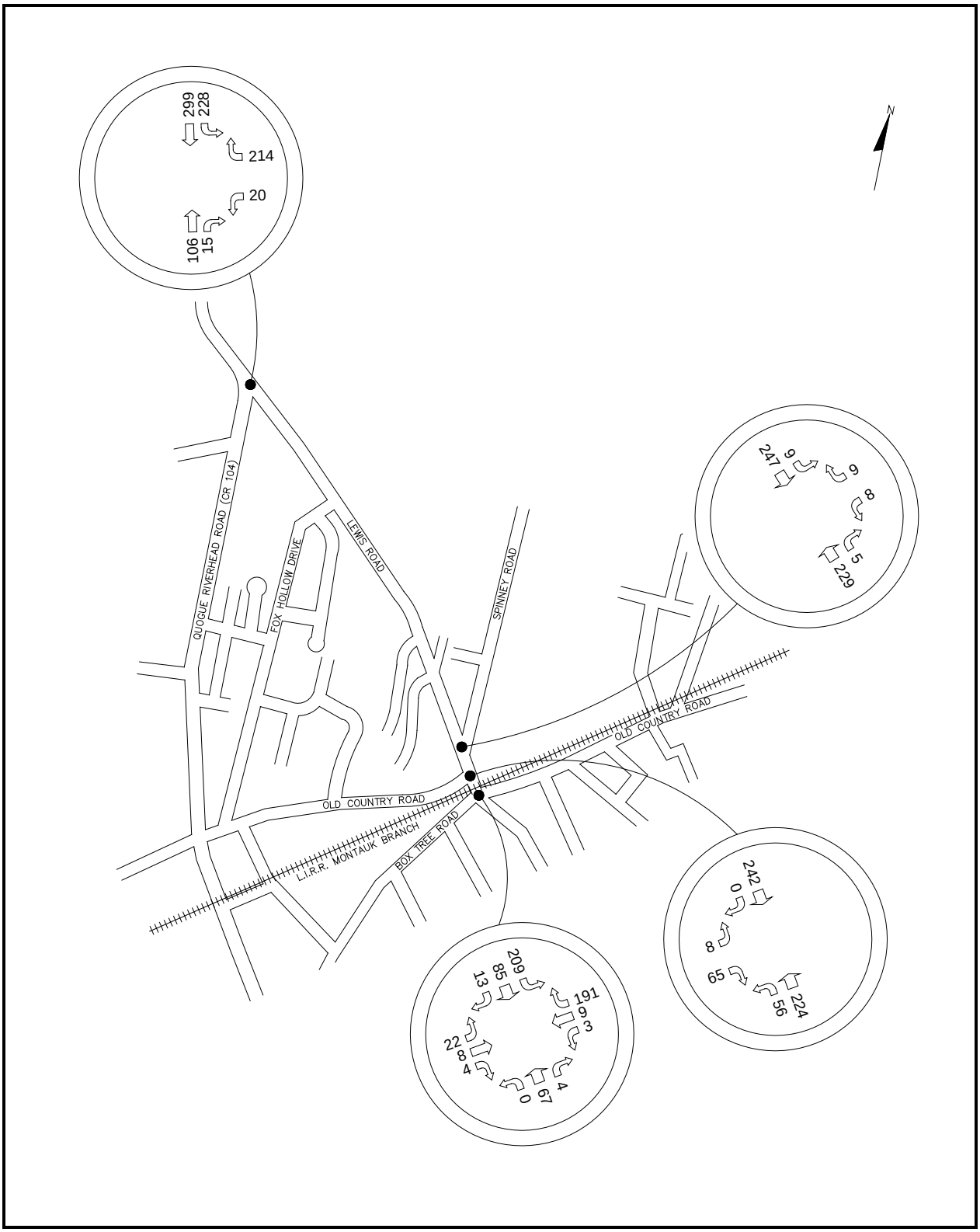


Figure 6: 2017 No Build AM Traffic Volumes

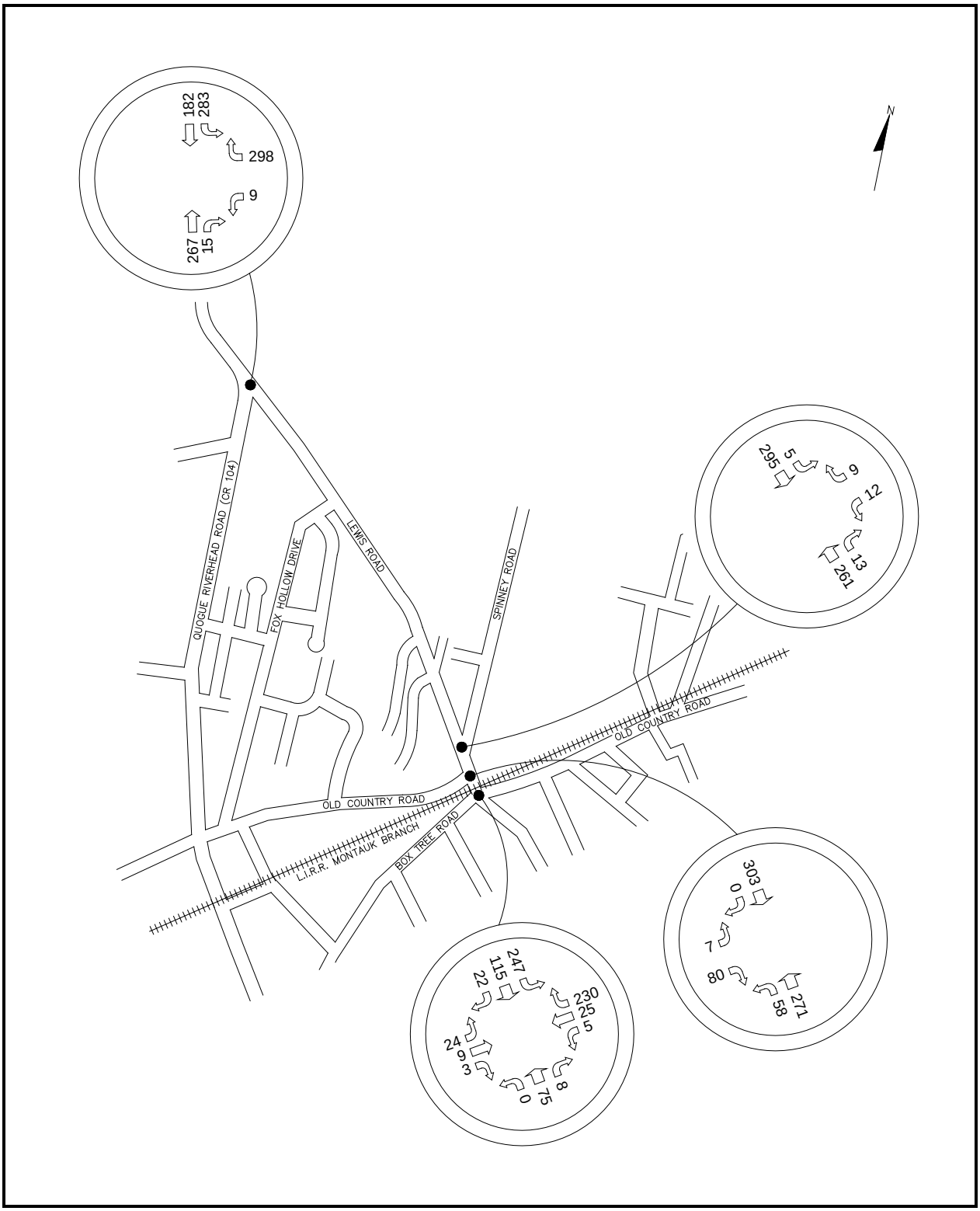


Figure 7: 2017 No Build PM Traffic Volumes

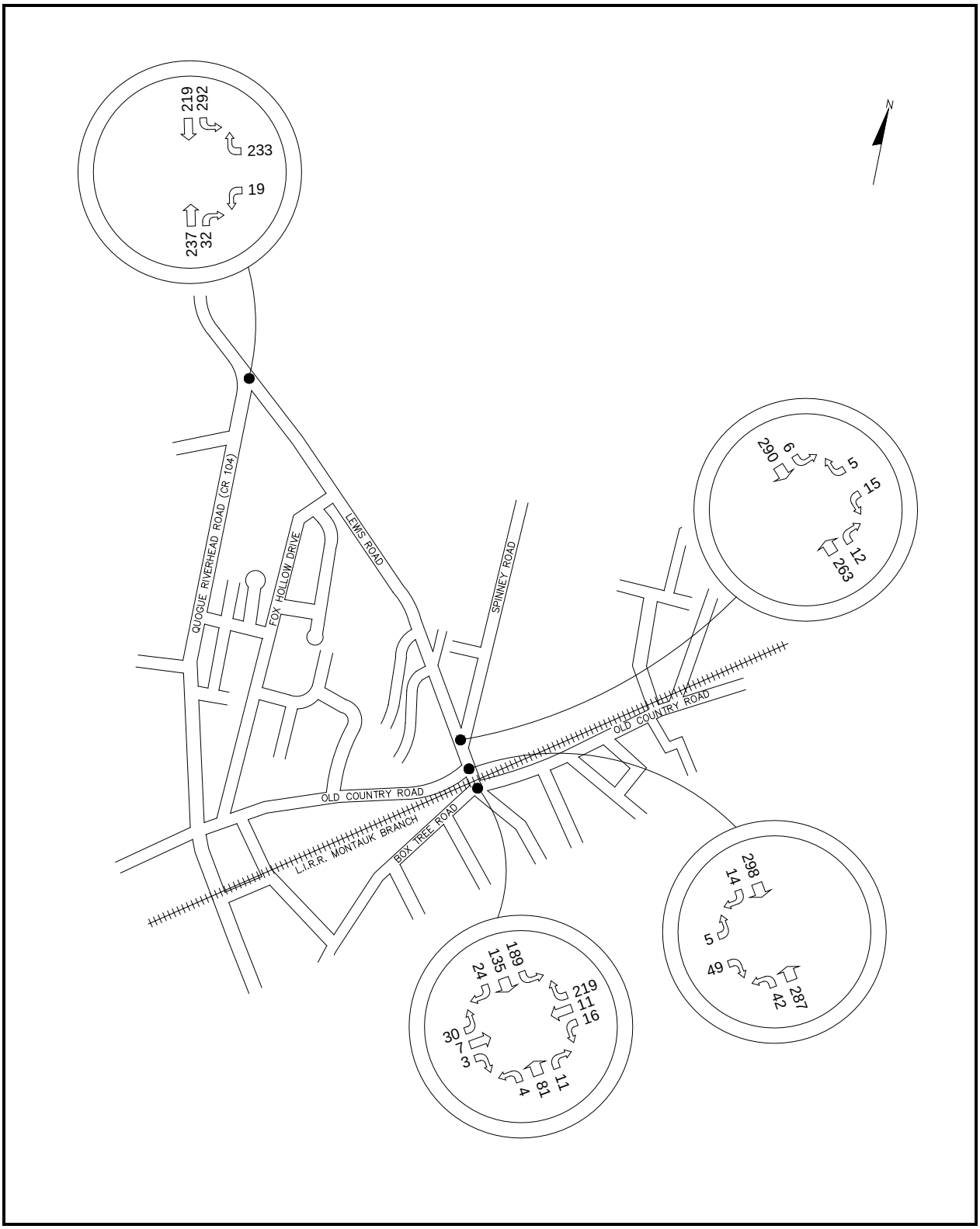


Figure 8: 2017 No Build Saturday Traffic Volumes

PROPOSED DEVELOPMENT

Site Access

The development will gain access from Lewis Road through the existing mapped Kijowski Family Farm subdivision road alignment on land to the west, which will be located approximately 260 feet west of Damascus Road.

Sight Distance

Available sight distance from the proposed driveway is expected to be 1,240 feet when looking west on Lewis Road and 760 feet when looking east on Lewis Road. The posted speed limit on Lewis Road is 30 mph. Based on the values provided by AASHTO, for a 40 mph roadway, 385 feet of sight distance is required for making a right-turn from stop and 445 feet for making a left-turn from stop. Based on the values presented above, the available sight distance from the proposed driveway will exceed the minimum values provided by AASHTO. The tables outlining minimum recommended sight distance for the design of intersections are contained in Appendix F.

Construction Trip Generation Analysis

The construction of the proposed project is anticipated to result in truck trips primarily associated with earth moving, delivery of equipment and materials and vehicles trips associated with construction employees. Delivery trucks trips may vary depending on the stage of construction, number of homes being constructed and overlapping construction activities, availability of material and other factors. Because the construction of this project will result in construction related trips, we have prepared a trip generation estimate to account for this traffic. This estimate was prepared by distributing trips associated with construction employees and delivery of construction material to the adjacent street network. In order to prepare a conservative construction trip estimate, we accounted for the possibility of all four components (golf course, road construction, clubhouse and residential construction) of the project to occur simultaneously. Based on the Applicant's anticipated construction/development schedule shown on Table 6, the maximum number of anticipated construction personnel is 255 workers. This relates to the period July-September, 2020 in Table 6; since it is a maximum, all other time periods will have a lesser number of trips related to construction workers and therefore less impact.

Table 6: Anticipated Construction Schedule

Year	Quarter	Golf Course Construction Phase		Clubhouse Construction Phase		Residences Construction Phase	
		Avg. Number of Workers*	Worker Duties	Avg. Number of Workers*	Worker Duties	Avg. Number of Workers*	Worker Duties
2017	Jan.-March	0	---	0	---	0	---
	April-June	0	---	0	---	0	---
	July-Sept.	35	Civil	0	---	45	Civil
	Oct.-Dec.	45	Temporary Roads	0	---	30	Excavation
2018	Jan.-March	45	Cut & Fill	0	---	40	Utilities
	April-June	65	Grading	15	Civil	50	Pad
	July-Sept.	90	Drainage	15	Excavation	60	Foundation
	Oct.-Dec.	65	Shaping	15	Utilities	55	Waterproofing
2019	Jan.-March	50	Sand Capping	15	Pad	60	Framing
	April-June	90	Fine Grading	20	Foundation	75	Windows & Doors
	July-Sept.	90	Grassing	35	Framing & Siding	100	Siding
	Oct.-Dec.	65	Irrigation	40	MEP*	125	Roofing
2020	Jan.-March	50	Landscape	30	Roofing	90	Mechanical
	April-June	80	Hardscape	35	Interiors	125	Plumbing
	July-Sept.	90	Water Features	40	Landscape	125	Electrical
	Oct.-Dec.	75	Signage	40	F&B*	100	Insulation
2021	Jan.-March	50	Maintenance	40	FFE*	90	Drywall
	April-June	0	---	0	---	100	Cabinetry & Millwork
	July-Sept.	0	---	0	---	125	Flooring
	Oct.-Dec.	0	---	0	---	100	Tile & Granite
2022	Jan.-March	0	---	0	---	90	Finish MEP
	April-June	0	---	0	---	90	FFE
	July-Sept.	0	---	0	---	90	Hardscape
	Oct.-Dec.	0	---	0	---	75	Landscape

* This refers to workers/day.

** MEP - mechanical, electrical & plumbing; F&B - food & beverage; FFE - furniture, fixtures & equipment.

Since some workers will carpool to/from the site in personal vehicles or arrive/depart via large groups in commercial vehicles, it is reasonable to assume vehicle occupancy of more than one (1) worker per vehicle. The applicant will encourage, promote and facilitate car-pooling through construction contracts and construction management during this phase of the project. Since actual vehicle occupancy information is not available, two vehicle occupancy scenarios were analyzed:

- Vehicles occupancy of 1 worker per vehicle was utilized; this equates to approximately 255 vehicles per day (510 trips per day).
- Vehicles occupancy of 1.5 workers per vehicle was utilized; this equates to approximately 170 vehicles per day (340 trips per day).

The following table is a summary of the estimate on construction delivery truck loads.

Table 7: CONSTRUCTION TRUCKLOADS[1]

Other Than Soil Removal

Parameter	Number of truckloads daily	Number of truck trips daily
Road Construction	3	6
Clubhouse Construction	4	8
Residential Construction [2]	2 x 20 = 40	80
Total	47	94

Notes: 1 Estimating assistance provided by RLW4 Builders, LLC; RLW4 Builders, LLC is involved with DLC in the construction of another project in Westhampton Beach.
2 Assumes construction of 20 homes at one time.

Based on the above, it is estimated that on average approximately 94 truck trips may occur daily as a result of construction equipment and material deliveries. These truck trips would generally travel along Lewis Road, to and from Sunrise Highway.

A small segment of Lewis Road may experience up to 286 truck trips per day during intermittent periods of construction when all four (4) components of the project are occurring simultaneously (i.e., golf course, road construction, clubhouse and residential construction) involving soil transport. The 192 soil transport truck trips would only occur on a small segment of Lewis Road if an internal haul road is not provided. Other truck trips would likely occur more intermittently with more some days and less on others, and likely would be less as not all components of the

project will be active simultaneously over the period of construction. However, to perform conservative analyses, a total of 286 construction delivery truck trips was utilized. The truck trips were converted to passenger car trips by applying a passenger car equivalent (PCE) of 1.5 to the truck trips (Source Highway Capacity Manual 2010). The 286 daily trucks trips are equivalent to 429 daily passenger car trips. The construction employee and construction truck trips were then distributed hourly and the trips during the peak hours identified. The anticipated maximum number of construction generated trips are summarized in Table 8 below.

Table 8: Construction Phase Trip Generation

Time Period	Distribution	Construction Trucks	Construction[1] Employees	Construction[2] Employees	Total[1]	Total[2]
AM Peak Hour	Enter	13	20	14	33	27
	Exit	13	0	0	13	13
	Total	26	20	14	46	39
PM Peak Hour	Enter	15	0	0	15	15
	Exit	15	77	51	92	66
	Total	30	77	51	107	81
Saturday Peak Hour	Enter	22	0	0	22	22
	Exit	22	13	9	35	31
	Total	44	13	9	57	52

1 – Occupancy of 1 worker per vehicle
2- Ocuppancy of 1.5 worker per vehicle

As shown in Table 8 above, the construction phase of the project may generate between 39 and 48 trips during the AM peak hour, between 81 and 107 trips during the PM peak hour and between 52 and 57 trips during the Saturday Midday peak hour (42 entering, 45 exiting). A detailed project construction trip generation calculation for an entire weekday and Saturday conducted to justify the trip generation characteristics of the construction traffic are contained in Appendix C of the report.

Operational Trip Generation

In order to identify the operational impacts, the proposed mixed use development will have on the adjacent street system, it is necessary to estimate the magnitude of traffic volume to be generated during the peak hour periods and to estimate the directional distribution of that site traffic when entering and leaving the subject property.

The following represents what is proposed in this mixed use development:

- The residential component comprised of 118 residential units that will be second, third and fourth homes used exclusively for vacations and "getaways" by the owners. This site will provide several amenities like a fitness area, yoga studio, spa, dining room, private dining room, snack bar, wine room, kid's activity room, bowling, basketball court, squash court etc. to the owners. This use is a low traffic generator with peak traffic periods generally not coinciding with roadway peak traffic periods. From the review of the Land Uses contained in Institute of Transportation Engineers Trip Generation Manual, 9th Edition, Recreational Homes will be the land use that closely fit with the proposed residential development. Therefore, the trip generation estimates for the residential portion of the development were prepared utilizing data found under Land Use Code 260-Recreation Homes within the Institute of Transportation Engineers' publication, *Trip Generation, Ninth Edition*. This publication sets forth trip generation data obtained by traffic counts conducted at research sites throughout the country. The residential portion of the project is anticipated to generate 19 trips (13 entering, 6 existing) during the weekday AM peak hour, 31 trips (13 entering, 18 exiting) during the weekday PM peak hour and 42 trip (20 entering, 22 exiting) during the Saturday midday peak hour.

- The project will also comprise of a private 18-hole golf course and clubhouse to be used as an on-site recreational amenity for the residents; it will not be open to the general public. In addition to the project's residents, the golf course will provide approximately 132 additional memberships to golfers that chose to join but do not live in The Hills community. The golf course will also be made available for five (5) charitable events per year and one (1) "resident's day" per year, when community members will have access to play golf at The Hills golf course for a reduced rate. These are the only big events that will occur in the Golf Course. A total of 105 employees will be travelling to and from the site on a daily basis during two work shifts. It should be noted that all employees to these facilities arrive at the site before 7AM and leave at 3PM for the first shift and arrive at 3 PM and leave at 10PM. These time periods are outside the roadway peak periods in the study area and hence will not significantly impact traffic flow in the study area and therefore not included in the trip generation analyses.

In order to estimate trip generation for the golf course, data found under Land Use Code 430-Golf Course within the Institute of Transportation Engineers'(ITE) publication, *Trip Generation, Ninth Edition* and trip data generated from the anticipated membership was reviewed and utilized.

- The five charity outings will comprise of 72 players. Five hours of golf with midday shotgun start, one hour of lunch before start and one hour of drinks after the games is anticipated. These events typically occur during weekdays and from the anticipated schedule, traffic from these events will not occur during the weekday AM and PM peak periods.
- The one public outing will comprise of 120 players starting 8 AM going out as foursomes at 8 minute intervals (8 minutes between foursomes) in groups of four (foursomes). With 8 minute intervals, a maximum of 8 groups can tee off in an hour resulting in a total of 32 golfers per hour. Assuming these 32 golfers arrived within the hour before their scheduled tee time in separate vehicles, a total of 32 vehicles could arrive at the golf course within the peak hour.
- Membership to the Golf Club is open to owners of the 118 recreation homes and also provides membership to 132 outside members. Each member has the ability to bring three (3) guests to an outing. Tee times are anticipated to occur from 7AM to 2PM at 8 minute intervals. With 8 minute intervals, a maximum of 8 groups can tee off in an hour resulting in a total of 32 golfers per hour. Assuming these 32 golfers arrived within the hour before their scheduled tee time in separate vehicles, a total of 32 vehicles could arrive at the golf course within the peak hour. Since no golf game is anticipated to end during the morning peak periods, little or no golf traffic is expected to leave the golf course during the morning peak periods. However, to perform conservative analyses it is assumed that 8 vehicles will exit the golf course during the weekday morning peak period. Furthermore, to account for the possibility that some golfers may arrive earlier than one hour from their scheduled tee times, the peak hour trips were increase from 32 to 36. Based on these analyses, the golf course is anticipated to generate

44 trips during the AM peak hour (36 entering, 8 exiting), 72 trips during the weekday PM peak hour (36 entering, 36 exiting) and 72 trips during the Saturday midday peak hour (36 entering, 36 exiting).

- Based on golf course data found under Land Use Code 430-Golf Course within the Institute of Transportation Engineers' publication, *Trip Generation, Ninth Edition*, it is estimated that an 18-hole golf course will 37 trips during the weekday AM peak hour (29 entering, 8 exiting), 53 trips during the weekday PM peak hour (27entering, 26 exiting) and 83 trips during the Saturday midday peak hour (41 entering, 42 exiting). From the review of this trip generation analyses, it can be seen that the estimated trips from anticipated club membership is comparable to the estimated trips from the ITE for an 18-hole golf course.

- In order to perform a conservative analysis, the trip generation estimate for the Golf Course portion of the project was based on trips estimated from the golf membership for the weekday AM and PM peak periods since the numbers are higher that the ITE estimate and from the ITE trip generation for the Saturday midday peak hour since ITE is higher than the estimate from the golf membership. The Golf Course portion of the project is projected to generate 44 trips during the AM peak hour (36 entering, 8 exiting), 72 trips during the PM peak hour (36 entering, 36 exiting) and 83 trips during the Saturday Midday peak hour (41 entering, 42 exiting).

- As previously mentioned all employees to these facilities arrive at the site before 7AM and leave at 3PM for the first shift and arrive at 3 PM and leave at 10PM. These time periods are outside the roadway peak periods in the study area and hence will not significantly impact traffic flow in the study area and therefore not included in the trip generation analyses.

A detailed project travel demand calculation for an entire weekday and entire Saturday was conducted to justify the trip generation characteristics and estimates shown above for all the components of the proposed project (Residential, Golf Course and Employees). The project travel demand calculations are contained in Appendix C of the report.

Based on the results of the trip generation analyses, it is therefore anticipated that the proposed mixed use development (residential and golf course) will generate 63 trips during the AM peak hour (49 entering, 14 exiting), 103 trips during the PM peak hour (49 entering, 54 exiting) and 125 trips during the Saturday Midday peak hour (61 entering, 64 exiting) as shown in Table 9 below and in Appendix C as well.

Table 9: Trip Generation

Time Period	Distribution	118 Recreation Homes ITE LUC 260	18-Hole Golf Course	Total
AM Peak Hour	Enter	13	36	49
	Exit	6	8	14
	Total	19	44	63
PM Peak Hour	Enter	13	36	49
	Exit	18	36	54
	Total	31	72	103
Saturday Peak Hour	Enter	20	41	61
	Exit	22	42	64
	Total	42	83	125

Source: Trip Generation, 9th Edition, published by ITE

Construction Trip Generation Assessment/Comparison

The trip generation estimates for the construction phase were compared to the trips anticipated once the project is fully constructed and operational to determine which phase will likely have the most traffic impacts. Based on the review of the numbers on Tables 8 and 9, it can be seen that the operational trips are anticipated to be higher than or comparable to the construction related trips. Since the construction traffic is lower than the operational traffic, capacity analyses at the study intersections will be performed only for the project operational phase.

Traffic flow and temporary/short-term construction impacts can be further improved during the construction phase by incorporating traffic control and construction management measures which the applicant will examine and implement in cooperation with the Town as necessary during the construction phase. Such measures will include: providing adequate signage to direct workers and deliveries to a dedicated construction access location; use of flaggers to direct construction related vehicles to the site during periods of higher volume of arrivals and/or truck deliveries; encouraging and facilitating contractors and trades to conduct construction worker car-pooling;

pursuing an internal haul road or other means of reducing soil hauling truck trips on Lewis Road; and fully conforming with Chapter 235 of the Town Code which regulates noise generation.

Alternative Trip Generation Assessment/Comparison

In addition, trip generation estimates were prepared for an "as-of-right" development (Alternative 2) that could be constructed on the site under the current zoning, an alternative that would reflect the East Quogue land use plan outlined in the Town of Southampton GEIS prepared in 2008 (Alternative 3) and another less intense "as-of-right" development (Alternative 4). Alternative 1, the "as-of-right" use, is comprised of 118 single family homes. Alternative 3 is comprised of 108 single family homes, an 18-hole golf course and 90,760 square foot commercial/recreational facility (including a banquet facility, restaurant and spa). Alternative 4 is comprised of 94 single family homes. The estimates were calculated using the information provided in Trip Generation, 9th Edition published by ITE. The trip generation estimates for the alternative uses are located in Appendix C.

Table 10: Trip Generation Comparison

Time Period	Proposed Project	Alternative 2	Alternative 3	Alternative 4
AM Peak Hour	63	92	196	76
PM Peak Hour	103	122	846	99
Saturday Peak Hour	125	114	1170	92

Source: Trip Generation,9th Edition, published by ITE

As shown in Table 10 above, the alternatives will all generate greater amounts of traffic than the proposed project, except for Alternative 2 during the Saturday peak hour and Alternative 4 during the PM and Saturday peak hours.

Trip Distribution and Assignment

The volume of site traffic that would travel through the study intersections during peak hours was distributed and assigned to each movement based on the existing roadway and travel patterns. The nature of the proposed land use and its associated travel patterns were considered as well.

Figure 9 presents the trip distribution for site-generated traffic and Figures 10, 11 and 12 depict the site generated volumes for the AM, PM and Saturday peak hours. The site generated volumes were then added to the AM, PM and Saturday No Build Condition volumes resulting in the Build Condition volumes shown in Figures 13, 14 and 15.

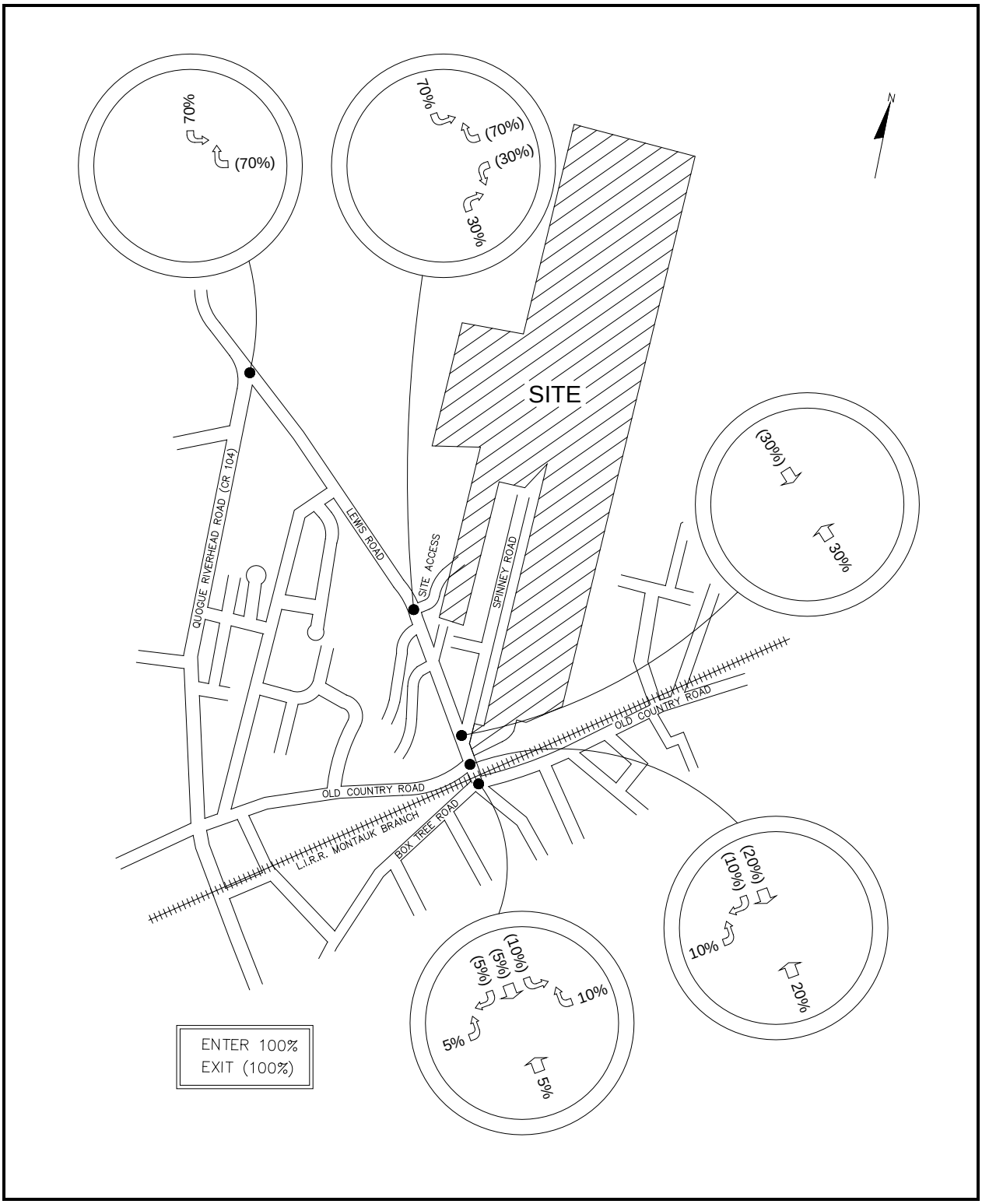


Figure 9: Site Generated Trip Distribution

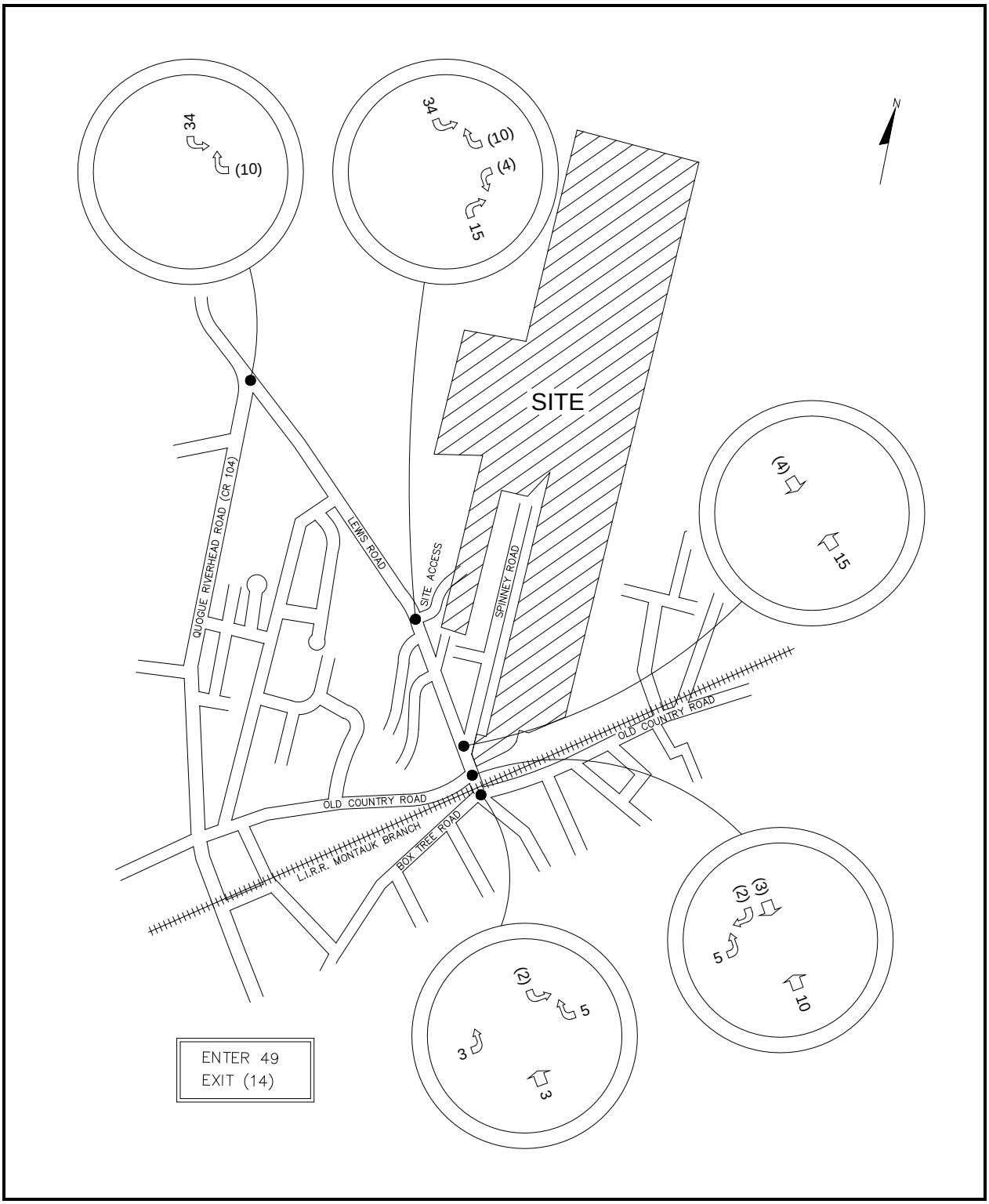


Figure 10: Site Generated AM Traffic Volumes

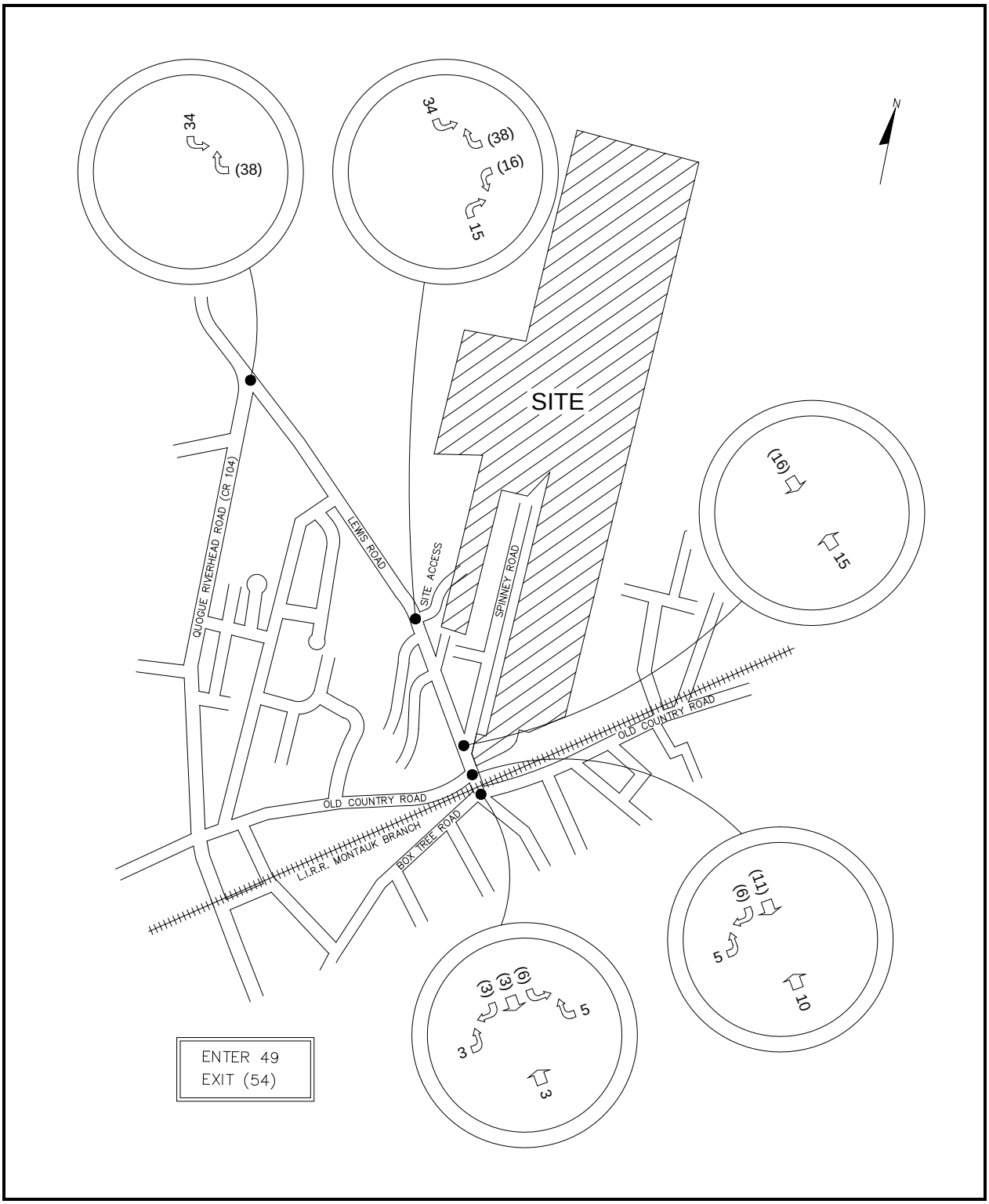


Figure 11: Site Generated PM Traffic Volumes

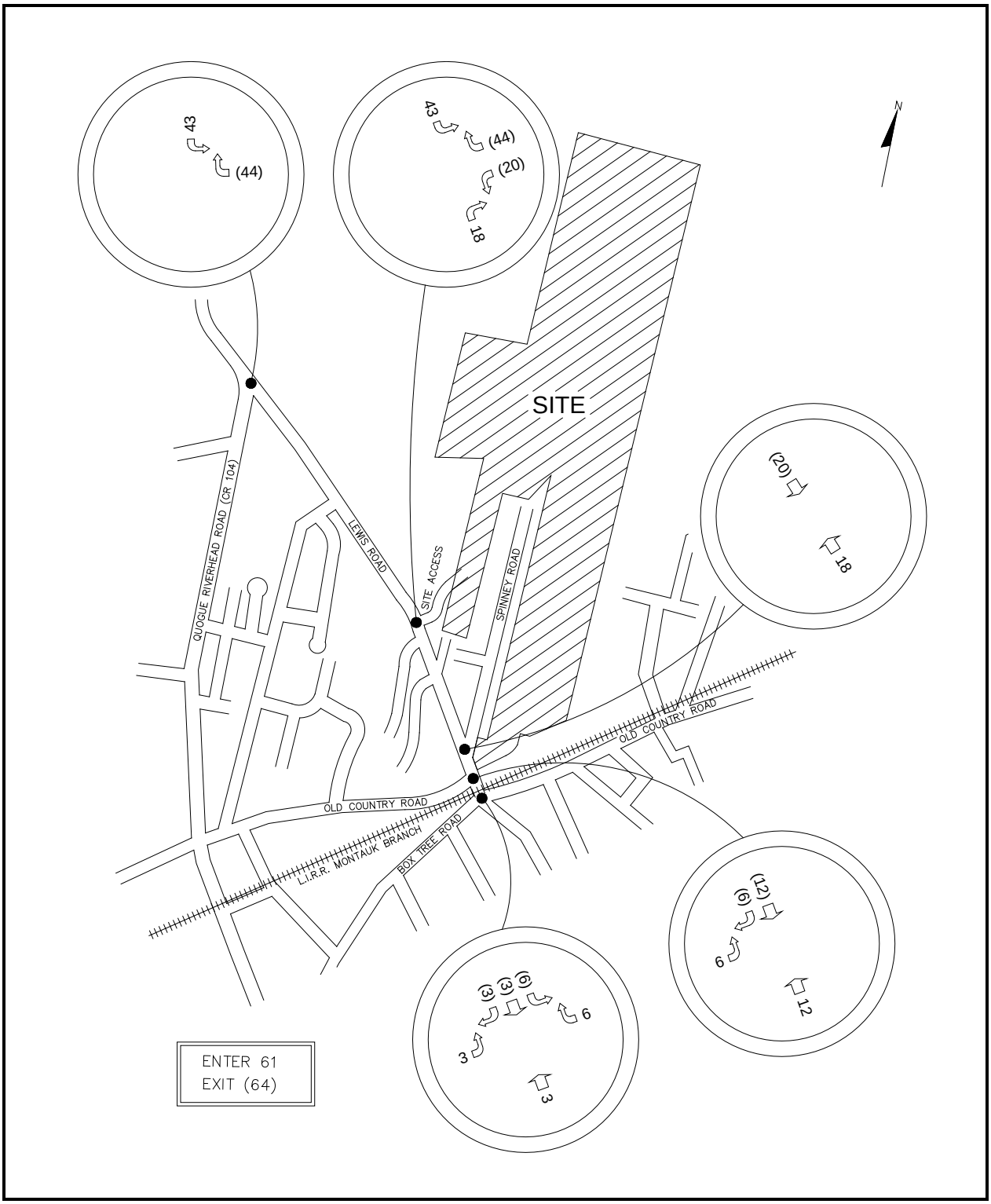


Figure 12: Site Generated Saturday Traffic Volumes

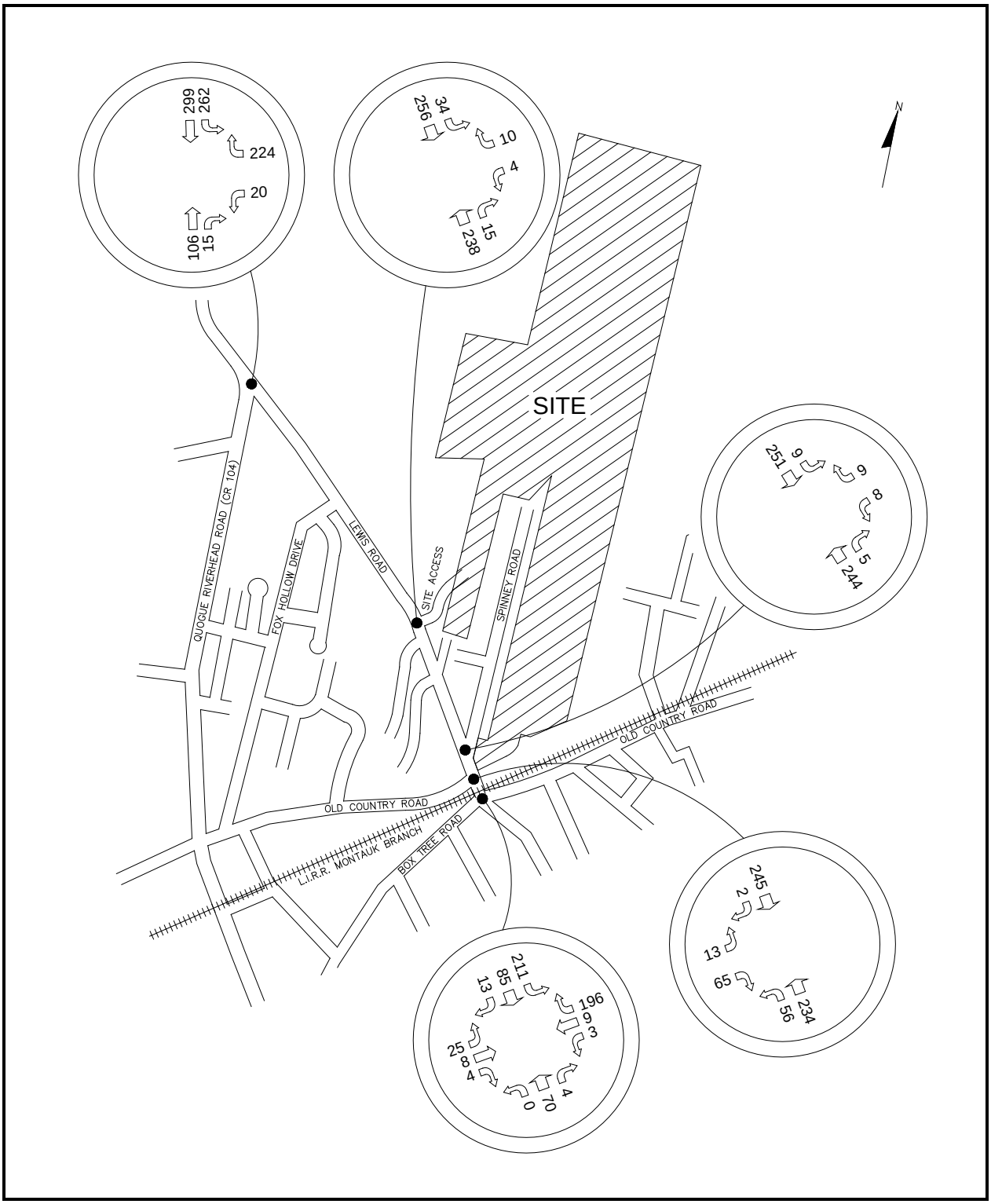


Figure 13: 2017 Build AM Traffic Volumes

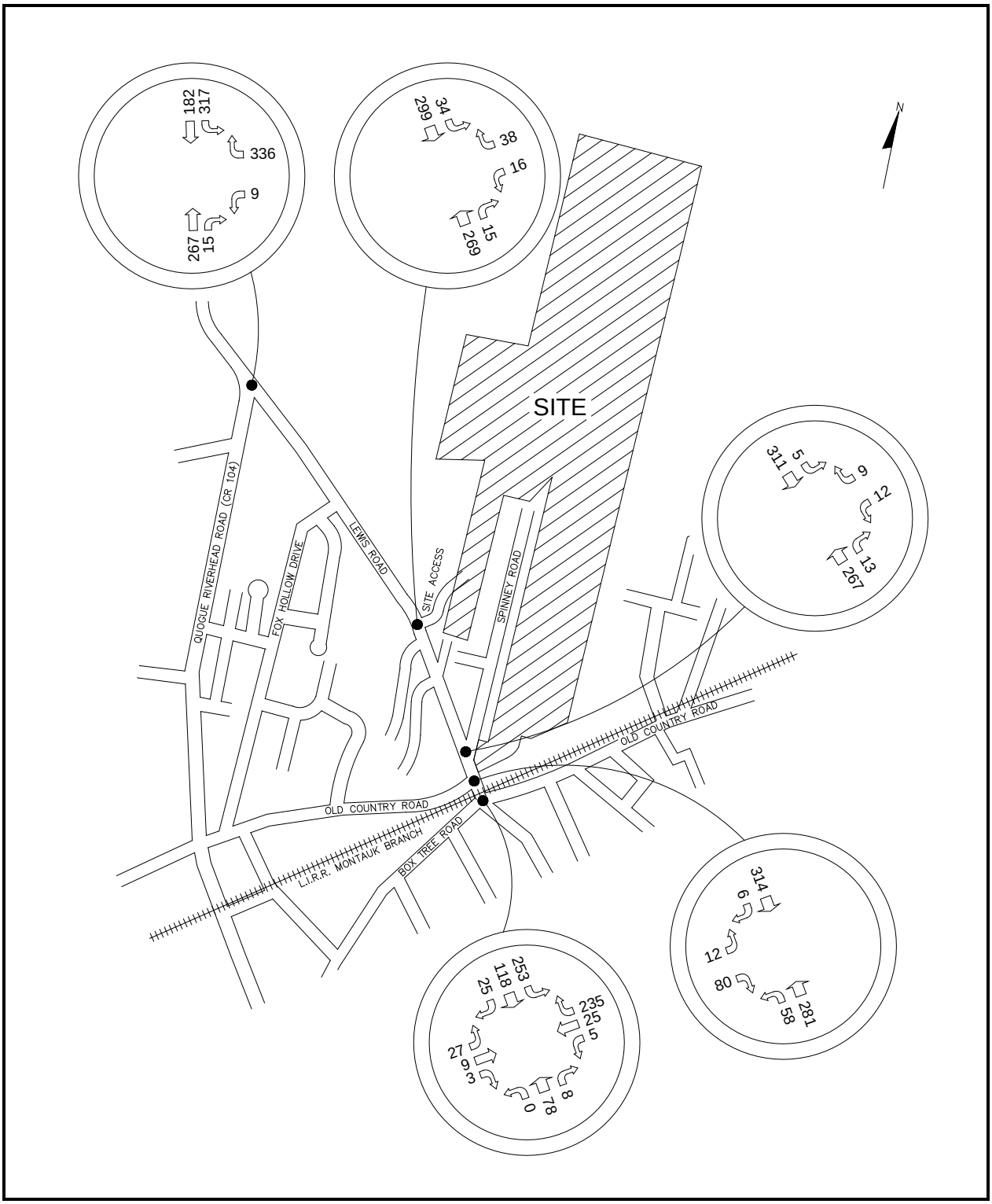


Figure 14: 2017 Build PM Traffic Volumes

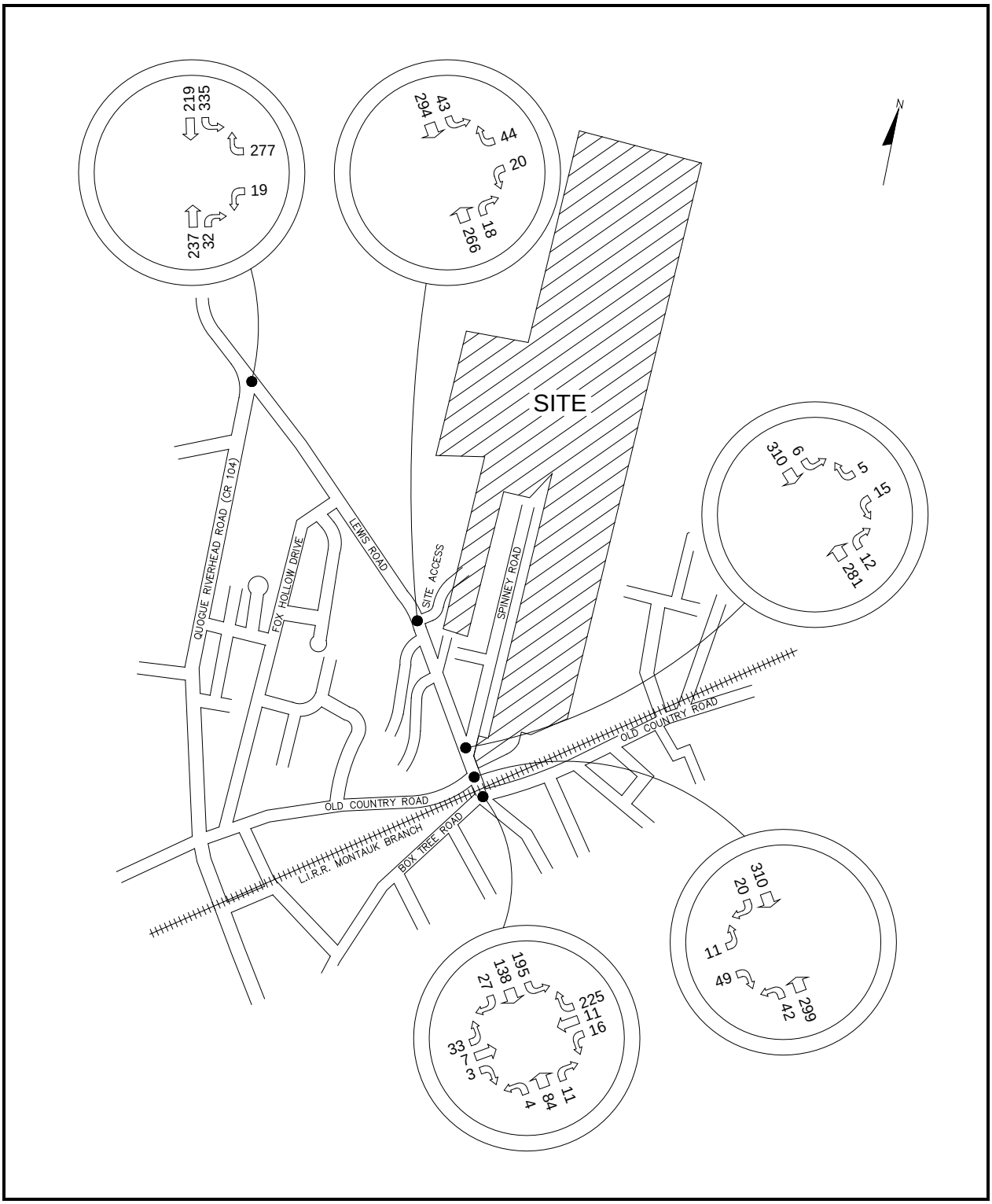


Figure 15: 2017 Build Saturday Traffic Volumes

TRAFFIC IMPACT ANALYSIS

As stated previously, the intersection capacity and level-of-service (LOS) analyses were based on the procedures and guidelines presented in the *HCM2010*, published by the *Transportation Research Board*. The FHWA *HCS2010* was used to analyze the study intersections and provide a LOS measurement of the intersection operations.

Tables 11 and 12 illustrate the summer and fall LOS summaries for the study intersections.

Table 11: Level of Service Summary – Summer

			AM Peak Hour		**PM Peak Hour**		**Saturday Peak Hour**	
Unsignalized Intersections	Condition		LOS	Delay	LOS	Delay	LOS	Delay
Quogue Riverhead Road and Lewis Road	No Build	SB-L	A	8.4	A	9.0	A	9.0
		WB-L	D	30.2	D	27.8	D	28.7
		WB-R	B	10.6	C	15.8	B	12.3
	Build	SB-L	A	8.5	A	9.1	A	9.2
		WB-L	D	28.1	D	31.5	D	33.5
		WB-R	B	10.7	C	17.4	B	13.0
Spinney Road and Lewis Road	No Build	EB-L	A	7.8	A	8.0	A	7.9
		SB-LR	B	11.2	B	12.8	B	13.0
	Build	EB-L	A	8.2	A	8.1	A	8.0
		SB-LR	B	11.4	B	13.1	B	13.4
Old Country Road and Lewis Road	No Build	WB-LT	A	8.0	A	8.1	A	8.2
		NB-LR	B	11.0	B	11.3	B	11.3
	Build	WB-LT	A	8.1	A	8.2	A	8.3
		NB-LR	B	11.5	B	12.1	B	12.3
Box Tree/Old Country Road and Lewis Road	No Build	EB-LTR	A	7.8	A	7.9	A	7.9
		WB-LTR	A	7.4	A	7.5	A	7.6
		NB-LTR	C	21.4	D	32.8	D	29.2
		SB-LTR	B	10.6	B	13.6	B	12.3
	Build	EB-LTR	A	7.9	A	7.9	A	7.9
		WB-LTR	A	7.4	A	7.5	A	7.6
		NB-LTR	C	22.5	E	36.6	D	32.1
		SB-LTR	B	10.7	B	13.7	B	12.5
Site Driveway and Lewis Road	Build	EB-LT	A	7.9	A	8.1	A	8.1
		SB-LR	B	10.9	B	12.4	B	12.5

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

Table 12: Level of Service Summary - Fall

Unsignalized Intersections	Condition		AM Peak Hour LOS	AM Peak Hour Delay	PM Peak Hour LOS	PM Peak Hour Delay	Saturday Peak Hour LOS	Saturday Peak Hour Delay
Quogue Riverhead Road and Lewis Road	No Build	SB-L	A	8.2	A	8.6	A	8.4
		WB-L	C	24.7	C	23.2	C	19.8
		WB-R	B	10.8	B	13.2	B	11.7
	Build	SB-L	A	8.4	A	8.7	A	8.6
		WB-L	D	28.4	D	26.3	C	22.6
		WB-R	B	10.9	B	14.1	B	12.3
Spinney Road and Lewis Road	No Build	EB-L	A	7.8	A	7.8	A	7.9
		SB-LR	B	11.9	B	11.7	B	13.2
	Build	EB-L	A	7.9	A	7.9	A	8.0
		SB-LR	B	12.1	B	12.0	B	13.7
Old Country Road and Lewis Road	No Build	WB-LT	A	8.0	A	8.2	A	8.0
		NB-LR	B	11.3	B	11.9	B	11.8
	Build	WB-LT	A	8.1	A	8.3	A	8.1
		NB-LR	B	11.8	B	12.7	B	12.6
Box Tree/Old Country Road and Lewis Road	No Build	EB-LTR	A	7.8	A	7.8	A	8.2
		WB-LTR	A	7.4	A	7.4	A	7.5
		NB-LTR	C	22.4	D	29.5	D	31.3
		SB-LTR	B	11.1	B	11.1	B	12.7
	Build	EB-LTR	A	7.8	A	7.9	A	8.2
		WB-LTR	A	7.4	A	7.4	A	7.5
		NB-LTR	C	23.5	D	33.0	E	35.5
		SB-LTR	B	11.1	B	11.2	B	12.9
Site Driveway and Lewis Road	Build	EB-LT	A	8.0	A	7.9	A	8.1
		SB-LR	B	10.9	B	11.7	B	12.7

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

Quogue Riverhead Road and Lewis Road

After the completion of the project, the stop-controlled intersection of Quogue Riverhead Road and Lewis Road will continue to operate at No Build levels of service for all peak periods except for the westbound left-turn movement. The left-turn movement of the stop-controlled westbound approach of Lewis Road will experience a change in LOS during the AM and PM peak hour during the Fall analysis period, from LOS C to LOS D. There will be an increase in delay of 3.7 seconds and 3.1 seconds during the AM and PM peak hours, respectively. This is a minor increase in delay for a turning movement that has minimal traffic volume (maximum of 20

vehicles during the AM peak hour). Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

Spinney Road and Lewis Road

After the completion of the project, the stop-controlled intersection of Spinney Road and Lewis Road will continue to operate at No Build levels of service for all peak periods. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

Old Country Road and Lewis Road

After the completion of the project, the stop-controlled intersection of Old Country Road and Lewis Road will continue to operate at No Build levels of service for all peak periods. . Vehicle queues and safety at the at-grade railroad crossing at this intersection was reviewed. From the review of the capacity analyses results, during the worst peak period the 95% queue length on both Lewis Road approaches are less than one vehicle and the available storage exceed one vehicle length on both approaches. The accident data did not indicate any accidents related to the railroad crossing occurred on Lewis Road. It should also be noted that less than 8 trains cross Lewis Road at this at-grade crossing daily. Hence no queueing and safety issues are expected at this location. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

Old Country Road/Box Tree Road and Lewis Road

After the completion of the project, the stop-controlled intersection of Old Country Road/Box Tree Road and Lewis Road will continue to operate at No Build levels of service for all peak periods, except for the northbound approach. The stop-controlled northbound approach of Box Tree Road will experience a change in LOS during the Summer PM peak hour and during the Fall Saturday peak hour, from LOS D to E. There will be an increase in delay of 3.8 seconds and 4.2 seconds during the PM and Saturday peak hours, respectively Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

Site Driveway and Lewis Road

After the completion of the project, the southbound Site Driveway approach is anticipated to operate at LOS B during all peak periods. The eastbound Site Driveway approach is anticipated to operate at LOS A during all peak periods.

REGULATORY APPROVALS

The proposed project will involve the construction of site access driveway on Lewis Road and an emergency access curb cut on Spinney Road. These driveways will be on Town roads and will require Road Access permits from the Town Highway Department. The applicant will go through the necessary approval process to obtain the Road Access Permits from the Town Highway Department for the construction period and road construction for the proposed project.

PARKING

Adequate parking to serve the needs of individual residences as well as the golf course and clubhouse components will be provided. All parking on the project site will be in designated parking areas, or on individual residential lots; no on-street parking will be provided.

Each of the Woodland Estate, Village Estate, and Village residences will have an attached two-car garage; the driveways for these units are expected to be large enough to park an additional two or, particularly for the Woodland Estate lots, three cars. Each of the 13 Club Cottages and each of the 10 Clubhouse Units will have two parking spaces allotted, to be located in below-grade parking levels beneath the clubhouse structure. This latter facility will have a total of 170 parking spaces, distributed in two below-grade parking levels; 26 spaces will be allotted for the Club Cottages and 20 spaces for the Clubhouse Units, leaving 124 spaces for patrons, Clubhouse employees and visitors. There will be an additional 25 staff parking spaces at the Maintenance Area. Thus, total parking capacity on the property, not counting driveway spaces, is 385 spaces. If the driveway spaces are included, there will be space for a total of 601 cars on the site (see Table 13).

Table 13: Parking Spaces
per Town Code & per Proposed MUPDD

Project Component	**Yield**	**Bedrooms/Unit**	**Parking Spaces Required**, per Town Code (1)		**Parking Provided**, per Proposed MUPDD	
			Requirement	Spaces	Provided	Spaces
Woodland Estate Units	26	6	2/unit, plus 1 for each bedroom in excess of 3 bedrooms	130	2/unit (in garage)	52/130 (2)
Village Units	53	4		159		106/212 (3)
Village Estate Units	8	4		24		16/32 (3)
	8	5		32		16/32 (3)
Club Cottages	13	4		39	2/unit (Clubhouse below-grade parking)	26 (4)
Clubhouse Units	10	3		20		20
Golf Course	---	---	3/hole, plus 1 per employee	156 (5)	124 (Clubhouse below-grade parking)	124
Clubhouse	---	---				
Maintenance Area	---	---			25 (employees)	25
Totals	**---**	**---**	**---**	**560**	**---**	**385/601**

(1) Assuming site zoned CR-200, applying standards of Zoning Code Sections 330-94 and 330-95.
(2) Conservatively assuming 3 additional spaces/driveway.
(3) Conservatively assuming 2 additional spaces/driveway.
(4) Usage in Clubhouse garage expected to allow Cottage parking in excess of 2 spaces/unit to use unreserved Clubhouse garage spaces.
(5) As 54 spaces for golf course & maintenance, and 102 spaces for the 102 FTE employees.

Table 13 shows that the Town Zoning Code parking requirements would require a total of at least 560 parking spaces. Thus, if only the parking in the garages of the 95 residential lots, the Clubhouse garage, and the Maintenance Area parking lot were considered, the project would not meet the Town parking requirement. However, considering the additional spaces gained from use of driveways for parking, the project will exceed the Town Code requirement for parking.

It is expected that, based on the nature of the proposed PDD project and its associated residential occupancy and golf course and clubhouse usage patterns, the number of parking spaces proposed will be more than sufficient to address all potential parking needs. It must be noted that Town parking requirements are based on full-time, year-round occupancy of the residences, and public access to the golf course and clubhouse. Neither of these assumptions apply to the proposed project, so that the number of parking spaces necessary to properly serve the site should be and will be less than the number which would otherwise be required by the Town standards. For example, it would not be expected that the occupants of the 95 residences or the Cottages would

drive from their homes the short distance to the Clubhouse garage to park when playing golf or using the amenities of the Clubhouse; they would walk or use a privately-owned golf cart to do so. This would tend to reduce parking demand in the Clubhouse garage. Generally, it is expected that there will be a sufficient number of unused spaces in the Clubhouse garage to accommodate any excess, limited parking demand associated with the 13 Club Cottages. Such a conclusion is supported by the PDD requested, under which the project has been designed.

Incorporating the PDD concept into the Zoning Code indicates the Town Board's intention to enable development of innovative mixed-use projects designed in an internally-cohesive manner, so that the older, more rigid design standards based on single uses (as reflected in the parking standards of Sections 330-94 and 330-95) would not apply and flexibility in such requirements can be applied based on the nature of the proposed use. Based on the specific uses proposed and the nature of those uses, the Hills at Southampton is appropriately designed based on a parking standard unique to itself.

CONCLUSION

Nelson & Pope has investigated the potential traffic impacts associated with the Mixed-Use Planned Development District (MUPDD) application in the Hamlet of East Quogue, Town of Southampton, and Suffolk County, New York.

The proposed project includes a total of 118 residents and a private 18-hole golf course and clubhouse to be used as an on-site recreational amenity for the residents; it will not be open to the general public. The golf course would operate for seven (7) months per year from April to through October, and the clubhouse would be open during these months and potentially during winter holidays (Thanksgiving, Christmas and New Year's) but otherwise would be closed from November through March.

In addition to the project's residents, the golf course will provide approximately 132 additional memberships to golfers that chose to join but do not live in The Hills community. The golf course will also be made available for five (5) charitable events per year and one (1) "resident's day" per year, when community members will have access to play golf at The Hills golf course for a reduced rate.

The residential component involves second, third and fourth homes used exclusively for vacations and "getaways" by the owners. Based on analysis of the applicant's other, similar developments, it is expected that The Hills residences will be occupied, on average, less than sixty (60) days per year. As a consequence of this low occupancy, The Hills would not contribute children to the local school district or require the same level of community service demand as year-round primary residences.

The project's largest land component, known as The Hills Property, consists of 340.91 acres south of and 86.92 acres north of Sunrise Highway, for a total of 427.83 acres. The Applicant is in contract with the owner of a contiguous property to the west known as the Kracke Property which consists of 61.26 acres, as well as the owner of an assemblage of parcels to the east known as the Parlato Property which consists of 101.91 acres. The total size of the project site is 591.00 acres.

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

1. To cover both summer and fall traffic, turning movement volume counts were conducted at the following locations in July 2014 and September 2015 during the weekday AM (7-9AM), PM (4-6PM) and Saturday Midday (11AM-2PM) peak periods at the following intersections:

    - Lewis Road at Quogue Riverhead Road/CR 104
    - Lewis Road at Spinney Road
    - Lewis Road at Old Country Road
    - Lewis Road at Box Tree Road/Old Country Road

2. Future No Build traffic volumes were determined by applying a 1.9% NYSDOT annual growth factor to the seasonally adjusted volumes and then adding the traffic generated by the other planned developments in the vicinity of the site. The site-generated traffic was estimated and distributed to the study intersections and incorporated into the future Build scenario.

3. The proposed mixed use development (residential and golf course) is estimated to generate 63 trips during the AM peak hour (49 entering, 14 exiting), 103 trips during the PM peak

hour (49 entering, 54 exiting) and 125 trips during the Saturday Midday peak hour (61 entering, 64 exiting) during the operational phase and is estimated to generate 42 trips during the AM peak hour (21 entering, 21 exiting), 19 trips during the PM peak hour (10 entering, 9 exiting) and 66 trips during the Saturday Midday peak hour (32 entering, 34 exiting) during the construction phase. The traffic generation during the operational phase is higher that the construction phase, hence detailed traffic capacity analyses were conducted only for the operational phase.

4. As depicted on the site plan, access to the site will be provided via one full movement driveway along the north side of Lewis Road between Spinney Road and Old Country Road.

5. After the completion of the project, the stop-controlled intersection of Quogue Riverhead Road and Lewis Road will continue to operate at No Build levels of service for all peak periods except for the westbound left-turn movement. The left-turn movement of the stop-controlled westbound approach of Lewis Road will experience a change in LOS during the AM and PM peak hour during the Fall analysis period, from LOS C to LOS D. There will be an increase in delay of 3.7 seconds and 3.1 seconds during the AM and PM peak hours, respectively. This is a minor increase in delay for a turning movement that has minimal traffic volume (maximum of 20 vehicles during the AM peak hour). Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

6. After the completion of the project, the stop-controlled intersection of Spinney Road and Lewis Road will continue to operate at No Build levels of service for all peak periods. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

7. After the completion of the project, the stop-controlled intersection of Old Country Road and Lewis Road will continue to operate at No Build levels of service for all peak periods. From the review of the capacity analyses results, during the worst peak period the 95% queue length on both Lewis Road approaches are less than one vehicle and the available storage exceed one vehicle length on both approaches. The accident data did not indicate any accidents related to the railroad crossing occurred on Lewis Road. It should also be

noted that less than 8 trains cross Lewis Road at this at-grade crossing daily. Hence, no queueing and safety issues are expected at this location. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

8. After the completion of the project, the stop-controlled intersection of Old Country Road/Box Tree Road and Lewis Road will continue to operate at No Build levels of service for all peak periods, except for the northbound approach. The stop-controlled northbound approach of Box Tree Road will experience a change in LOS during the Summer PM Peak hour and during the Fall Saturday peak hour, from LOS D to E. There will be an increase in delay of 3.8 seconds and 4.2 seconds during the PM and Saturday peak hours, respectively. Therefore, no significant impacts are created and no mitigation measures are proposed at this intersection.

9. After the completion of the project, the southbound Site Driveway approach is anticipated to operate at LOS B during all peak periods. The eastbound Site Driveway approach is anticipated to operate at LOS A during all peak periods.

10. The results of the traffic analyses for the operational phase indicates no significant traffic impacts associated with the proposed project. Since the traffic generated by the construction phase is less than that of the operational phase, no significant traffic impacts are anticipated during the construction phase. Traffic flow and temporary/short-term construction impacts can be further improved during the construction phase by incorporating traffic control and construction management measures which the applicant will examine and implement in cooperation with the Town as necessary during the construction phase. Such measures will include: providing adequate signage to direct workers and deliveries to a dedicated construction access location; use of flaggers to direct construction related vehicles to the site during periods of higher volume of arrivals and/or truck deliveries; encouraging and facilitating contractors and trades to conduct construction worker car-pooling; pursuing an internal haul road or other means of reducing soil hauling truck trips on Lewis Road; and fully conforming with Chapter 235 of the Town Code which regulates noise generation.

11. Based on the specific uses proposed and the nature of those uses, the Hills at Southampton PDD is appropriately designed based on a parking standard unique to itself. The numbers of parking spaces proposed will be adequate to serve the parking needs of the proposed project. Thus, no impacts with regard to parking are expected, so that no mitigation is necessary or proposed.

Based on our Traffic Impact Study as detailed in the body of this report, the construction and operation of the proposed mixed use development will not create a significant adverse traffic impact on the adjacent street network.

THE HILLS AT SOUTHAMPTON

EAST QUOGUE

TOWN OF SOUTHAMPTON

APPENDIX

December 2015
Revised April 2016
Revised July 2016

N & P JOB NO. 05105

Appendix A: Traffic Volume Data

Summer 2014 Existing Traffic Volumes

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-_Lewis_Rd_at_CR_104_171529_06-12-2014
Site Code :
Start Date : 6/12/2014
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:00 AM	50	39	0	89	3	41	0	44	22	5	0	27	160
07:15 AM	49	58	0	107	2	48	0	50	16	6	0	22	179
07:30 AM	47	57	0	104	5	52	0	57	25	2	0	27	188
07:45 AM	54	107	0	161	6	50	0	56	18	3	0	21	238
Total	200	261	0	461	16	191	0	207	81	16	0	97	765
08:00 AM	65	60	0	125	5	52	0	57	41	3	0	44	226
08:15 AM	27	54	0	81	3	36	0	39	38	2	0	40	160
08:30 AM	40	54	0	94	5	59	0	64	39	4	0	43	201
08:45 AM	39	47	0	86	2	61	0	63	26	2	0	28	177
Total	171	215	0	386	15	208	0	223	144	11	0	155	764
04:00 PM	59	48	0	107	0	65	0	65	47	3	0	50	222
04:15 PM	66	37	0	103	7	61	0	68	46	1	0	47	218
04:30 PM	64	36	0	100	1	61	0	62	71	2	0	73	235
04:45 PM	68	38	0	106	0	54	0	54	53	3	0	56	216
Total	257	159	0	416	8	241	0	249	217	9	0	226	891
05:00 PM	68	49	0	117	0	75	0	75	80	4	0	84	276
05:15 PM	67	48	0	115	7	48	0	55	48	5	0	53	223
05:30 PM	58	48	0	106	2	41	0	43	57	2	0	59	208
05:45 PM	59	44	0	103	2	52	0	54	44	1	0	45	202
Total	252	189	0	441	11	216	0	227	229	12	0	241	909
06:00 PM	47	38	0	85	3	53	0	56	34	6	0	40	181
06:15 PM	53	44	0	97	1	47	0	48	49	4	0	53	198
06:30 PM	44	27	0	71	2	39	0	41	39	5	0	44	156
06:45 PM	47	30	0	77	4	33	0	37	35	3	0	38	152
Total	191	139	0	330	10	172	0	182	157	18	0	175	687
Grand Total	1071	963	0	2034	60	1028	0	1088	828	66	0	894	4016
Apprch %	52.7	47.3	0		5.5	94.5	0		92.6	7.4	0		
Total %	26.7	24	0	50.6	1.5	25.6	0	27.1	20.6	1.6	0	22.3	
Lights	1025	906	0	1931	58	966	0	1024	781	61	0	842	3797
% Lights	95.7	94.1	0	94.9	96.7	94	0	94.1	94.3	92.4	0	94.2	94.5
Buses	9	6	0	15	0	12	0	12	2	2	0	4	31
% Buses	0.8	0.6	0	0.7	0	1.2	0	1.1	0.2	3	0	0.4	0.8
Trucks	37	51	0	88	2	50	0	52	45	3	0	48	188
% Trucks	3.5	5.3	0	4.3	3.3	4.9	0	4.8	5.4	4.5	0	5.4	4.7

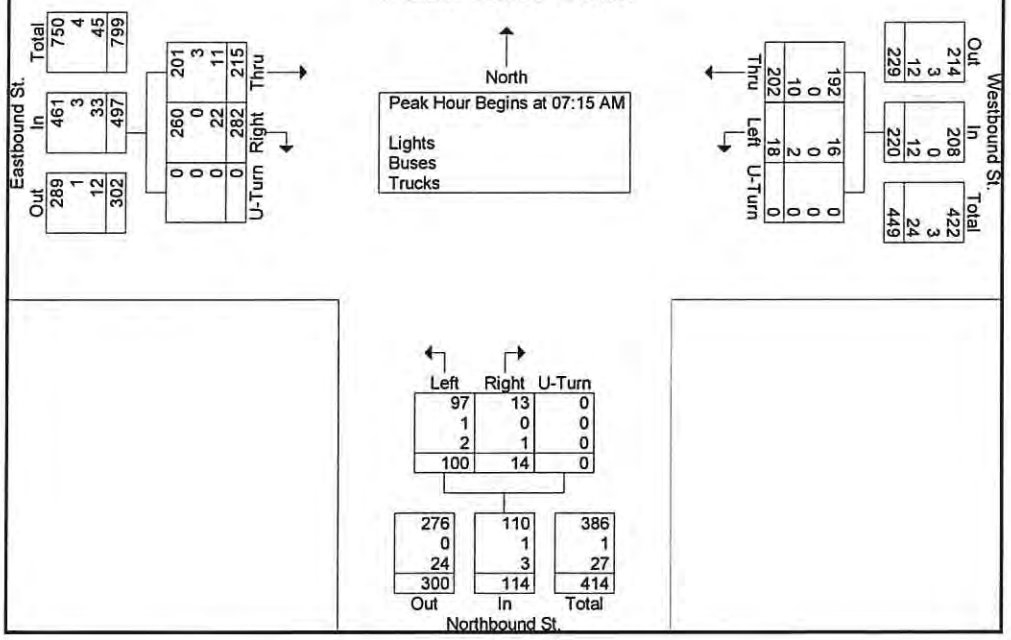
NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-_Lewis_Rd_at_CR_104_171529_06-12-2014
Site Code :
Start Date : 6/12/2014
Page No : 2

	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	49	58	0	107	2	48	0	50	16	**6**	0	22	179
07:30 AM	47	57	0	104	5	**52**	0	**57**	25	2	0	27	188
07:45 AM	54	**107**	0	**161**	**6**	50	0	56	18	3	0	21	**238**
08:00 AM	**65**	60	0	125	5	52	0	57	**41**	3	0	**44**	226
Total Volume	215	282	0	497	18	202	0	220	100	14	0	114	831
% App. Total	43.3	56.7	0		8.2	91.8	0		87.7	12.3	0		
PHF	.827	.659	.000	.772	.750	.971	.000	.965	.610	.583	.000	.648	.873
Lights	201	260	0	461	16	192	0	208	97	13	0	110	779
% Lights	93.5	92.2	0	92.8	88.9	95.0	0	94.5	97.0	92.9	0	96.5	93.7
Buses	3	0	0	3	0	0	0	0	1	0	0	1	4
% Buses	1.4	0	0	0.6	0	0	0	0	1.0	0	0	0.9	0.5
Trucks	11	22	0	33	2	10	0	12	2	1	0	3	48
% Trucks	5.1	7.8	0	6.6	11.1	5.0	0	5.5	2.0	7.1	0	2.6	5.8

Peak Hour Data



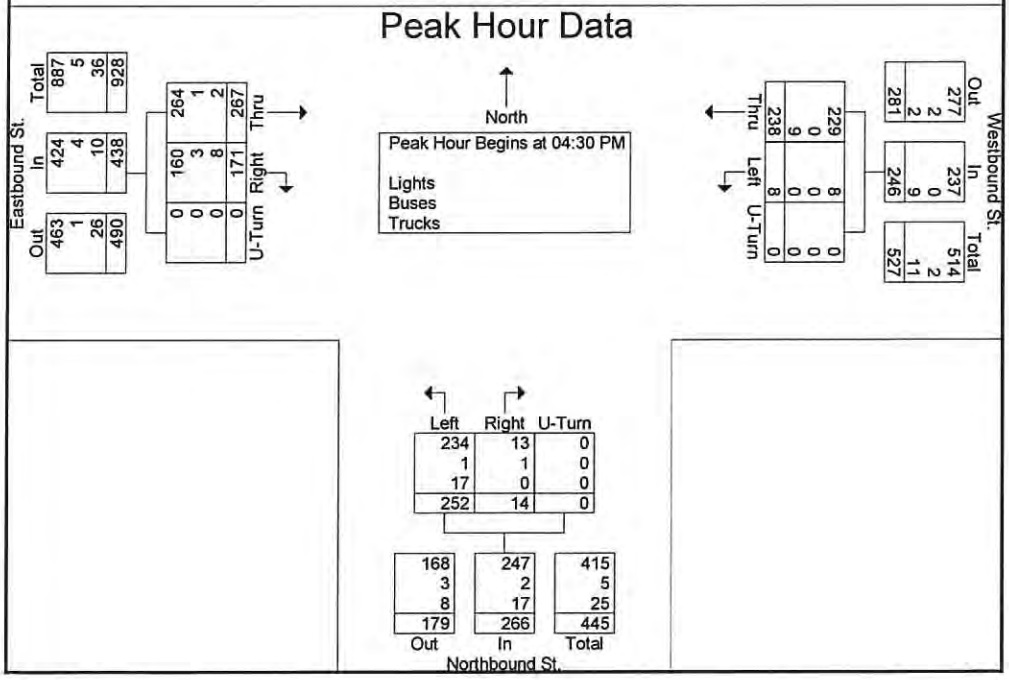
NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-_Lewis_Rd_at_CR_104_171529_06-12-2014
Site Code :
Start Date : 6/12/2014
Page No : 3

	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	64	36	0	100	1	61	0	62	71	2	0	73	235
04:45 PM	**68**	38	0	106	0	54	0	54	53	3	0	56	216
05:00 PM	68	**49**	0	**117**	0	**75**	0	**75**	**80**	4	0	**84**	**276**
05:15 PM	67	48	0	115	**7**	48	0	55	48	**5**	0	53	223
Total Volume	267	171	0	438	8	238	0	246	252	14	0	266	950
% App. Total	61	39	0		3.3	96.7	0		94.7	5.3	0		
PHF	.982	.872	.000	.936	.286	.793	.000	.820	.788	.700	.000	.792	.861
Lights	264	160	0	424	8	229	0	237	234	13	0	247	908
% Lights	98.9	93.6	0	96.8	100	96.2	0	96.3	92.9	92.9	0	92.9	95.6
Buses	1	3	0	4	0	0	0	0	1	1	0	2	6
% Buses	0.4	1.8	0	0.9	0	0	0	0	0.4	7.1	0	0.8	0.6
Trucks	2	8	0	10	0	9	0	9	17	0	0	17	36
% Trucks	0.7	4.7	0	2.3	0	3.8	0	3.7	6.7	0	0	6.4	3.8

Peak Hour Data



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-_Lewis_Rd_at_CR_104_Sat_171530_06-14-2014
Site Code :
Start Date : 6/14/2014
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
11:00 AM	53	61	0	114	3	51	0	54	41	8	0	49	217
11:15 AM	49	47	0	96	5	63	0	68	43	2	0	45	209
11:30 AM	59	52	0	111	6	48	0	54	40	7	0	47	212
11:45 AM	57	40	0	97	4	71	0	75	42	6	0	48	220
Total	218	200	0	418	18	233	0	251	166	23	0	189	858
12:00 PM	68	49	0	117	4	57	0	61	42	8	0	50	228
12:15 PM	56	40	0	96	5	56	0	61	50	13	0	63	220
12:30 PM	60	56	0	116	3	45	0	48	45	4	0	49	213
12:45 PM	80	53	0	133	4	53	0	57	44	3	0	47	237
Total	264	198	0	462	16	211	0	227	181	28	0	209	898
01:00 PM	65	50	0	115	4	45	0	49	42	1	0	43	207
01:15 PM	56	63	0	119	2	45	0	47	47	4	0	51	217
01:30 PM	78	51	0	129	1	54	0	55	43	2	0	45	229
01:45 PM	67	48	0	115	5	47	0	52	41	0	0	41	208
Total	266	212	0	478	12	191	0	203	173	7	0	180	861
02:00 PM	60	53	0	113	3	64	0	67	41	1	0	42	222
02:15 PM	52	43	0	95	5	51	0	56	37	5	0	42	193
02:30 PM	80	66	0	146	4	59	0	63	36	2	0	38	247
02:45 PM	66	55	0	121	2	36	0	38	52	2	0	54	213
Total	258	217	0	475	14	210	0	224	166	10	0	176	875
Grand Total	1006	827	0	1833	60	845	0	905	686	68	0	754	3492
Apprch %	54.9	45.1	0		6.6	93.4	0		91	9	0		
Total %	28.8	23.7	0	52.5	1.7	24.2	0	25.9	19.6	1.9	0	21.6	
Lights	978	796	0	1774	59	801	0	860	659	68	0	727	3361
% Lights	97.2	96.3	0	96.8	98.3	94.8	0	95	96.1	100	0	96.4	96.2
Buses	2	1	0	3	0	3	0	3	2	0	0	2	8
% Buses	0.2	0.1	0	0.2	0	0.4	0	0.3	0.3	0	0	0.3	0.2
Trucks	26	30	0	56	1	41	0	42	25	0	0	25	123
% Trucks	2.6	3.6	0	3.1	1.7	4.9	0	4.6	3.6	0	0	3.3	3.5

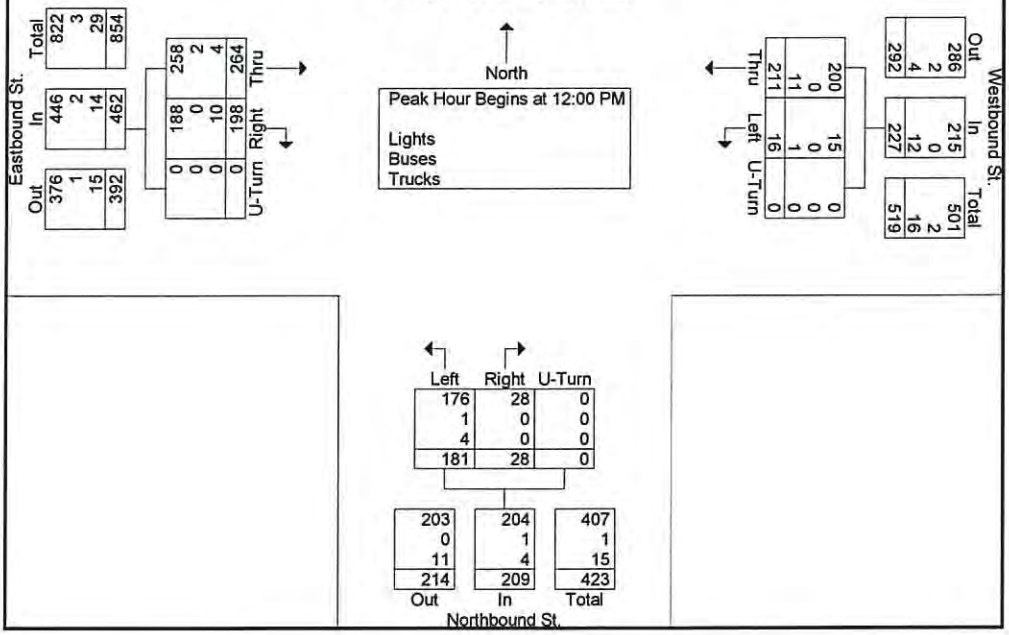
NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-_Lewis_Rd_at_CR_104_Sat_171530_06-14-2014
Site Code :
Start Date : 6/14/2014
Page No : 2

	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 03:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	68	49	0	117	4	**57**	0	**61**	42	8	0	50	228
12:15 PM	56	40	0	96	**5**	56	0	61	**50**	**13**	0	**63**	220
12:30 PM	60	**56**	0	116	3	45	0	48	45	4	0	49	213
12:45 PM	**80**	53	0	**133**	4	53	0	57	44	3	0	47	**237**
Total Volume	264	198	0	462	16	211	0	227	181	28	0	209	898
% App. Total	57.1	42.9	0		7	93	0		86.6	13.4	0		
PHF	.825	.884	.000	.868	.800	.925	.000	.930	.905	.538	.000	.829	.947
Lights	258	188	0	446	15	200	0	215	176	28	0	204	865
% Lights	97.7	94.9	0	96.5	93.8	94.8	0	94.7	97.2	100	0	97.6	96.3
Buses	2	0	0	2	0	0	0	0	1	0	0	1	3
% Buses	0.8	0	0	0.4	0	0	0	0	0.6	0	0	0.5	0.3
Trucks	4	10	0	14	1	11	0	12	4	0	0	4	30
% Trucks	1.5	5.1	0	3.0	6.3	5.2	0	5.3	2.2	0	0	1.9	3.3

Peak Hour Data



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-_Lewis_Rd_at_Spinney_Rd_Wkday_171536_06-12-2014
Site Code :
Start Date : 6/12/2014
Page No : 1

Groups Printed- Lights - Buses - Trucks

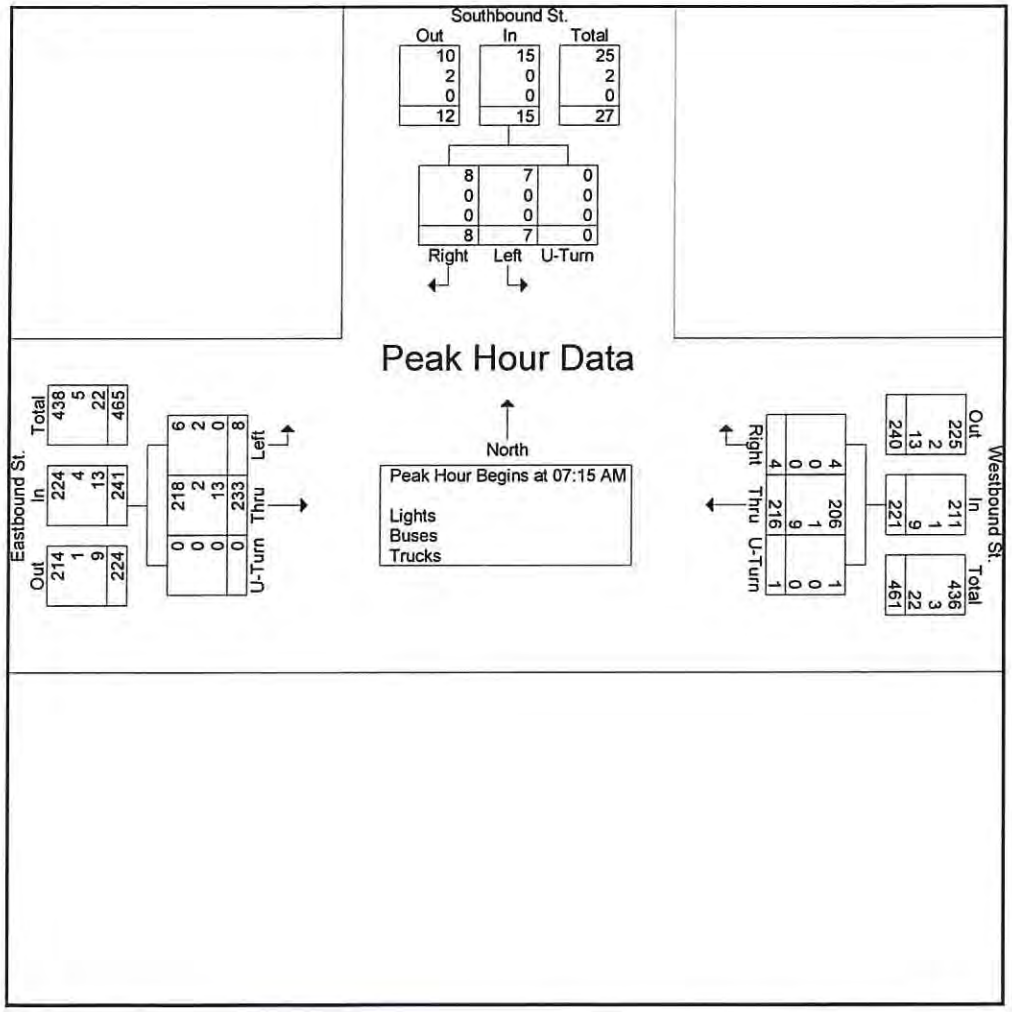
	Eastbound St. Eastbound				Westbound St. Westbound				Southbound St. Southbound				
Start Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	63	0	63	42	1	0	43	2	1	1	4	110
07:15 AM	0	65	0	65	46	0	0	46	2	1	0	3	114
07:30 AM	1	46	0	47	62	2	1	65	0	1	0	1	113
07:45 AM	2	61	0	63	57	2	0	59	3	3	0	6	128
Total	3	235	0	238	207	5	1	213	7	6	1	14	465
08:00 AM	5	61	0	66	51	0	0	51	2	3	0	5	122
08:15 AM	0	31	0	31	38	2	0	40	4	1	0	5	76
08:30 AM	0	45	0	45	56	3	1	60	5	1	0	6	111
08:45 AM	0	41	0	41	59	0	0	59	3	1	0	4	104
Total	5	178	0	183	204	5	1	210	14	6	0	20	413
04:00 PM	1	61	0	62	63	6	0	69	5	1	0	6	137
04:15 PM	2	59	0	61	65	2	0	67	1	1	0	2	130
04:30 PM	1	70	0	71	60	1	0	61	4	1	0	5	137
04:45 PM	1	63	0	64	50	1	0	51	4	3	0	7	122
Total	5	253	0	258	238	10	0	248	14	6	0	20	526
05:00 PM	0	75	0	75	79	7	0	86	3	0	0	3	164
05:15 PM	2	70	0	72	57	3	1	61	0	4	0	4	137
05:30 PM	1	53	0	54	40	5	0	45	2	0	0	2	101
05:45 PM	2	63	0	65	52	3	0	55	3	1	0	4	124
Total	5	261	0	266	228	18	1	247	8	5	0	13	526
06:00 PM	1	50	0	51	52	3	0	55	1	0	0	1	107
06:15 PM	2	42	0	44	48	2	0	50	4	0	0	4	98
06:30 PM	2	51	0	53	42	2	0	44	8	0	0	8	105
06:45 PM	1	56	0	57	38	3	0	41	0	1	0	1	99
Total	6	199	0	205	180	10	0	190	13	1	0	14	409
Grand Total	24	1126	0	1150	1057	48	3	1108	56	24	1	81	2339
Apprch %	2.1	97.9	0		95.4	4.3	0.3		69.1	29.6	1.2		
Total %	1	48.1	0	49.2	45.2	2.1	0.1	47.4	2.4	1	0	3.5	
Lights	22	1083	0	1105	1008	45	2	1055	52	24	1	77	2237
% Lights	91.7	96.2	0	96.1	95.4	93.8	66.7	95.2	92.9	100	100	95.1	95.6
Buses	2	13	0	15	12	1	0	13	1	0	0	1	29
% Buses	8.3	1.2	0	1.3	1.1	2.1	0	1.2	1.8	0	0	1.2	1.2
Trucks	0	30	0	30	37	2	1	40	3	0	0	3	73
% Trucks	0	2.7	0	2.6	3.5	4.2	33.3	3.6	5.4	0	0	3.7	3.1

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-_Lewis_Rd_at_Spinney_Rd_Wkday_171536_06-12-2014
Site Code :
Start Date : 6/12/2014
Page No : 2

	Eastbound St. Eastbound				Westbound St. Westbound				Southbound St. Southbound				
Start Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	**65**	0	65	46	0	0	46	2	1	0	3	114
07:30 AM	1	46	0	47	**62**	**2**	**1**	**65**	0	1	0	1	113
07:45 AM	2	61	0	63	57	2	0	59	**3**	**3**	0	**6**	**128**
08:00 AM	**5**	61	0	**66**	51	0	0	51	2	3	0	5	122
Total Volume	8	233	0	241	216	4	1	221	7	8	0	15	477
% App. Total	3.3	96.7	0		97.7	1.8	0.5		46.7	53.3	0		
PHF	.400	.896	.000	.913	.871	.500	.250	.850	.583	.667	.000	.625	.932
Lights	6	218	0	224	206	4	1	211	7	8	0	15	450
% Lights	75.0	93.6	0	92.9	95.4	100	100	95.5	100	100	0	100	94.3
Buses	2	2	0	4	1	0	0	1	0	0	0	0	5
% Buses	25.0	0.9	0	1.7	0.5	0	0	0.5	0	0	0	0	1.0
Trucks	0	13	0	13	9	0	0	9	0	0	0	0	22
% Trucks	0	5.6	0	5.4	4.2	0	0	4.1	0	0	0	0	4.6

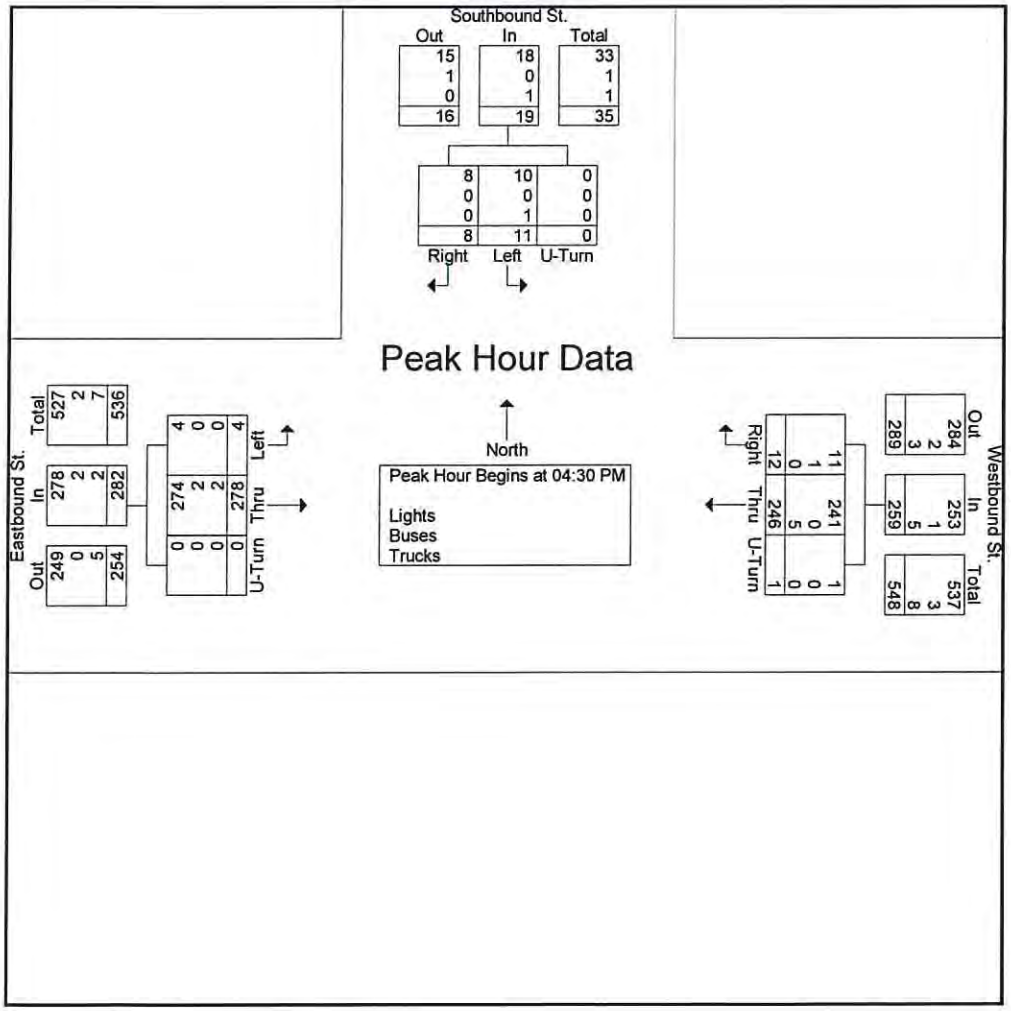


NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-_Lewis_Rd_at_Spinney_Rd_Wkday_171536_06-12-2014
Site Code :
Start Date : 6/12/2014
Page No : 3

	Eastbound St. Eastbound				Westbound St. Westbound				Southbound St. Southbound				
Start Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	1	70	0	71	60	1	0	61	**4**	1	0	5	137
04:45 PM	1	63	0	64	50	1	0	51	4	3	0	**7**	122
05:00 PM	0	**75**	0	**75**	**79**	**7**	0	**86**	3	0	0	3	**164**
05:15 PM	**2**	70	0	72	57	3	**1**	61	0	**4**	0	4	137
Total Volume	4	278	0	282	246	12	1	259	11	8	0	19	560
% App. Total	1.4	98.6	0		95	4.6	0.4		57.9	42.1	0		
PHF	.500	.927	.000	.940	.778	.429	.250	.753	.688	.500	.000	.679	.854
Lights	4	274	0	278	241	11	1	253	10	8	0	18	549
% Lights	100	98.6	0	98.6	98.0	91.7	100	97.7	90.9	100	0	94.7	98.0
Buses	0	2	0	2	0	1	0	1	0	0	0	0	3
% Buses	0	0.7	0	0.7	0	8.3	0	0.4	0	0	0	0	0.5
Trucks	0	2	0	2	5	0	0	5	1	0	0	1	8
% Trucks	0	0.7	0	0.7	2.0	0	0	1.9	9.1	0	0	5.3	1.4



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-_Lewis_Rd_at_Spinney_Rd_Sat_171538_06-14-2014
Site Code :
Start Date : 6/14/2014
Page No : 1

Groups Printed- Lights - Buses - Trucks

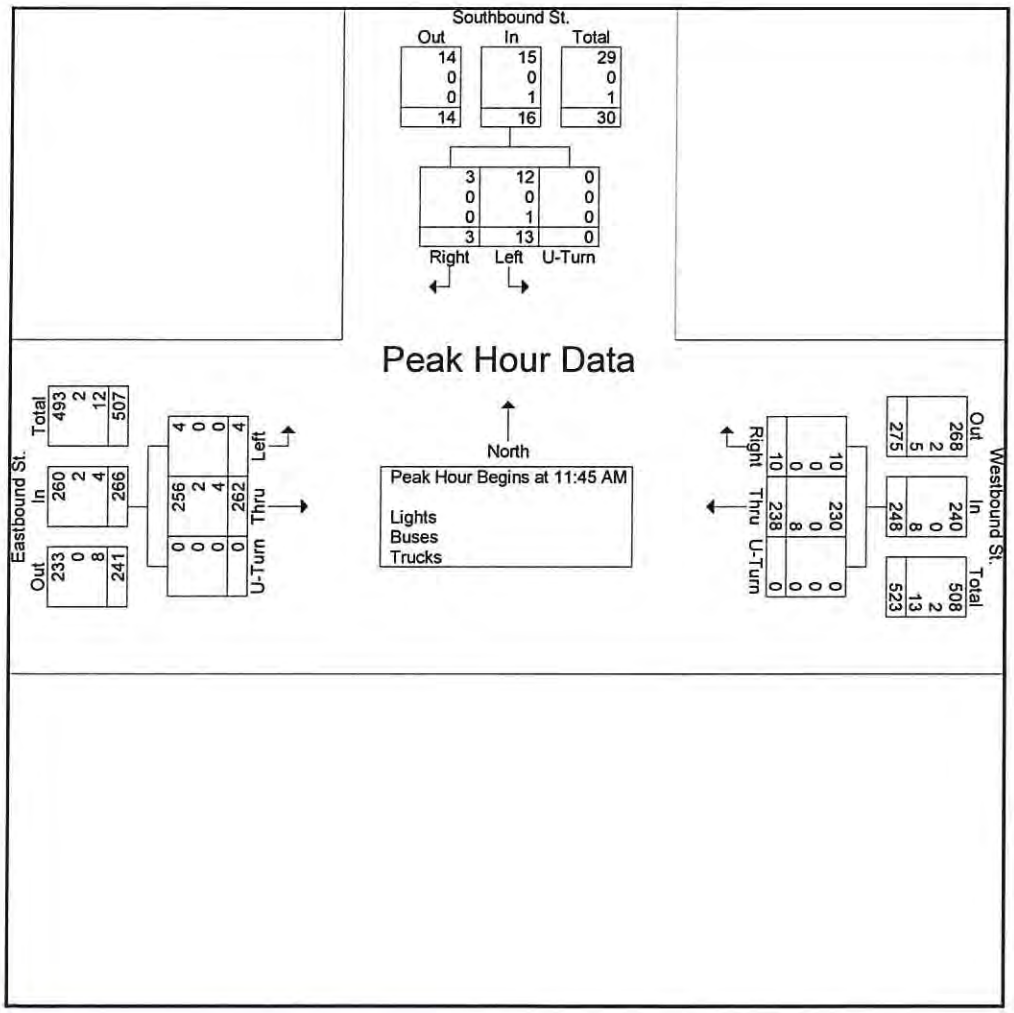
	Eastbound St. Eastbound				Westbound St. Westbound				Southbound St. Southbound				
Start Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
11:00 AM	1	66	0	67	57	2	0	59	4	5	0	9	135
11:15 AM	0	61	0	61	64	4	0	68	3	3	0	6	135
11:30 AM	0	50	0	50	57	1	0	58	3	0	0	3	111
11:45 AM	1	67	0	68	70	3	0	73	4	0	0	4	145
Total	2	244	0	246	248	10	0	258	14	8	0	22	526
12:00 PM	0	65	0	65	59	4	0	63	2	2	0	4	132
12:15 PM	3	71	0	74	61	1	0	62	3	1	0	4	140
12:30 PM	0	59	0	59	48	2	0	50	4	0	0	4	113
12:45 PM	0	83	0	83	55	2	0	57	4	1	0	5	145
Total	3	278	0	281	223	9	0	232	13	4	0	17	530
01:00 PM	0	65	0	65	49	3	0	52	1	1	0	2	119
01:15 PM	4	55	0	59	46	2	0	48	0	0	0	0	107
01:30 PM	1	84	0	85	52	3	0	55	4	0	0	4	144
01:45 PM	0	61	0	61	49	2	0	51	2	1	0	3	115
Total	5	265	0	270	196	10	0	206	7	2	0	9	485
02:00 PM	1	81	0	82	57	2	0	59	3	0	0	3	144
02:15 PM	2	44	0	46	52	5	0	57	2	0	0	2	105
02:30 PM	1	70	0	71	63	1	0	64	2	1	0	3	138
02:45 PM	0	71	0	71	41	2	0	43	3	1	0	4	118
Total	4	266	0	270	213	10	0	223	10	2	0	12	505
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	14	1053	0	1067	880	39	0	919	44	16	0	60	2046
Apprch %	1.3	98.7	0		95.8	4.2	0		73.3	26.7	0		
Total %	0.7	51.5	0	52.2	43	1.9	0	44.9	2.2	0.8	0	2.9	
Lights	13	1029	0	1042	841	38	0	879	42	16	0	58	1979
% Lights	92.9	97.7	0	97.7	95.6	97.4	0	95.6	95.5	100	0	96.7	96.7
Buses	0	2	0	2	3	0	0	3	0	0	0	0	5
% Buses	0	0.2	0	0.2	0.3	0	0	0.3	0	0	0	0	0.2
Trucks	1	22	0	23	36	1	0	37	2	0	0	2	62
% Trucks	7.1	2.1	0	2.2	4.1	2.6	0	4	4.5	0	0	3.3	3

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-_Lewis_Rd_at_Spinney_Rd_Sat_171538_06-14-2014
Site Code :
Start Date : 6/14/2014
Page No : 2

	Eastbound St. Eastbound				Westbound St. Westbound				Southbound St. Southbound				
Start Time	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 03:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	1	67	0	68	**70**	3	0	**73**	**4**	0	0	**4**	**145**
12:00 PM	0	65	0	65	59	**4**	0	63	2	**2**	0	4	132
12:15 PM	**3**	**71**	0	**74**	61	1	0	62	3	1	0	4	140
12:30 PM	0	59	0	59	48	2	0	50	4	0	0	4	113
Total Volume	4	262	0	266	238	10	0	248	13	3	0	16	530
% App. Total	1.5	98.5	0		96	4	0		81.2	18.8	0		
PHF	.333	.923	.000	.899	.850	.625	.000	.849	.813	.375	.000	1.00	.914
Lights	4	256	0	260	230	10	0	240	12	3	0	15	515
% Lights	100	97.7	0	97.7	96.6	100	0	96.8	92.3	100	0	93.8	97.2
Buses	0	2	0	2	0	0	0	0	0	0	0	0	2
% Buses	0	0.8	0	0.8	0	0	0	0	0	0	0	0	0.4
Trucks	0	4	0	4	8	0	0	8	1	0	0	1	13
% Trucks	0	1.5	0	1.5	3.4	0	0	3.2	7.7	0	0	6.3	2.5



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd-REVISED AM
Site Code :
Start Date : 6/12/2014
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Lewis Rd Eastbound				Lewis Rd Westbound				Old Country Rd Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
07:00 AM	64	0	0	64	12	36	0	48	2	12	0	14	126
07:15 AM	59	0	0	59	17	48	0	65	0	21	0	21	145
07:30 AM	49	0	0	49	7	60	0	67	3	14	0	17	133
07:45 AM	59	0	0	59	20	55	0	75	3	13	0	16	150
Total	231	0	0	231	56	199	0	255	8	60	0	68	554
08:00 AM	61	0	0	61	8	48	0	56	1	13	0	14	131
08:15 AM	39	2	0	41	13	38	0	51	1	26	0	27	119
08:30 AM	46	3	0	49	8	64	0	72	4	17	0	21	142
08:45 AM	40	2	0	42	16	61	0	77	0	12	0	12	131
Total	186	7	0	193	45	211	0	256	6	68	0	74	523
Grand Total	417	7	0	424	101	410	0	511	14	128	0	142	1077
Apprch %	98.3	1.7	0		19.8	80.2	0		9.9	90.1	0		
Total %	38.7	0.6	0	39.4	9.4	38.1	0	47.4	1.3	11.9	0	13.2	
Lights	382	6	0	388	92	389	0	481	11	113	0	124	993
% Lights	91.6	85.7	0	91.5	91.1	94.9	0	94.1	78.6	88.3	0	87.3	92.2
Buses	11	1	0	12	0	6	0	6	0	0	0	0	18
% Buses	2.6	14.3	0	2.8	0	1.5	0	1.2	0	0	0	0	1.7
Trucks	24	0	0	24	9	15	0	24	3	15	0	18	66
% Trucks	5.8	0	0	5.7	8.9	3.7	0	4.7	21.4	11.7	0	12.7	6.1

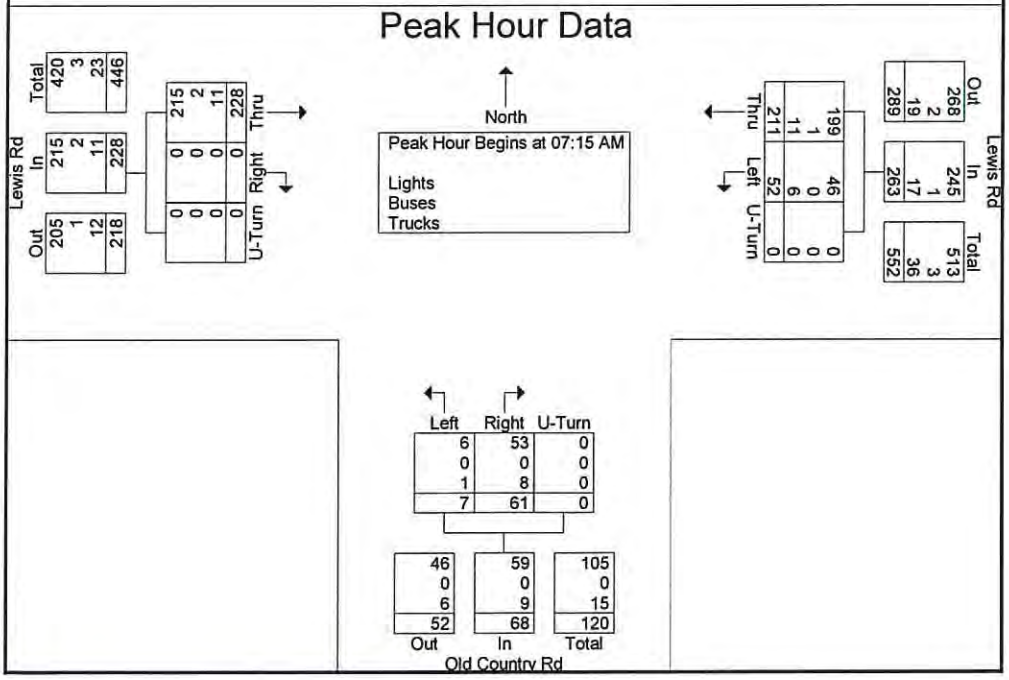
NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd-REVISED AM
Site Code :
Start Date : 6/12/2014
Page No : 2

	Lewis Rd Eastbound				Lewis Rd Westbound				Old Country Rd Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	59	0	0	59	17	48	0	65	0	**21**	0	**21**	145
07:30 AM	49	0	0	49	7	**60**	0	67	**3**	14	0	17	133
07:45 AM	59	0	0	59	**20**	55	0	**75**	3	13	0	16	**150**
08:00 AM	**61**	0	0	**61**	8	48	0	56	1	13	0	14	131
Total Volume	228	0	0	228	52	211	0	263	7	61	0	68	559
% App. Total	100	0	0		19.8	80.2	0		10.3	89.7	0		
PHF	.934	.000	.000	.934	.650	.879	.000	.877	.583	.726	.000	.810	.932
Lights	215	0	0	215	46	199	0	245	6	53	0	59	519
% Lights	94.3	0	0	94.3	88.5	94.3	0	93.2	85.7	86.9	0	86.8	92.8
Buses	2	0	0	2	0	1	0	1	0	0	0	0	3
% Buses	0.9	0	0	0.9	0	0.5	0	0.4	0	0	0	0	0.5
Trucks	11	0	0	11	6	11	0	17	1	8	0	9	37
% Trucks	4.8	0	0	4.8	11.5	5.2	0	6.5	14.3	13.1	0	13.2	6.6

Peak Hour Data



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd-REVISED PM
Site Code :
Start Date : 6/12/2014
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Lewis Rd Eastbound				Lewis Rd Westbound				Old Country Rd Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
04:00 PM	65	1	0	66	8	65	0	73	2	18	0	20	159
04:15 PM	60	0	0	60	20	66	0	86	2	12	0	14	160
04:30 PM	70	0	0	70	14	61	0	75	3	19	0	22	167
04:45 PM	72	0	0	72	7	55	0	62	1	17	0	18	152
Total	267	1	0	268	49	247	0	296	8	66	0	74	638
05:00 PM	75	0	0	75	19	82	0	101	0	18	0	18	194
05:15 PM	69	0	0	69	14	57	0	71	2	21	0	23	163
05:30 PM	56	1	0	57	8	43	0	51	2	15	0	17	125
05:45 PM	66	1	0	67	10	56	0	66	1	8	0	9	142
Total	266	2	0	268	51	238	0	289	5	62	0	67	624
06:00 PM	47	0	0	47	10	55	0	65	2	13	0	15	127
06:15 PM	51	0	0	51	11	51	0	62	1	12	0	13	126
06:30 PM	58	0	0	58	14	48	0	62	2	11	0	13	133
06:45 PM	50	1	0	51	10	40	0	50	1	9	0	10	111
Total	206	1	0	207	45	194	0	239	6	45	0	51	497
Grand Total	739	4	0	743	145	679	0	824	19	173	0	192	1759
Apprch %	99.5	0.5	0		17.6	82.4	0		9.9	90.1	0		
Total %	42	0.2	0	42.2	8.2	38.6	0	46.8	1.1	9.8	0	10.9	
Lights	726	4	0	730	137	652	0	789	17	169	0	186	1705
% Lights	98.2	100	0	98.3	94.5	96	0	95.8	89.5	97.7	0	96.9	96.9
Buses	3	0	0	3	0	4	0	4	1	0	0	1	8
% Buses	0.4	0	0	0.4	0	0.6	0	0.5	5.3	0	0	0.5	0.5
Trucks	10	0	0	10	8	23	0	31	1	4	0	5	46
% Trucks	1.4	0	0	1.3	5.5	3.4	0	3.8	5.3	2.3	0	2.6	2.6

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd-REVISED PM
Site Code :
Start Date : 6/12/2014
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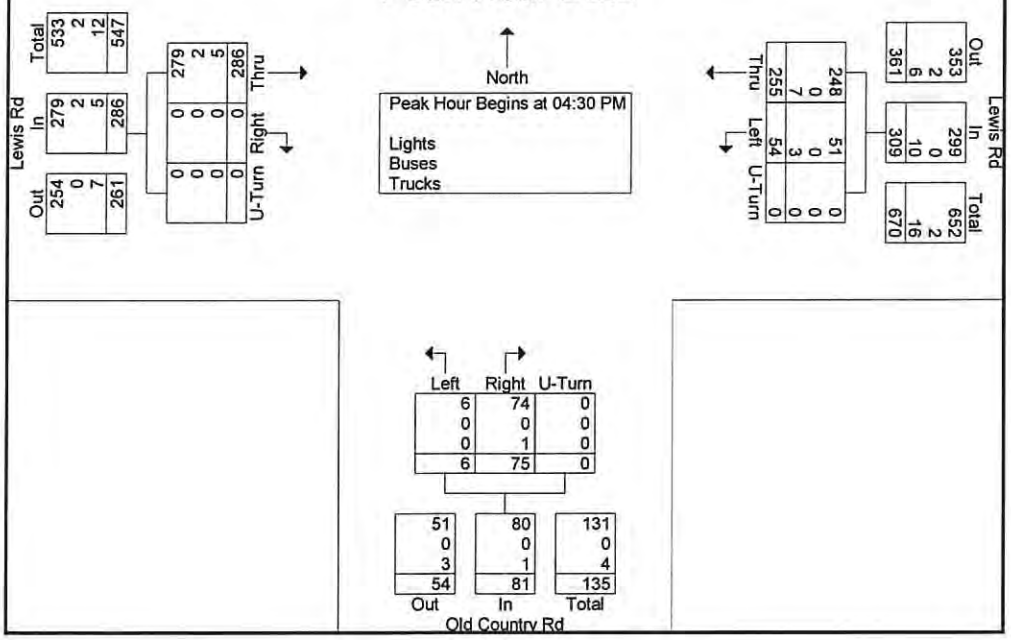
	Lewis Rd Eastbound				Lewis Rd Westbound				Old Country Rd Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	70	0	0	70	14	61	0	75	**3**	19	0	22	167
04:45 PM	72	0	0	72	7	55	0	62	1	17	0	18	152
05:00 PM	**75**	0	0	**75**	**19**	**82**	0	**101**	0	18	0	18	**194**
05:15 PM	69	0	0	69	14	57	0	71	2	**21**	0	**23**	163
Total Volume	286	0	0	286	54	255	0	309	6	75	0	81	676
% App. Total	100	0	0		17.5	82.5	0		7.4	92.6	0		
PHF	.953	.000	.000	.953	.711	.777	.000	.765	.500	.893	.000	.880	.871
Lights	279	0	0	279	51	248	0	299	6	74	0	80	658
% Lights	97.6	0	0	97.6	94.4	97.3	0	96.8	100	98.7	0	98.8	97.3
Buses	2	0	0	2	0	0	0	0	0	0	0	0	2
% Buses	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0.3
Trucks	5	0	0	5	3	7	0	10	0	1	0	1	16
% Trucks	1.7	0	0	1.7	5.6	2.7	0	3.2	0	1.3	0	1.2	2.4

Peak Hour Data



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd_-REVISED
Site Code :
Start Date : 6/14/2014
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Lewis Rd Eastbound				Lewis Rd Westbound				Box Tree Rd Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
11:00 AM	51	3	0	54	10	55	0	65	3	15	0	18	137
11:15 AM	76	3	0	79	4	66	0	70	0	14	0	14	163
11:30 AM	55	1	0	56	7	60	0	67	1	4	0	5	128
11:45 AM	77	3	0	80	11	72	0	83	2	8	0	10	173
Total	259	10	0	269	32	253	0	285	6	41	0	47	601
12:00 PM	62	5	0	67	15	62	0	77	0	18	0	18	162
12:15 PM	70	2	0	72	14	59	0	73	2	13	0	15	160
12:30 PM	58	4	0	62	7	47	0	54	2	9	0	11	127
12:45 PM	83	3	0	86	10	55	0	65	1	13	0	14	165
Total	273	14	0	287	46	223	0	269	5	53	0	58	614
01:00 PM	77	1	0	78	8	52	0	60	1	10	0	11	149
01:15 PM	52	2	0	54	7	46	0	53	4	10	0	14	121
01:30 PM	82	2	0	84	11	54	0	65	3	10	0	13	162
01:45 PM	64	1	0	65	3	50	0	53	2	13	0	15	133
Total	275	6	0	281	29	202	0	231	10	43	0	53	565
02:00 PM	82	5	0	87	9	57	0	66	0	4	0	4	157
02:15 PM	57	2	0	59	9	51	0	60	1	10	0	11	130
02:30 PM	77	5	0	82	9	61	0	70	1	6	0	7	159
02:45 PM	92	3	0	95	7	46	0	53	3	15	0	18	166
Total	308	15	0	323	34	215	0	249	5	35	0	40	612
Grand Total	1115	45	0	1160	141	893	0	1034	26	172	0	198	2392
Apprch %	96.1	3.9	0		13.6	86.4	0		13.1	86.9	0		
Total %	46.6	1.9	0	48.5	5.9	37.3	0	43.2	1.1	7.2	0	8.3	
Lights	1090	45	0	1135	132	860	0	992	25	166	0	191	2318
% Lights	97.8	100	0	97.8	93.6	96.3	0	95.9	96.2	96.5	0	96.5	96.9
Buses	3	0	0	3	2	2	0	4	1	1	0	2	9
% Buses	0.3	0	0	0.3	1.4	0.2	0	0.4	3.8	0.6	0	1	0.4
Trucks	22	0	0	22	7	31	0	38	0	5	0	5	65
% Trucks	2	0	0	1.9	5	3.5	0	3.7	0	2.9	0	2.5	2.7

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd_-REVISED
Site Code :
Start Date : 6/14/2014
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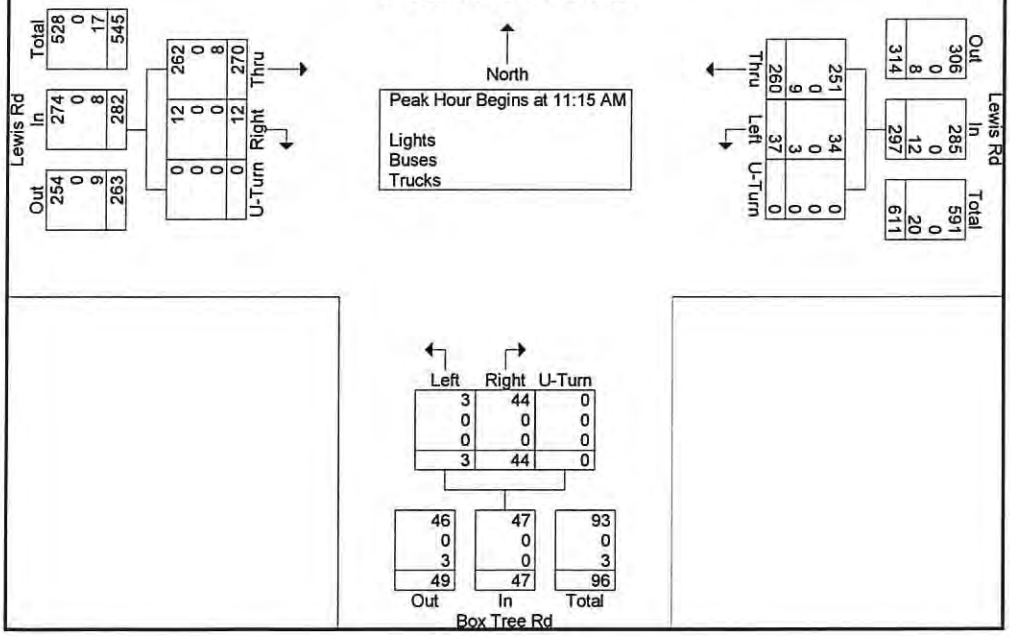
	Lewis Rd Eastbound				Lewis Rd Westbound				Box Tree Rd Northbound				
Start Time	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 03:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	76	3	0	79	4	66	0	70	0	14	0	14	163
11:30 AM	55	1	0	56	7	60	0	67	1	4	0	5	128
11:45 AM	**77**	3	0	**80**	11	**72**	0	**83**	**2**	8	0	10	**173**
12:00 PM	62	**5**	0	67	**15**	62	0	77	0	**18**	0	**18**	162
Total Volume	270	12	0	282	37	260	0	297	3	44	0	47	626
% App. Total	95.7	4.3	0		12.5	87.5	0		6.4	93.6	0		
PHF	.877	.600	.000	.881	.617	.903	.000	.895	.375	.611	.000	.653	.905
Lights	262	12	0	274	34	251	0	285	3	44	0	47	606
% Lights	97.0	100	0	97.2	91.9	96.5	0	96.0	100	100	0	100	96.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	8	0	0	8	3	9	0	12	0	0	0	0	20
% Trucks	3.0	0	0	2.8	8.1	3.5	0	4.0	0	0	0	0	3.2

Peak Hour Data



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd_and_box_tree-revised am
Site Code :
Start Date : 6/12/2014
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Groups Printed- Lights - Buses - Trucks

	Lewis Rd Eastbound					Lewis Rd Westbound					Old Country Rd Southbound					Box Tree Rd Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	50	26	0	0	76	0	16	1	0	17	1	2	30	0	33	2	3	0	0	5	131
07:15 AM	61	18	1	0	80	0	15	1	0	16	1	1	46	0	48	4	1	3	0	8	152
07:30 AM	34	24	5	0	63	0	16	1	0	17	1	2	45	0	48	6	2	0	0	8	136
07:45 AM	51	18	3	0	72	0	15	0	0	15	0	2	54	0	56	6	1	0	0	7	150
Total	196	86	9	0	291	0	62	3	0	65	3	7	175	0	185	18	7	3	0	28	569
08:00 AM	51	20	3	0	74	0	17	1	0	18	0	3	35	0	38	4	3	0	0	7	137
08:15 AM	45	17	3	0	65	1	13	1	0	15	1	0	37	0	38	1	4	0	0	5	123
08:30 AM	44	16	3	0	63	0	17	1	0	18	1	0	53	0	54	2	4	0	0	6	141
08:45 AM	34	14	4	0	52	0	16	6	0	22	5	9	58	0	72	3	11	0	0	14	160
Total	174	67	13	0	254	1	63	9	0	73	7	12	183	0	202	10	22	0	0	32	561
Grand Total	370	153	22	0	545	1	125	12	0	138	10	19	358	0	387	28	29	3	0	60	1130
Apprch %	67.9	28.1	4	0		0.7	90.6	8.7	0		2.6	4.9	92.5	0		46.7	48.3	5	0		
Total %	32.7	13.5	1.9	0	48.2	0.1	11.1	1.1	0	12.2	0.9	1.7	31.7	0	34.2	2.5	2.6	0.3	0	5.3	
Lights	342	137	16	0	495	1	119	10	0	130	7	18	336	0	361	26	29	2	0	57	1043
% Lights	92.4	89.5	72.7	0	90.8	100	95.2	83.3	0	94.2	70	94.7	93.9	0	93.3	92.9	100	66.7	0	95	92.3
Buses	6	5	0	0	11	0	1	1	0	2	2	0	5	0	7	0	0	1	0	1	21
% Buses	1.6	3.3	0	0	2	0	0.8	8.3	0	1.4	20	0	1.4	0	1.8	0	0	33.3	0	1.7	1.9
Trucks	22	11	6	0	39	0	5	1	0	6	1	1	17	0	19	2	0	0	0	2	66
% Trucks	5.9	7.2	27.3	0	7.2	0	4	8.3	0	4.3	10	5.3	4.7	0	4.9	7.1	0	0	0	3.3	5.8

NELSON & POPE

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File Name : 2-_lewis_rd_at_old_country_rd_and_box_tree-revised am
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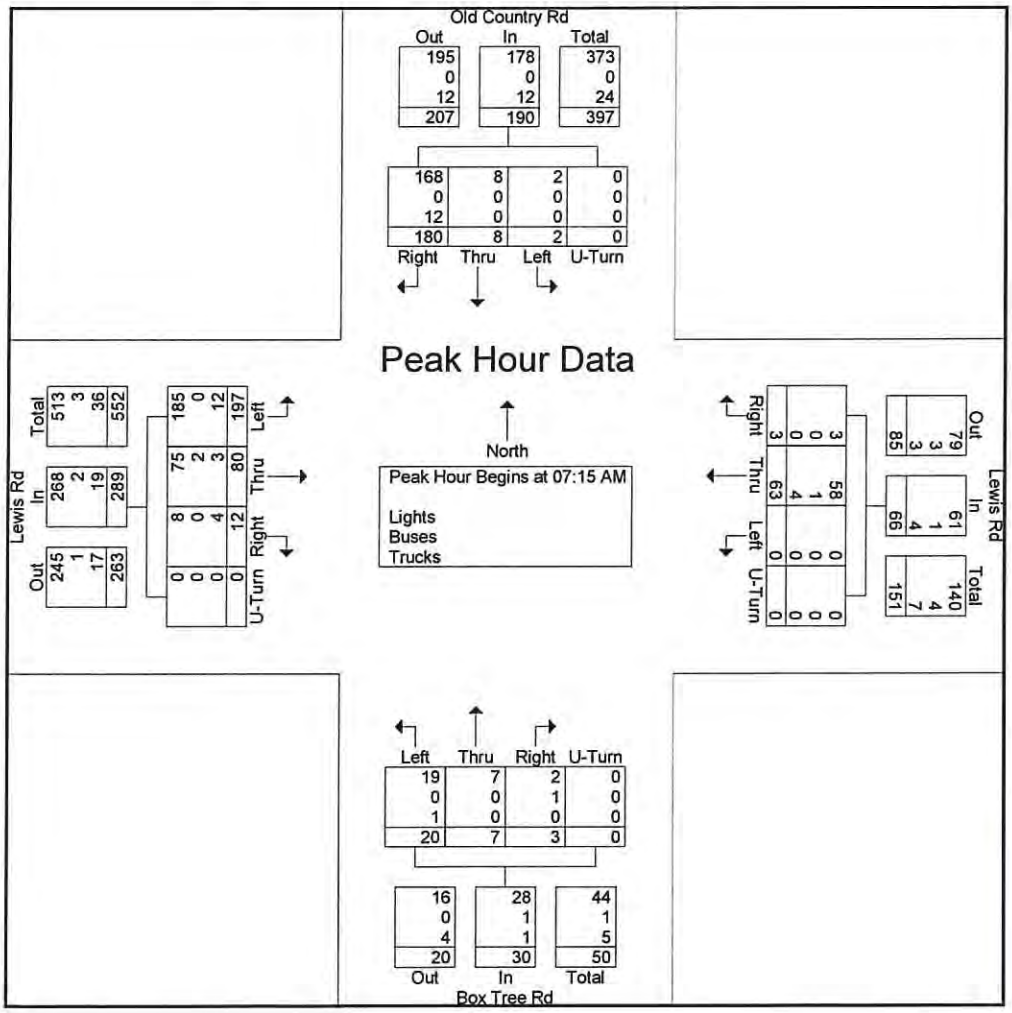
	Lewis Rd Eastbound					Lewis Rd Westbound					Old Country Rd Southbound					Box Tree Rd Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**61**	18	1	0	**80**	0	15	**1**	0	16	**1**	1	46	0	48	4	1	**3**	0	**8**	**152**
07:30 AM	34	**24**	**5**	0	63	0	16	1	0	17	1	2	45	0	48	**6**	2	0	0	8	136
07:45 AM	51	18	3	0	72	0	15	0	0	15	0	2	**54**	0	**56**	6	1	0	0	7	150
08:00 AM	51	20	3	0	74	0	**17**	1	0	**18**	0	**3**	35	0	38	4	**3**	0	0	7	137
Total Volume	197	80	12	0	289	0	63	3	0	66	2	8	180	0	190	20	7	3	0	30	575
% App. Total	68.2	27.7	4.2	0		0	95.5	4.5	0		1.1	4.2	94.7	0		66.7	23.3	10	0		
PHF	.807	.833	.600	.000	.903	.000	.926	.750	.000	.917	.500	.667	.833	.000	.848	.833	.583	.250	.000	.938	.946
Lights	185	75	8	0	268	0	58	3	0	61	2	8	168	0	178	19	7	2	0	28	535
% Lights	93.9	93.8	66.7	0	92.7	0	92.1	100	0	92.4	100	100	93.3	0	93.7	95.0	100	66.7	0	93.3	93.0
Buses	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
% Buses	0	2.5	0	0	0.7	0	1.6	0	0	1.5	0	0	0	0	0	0	0	33.3	0	3.3	0.7
Trucks	12	3	4	0	19	0	4	0	0	4	0	0	12	0	12	1	0	0	0	1	36
% Trucks	6.1	3.8	33.3	0	6.6	0	6.3	0	0	6.1	0	0	6.7	0	6.3	5.0	0	0	0	3.3	6.3



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd_and_box_tree-revised pm
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Groups Printed- Lights - Buses - Trucks

	Lewis Rd Eastbound					Lewis Rd Westbound					Old Country Rd Southbound					Box Tree Rd Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	54	19	10	0	83	1	22	2	0	25	0	4	49	0	53	2	0	0	0	2	163
04:15 PM	46	22	4	0	72	0	21	1	0	22	3	4	54	0	61	11	1	2	0	14	169
04:30 PM	54	29	6	0	89	0	20	1	0	21	0	8	51	0	59	4	4	1	0	9	178
04:45 PM	59	26	4	0	89	0	12	2	0	14	1	4	41	0	46	9	0	0	0	9	158
Total	213	96	24	0	333	1	75	6	0	82	4	20	195	0	219	26	5	3	0	34	668
05:00 PM	55	33	5	0	93	0	21	1	0	22	2	4	72	0	78	8	1	1	0	10	203
05:15 PM	65	20	5	0	90	0	17	3	0	20	1	7	53	0	61	1	3	0	0	4	175
05:30 PM	47	19	5	0	71	0	15	1	0	16	3	7	31	0	41	5	2	1	0	8	136
05:45 PM	52	15	7	0	74	0	16	1	0	17	0	3	44	0	47	6	1	0	0	7	145
Total	219	87	22	0	328	0	69	6	0	75	6	21	200	0	227	20	7	2	0	29	659
06:00 PM	32	19	9	0	60	0	21	2	0	23	3	6	40	0	49	4	2	0	0	6	138
06:15 PM	41	17	5	0	63	0	11	5	0	16	2	3	48	0	53	3	0	1	0	4	136
06:30 PM	46	18	5	0	69	0	13	1	0	14	0	1	43	0	44	6	3	0	0	9	136
06:45 PM	40	18	1	0	59	0	12	1	0	13	0	1	34	0	35	4	2	0	0	6	113
Total	159	72	20	0	251	0	57	9	0	66	5	11	165	0	181	17	7	1	0	25	523
Grand Total	591	255	66	0	912	1	201	21	0	223	15	52	560	0	627	63	19	6	0	88	1850
Apprch %	64.8	28	7.2	0		0.4	90.1	9.4	0		2.4	8.3	89.3	0		71.6	21.6	6.8	0		
Total %	31.9	13.8	3.6	0	49.3	0.1	10.9	1.1	0	12.1	0.8	2.8	30.3	0	33.9	3.4	1	0.3	0	4.8	
Lights	580	249	66	0	895	1	190	20	0	211	15	48	540	0	603	59	18	6	0	83	1792
% Lights	98.1	97.6	100	0	98.1	100	94.5	95.2	0	94.6	100	92.3	96.4	0	96.2	93.7	94.7	100	0	94.3	96.9
Buses	1	2	0	0	3	0	2	1	0	3	0	0	2	0	2	0	0	0	0	0	8
% Buses	0.2	0.8	0	0	0.3	0	1	4.8	0	1.3	0	0	0.4	0	0.3	0	0	0	0	0	0.4
Trucks	10	4	0	0	14	0	9	0	0	9	0	4	18	0	22	4	1	0	0	5	50
% Trucks	1.7	1.6	0	0	1.5	0	4.5	0	0	4	0	7.7	3.2	0	3.5	6.3	5.3	0	0	5.7	2.7

NELSON & POPE

572 Walt Whitman Road
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File Name : 2-_lewis_rd_at_old_country_rd_and_box_tree-revised pm
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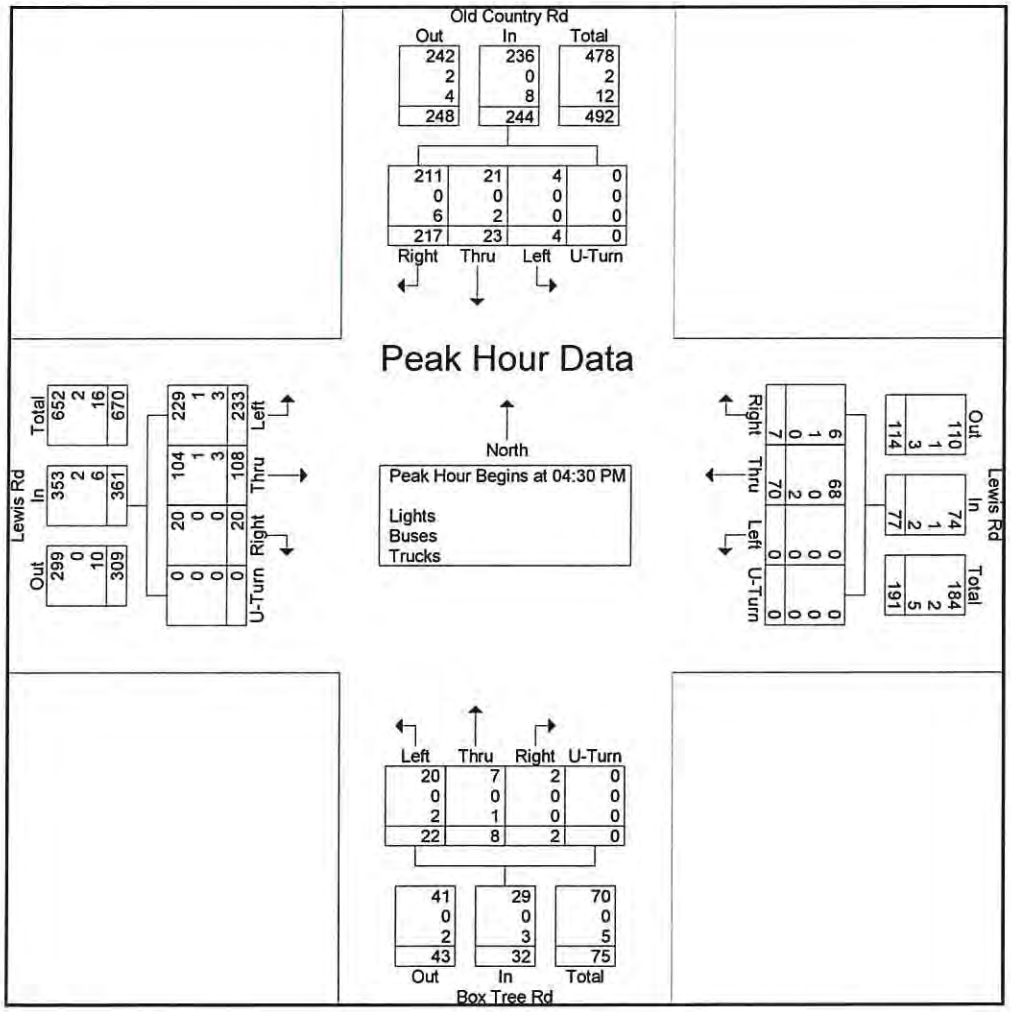
	Lewis Rd Eastbound					Lewis Rd Westbound					Old Country Rd Southbound					Box Tree Rd Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	54	29	**6**	0	89	0	20	1	0	21	0	**8**	51	0	59	4	**4**	**1**	0	9	178
04:45 PM	59	26	4	0	89	0	12	2	0	14	1	4	41	0	46	**9**	0	0	0	9	158
05:00 PM	55	**33**	5	0	**93**	0	**21**	1	0	**22**	**2**	4	**72**	0	**78**	8	1	1	0	**10**	**203**
05:15 PM	**65**	20	5	0	90	0	17	**3**	0	20	1	7	53	0	61	1	3	0	0	4	175
Total Volume	233	108	20	0	361	0	70	7	0	77	4	23	217	0	244	22	8	2	0	32	714
% App. Total	64.5	29.9	5.5	0		0	90.9	9.1	0		1.6	9.4	88.9	0		68.8	25	6.2	0		
PHF	.896	.818	.833	.000	.970	.000	.833	.583	.000	.875	.500	.719	.753	.000	.782	.611	.500	.500	.000	.800	.879
Lights	229	104	20	0	353	0	68	6	0	74	4	21	211	0	236	20	7	2	0	29	692
% Lights	98.3	96.3	100	0	97.8	0	97.1	85.7	0	96.1	100	91.3	97.2	0	96.7	90.9	87.5	100	0	90.6	96.9
Buses	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
% Buses	0.4	0.9	0	0	0.6	0	0	14.3	0	1.3	0	0	0	0	0	0	0	0	0	0	0.4
Trucks	3	3	0	0	6	0	2	0	0	2	0	2	6	0	8	2	1	0	0	3	19
% Trucks	1.3	2.8	0	0	1.7	0	2.9	0	0	2.6	0	8.7	2.8	0	3.3	9.1	12.5	0	0	9.4	2.7



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-_lewis_rd_at_old_country_rd_and_box_tree-REVISED
Site Code :
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Groups Printed- Lights - Buses - Trucks

	Lewis Rd Eastbound					Lewis Rd Westbound					Old Country Rd Southbound					Box Tree Rd Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
11:00 AM	33	28	5	0	66	0	20	1	0	21	4	1	41	0	46	4	1	0	0	5	138
11:15 AM	51	33	6	0	90	0	15	5	0	20	4	1	49	0	54	6	3	0	0	9	173
11:30 AM	37	20	2	0	59	1	14	0	0	15	2	2	49	0	53	4	1	0	0	5	132
11:45 AM	38	41	6	0	85	1	26	1	0	28	3	4	47	0	54	10	0	1	0	11	178
Total	159	122	19	0	300	2	75	7	0	84	13	8	186	0	207	24	5	1	0	30	621
12:00 PM	45	28	7	0	80	0	18	3	0	21	5	2	53	0	60	6	1	0	0	7	168
12:15 PM	54	23	6	0	83	0	14	0	0	14	1	4	54	0	59	5	4	0	0	9	165
12:30 PM	44	17	6	0	67	0	21	1	0	22	2	1	31	0	34	2	5	0	0	7	130
12:45 PM	56	33	7	0	96	1	20	1	0	22	1	2	41	0	44	4	3	0	0	7	169
Total	199	101	26	0	326	1	73	5	0	79	9	9	179	0	197	17	13	0	0	30	632
01:00 PM	52	32	3	0	87	1	19	1	0	21	2	4	39	0	45	2	5	1	0	8	161
01:15 PM	28	23	11	0	62	1	24	2	0	27	2	4	24	0	30	5	1	0	0	6	125
01:30 PM	46	38	8	0	92	1	19	4	0	24	1	6	42	0	49	4	4	0	0	8	173
01:45 PM	47	19	11	0	77	0	15	1	0	16	0	6	27	0	33	11	3	1	0	15	141
Total	173	112	33	0	318	3	77	8	0	88	5	20	132	0	157	22	13	2	0	37	600
02:00 PM	57	25	4	0	86	0	20	1	0	21	0	5	42	0	47	4	4	0	0	8	162
02:15 PM	44	17	6	0	67	0	10	0	0	10	0	7	47	0	54	3	3	3	0	9	140
02:30 PM	53	26	4	0	83	0	16	3	0	19	1	3	49	0	53	5	1	0	0	6	161
02:45 PM	64	32	11	0	107	0	14	2	0	16	1	3	37	0	41	2	0	1	0	3	167
Total	218	100	25	0	343	0	60	6	0	66	2	18	175	0	195	14	8	4	0	26	630
Grand Total	749	435	103	0	1287	6	285	26	0	317	29	55	672	0	756	77	39	7	0	123	2483
Apprch %	58.2	33.8	8	0		1.9	89.9	8.2	0		3.8	7.3	88.9	0		62.6	31.7	5.7	0		
Total %	30.2	17.5	4.1	0	51.8	0.2	11.5	1	0	12.8	1.2	2.2	27.1	0	30.4	3.1	1.6	0.3	0	5	
Lights	734	425	97	0	1256	6	267	26	0	299	29	55	653	0	737	72	38	7	0	117	2409
% Lights	98	97.7	94.2	0	97.6	100	93.7	100	0	94.3	100	100	97.2	0	97.5	93.5	97.4	100	0	95.1	97
Buses	4	0	0	0	4	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	8
% Buses	0.5	0	0	0	0.3	0	0.4	0	0	0.3	0	0	0.4	0	0.4	0	0	0	0	0	0.3
Trucks	11	10	6	0	27	0	17	0	0	17	0	0	16	0	16	5	1	0	0	6	66
% Trucks	1.5	2.3	5.8	0	2.1	0	6	0	0	5.4	0	0	2.4	0	2.1	6.5	2.6	0	0	4.9	2.7

NELSON & POPE

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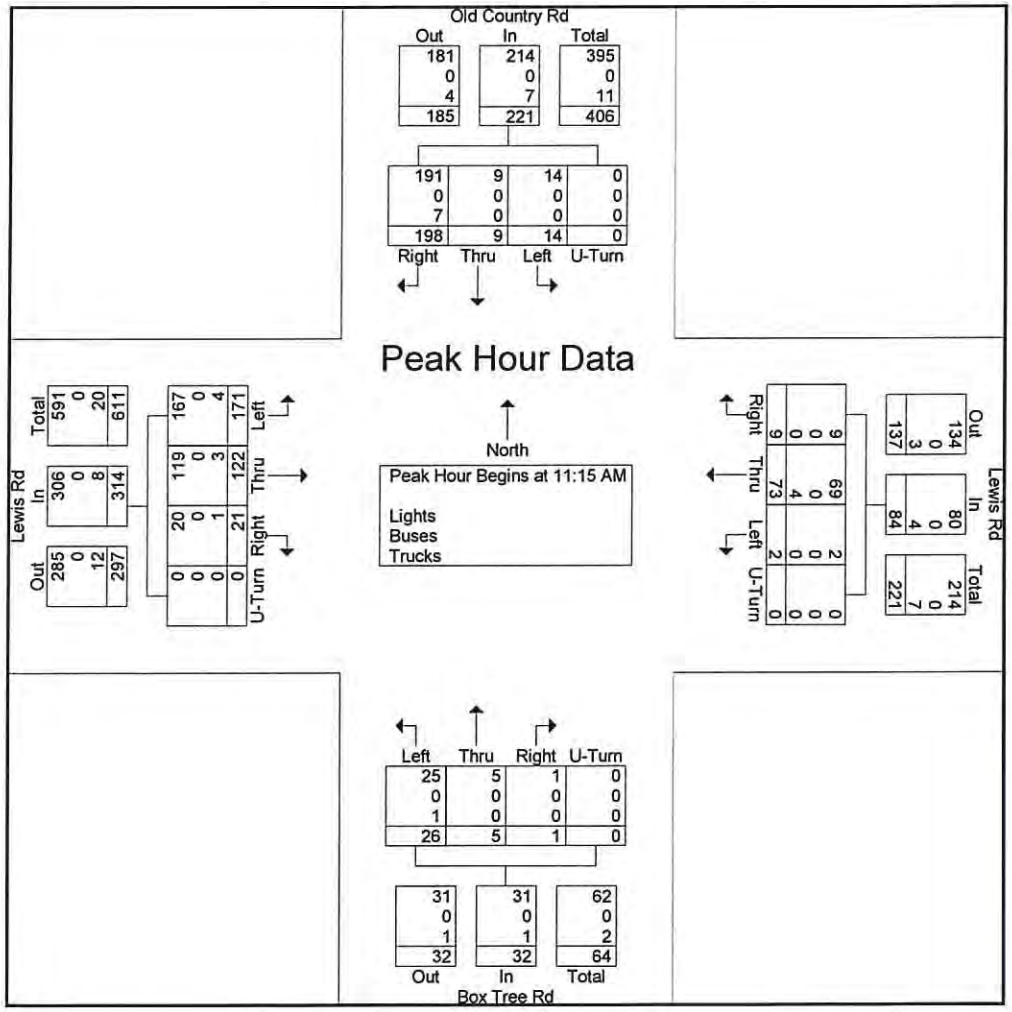
	Lewis Rd Eastbound					Lewis Rd Westbound					Old Country Rd Southbound					Box Tree Rd Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 03:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15 AM																					
11:15 AM	**51**	33	6	0	**90**	0	15	**5**	0	20	4	1	49	0	54	6	**3**	0	0	9	173
11:30 AM	37	20	2	0	59	**1**	14	0	0	15	2	2	49	0	53	4	1	0	0	5	132
11:45 AM	38	**41**	6	0	85	1	**26**	1	0	**28**	3	**4**	47	0	54	**10**	0	**1**	0	**11**	**178**
12:00 PM	45	28	**7**	0	80	0	18	3	0	21	**5**	2	**53**	0	**60**	6	1	0	0	7	168
Total Volume	171	122	21	0	314	2	73	9	0	84	14	9	198	0	221	26	5	1	0	32	651
% App. Total	54.5	38.9	6.7	0		2.4	86.9	10.7	0		6.3	4.1	89.6	0		81.2	15.6	3.1	0		
PHF	.838	.744	.750	.000	.872	.500	.702	.450	.000	.750	.700	.563	.934	.000	.921	.650	.417	.250	.000	.727	.914
Lights	167	119	20	0	306	2	69	9	0	80	14	9	191	0	214	25	5	1	0	31	631
% Lights	97.7	97.5	95.2	0	97.5	100	94.5	100	0	95.2	100	100	96.5	0	96.8	96.2	100	100	0	96.9	96.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	4	3	1	0	8	0	4	0	0	4	0	0	7	0	7	1	0	0	0	1	20
% Trucks	2.3	2.5	4.8	0	2.5	0	5.5	0	0	4.8	0	0	3.5	0	3.2	3.8	0	0	0	3.1	3.1



Fall 2015 Existing Traffic Volumes

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-lewis_rd_at_quogue_riverhead_rd-cr_104_tues_261111_09-29-2015
Site Code :
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Groups Printed- Lights - Buses - Trucks

	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
07:00 AM	23	3	0	26	47	50	0	97	3	48	0	51	174
07:15 AM	23	2	0	25	53	46	0	99	3	47	0	50	174
07:30 AM	27	0	0	27	56	57	0	113	1	65	1	67	207
07:45 AM	28	3	0	31	58	93	0	151	3	59	0	62	244
Total	101	8	0	109	214	246	0	460	10	219	1	230	799
08:00 AM	32	2	0	34	50	53	0	103	1	61	0	62	199
08:15 AM	32	0	0	32	46	55	0	101	1	54	0	55	188
08:30 AM	30	3	0	33	48	41	0	89	4	67	0	71	193
08:45 AM	36	1	0	37	44	49	0	93	8	65	0	73	203
Total	130	6	0	136	188	198	0	386	14	247	0	261	783
04:00 PM	56	1	0	57	52	35	0	87	5	69	0	74	218
04:15 PM	60	2	0	62	53	40	0	93	1	62	0	63	218
04:30 PM	71	2	0	73	65	31	0	96	1	66	0	67	236
04:45 PM	56	1	0	57	52	52	0	104	6	54	0	60	221
Total	243	6	0	249	222	158	0	380	13	251	0	264	893
05:00 PM	52	1	0	53	61	32	1	94	2	67	0	69	216
05:15 PM	27	2	0	29	72	28	0	100	2	49	0	51	180
05:30 PM	45	1	0	46	82	30	0	112	1	63	0	64	222
05:45 PM	32	2	0	34	57	25	0	82	1	44	0	45	161
Total	156	6	0	162	272	115	1	388	6	223	0	229	779
06:00 PM	27	1	0	28	49	21	0	70	3	46	0	49	147
06:15 PM	26	1	0	27	41	33	0	74	1	41	0	42	143
06:30 PM	20	2	0	22	47	20	0	67	2	32	0	34	123
06:45 PM	24	2	0	26	49	14	0	63	1	41	0	42	131
Total	97	6	0	103	186	88	0	274	7	160	0	167	544
07:00 PM	23	0	0	23	31	17	0	48	1	29	0	30	101
07:15 PM	21	1	0	22	46	16	1	63	1	31	0	32	117
07:30 PM	21	1	0	22	40	11	0	51	2	22	0	24	97
07:45 PM	13	2	0	15	26	11	0	37	1	12	0	13	65
Total	78	4	0	82	143	55	1	199	5	94	0	99	380
Grand Total	805	36	0	841	1225	860	2	2087	55	1194	1	1250	4178
Apprch %	95.7	4.3	0		58.7	41.2	0.1		4.4	95.5	0.1		
Total %	19.3	0.9	0	20.1	29.3	20.6	0	50	1.3	28.6	0	29.9	
Lights	747	34	0	781	1161	789	2	1952	52	1122	1	1175	3908
% Lights	92.8	94.4	0	92.9	94.8	91.7	100	93.5	94.5	94	100	94	93.5
Buses	4	0	0	4	5	1	0	6	0	12	0	12	22
% Buses	0.5	0	0	0.5	0.4	0.1	0	0.3	0	1	0	1	0.5
Trucks	54	2	0	56	59	70	0	129	3	60	0	63	248
% Trucks	6.7	5.6	0	6.7	4.8	8.1	0	6.2	5.5	5	0	5	5.9

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-lewis_rd_at_quogue_riverhead_rd-cr_104_tues_261111_09-29-2015
Site Code :
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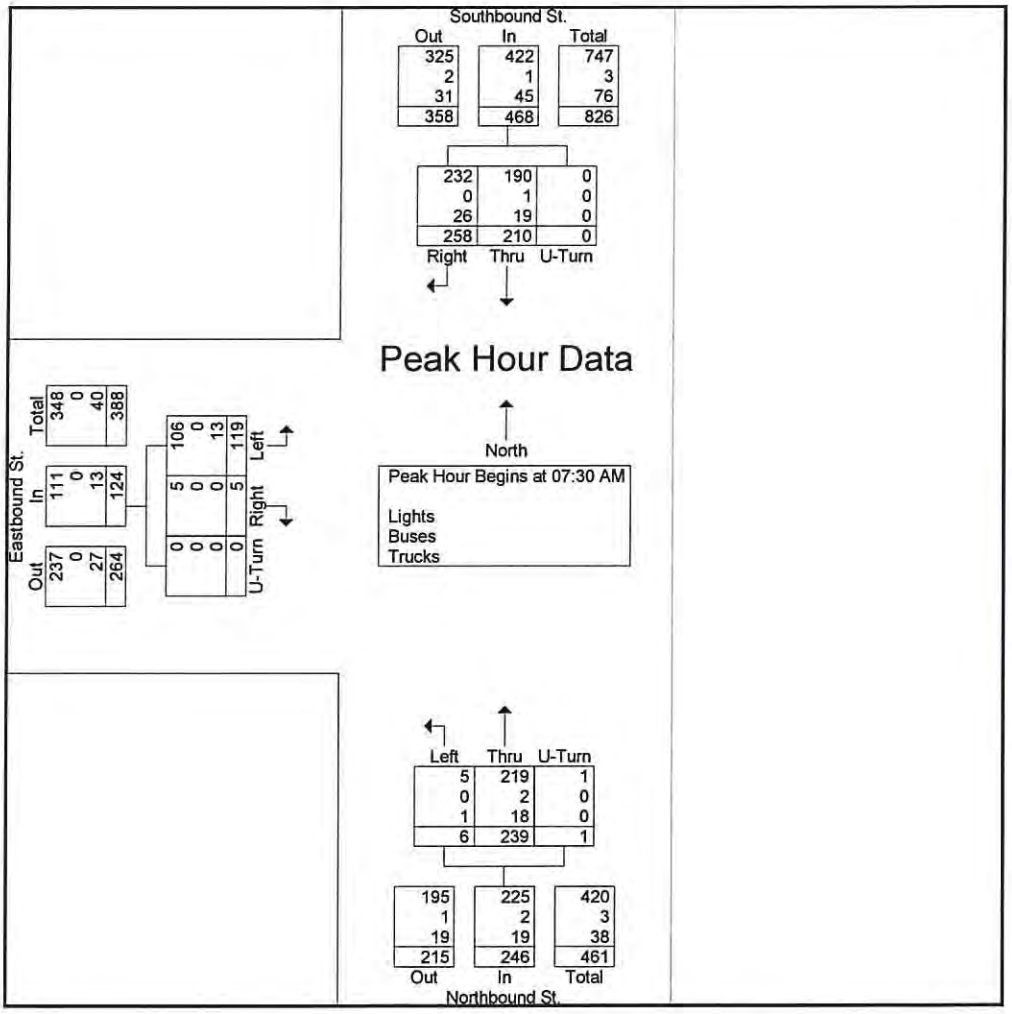
	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	27	0	0	27	56	57	0	113	1	**65**	**1**	**67**	207
07:45 AM	28	**3**	0	31	**58**	**93**	0	**151**	**3**	59	0	62	**244**
08:00 AM	**32**	2	0	**34**	50	53	0	103	1	61	0	62	199
08:15 AM	32	0	0	32	46	55	0	101	1	54	0	55	188
Total Volume	119	5	0	124	210	258	0	468	6	239	1	246	838
% App. Total	96	4	0		44.9	55.1	0		2.4	97.2	0.4		
PHF	.930	.417	.000	.912	.905	.694	.000	.775	.500	.919	.250	.918	.859
Lights	106	5	0	111	190	232	0	422	5	219	1	225	758
% Lights	89.1	100	0	89.5	90.5	89.9	0	90.2	83.3	91.6	100	91.5	90.5
Buses	0	0	0	0	1	0	0	1	0	2	0	2	3
% Buses	0	0	0	0	0.5	0	0	0.2	0	0.8	0	0.8	0.4
Trucks	13	0	0	13	19	26	0	45	1	18	0	19	77
% Trucks	10.9	0	0	10.5	9.0	10.1	0	9.6	16.7	7.5	0	7.7	9.2

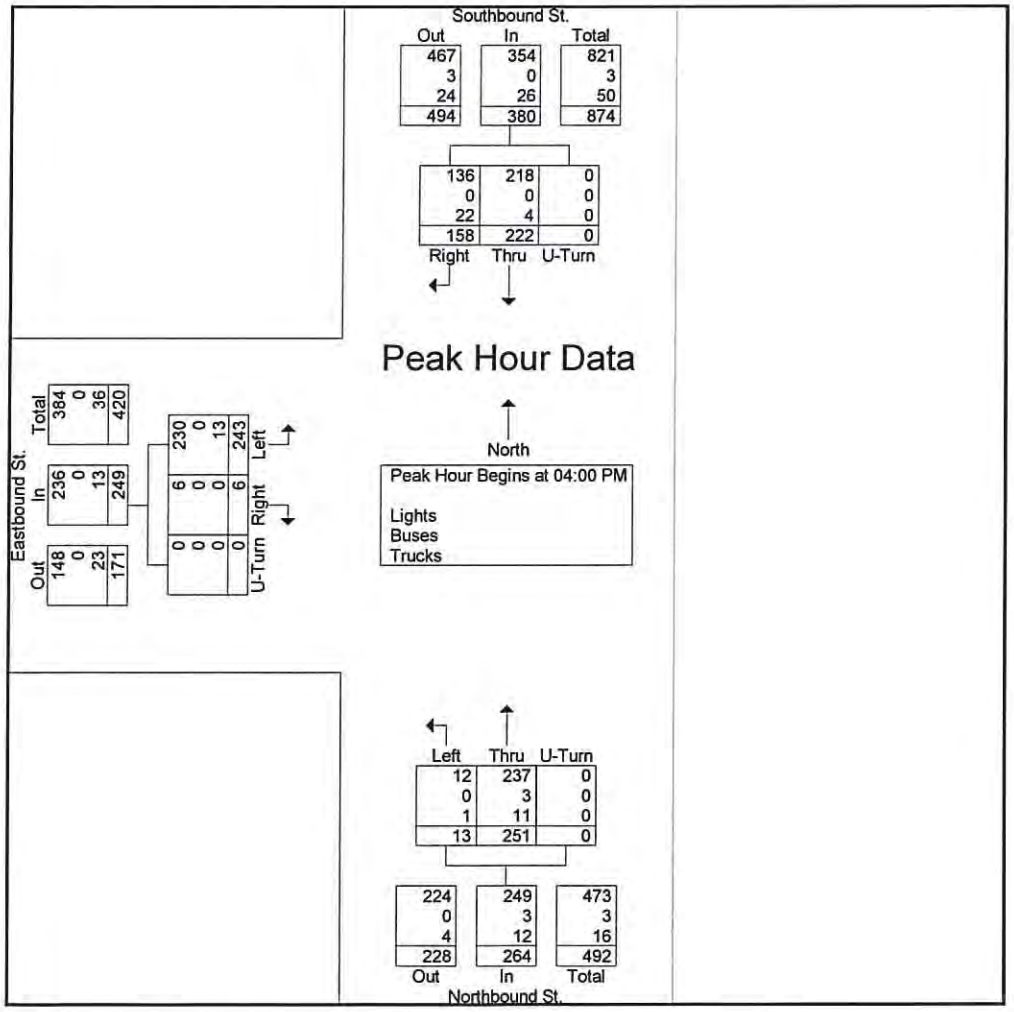


NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-lewis_rd_at_quogue_riverhead_rd-cr_104_tues_261111_09-29-2015
Site Code :
Start Date : 9/29/2015
Page No : 3

	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 08:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	56	1	0	57	52	35	0	87	5	**69**	0	**74**	218
04:15 PM	60	**2**	0	62	53	40	0	93	1	62	0	63	218
04:30 PM	**71**	2	0	**73**	**65**	31	0	96	1	66	0	67	**236**
04:45 PM	56	1	0	57	52	**52**	0	**104**	**6**	54	0	60	221
Total Volume	243	6	0	249	222	158	0	380	13	251	0	264	893
% App. Total	97.6	2.4	0		58.4	41.6	0		4.9	95.1	0		
PHF	.856	.750	.000	.853	.854	.760	.000	.913	.542	.909	.000	.892	.946
Lights	230	6	0	236	218	136	0	354	12	237	0	249	839
% Lights	94.7	100	0	94.8	98.2	86.1	0	93.2	92.3	94.4	0	94.3	94.0
Buses	0	0	0	0	0	0	0	0	0	3	0	3	3
% Buses	0	0	0	0	0	0	0	0	0	1.2	0	1.1	0.3
Trucks	13	0	0	13	4	22	0	26	1	11	0	12	51
% Trucks	5.3	0	0	5.2	1.8	13.9	0	6.8	7.7	4.4	0	4.5	5.7



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572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-LEWIS_RD_AT_QUOGUE_RIVERHEAD_RD-CR_104_SAT_261109_09-26-2015
Site Code :
Start Date : 9/26/2015
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Groups Printed- Lights - Buses - Trucks

	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
11:00 AM	36	7	0	43	45	35	0	80	3	42	0	45	168
11:15 AM	29	3	0	32	43	31	0	74	2	56	0	58	164
11:30 AM	34	7	0	41	46	36	0	82	4	64	0	68	191
11:45 AM	43	2	0	45	53	42	0	95	2	65	0	67	207
Total	142	19	0	161	187	144	0	331	11	227	0	238	730
12:00 PM	30	4	0	34	61	35	0	96	3	60	0	63	193
12:15 PM	32	13	0	45	42	42	0	84	0	58	0	58	187
12:30 PM	42	4	0	46	54	39	0	93	2	56	0	58	197
12:45 PM	51	5	0	56	50	33	0	83	5	54	0	59	198
Total	155	26	0	181	207	149	0	356	10	228	0	238	775
01:00 PM	55	4	0	59	61	30	0	91	1	53	0	54	204
01:15 PM	31	3	0	34	51	31	0	82	2	56	0	58	174
01:30 PM	41	3	0	44	51	41	0	92	1	59	0	60	196
01:45 PM	32	4	0	36	69	26	0	95	3	44	0	47	178
Total	159	14	0	173	232	128	0	360	7	212	0	219	752
Grand Total	456	59	0	515	626	421	0	1047	28	667	0	695	2257
Apprch %	88.5	11.5	0		59.8	40.2	0		4	96	0		
Total %	20.2	2.6	0	22.8	27.7	18.7	0	46.4	1.2	29.6	0	30.8	
Lights	441	59	0	500	605	408	0	1013	28	640	0	668	2181
% Lights	96.7	100	0	97.1	96.6	96.9	0	96.8	100	96	0	96.1	96.6
Buses	0	0	0	0	1	0	0	1	0	1	0	1	2
% Buses	0	0	0	0	0.2	0	0	0.1	0	0.1	0	0.1	0.1
Trucks	15	0	0	15	20	13	0	33	0	26	0	26	74
% Trucks	3.3	0	0	2.9	3.2	3.1	0	3.2	0	3.9	0	3.7	3.3

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 1-LEWIS_RD_AT_QUOGUE_RIVERHEAD_RD-CR_104_SAT_261109_09-26-2015
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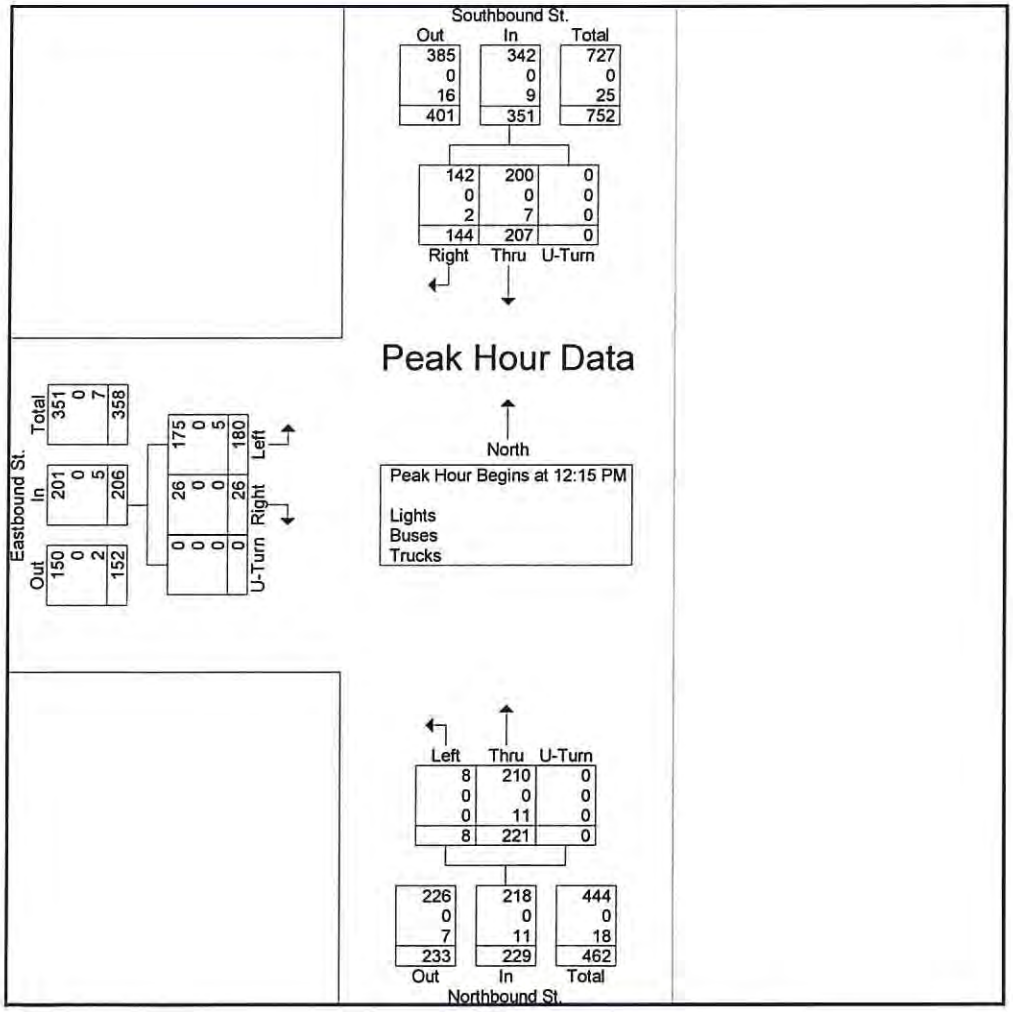
	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:15 PM													
12:15 PM	32	**13**	0	45	42	**42**	0	84	0	**58**	0	58	187
12:30 PM	42	4	0	46	54	39	0	**93**	2	56	0	58	197
12:45 PM	51	5	0	56	50	33	0	83	**5**	54	0	**59**	198
01:00 PM	**55**	4	0	**59**	**61**	30	0	91	1	53	0	54	**204**
Total Volume	180	26	0	206	207	144	0	351	8	221	0	229	786
% App. Total	87.4	12.6	0		59	41	0		3.5	96.5	0		
PHF	.818	.500	.000	.873	.848	.857	.000	.944	.400	.953	.000	.970	.963
Lights	175	26	0	201	200	142	0	342	8	210	0	218	761
% Lights	97.2	100	0	97.6	96.6	98.6	0	97.4	100	95.0	0	95.2	96.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	5	0	0	5	7	2	0	9	0	11	0	11	25
% Trucks	2.8	0	0	2.4	3.4	1.4	0	2.6	0	5.0	0	4.8	3.2



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-LEWIS_RD_AT_SPINNEY_RD_TUES_261112_09-29-2015
Site Code :
Start Date : 9/29/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	3	1	0	4	1	48	0	49	44	0	0	44	97
07:15 AM	5	1	0	6	0	59	0	59	46	1	0	47	112
07:30 AM	1	1	0	2	2	56	0	58	69	1	0	70	130
07:45 AM	5	2	0	7	1	54	0	55	61	0	0	61	123
Total	14	5	0	19	4	217	0	221	220	2	0	222	462
08:00 AM	6	1	0	7	3	53	0	56	59	3	0	62	125
08:15 AM	3	1	0	4	0	50	0	50	47	0	0	47	101
08:30 AM	3	3	0	6	1	54	0	55	72	1	0	73	134
08:45 AM	2	1	0	3	0	45	0	45	77	4	0	81	129
Total	14	6	0	20	4	202	0	206	255	8	0	263	489
04:00 PM	3	0	0	3	3	37	0	40	68	5	0	73	116
04:15 PM	3	1	0	4	3	52	0	55	62	2	0	64	123
04:30 PM	4	0	0	4	3	71	0	74	66	3	0	69	147
04:45 PM	0	2	0	2	2	51	0	53	60	3	0	63	118
Total	10	3	0	13	11	211	0	222	256	13	0	269	504
05:00 PM	2	2	0	4	3	60	0	63	64	4	0	68	135
05:15 PM	3	1	0	4	3	65	0	68	42	6	0	48	120
05:30 PM	0	1	0	1	2	81	0	83	65	2	0	67	151
05:45 PM	2	0	0	2	0	60	0	60	45	2	0	47	109
Total	7	4	0	11	8	266	0	274	216	14	0	230	515
Grand Total	45	18	0	63	27	896	0	923	947	37	0	984	1970
Apprch %	71.4	28.6	0		2.9	97.1	0		96.2	3.8	0		
Total %	2.3	0.9	0	3.2	1.4	45.5	0	46.9	48.1	1.9	0	49.9	
Lights	42	18	0	60	27	853	0	880	898	34	0	932	1872
% Lights	93.3	100	0	95.2	100	95.2	0	95.3	94.8	91.9	0	94.7	95
Buses	1	0	0	1	0	6	0	6	14	1	0	15	22
% Buses	2.2	0	0	1.6	0	0.7	0	0.7	1.5	2.7	0	1.5	1.1
Trucks	2	0	0	2	0	37	0	37	35	2	0	37	76
% Trucks	4.4	0	0	3.2	0	4.1	0	4	3.7	5.4	0	3.8	3.9

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-LEWIS_RD_AT_SPINNEY_RD_TUES_261112_09-29-2015
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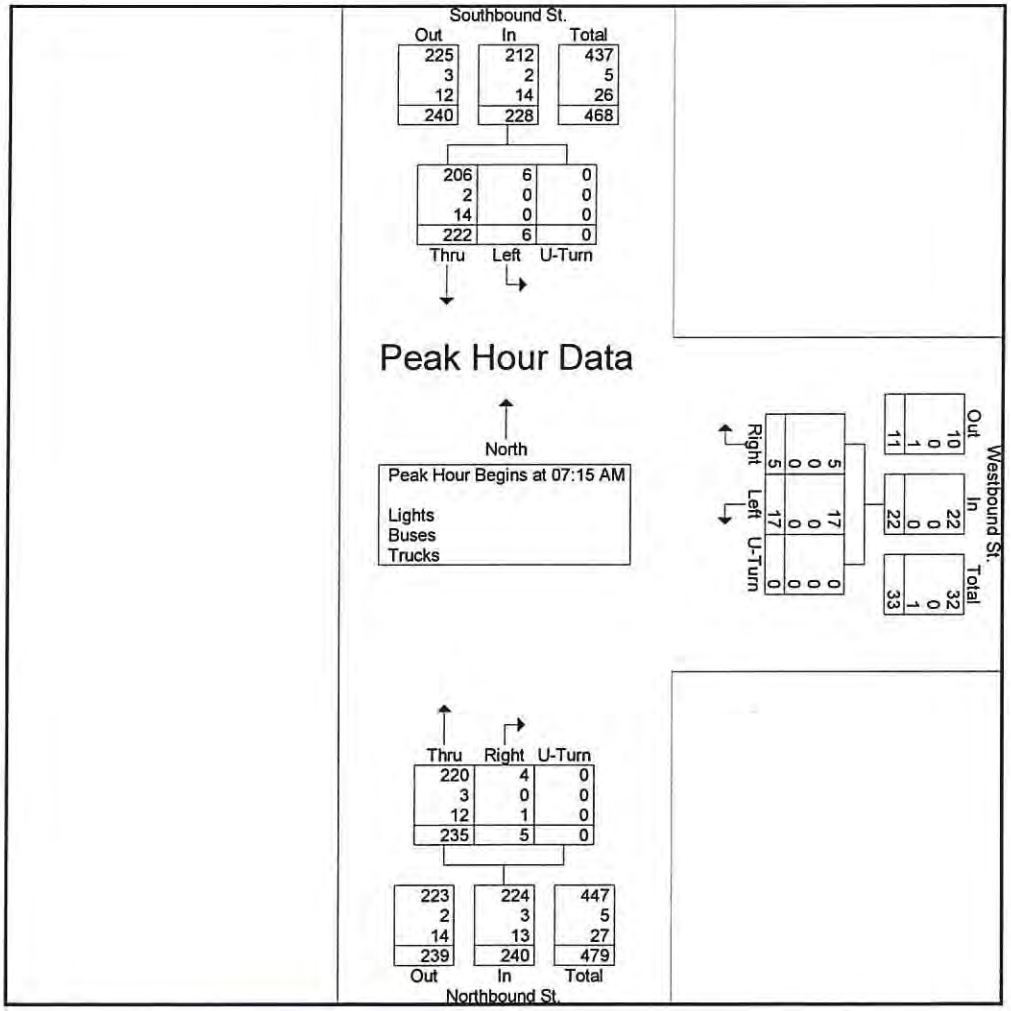
	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	5	1	0	6	0	**59**	0	**59**	46	1	0	47	112
07:30 AM	1	1	0	2	2	56	0	58	**69**	1	0	**70**	**130**
07:45 AM	5	**2**	0	**7**	1	54	0	55	61	0	0	61	123
08:00 AM	**6**	1	0	7	**3**	53	0	56	59	**3**	0	62	125
Total Volume	17	5	0	22	6	222	0	228	235	5	0	240	490
% App. Total	77.3	22.7	0		2.6	97.4	0		97.9	2.1	0		
PHF	.708	.625	.000	.786	.500	.941	.000	.966	.851	.417	.000	.857	.942
Lights	17	5	0	22	6	206	0	212	220	4	0	224	458
% Lights	100	100	0	100	100	92.8	0	93.0	93.6	80.0	0	93.3	93.5
Buses	0	0	0	0	0	2	0	2	3	0	0	3	5
% Buses	0	0	0	0	0	0.9	0	0.9	1.3	0	0	1.3	1.0
Trucks	0	0	0	0	0	14	0	14	12	1	0	13	27
% Trucks	0	0	0	0	0	6.3	0	6.1	5.1	20.0	0	5.4	5.5



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572 Walt Whitman Road
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File Name : 2-LEWIS_RD_AT_SPINNEY_RD_TUES_261112_09-29-2015
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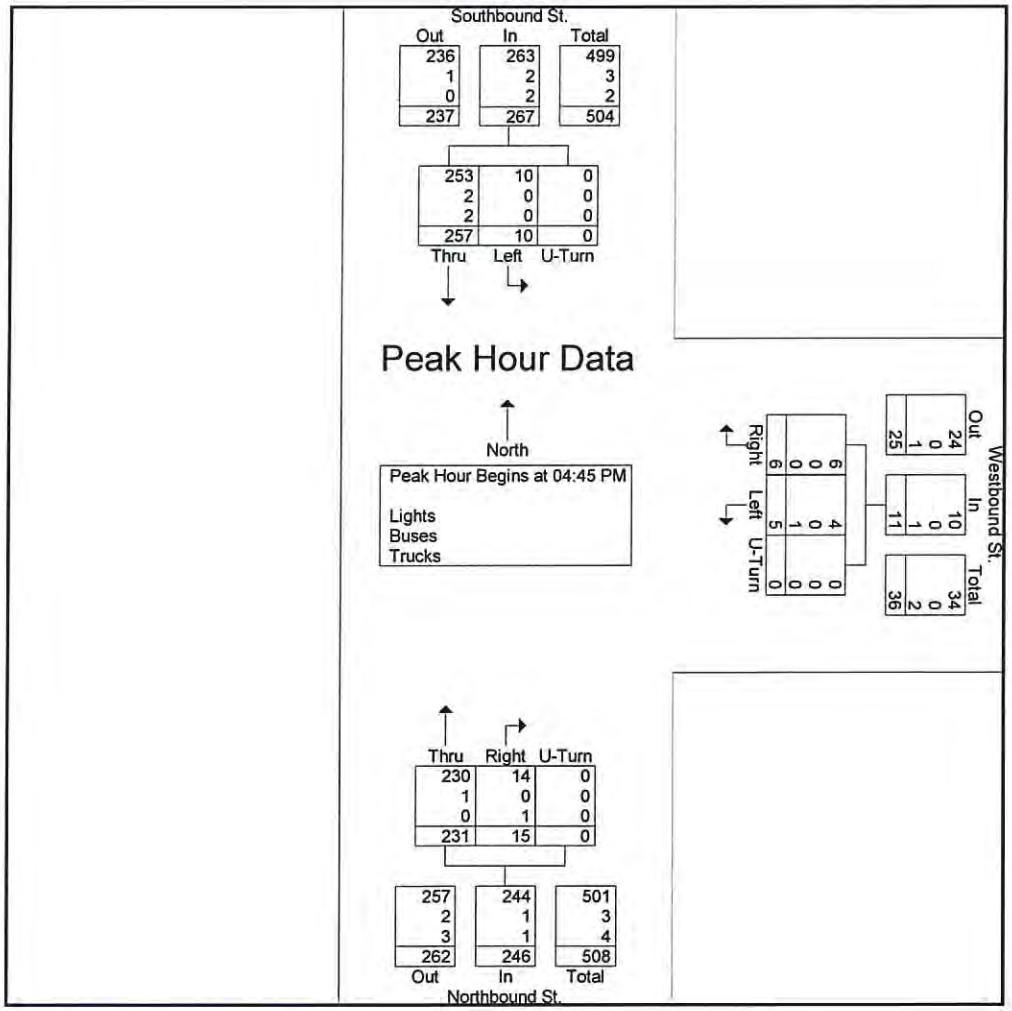
	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	2	0	2	2	51	0	53	60	3	0	63	118
05:00 PM	2	2	0	4	3	60	0	63	64	4	0	68	135
05:15 PM	3	1	0	4	3	65	0	68	42	6	0	48	120
05:30 PM	0	1	0	1	2	81	0	83	65	2	0	67	151
Total Volume	5	6	0	11	10	257	0	267	231	15	0	246	524
% App. Total	45.5	54.5	0		3.7	96.3	0		93.9	6.1	0		
PHF	.417	.750	.000	.688	.833	.793	.000	.804	.888	.625	.000	.904	.868
Lights	4	6	0	10	10	253	0	263	230	14	0	244	517
% Lights	80.0	100	0	90.9	100	98.4	0	98.5	99.6	93.3	0	99.2	98.7
Buses	0	0	0	0	0	2	0	2	1	0	0	1	3
% Buses	0	0	0	0	0	0.8	0	0.7	0.4	0	0	0.4	0.6
Trucks	1	0	0	1	0	2	0	2	0	1	0	1	4
% Trucks	20.0	0	0	9.1	0	0.8	0	0.7	0	6.7	0	0.4	0.8



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-LEWIS_RD_AT_SPINNEY_RD_SAT_261113_09-26-2015
Site Code :
Start Date : 9/26/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

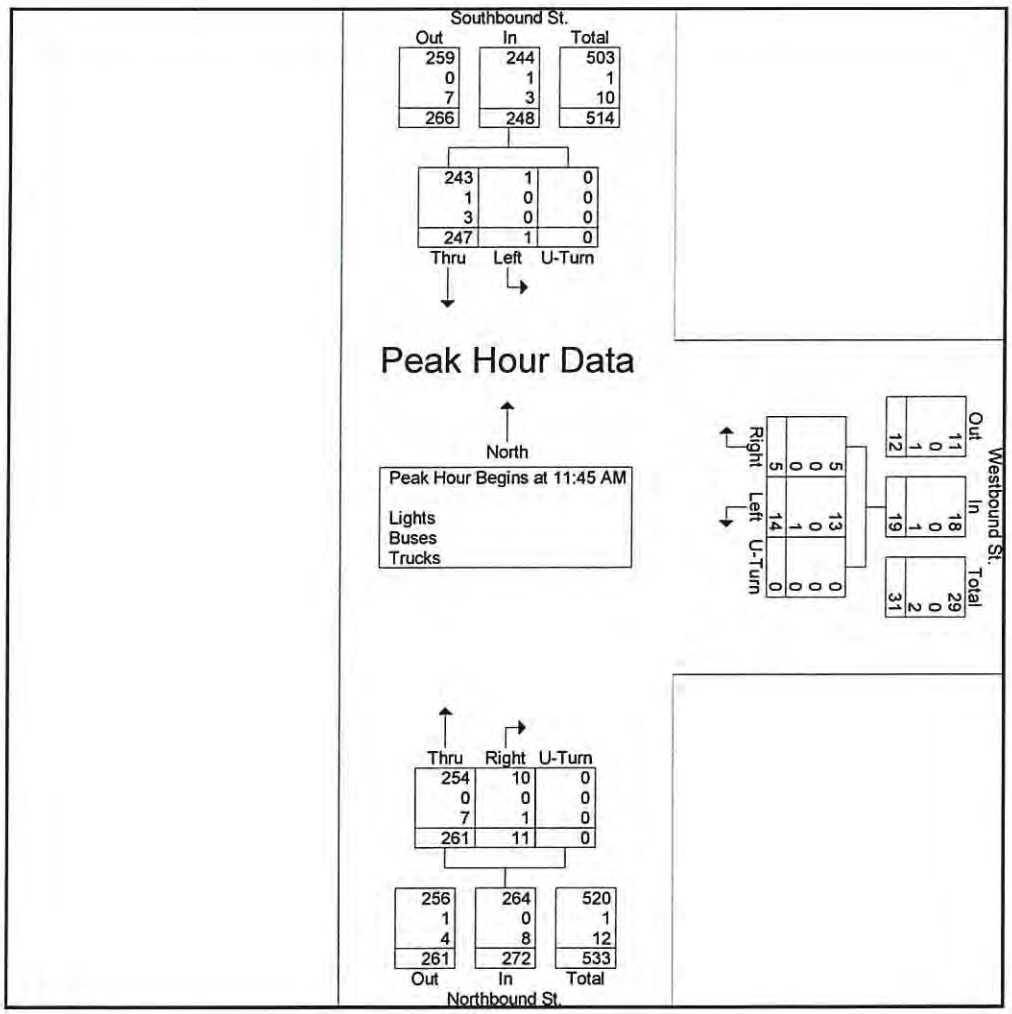
	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
11:00 AM	1	2	0	3	1	51	0	52	43	2	0	45	100
11:15 AM	5	1	0	6	2	50	0	52	51	5	0	56	114
11:30 AM	3	2	0	5	2	53	0	55	59	3	0	62	122
11:45 AM	5	0	0	5	0	52	0	52	75	2	0	77	134
Total	14	5	0	19	5	206	0	211	228	12	0	240	470
12:00 PM	3	1	0	4	0	77	0	77	68	3	0	71	152
12:15 PM	2	1	0	3	0	58	0	58	61	3	0	64	125
12:30 PM	4	3	0	7	1	60	0	61	57	3	0	60	128
12:45 PM	2	1	0	3	2	43	0	45	65	2	0	67	115
Total	11	6	0	17	3	238	0	241	251	11	0	262	520
01:00 PM	0	0	0	0	1	71	0	72	44	2	0	46	118
01:15 PM	4	1	0	5	1	50	0	51	61	1	0	62	118
01:30 PM	0	0	0	0	0	51	0	51	56	5	0	61	112
01:45 PM	3	2	0	5	2	67	0	69	51	4	0	55	129
Total	7	3	0	10	4	239	0	243	212	12	0	224	477
Grand Total	32	14	0	46	12	683	0	695	691	35	0	726	1467
Apprch %	69.6	30.4	0		1.7	98.3	0		95.2	4.8	0		
Total %	2.2	1	0	3.1	0.8	46.6	0	47.4	47.1	2.4	0	49.5	
Lights	30	14	0	44	11	670	0	681	670	34	0	704	1429
% Lights	93.8	100	0	95.7	91.7	98.1	0	98	97	97.1	0	97	97.4
Buses	0	0	0	0	0	1	0	1	1	0	0	1	2
% Buses	0	0	0	0	0	0.1	0	0.1	0.1	0	0	0.1	0.1
Trucks	2	0	0	2	1	12	0	13	20	1	0	21	36
% Trucks	6.2	0	0	4.3	8.3	1.8	0	1.9	2.9	2.9	0	2.9	2.5

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 2-LEWIS_RD_AT_SPINNEY_RD_SAT_261113_09-26-2015
Site Code :
Start Date : 9/26/2015
Page No : 2

	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	**5**	0	0	5	0	52	0	52	**75**	2	0	**77**	134
12:00 PM	3	1	0	4	0	**77**	0	**77**	68	**3**	0	71	**152**
12:15 PM	2	1	0	3	0	58	0	58	61	3	0	64	125
12:30 PM	4	**3**	0	**7**	**1**	60	0	61	57	3	0	60	128
Total Volume	14	5	0	19	1	247	0	248	261	11	0	272	539
% App. Total	73.7	26.3	0		0.4	99.6	0		96	4	0		
PHF	.700	.417	.000	.679	.250	.802	.000	.805	.870	.917	.000	.883	.887
Lights	13	5	0	18	1	243	0	244	254	10	0	264	526
% Lights	92.9	100	0	94.7	100	98.4	0	98.4	97.3	90.9	0	97.1	97.6
Buses	0	0	0	0	0	1	0	1	0	0	0	0	1
% Buses	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0.2
Trucks	1	0	0	1	0	3	0	3	7	1	0	8	12
% Trucks	7.1	0	0	5.3	0	1.2	0	1.2	2.7	9.1	0	2.9	2.2



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-LEWIS_RD_AT_OLD_COUNTRY_RD_TUES_261114_09-29-2015
Site Code :
Start Date : 9/29/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

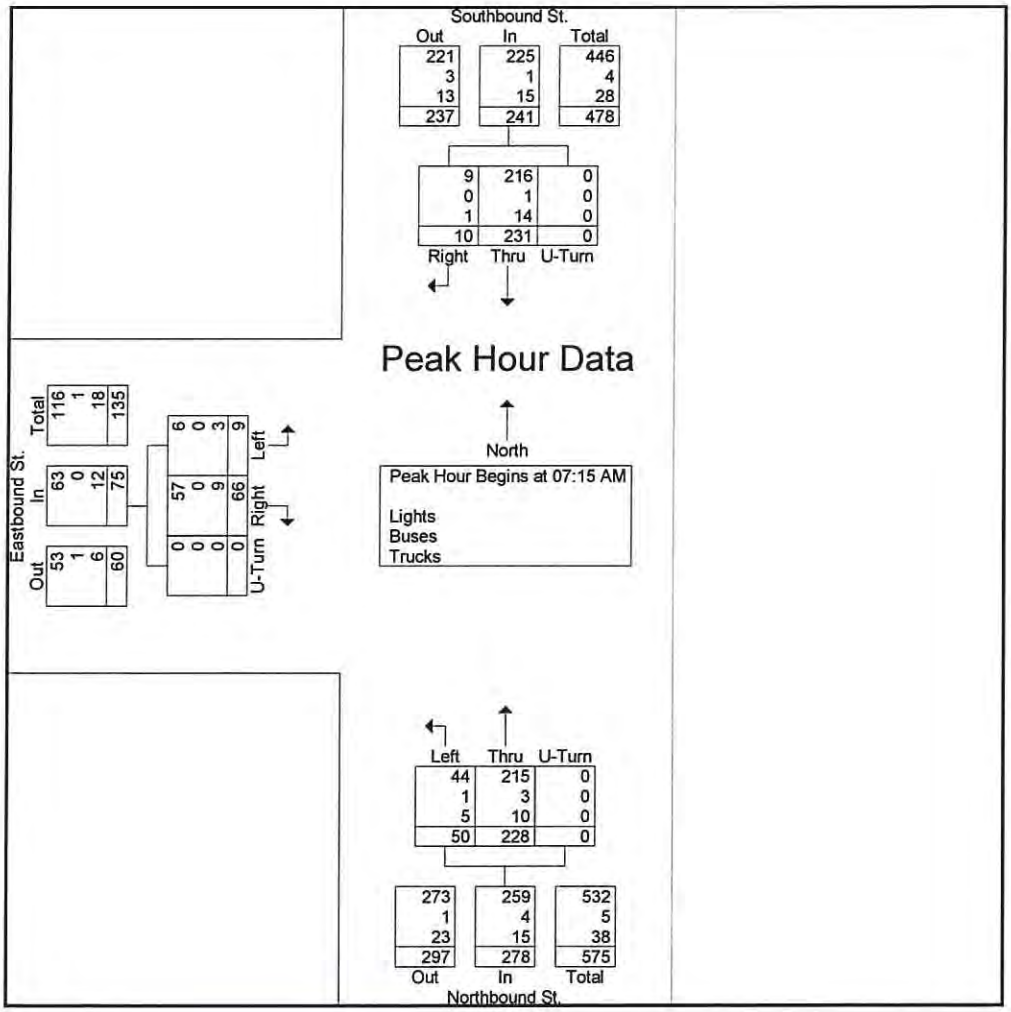
	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
07:00 AM	0	10	0	10	51	5	0	56	18	43	0	61	127
07:15 AM	4	16	0	20	63	1	0	64	15	46	0	61	145
07:30 AM	3	15	0	18	55	1	0	56	13	67	0	80	154
07:45 AM	0	22	0	22	55	5	0	60	17	57	0	74	156
Total	7	63	0	70	224	12	0	236	63	213	0	276	582
08:00 AM	2	13	0	15	58	3	0	61	5	58	0	63	139
08:15 AM	1	19	0	20	49	3	0	52	5	49	0	54	126
08:30 AM	0	12	0	12	51	2	0	53	8	74	0	82	147
08:45 AM	1	16	0	17	53	1	0	54	2	77	0	79	150
Total	4	60	0	64	211	9	0	220	20	258	0	278	562
04:00 PM	3	13	0	16	44	1	0	45	19	69	0	88	149
04:15 PM	3	12	0	15	52	3	0	55	15	59	0	74	144
04:30 PM	4	15	0	19	66	2	0	68	13	65	0	78	165
04:45 PM	3	11	0	14	57	1	0	58	21	58	0	79	151
Total	13	51	0	64	219	7	0	226	68	251	0	319	609
05:00 PM	6	17	0	23	50	6	0	56	15	59	0	74	153
05:15 PM	2	16	0	18	72	2	0	74	19	50	0	69	161
05:30 PM	2	15	0	17	75	1	0	76	20	65	0	85	178
05:45 PM	0	15	0	15	60	5	0	65	11	45	0	56	136
Total	10	63	0	73	257	14	0	271	65	219	0	284	628
Grand Total	34	237	0	271	911	42	0	953	216	941	0	1157	2381
Apprch %	12.5	87.5	0		95.6	4.4	0		18.7	81.3	0		
Total %	1.4	10	0	11.4	38.3	1.8	0	40	9.1	39.5	0	48.6	
Lights	30	216	0	246	867	39	0	906	191	895	0	1086	2238
% Lights	88.2	91.1	0	90.8	95.2	92.9	0	95.1	88.4	95.1	0	93.9	94
Buses	0	0	0	0	6	1	0	7	1	13	0	14	21
% Buses	0	0	0	0	0.7	2.4	0	0.7	0.5	1.4	0	1.2	0.9
Trucks	4	21	0	25	38	2	0	40	24	33	0	57	122
% Trucks	11.8	8.9	0	9.2	4.2	4.8	0	4.2	11.1	3.5	0	4.9	5.1

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-LEWIS_RD_AT_OLD_COUNTRY_RD_TUES_261114_09-29-2015
Site Code :
Start Date : 9/29/2015
Page No : 2

	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	**4**	16	0	20	**63**	1	0	**64**	15	46	0	61	145
07:30 AM	3	15	0	18	55	1	0	56	13	**67**	0	**80**	154
07:45 AM	0	**22**	0	**22**	55	**5**	0	60	**17**	57	0	74	**156**
08:00 AM	2	13	0	15	58	3	0	61	5	58	0	63	139
Total Volume	9	66	0	75	231	10	0	241	50	228	0	278	594
% App. Total	12	88	0		95.9	4.1	0		18	82	0		
PHF	.563	.750	.000	.852	.917	.500	.000	.941	.735	.851	.000	.869	.952
Lights	6	57	0	63	216	9	0	225	44	215	0	259	547
% Lights	66.7	86.4	0	84.0	93.5	90.0	0	93.4	88.0	94.3	0	93.2	92.1
Buses	0	0	0	0	1	0	0	1	1	3	0	4	5
% Buses	0	0	0	0	0.4	0	0	0.4	2.0	1.3	0	1.4	0.8
Trucks	3	9	0	12	14	1	0	15	5	10	0	15	42
% Trucks	33.3	13.6	0	16.0	6.1	10.0	0	6.2	10.0	4.4	0	5.4	7.1



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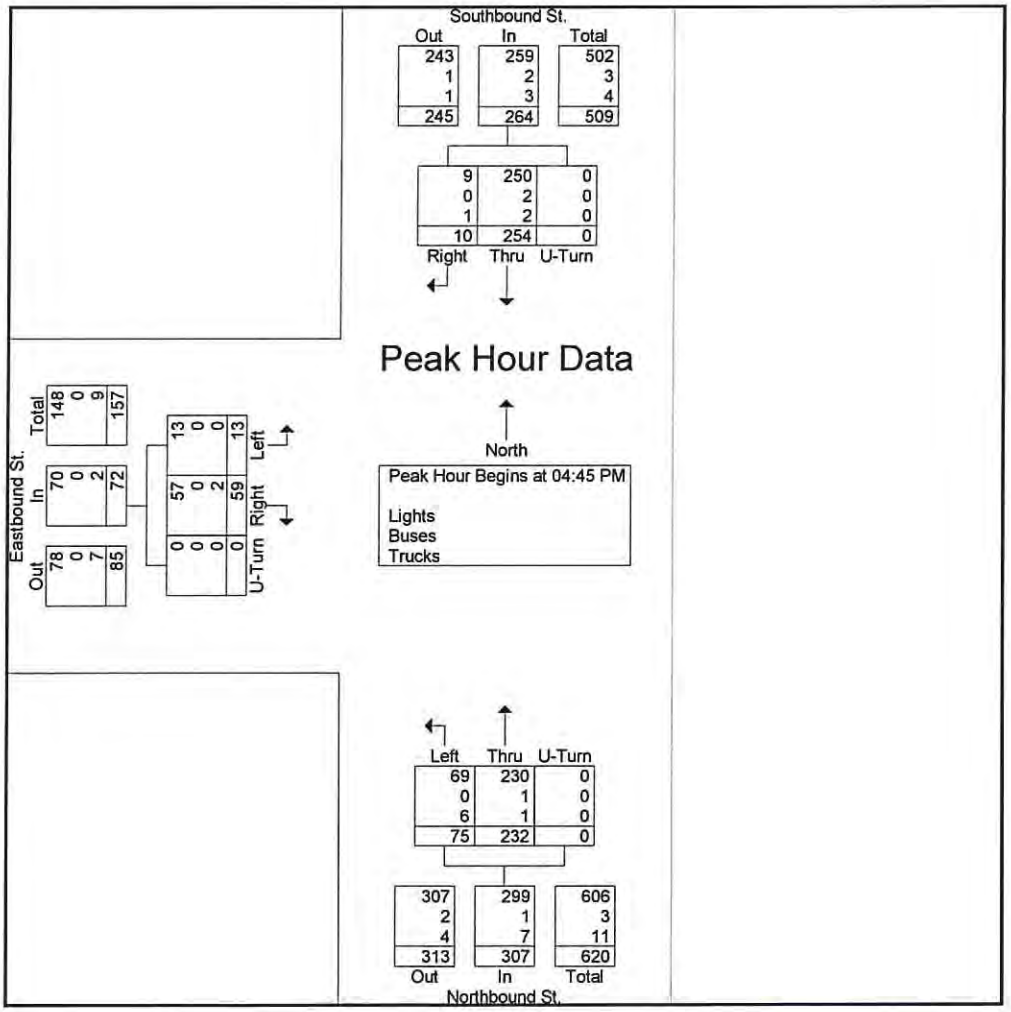
572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-LEWIS_RD_AT_OLD_COUNTRY_RD_TUES_261114_09-29-2015
Site Code :
Start Date : 9/29/2015
Page No : 3

	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	3	11	0	14	57	1	0	58	**21**	58	0	79	151
05:00 PM	**6**	**17**	0	**23**	50	**6**	0	56	15	59	0	74	153
05:15 PM	2	16	0	18	72	2	0	74	19	50	0	69	161
05:30 PM	2	15	0	17	**75**	1	0	**76**	20	**65**	0	**85**	**178**
Total Volume	13	59	0	72	254	10	0	264	75	232	0	307	643
% App. Total	18.1	81.9	0		96.2	3.8	0		24.4	75.6	0		
PHF	.542	.868	.000	.783	.847	.417	.000	.868	.893	.892	.000	.903	.903
Lights	13	57	0	70	250	9	0	259	69	230	0	299	628
% Lights	100	96.6	0	97.2	98.4	90.0	0	98.1	92.0	99.1	0	97.4	97.7
Buses	0	0	0	0	2	0	0	2	0	1	0	1	3
% Buses	0	0	0	0	0.8	0	0	0.8	0	0.4	0	0.3	0.5
Trucks	0	2	0	2	2	1	0	3	6	1	0	7	12
% Trucks	0	3.4	0	2.8	0.8	10.0	0	1.1	8.0	0.4	0	2.3	1.9



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572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-LEWIS_RD_AT_OLD_COUNTRY_RD_SAT_261117_09-26-2015
Site Code :
Start Date : 9/26/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
11:00 AM	0	13	0	13	51	2	0	53	13	44	0	57	123
11:15 AM	0	6	0	6	56	3	0	59	9	57	0	66	131
11:30 AM	1	8	0	9	51	3	0	54	6	61	0	67	130
11:45 AM	1	9	0	10	60	1	0	61	8	79	0	87	158
Total	2	36	0	38	218	9	0	227	36	241	0	277	542
12:00 PM	3	14	0	17	73	0	0	73	15	66	0	81	171
12:15 PM	3	15	0	18	59	3	0	62	8	59	0	67	147
12:30 PM	2	13	0	15	65	0	0	65	10	57	0	67	147
12:45 PM	0	9	0	9	46	1	0	47	13	67	0	80	136
Total	8	51	0	59	243	4	0	247	46	249	0	295	601
01:00 PM	1	9	0	10	67	2	0	69	8	44	0	52	131
01:15 PM	0	10	0	10	55	1	0	56	15	59	0	74	140
01:30 PM	1	20	0	21	47	0	0	47	8	61	0	69	137
01:45 PM	4	11	0	15	62	3	0	65	11	52	0	63	143
Total	6	50	0	56	231	6	0	237	42	216	0	258	551
Grand Total	16	137	0	153	692	19	0	711	124	706	0	830	1694
Apprch %	10.5	89.5	0		97.3	2.7	0		14.9	85.1	0		
Total %	0.9	8.1	0	9	40.9	1.1	0	42	7.3	41.7	0	49	
Lights	15	134	0	149	676	18	0	694	119	687	0	806	1649
% Lights	93.8	97.8	0	97.4	97.7	94.7	0	97.6	96	97.3	0	97.1	97.3
Buses	0	0	0	0	1	0	0	1	0	1	0	1	2
% Buses	0	0	0	0	0.1	0	0	0.1	0	0.1	0	0.1	0.1
Trucks	1	3	0	4	15	1	0	16	5	18	0	23	43
% Trucks	6.2	2.2	0	2.6	2.2	5.3	0	2.3	4	2.5	0	2.8	2.5

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 3-LEWIS_RD_AT_OLD_COUNTRY_RD_SAT_261117_09-26-2015
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Start Date : 9/26/2015
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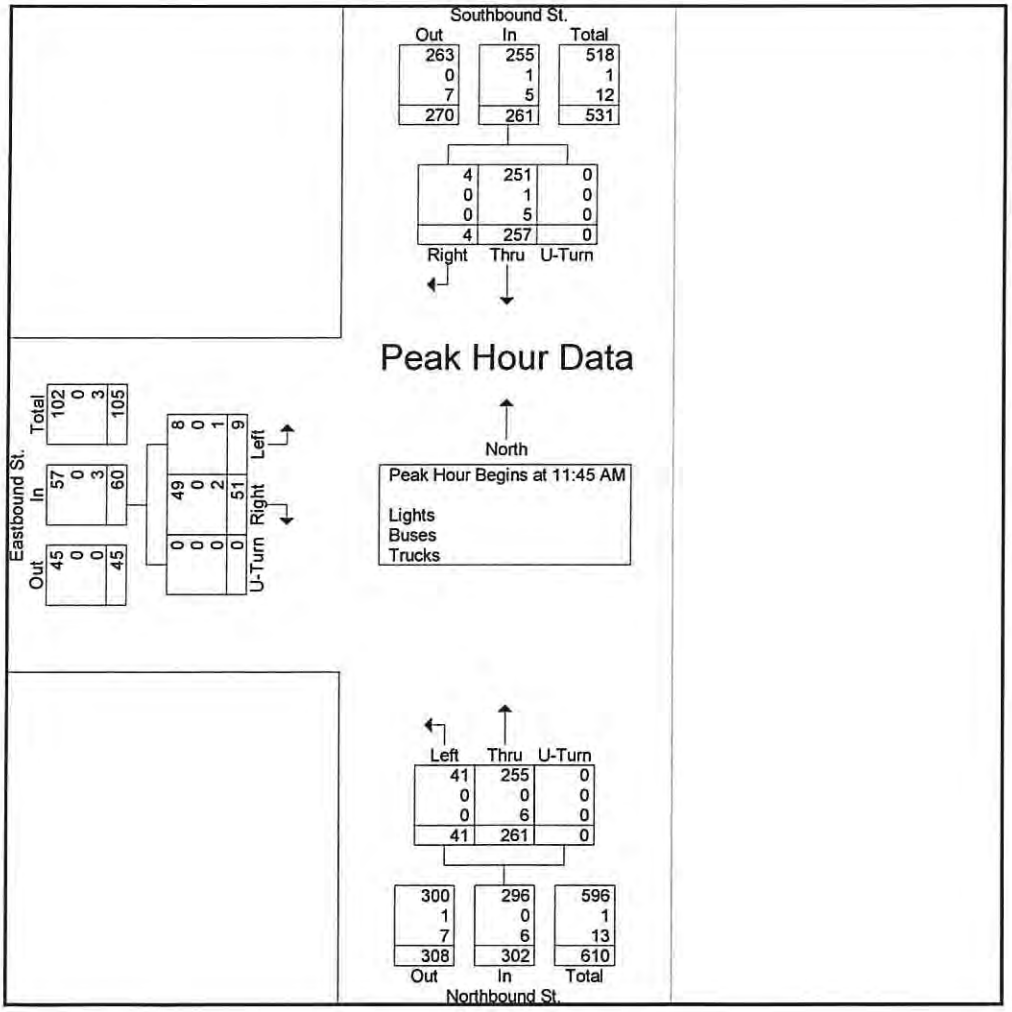
	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				
Start Time	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	1	9	0	10	60	1	0	61	8	**79**	0	**87**	158
12:00 PM	**3**	14	0	17	**73**	0	0	**73**	**15**	66	0	81	**171**
12:15 PM	3	**15**	0	**18**	59	**3**	0	62	8	59	0	67	147
12:30 PM	2	13	0	15	65	0	0	65	10	57	0	67	147
Total Volume	9	51	0	60	257	4	0	261	41	261	0	302	623
% App. Total	15	85	0		98.5	1.5	0		13.6	86.4	0		
PHF	.750	.850	.000	.833	.880	.333	.000	.894	.683	.826	.000	.868	.911
Lights	8	49	0	57	251	4	0	255	41	255	0	296	608
% Lights	88.9	96.1	0	95.0	97.7	100	0	97.7	100	97.7	0	98.0	97.6
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0.2
Trucks	1	2	0	3	5	0	0	5	0	6	0	6	14
% Trucks	11.1	3.9	0	5.0	1.9	0	0	1.9	0	2.3	0	2.0	2.2



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 4-LEWIS_RD_AT_TREE_RD-OLD_COUNTRY_RD_TUES_261119_09-29-2015
Site Code :
Start Date : 9/29/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

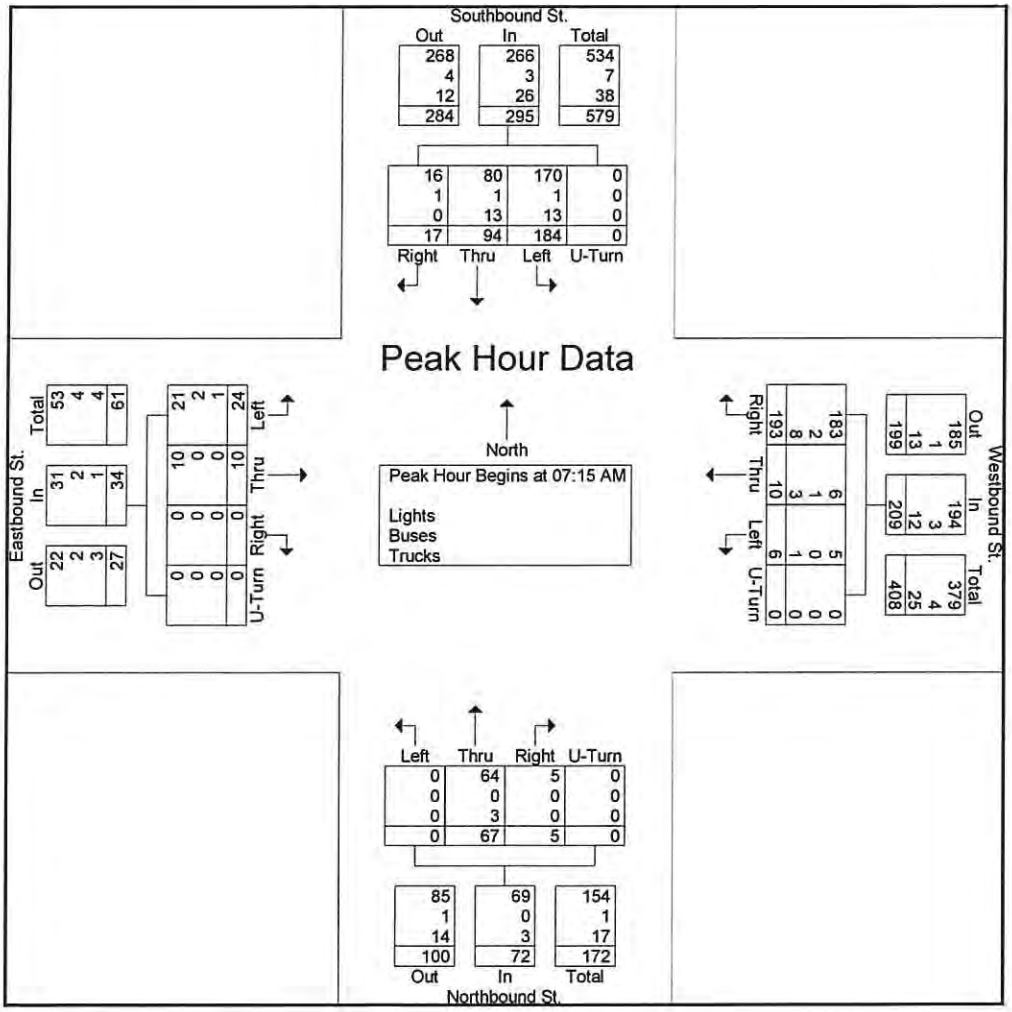
	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	5	4	2	0	11	0	2	39	0	41	35	22	5	0	62	0	16	0	0	16	130
07:15 AM	5	3	0	0	8	1	3	39	0	43	49	25	2	0	76	0	19	2	0	21	148
07:30 AM	9	2	0	0	11	2	4	53	0	59	35	32	8	0	75	0	16	2	0	18	163
07:45 AM	5	5	0	0	10	1	2	54	0	57	51	21	2	0	74	0	16	0	0	16	157
Total	24	14	2	0	40	4	11	185	0	200	170	100	17	0	287	0	67	4	0	71	598
08:00 AM	5	0	0	0	5	2	1	47	0	50	49	16	5	0	70	0	16	1	0	17	142
08:15 AM	4	1	0	0	5	0	3	36	0	39	54	12	3	0	69	0	11	0	0	11	124
08:30 AM	4	11	1	0	16	2	2	59	0	63	44	13	4	0	61	0	15	5	0	20	160
08:45 AM	3	5	1	0	9	2	3	56	0	61	41	22	3	0	66	2	27	8	0	37	173
Total	16	17	2	0	35	6	9	198	0	213	188	63	15	0	266	2	69	14	0	85	599
04:00 PM	7	0	1	0	8	0	3	59	0	62	36	17	2	0	55	1	19	1	0	21	146
04:15 PM	4	3	0	0	7	0	2	56	0	58	43	15	5	0	63	2	20	0	0	22	150
04:30 PM	3	1	0	0	4	1	2	53	0	56	55	23	4	0	82	0	24	0	0	24	166
04:45 PM	6	2	0	0	8	4	0	60	0	64	40	16	7	0	63	0	13	3	0	16	151
Total	20	6	1	0	27	5	7	228	0	240	174	71	18	0	263	3	76	4	0	83	613
05:00 PM	2	1	1	0	4	1	0	59	0	60	53	14	4	0	71	0	15	1	0	16	151
05:15 PM	3	0	0	0	3	0	3	51	0	54	61	22	6	0	89	1	14	4	0	19	165
05:30 PM	10	4	0	0	14	1	6	57	0	64	61	24	7	0	92	0	15	2	0	17	187
05:45 PM	3	2	1	0	6	3	3	45	0	51	43	24	4	0	71	1	10	2	0	13	141
Total	18	7	2	0	27	5	12	212	0	229	218	84	21	0	323	2	54	9	0	65	644
Grand Total	78	44	7	0	129	20	39	823	0	882	750	318	71	0	1139	7	266	31	0	304	2454
Apprch %	60.5	34.1	5.4	0		2.3	4.4	93.3	0		65.8	27.9	6.2	0		2.3	87.5	10.2	0		
Total %	3.2	1.8	0.3	0	5.3	0.8	1.6	33.5	0	35.9	30.6	13	2.9	0	46.4	0.3	10.8	1.3	0	12.4	
Lights	73	43	7	0	123	19	33	774	0	826	715	291	67	0	1073	7	249	28	0	284	2306
% Lights	93.6	97.7	100	0	95.3	95	84.6	94	0	93.7	95.3	91.5	94.4	0	94.2	100	93.6	90.3	0	93.4	94
Buses	2	0	0	0	2	0	1	10	0	11	4	1	2	0	7	0	3	3	0	6	26
% Buses	2.6	0	0	0	1.6	0	2.6	1.2	0	1.2	0.5	0.3	2.8	0	0.6	0	1.1	9.7	0	2	1.1
Trucks	3	1	0	0	4	1	5	39	0	45	31	26	2	0	59	0	14	0	0	14	122
% Trucks	3.8	2.3	0	0	3.1	5	12.8	4.7	0	5.1	4.1	8.2	2.8	0	5.2	0	5.3	0	0	4.6	5

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 4-LEWIS_RD_AT_TREE_RD-OLD_COUNTRY_RD_TUES_261119_09-29-2015
Site Code :
Start Date : 9/29/2015
Page No : 2

	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	5	3	0	0	8	1	3	39	0	43	49	25	2	0	**76**	0	**19**	**2**	0	**21**	148
07:30 AM	**9**	2	0	0	**11**	**2**	**4**	53	0	**59**	35	**32**	**8**	0	75	0	16	2	0	18	**163**
07:45 AM	5	**5**	0	0	10	1	2	**54**	0	57	**51**	21	2	0	74	0	16	0	0	16	157
08:00 AM	5	0	0	0	5	2	1	47	0	50	49	16	5	0	70	0	16	1	0	17	142
Total Volume	24	10	0	0	34	6	10	193	0	209	184	94	17	0	295	0	67	5	0	72	610
% App. Total	70.6	29.4	0	0		2.9	4.8	92.3	0		62.4	31.9	5.8	0		0	93.1	6.9	0		
PHF	.667	.500	.000	.000	.773	.750	.625	.894	.000	.886	.902	.734	.531	.000	.970	.000	.882	.625	.000	.857	.936
Lights	21	10	0	0	31	5	6	183	0	194	170	80	16	0	266	0	64	5	0	69	560
% Lights	87.5	100	0	0	91.2	83.3	60.0	94.8	0	92.8	92.4	85.1	94.1	0	90.2	0	95.5	100	0	95.8	91.8
Buses	2	0	0	0	2	0	1	2	0	3	1	1	1	0	3	0	0	0	0	0	8
% Buses	8.3	0	0	0	5.9	0	10.0	1.0	0	1.4	0.5	1.1	5.9	0	1.0	0	0	0	0	0	1.3
Trucks	1	0	0	0	1	1	3	8	0	12	13	13	0	0	26	0	3	0	0	3	42
% Trucks	4.2	0	0	0	2.9	16.7	30.0	4.1	0	5.7	7.1	13.8	0	0	8.8	0	4.5	0	0	4.2	6.9

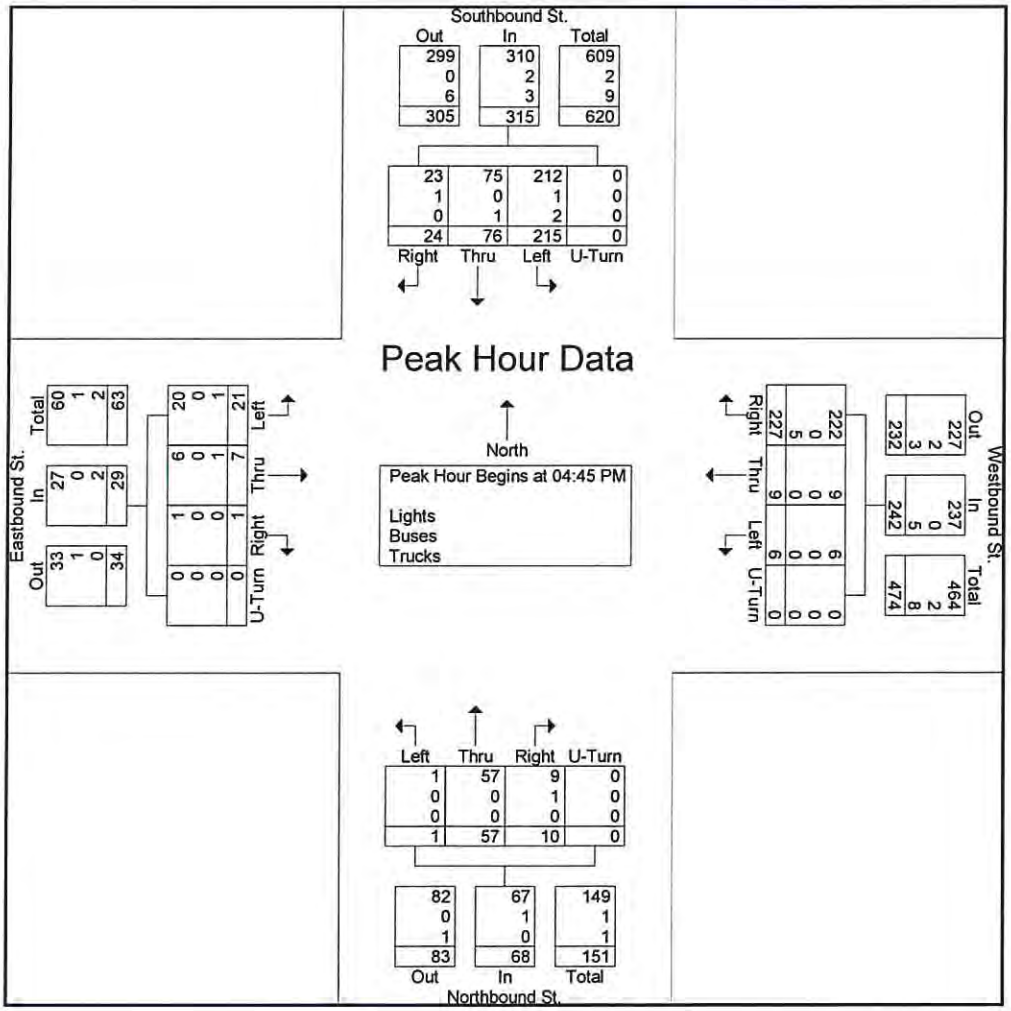


NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 4-LEWIS_RD_AT_TREE_RD-OLD_COUNTRY_RD_TUES_261119_09-29-2015
Site Code :
Start Date : 9/29/2015
Page No : 3

	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	2	0	0	8	**4**	0	**60**	0	**64**	40	16	**7**	0	63	0	13	3	0	16	151
05:00 PM	2	1	**1**	0	4	1	0	59	0	60	53	14	4	0	71	0	**15**	1	0	16	151
05:15 PM	3	0	0	0	3	0	3	51	0	54	**61**	22	6	0	89	**1**	14	**4**	0	**19**	165
05:30 PM	**10**	**4**	0	0	**14**	1	**6**	57	0	64	61	**24**	7	0	**92**	0	15	2	0	17	**187**
Total Volume	21	7	1	0	29	6	9	227	0	242	215	76	24	0	315	1	57	10	0	68	654
% App. Total	72.4	24.1	3.4	0		2.5	3.7	93.8	0		68.3	24.1	7.6	0		1.5	83.8	14.7	0		
PHF	.525	.438	.250	.000	.518	.375	.375	.946	.000	.945	.881	.792	.857	.000	.856	.250	.950	.625	.000	.895	.874
Lights	20	6	1	0	27	6	9	222	0	237	212	75	23	0	310	1	57	9	0	67	641
% Lights	95.2	85.7	100	0	93.1	100	100	97.8	0	97.9	98.6	98.7	95.8	0	98.4	100	100	90.0	0	98.5	98.0
Buses	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	3
% Buses	0	0	0	0	0	0	0	0	0	0	0.5	0	4.2	0	0.6	0	0	10.0	0	1.5	0.5
Trucks	1	1	0	0	2	0	0	5	0	5	2	1	0	0	3	0	0	0	0	0	10
% Trucks	4.8	14.3	0	0	6.9	0	0	2.2	0	2.1	0.9	1.3	0	0	1.0	0	0	0	0	0	1.5



NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 4-LEWIS_RD_AT_TREE_RD-OLD_COUNTRY_RD_SAT_261118_09-26-2015
Site Code :
Start Date : 9/26/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

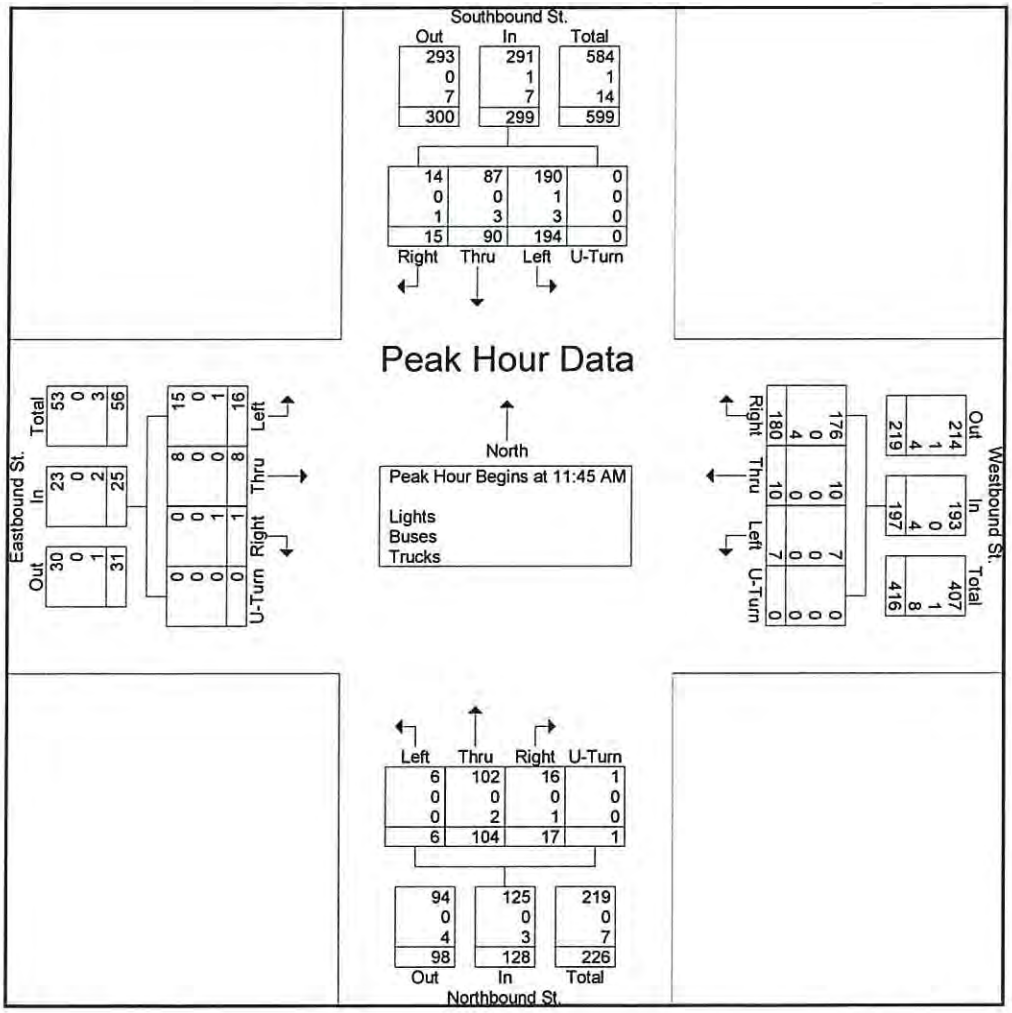
	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
11:00 AM	3	4	0	0	7	2	5	35	0	42	26	31	3	0	60	2	21	3	0	26	135
11:15 AM	3	5	0	0	8	2	4	40	0	46	41	18	1	0	60	1	21	2	1	25	139
11:30 AM	7	3	2	0	12	1	3	44	0	48	36	15	8	0	59	1	19	0	0	20	139
11:45 AM	6	1	0	0	7	1	4	47	0	52	39	22	4	0	65	1	31	1	0	33	157
Total	19	13	2	0	34	6	16	166	0	188	142	86	16	0	244	5	92	6	1	104	570
12:00 PM	0	2	1	0	3	1	0	46	0	47	54	30	4	0	88	2	35	9	0	46	184
12:15 PM	8	2	0	0	10	1	2	43	0	46	49	16	5	0	70	0	15	3	0	18	144
12:30 PM	2	3	0	0	5	4	4	44	0	52	52	22	2	0	76	3	23	4	1	31	164
12:45 PM	3	5	0	0	8	0	3	44	0	47	27	17	7	0	51	0	30	2	0	32	138
Total	13	12	1	0	26	6	9	177	0	192	182	85	18	0	285	5	103	18	1	127	630
01:00 PM	3	5	0	0	8	0	5	37	0	42	45	31	2	0	78	1	16	7	0	24	152
01:15 PM	1	1	0	0	2	0	5	51	0	56	32	24	9	0	65	0	22	3	0	25	148
01:30 PM	4	1	1	0	6	1	2	43	0	46	47	17	3	0	67	1	21	0	0	22	141
01:45 PM	0	4	1	0	5	3	1	40	0	44	46	29	5	0	80	0	21	1	0	22	151
Total	8	11	2	0	21	4	13	171	0	188	170	101	19	0	290	2	80	11	0	93	592
Grand Total	40	36	5	0	81	16	38	514	0	568	494	272	53	0	819	12	275	35	2	324	1792
Apprch %	49.4	44.4	6.2	0		2.8	6.7	90.5	0		60.3	33.2	6.5	0		3.7	84.9	10.8	0.6		
Total %	2.2	2	0.3	0	4.5	0.9	2.1	28.7	0	31.7	27.6	15.2	3	0	45.7	0.7	15.3	2	0.1	18.1	
Lights	39	36	4	0	79	16	38	496	0	550	484	266	51	0	801	12	267	34	2	315	1745
% Lights	97.5	100	80	0	97.5	100	100	96.5	0	96.8	98	97.8	96.2	0	97.8	100	97.1	97.1	100	97.2	97.4
Buses	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	1	0	0	1	4
% Buses	0	0	0	0	0	0	0	0.2	0	0.2	0.2	0.4	0	0	0.2	0	0.4	0	0	0.3	0.2
Trucks	1	0	1	0	2	0	0	17	0	17	9	5	2	0	16	0	7	1	0	8	43
% Trucks	2.5	0	20	0	2.5	0	0	3.3	0	3	1.8	1.8	3.8	0	2	0	2.5	2.9	0	2.5	2.4

NELSON & POPE

572 Walt Whitman Road
Melville, NY, 11747

File Name : 4-LEWIS_RD_AT_TREE_RD-OLD_COUNTRY_RD_SAT_261118_09-26-2015
Site Code :
Start Date : 9/26/2015
Page No : 2

	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	6	1	0	0	7	1	4	47	0	52	39	22	4	0	65	1	31	1	0	33	157
12:00 PM	0	2	1	0	3	1	0	46	0	47	54	30	4	0	88	2	35	9	0	46	184
12:15 PM	8	2	0	0	10	1	2	43	0	46	49	16	5	0	70	0	15	3	0	18	144
12:30 PM	2	3	0	0	5	4	4	44	0	52	52	22	2	0	76	3	23	4	1	31	164
Total Volume	16	8	1	0	25	7	10	180	0	197	194	90	15	0	299	6	104	17	1	128	649
% App. Total	64	32	4	0		3.6	5.1	91.4	0		64.9	30.1	5	0		4.7	81.2	13.3	0.8		
PHF	.500	.667	.250	.000	.625	.438	.625	.957	.000	.947	.898	.750	.750	.000	.849	.500	.743	.472	.250	.696	.882
Lights	15	8	0	0	23	7	10	176	0	193	190	87	14	0	291	6	102	16	1	125	632
% Lights	93.8	100	0	0	92.0	100	100	97.8	0	98.0	97.9	96.7	93.3	0	97.3	100	98.1	94.1	100	97.7	97.4
Buses	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0.3	0	0	0	0	0	0.2
Trucks	1	0	1	0	2	0	0	4	0	4	3	3	1	0	7	0	2	1	0	3	16
% Trucks	6.3	0	100	0	8.0	0	0	2.2	0	2.0	1.5	3.3	6.7	0	2.3	0	1.9	5.9	0	2.3	2.5



Summer 2014 Distribution Sheets

NELSON & POPE

AM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

GROWTH FACTOR:	1.90%
NO. OF YEARS:	3
GROWTH RATE:	1.059

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	100	100	106
AT		RIGHT	14	14	15
QUOGUE-RIVERHEAD RD	SB	LEFT	215	215	228
		THROUGH	282	282	299
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	18	18	20
		THROUGH	0	0	0
		RIGHT	202	202	214
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	241	241	256
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	224	224	238
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	7	7	8
SPINNEY RD		THROUGH	0	0	0
		RIGHT	8	8	9
3	EB	LEFT	8	8	9
		THROUGH	233	233	247
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	216	216	229
		RIGHT	4	4	5
	NB	LEFT	7	7	8
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	61	61	65
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	228	228	242
		RIGHT	0	0	0
	WB	LEFT	52	52	56
		THROUGH	211	211	224
		RIGHT	0	0	0
	NB	LEFT	20	20	22
LEWIS RD		THROUGH	7	7	8
AT		RIGHT	3	3	4
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	2	2	3
		THROUGH	8	8	9
5		RIGHT	180	180	191
	EB	LEFT	197	197	209
		THROUGH	80	80	85
		RIGHT	12	12	13
	WB	LEFT	0	0	0
		THROUGH	63	63	67
		RIGHT	3	3	4

NELSON & POPE

AM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

OTHER
PLANNED
PROJECTS

	VOL
ENTER	
EXIT	
TOTAL	0

NONE

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SPINNEY RD 3	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

AM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	106	0	106
AT		RIGHT	15	0	15
QUOGUE-RIVERHEAD RD	SB	LEFT	228	0	228
		THROUGH	299	0	299
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	20	0	20
		THROUGH	0	0	0
		RIGHT	214	0	214
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	256	0	256
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	238	0	238
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	8	0	8
SPINNEY RD		THROUGH	0	0	0
		RIGHT	9	0	9
3	EB	LEFT	9	0	9
		THROUGH	247	0	247
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	229	0	229
		RIGHT	5	0	5
	NB	LEFT	8	0	8
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	65	0	65
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	242	0	242
		RIGHT	0	0	0
	WB	LEFT	56	0	56
		THROUGH	224	0	224
		RIGHT	0	0	0
	NB	LEFT	22	0	22
LEWIS RD		THROUGH	8	0	8
AT		RIGHT	4	0	4
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	3	0	3
		THROUGH	9	0	9
5		RIGHT	191	0	191
	EB	LEFT	209	0	209
		THROUGH	85	0	85
		RIGHT	13	0	13
	WB	LEFT	0	0	0
		THROUGH	67	0	67
		RIGHT	4	0	4

NELSON & POPE

AM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

	VOL
ENTER	13
EXIT	6
TOTAL	19

118 Recreation Homes

	VOL
ENTER	36
EXIT	8
TOTAL	44

Golf Course

SUBTOTAL TRAFFIC GENERATED

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	70		9	70		25	34
		THROUGH			0			0	0
		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		70	4		70	6	10
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT		30	2		30	2	4
		THROUGH			0			0	0
		RIGHT		70	4		70	6	10
	EB	LEFT	70		9	70		25	34
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	30		4	30		11	15
LEWIS RD AT SPINNEY RD 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		30	2		30	2	4
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	30		4	30		11	15
		RIGHT			0			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT	10		1	10		4	5
		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	1		20	2	3
		RIGHT		10	1		10	1	2
	WB	LEFT			0			0	0
		THROUGH	20		3	20		7	10
		RIGHT			0			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT	5		1	5		2	3
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	10		1	10		4	5
	EB	LEFT		10	1		10	1	2
		THROUGH		5	0		5	0	0
		RIGHT		5	0		5	0	0
	WB	LEFT			0			0	0
		THROUGH	5		1	5		2	3
		RIGHT			0			0	0

NELSON & POPE

AM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
LEWIS RD	NB	LEFT	0	0	0
AT		THROUGH	106	0	106
QUOGUE-RIVERHEAD RD		RIGHT	15	0	15
	SB	LEFT	228	34	262
1		THROUGH	299	0	299
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	20	0	20
		THROUGH	0	0	0
		RIGHT	214	10	224
LEWIS RD	NB	LEFT	0	0	0
AT		THROUGH	0	0	0
SITE ACCESS		RIGHT	0	0	0
	SB	LEFT	0	4	4
2		THROUGH	0	0	0
		RIGHT	0	10	10
	EB	LEFT	0	34	34
		THROUGH	256	0	256
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	238	0	238
		RIGHT	0	15	15
LEWIS RD	NB	LEFT	0	0	0
AT		THROUGH	0	0	0
SPINNEY RD		RIGHT	0	0	0
	SB	LEFT	8	0	8
3		THROUGH	0	0	0
		RIGHT	9	0	9
	EB	LEFT	9	0	9
		THROUGH	247	4	251
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	229	15	244
		RIGHT	5	0	5
LEWIS RD	NB	LEFT	8	5	13
AT		THROUGH	0	0	0
OLD COUNTRY RD		RIGHT	65	0	65
	SB	LEFT	0	0	0
4		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	242	3	245
		RIGHT	0	2	2
	WB	LEFT	56	0	56
		THROUGH	224	10	234
		RIGHT	0	0	0
LEWIS RD	NB	LEFT	22	3	25
AT		THROUGH	8	0	8
BOX TREE RD/OLD COUNTRY RD		RIGHT	4	0	4
	SB	LEFT	3	0	3
5		THROUGH	9	0	9
		RIGHT	191	5	196
	EB	LEFT	209	2	211
		THROUGH	85	0	85
		RIGHT	13	0	13
	WB	LEFT	0	0	0
		THROUGH	67	3	70
		RIGHT	4	0	4

NELSON & POPE

PM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

GROWTH FACTOR:	1.90%
NO. OF YEARS:	3
GROWTH RATE:	1.059

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	252	252	267
AT		RIGHT	14	14	15
QUOGUE-RIVERHEAD RD	SB	LEFT	267	267	283
		THROUGH	171	171	182
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	8	8	9
		THROUGH	0	0	0
		RIGHT	281	281	298
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	282	282	299
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	254	254	269
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	11	11	12
SPINNEY RD		THROUGH	0	0	0
		RIGHT	8	8	9
3	EB	LEFT	4	4	5
		THROUGH	278	278	295
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	246	246	261
		RIGHT	12	12	13
	NB	LEFT	6	6	7
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	75	75	80
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	286	286	303
		RIGHT	0	0	0
	WB	LEFT	54	54	58
		THROUGH	255	255	271
		RIGHT	0	0	0
	NB	LEFT	22	22	24
LEWIS RD		THROUGH	8	8	9
AT		RIGHT	2	2	3
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	4	4	5
		THROUGH	23	23	25
5		RIGHT	217	217	230
	EB	LEFT	233	233	247
		THROUGH	108	108	115
		RIGHT	20	20	22
	WB	LEFT	0	0	0
		THROUGH	70	70	75
		RIGHT	7	7	8

NELSON & POPE

PM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

OTHER
PLANNED
PROJECTS

		NONE
		VOL
ENTER		
EXIT		
TOTAL		0

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
	NB	LEFT			0	0
LEWIS RD		THROUGH			0	0
AT		RIGHT			0	0
QUOGUE-RIVERHEAD RD	SB	LEFT			0	0
		THROUGH			0	0
1		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
LEWIS RD		THROUGH			0	0
AT		RIGHT			0	0
SITE ACCESS	SB	LEFT			0	0
		THROUGH			0	0
2		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
		THROUGH			0	0
LEWIS RD		RIGHT			0	0
AT	SB	LEFT			0	0
SPINNEY RD		THROUGH			0	0
		RIGHT			0	0
3	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
LEWIS RD		THROUGH			0	0
AT		RIGHT			0	0
OLD COUNTRY RD	SB	LEFT			0	0
		THROUGH			0	0
4		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	NB	LEFT			0	0
LEWIS RD		THROUGH			0	0
AT		RIGHT			0	0
BOX TREE RD/OLD COUNTRY RD	SB	LEFT			0	0
		THROUGH			0	0
5		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

PM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
LEWIS RD	NB	LEFT	0	0	0
AT		THROUGH	267	0	267
QUOGUE-RIVERHEAD RD		RIGHT	15	0	15
	SB	LEFT	283	0	283
1		THROUGH	182	0	182
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	9	0	9
		THROUGH	0	0	0
		RIGHT	298	0	298
LEWIS RD	NB	LEFT	0	0	0
AT		THROUGH	0	0	0
SITE ACCESS		RIGHT	0	0	0
	SB	LEFT	0	0	0
2		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	299	0	299
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	269	0	269
		RIGHT	0	0	0
LEWIS RD	NB	LEFT	0	0	0
AT		THROUGH	0	0	0
SPINNEY RD		RIGHT	0	0	0
	SB	LEFT	12	0	12
3		THROUGH	0	0	0
		RIGHT	9	0	9
	EB	LEFT	5	0	5
		THROUGH	295	0	295
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	261	0	261
		RIGHT	13	0	13
LEWIS RD	NB	LEFT	7	0	7
AT		THROUGH	0	0	0
OLD COUNTRY RD		RIGHT	80	0	80
	SB	LEFT	0	0	0
4		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	303	0	303
		RIGHT	0	0	0
	WB	LEFT	58	0	58
		THROUGH	271	0	271
		RIGHT	0	0	0
LEWIS RD	NB	LEFT	24	0	24
AT		THROUGH	9	0	9
BOX TREE RD/OLD COUNTRY RD		RIGHT	3	0	3
	SB	LEFT	5	0	5
5		THROUGH	25	0	25
		RIGHT	230	0	230
	EB	LEFT	247	0	247
		THROUGH	115	0	115
		RIGHT	22	0	22
	WB	LEFT	0	0	0
		THROUGH	75	0	75
		RIGHT	8	0	8

NELSON & POPE

PM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

	VOL
ENTER	13
EXIT	18
TOTAL	31

118 Recreation Homes

	VOL
ENTER	36
EXIT	36
TOTAL	72

Golf Course

SUBTOTAL TRAFFIC GENERATED

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	70		9	70		25	34
		THROUGH			0			0	0
		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		70	13		70	25	38
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT		30	5		30	11	16
		THROUGH			0			0	0
		RIGHT		70	13		70	25	38
	EB	LEFT	70		9	70		25	34
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	30		4	30		11	15
LEWIS RD AT SPINNEY RD 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		30	5		30	11	16
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	30		4	30		11	15
		RIGHT			0			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT	10		1	10		4	5
		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	4		20	7	11
		RIGHT		10	2		10	4	6
	WB	LEFT			0			0	0
		THROUGH	20		3	20		7	10
		RIGHT			0			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT	5		1	5		2	3
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	10		1	10		4	5
	EB	LEFT		10	2		10	4	6
		THROUGH		5	1		5	2	3
		RIGHT		5	1		5	2	3
	WB	LEFT			0			0	0
		THROUGH	5		1	5		2	3
		RIGHT			0			0	0

NELSON & POPE

PM PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	267	0	267
AT		RIGHT	15	0	15
QUOGUE-RIVERHEAD RD	SB	LEFT	283	34	317
		THROUGH	182	0	182
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	9	0	9
		THROUGH	0	0	0
		RIGHT	298	38	336
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	16	16
		THROUGH	0	0	0
2		RIGHT	0	38	38
	EB	LEFT	0	34	34
		THROUGH	299	0	299
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	269	0	269
		RIGHT	0	15	15
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	12	0	12
SPINNEY RD		THROUGH	0	0	0
		RIGHT	9	0	9
3	EB	LEFT	5	0	5
		THROUGH	295	16	311
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	261	15	276
		RIGHT	13	0	13
	NB	LEFT	7	5	12
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	80	0	80
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	303	11	314
		RIGHT	0	6	6
	WB	LEFT	58	0	58
		THROUGH	271	10	281
		RIGHT	0	0	0
	NB	LEFT	24	3	27
LEWIS RD		THROUGH	9	0	9
AT		RIGHT	3	0	3
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	5	0	5
		THROUGH	25	0	25
5		RIGHT	230	5	235
	EB	LEFT	247	6	253
		THROUGH	115	3	118
		RIGHT	22	3	25
	WB	LEFT	0	0	0
		THROUGH	75	3	78
		RIGHT	8	0	8

NELSON & POPE

SATURDAY PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

GROWTH FACTOR: 1.90%
NO. OF YEARS: 3
GROWTH RATE: 1.059

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	214	223	237
AT		RIGHT	28	30	32
QUOGUE-RIVERHEAD RD	SB	LEFT	264	275	292
		THROUGH	198	206	219
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	16	17	19
		THROUGH	0	0	0
		RIGHT	211	220	233
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	266	277	294
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	241	251	266
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	13	14	15
SPINNEY RD		THROUGH	0	0	0
		RIGHT	3	4	5
3	EB	LEFT	4	5	6
		THROUGH	262	273	290
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	238	248	263
		RIGHT	10	11	12
	NB	LEFT	3	4	5
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	44	46	49
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	270	281	298
		RIGHT	12	13	14
	WB	LEFT	37	39	42
		THROUGH	260	271	287
		RIGHT	0	0	0
	NB	LEFT	26	28	30
LEWIS RD		THROUGH	5	6	7
AT		RIGHT	1	2	3
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	14	15	16
		THROUGH	9	10	11
5		RIGHT	198	206	219
	EB	LEFT	171	178	189
		THROUGH	122	127	135
		RIGHT	21	22	24
	WB	LEFT	2	3	4
		THROUGH	73	76	81
		RIGHT	9	10	11

NELSON & POPE

SATURDAY PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

OTHER
PLANNED
PROJECTS

	NONE
	VOL
ENTER	
EXIT	
TOTAL	0

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SPINNEY RD 3	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

SATURDAY PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	237	0	237
AT		RIGHT	32	0	32
QUOGUE-RIVERHEAD RD	SB	LEFT	292	0	292
		THROUGH	219	0	219
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	19	0	19
		THROUGH	0	0	0
		RIGHT	233	0	233
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	294	0	294
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	266	0	266
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	15	0	15
SPINNEY RD		THROUGH	0	0	0
		RIGHT	5	0	5
3	EB	LEFT	6	0	6
		THROUGH	290	0	290
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	263	0	263
		RIGHT	12	0	12
	NB	LEFT	5	0	5
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	49	0	49
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	298	0	298
		RIGHT	14	0	14
	WB	LEFT	42	0	42
		THROUGH	287	0	287
		RIGHT	0	0	0
	NB	LEFT	30	0	30
LEWIS RD		THROUGH	7	0	7
AT		RIGHT	3	0	3
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	16	0	16
		THROUGH	11	0	11
5		RIGHT	219	0	219
	EB	LEFT	189	0	189
		THROUGH	135	0	135
		RIGHT	24	0	24
	WB	LEFT	4	0	4
		THROUGH	81	0	81
		RIGHT	11	0	11

NELSON & POPE

SATURDAY PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

	VOL
ENTER	20
EXIT	22
TOTAL	42

118 Recreation Homes

	VOL
ENTER	41
EXIT	42
TOTAL	83

Golf Course

SUBTOTAL TRAFFIC GENERATED

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	70		14	70		29	43
		THROUGH			0			0	0
		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		70	15		70	29	44
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT		30	7		30	13	20
		THROUGH			0			0	0
		RIGHT		70	15		70	29	44
	EB	LEFT	70		14	70		29	43
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	30		6	30		12	18
LEWIS RD AT SPINNEY RD 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		30	7		30	13	20
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	30		6	30		12	18
		RIGHT			0			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT	10		2	10		4	6
		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	4		20	8	12
		RIGHT		10	2		10	4	6
	WB	LEFT			0			0	0
		THROUGH	20		4	20		8	12
		RIGHT			0			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT	5		1	5		2	3
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	10		2	10		4	6
	EB	LEFT		10	2		10	4	6
		THROUGH		5	1		5	2	3
		RIGHT		5	1		5	2	3
	WB	LEFT			0			0	0
		THROUGH	5		1	5		2	3
		RIGHT			0			0	0

NELSON & POPE

SATURDAY PEAK HOUR - June 2014 w/ Revised Build Year
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	237	0	237
AT		RIGHT	32	0	32
QUOGUE-RIVERHEAD RD	SB	LEFT	292	43	335
		THROUGH	219	0	219
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	19	0	19
		THROUGH	0	0	0
		RIGHT	233	44	277
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	20	20
		THROUGH	0	0	0
2		RIGHT	0	44	44
	EB	LEFT	0	43	43
		THROUGH	294	0	294
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	266	0	266
		RIGHT	0	18	18
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	15	0	15
SPINNEY RD		THROUGH	0	0	0
		RIGHT	5	0	5
3	EB	LEFT	6	0	6
		THROUGH	290	20	310
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	263	18	281
		RIGHT	12	0	12
	NB	LEFT	5	6	11
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	49	0	49
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	298	12	310
		RIGHT	14	6	20
	WB	LEFT	42	0	42
		THROUGH	287	12	299
		RIGHT	0	0	0
	NB	LEFT	30	3	33
LEWIS RD		THROUGH	7	0	7
AT		RIGHT	3	0	3
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	16	0	16
		THROUGH	11	0	11
5		RIGHT	219	6	225
	EB	LEFT	189	6	195
		THROUGH	135	3	138
		RIGHT	24	3	27
	WB	LEFT	4	0	4
		THROUGH	81	3	84
		RIGHT	11	0	11

Fall 2015 Distribution Sheets

NELSON & POPE

AM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

GROWTH FACTOR:	1.90%
NO. OF YEARS:	2
GROWTH RATE:	1.039

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	119	119	124
AT		RIGHT	5	5	6
QUOGUE-RIVERHEAD RD	SB	LEFT	210	210	219
		THROUGH	258	258	269
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	6	6	7
		THROUGH	0	0	0
		RIGHT	239	239	249
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	228	228	237
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	240	240	250
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	17	17	18
SPINNEY RD		THROUGH	0	0	0
		RIGHT	5	5	6
3	EB	LEFT	6	6	7
		THROUGH	222	222	231
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	235	235	245
		RIGHT	5	5	6
	NB	LEFT	9	9	10
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	66	66	69
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	231	231	241
		RIGHT	10	10	11
	WB	LEFT	50	50	52
		THROUGH	228	228	237
		RIGHT	0	0	0
	NB	LEFT	24	24	25
LEWIS RD		THROUGH	10	10	11
AT		RIGHT	0	0	0
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	6	6	7
		THROUGH	10	10	11
5		RIGHT	193	193	201
	EB	LEFT	184	184	192
		THROUGH	94	94	98
		RIGHT	17	17	18
	WB	LEFT	0	0	0
		THROUGH	67	67	70
		RIGHT	5	5	6

NELSON & POPE

AM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

OTHER
PLANNED
PROJECTS

	NONE
	VOL
ENTER	
EXIT	
TOTAL	0

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SPINNEY RD 3	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

AM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	124	0	124
AT		RIGHT	6	0	6
QUOGUE-RIVERHEAD RD	SB	LEFT	219	0	219
		THROUGH	269	0	269
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	7	0	7
		THROUGH	0	0	0
		RIGHT	249	0	249
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	237	0	237
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	250	0	250
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	18	0	18
SPINNEY RD		THROUGH	0	0	0
		RIGHT	6	0	6
3	EB	LEFT	7	0	7
		THROUGH	231	0	231
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	245	0	245
		RIGHT	6	0	6
	NB	LEFT	10	0	10
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	69	0	69
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	241	0	241
		RIGHT	11	0	11
	WB	LEFT	52	0	52
		THROUGH	237	0	237
		RIGHT	0	0	0
	NB	LEFT	25	0	25
LEWIS RD		THROUGH	11	0	11
AT		RIGHT	0	0	0
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	7	0	7
		THROUGH	11	0	11
5		RIGHT	201	0	201
	EB	LEFT	192	0	192
		THROUGH	98	0	98
		RIGHT	18	0	18
	WB	LEFT	0	0	0
		THROUGH	70	0	70
		RIGHT	6	0	6

NELSON & POPE

AM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

	VOL		VOL
ENTER	13	ENTER	36
EXIT	6	EXIT	8
TOTAL	19	TOTAL	44

LOCATION	DIR	MVMT	%EN	%EX	118 Recreation Homes 1 VOL	%EN	%EX	Golf Course 2 VOL	SUBTOTAL TRAFFIC GENERATED SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	70		9	70		25	34
		THROUGH			0			0	0
		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		70	4		70	6	10
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT		30	2		30	2	4
		THROUGH			0			0	0
		RIGHT		70	4		70	6	10
	EB	LEFT	70		9	70		25	34
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	30		4	30		11	15
LEWIS RD AT SPINNEY RD 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		30	2		30	2	4
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	30		4	30		11	15
		RIGHT			0			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT	10		1	10		4	5
		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	1		20	2	3
		RIGHT		10	1		10	1	2
	WB	LEFT			0			0	0
		THROUGH	20		3	20		7	10
		RIGHT			0			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT	5		1	5		2	3
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	10		1	10		4	5
	EB	LEFT		10	1		10	1	2
		THROUGH		5	0		5	0	0
		RIGHT		5	0		5	0	0
	WB	LEFT			0			0	0
		THROUGH	5		1	5		2	3
		RIGHT			0			0	0

NELSON & POPE

AM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT	0	0	0
		THROUGH	124	0	124
		RIGHT	6	0	6
	SB	LEFT	219	34	253
		THROUGH	269	0	269
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	7	0	7
		THROUGH	0	0	0
		RIGHT	249	10	259
LEWIS RD AT SITE ACCESS 2	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	4	4
		THROUGH	0	0	0
		RIGHT	0	10	10
	EB	LEFT	0	34	34
		THROUGH	237	0	237
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	250	0	250
		RIGHT	0	15	15
LEWIS RD AT SPINNEY RD 3	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	18	0	18
		THROUGH	0	0	0
		RIGHT	6	0	6
	EB	LEFT	7	0	7
		THROUGH	231	4	235
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	245	15	260
		RIGHT	6	0	6
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT	10	5	15
		THROUGH	0	0	0
		RIGHT	69	0	69
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	241	3	244
		RIGHT	11	2	13
	WB	LEFT	52	0	52
		THROUGH	237	10	247
		RIGHT	0	0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT	25	3	28
		THROUGH	11	0	11
		RIGHT	0	0	0
	SB	LEFT	7	0	7
		THROUGH	11	0	11
		RIGHT	201	5	206
	EB	LEFT	192	2	194
		THROUGH	98	0	98
		RIGHT	18	0	18
	WB	LEFT	0	0	0
		THROUGH	70	3	73
		RIGHT	6	0	6

NELSON & POPE

PM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

GROWTH FACTOR: 1.90%
NO. OF YEARS: 2
GROWTH RATE: 1.039

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	243	243	253
AT		RIGHT	6	6	7
QUOGUE-RIVERHEAD RD	SB	LEFT	222	222	231
		THROUGH	158	158	165
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	13	13	14
		THROUGH	0	0	0
		RIGHT	251	251	261
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	267	267	278
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	237	237	247
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	5	5	6
SPINNEY RD		THROUGH	0	0	0
		RIGHT	6	6	7
3	EB	LEFT	10	10	11
		THROUGH	257	257	268
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	231	231	241
		RIGHT	15	15	16
	NB	LEFT	13	13	14
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	59	59	62
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	254	254	264
		RIGHT	10	10	11
	WB	LEFT	75	75	78
		THROUGH	232	232	242
		RIGHT	0	0	0
	NB	LEFT	21	21	22
LEWIS RD		THROUGH	7	7	8
AT		RIGHT	1	1	2
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	6	6	7
		THROUGH	9	9	10
5		RIGHT	227	227	236
	EB	LEFT	215	215	224
		THROUGH	76	76	79
		RIGHT	24	24	25
	WB	LEFT	1	1	2
		THROUGH	57	57	60
		RIGHT	10	10	11

NELSON & POPE

PM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

OTHER
PLANNED
PROJECTS

	NONE
	VOL
ENTER	
EXIT	
TOTAL	0

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SPINNEY RD 3	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

PM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	253	0	253
AT		RIGHT	7	0	7
QUOGUE-RIVERHEAD RD	SB	LEFT	231	0	231
		THROUGH	165	0	165
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	14	0	14
		THROUGH	0	0	0
		RIGHT	261	0	261
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	278	0	278
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	247	0	247
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	6	0	6
SPINNEY RD		THROUGH	0	0	0
		RIGHT	7	0	7
3	EB	LEFT	11	0	11
		THROUGH	268	0	268
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	241	0	241
		RIGHT	16	0	16
	NB	LEFT	14	0	14
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	62	0	62
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	264	0	264
		RIGHT	11	0	11
	WB	LEFT	78	0	78
		THROUGH	242	0	242
		RIGHT	0	0	0
	NB	LEFT	22	0	22
LEWIS RD		THROUGH	8	0	8
AT		RIGHT	2	0	2
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	7	0	7
		THROUGH	10	0	10
5		RIGHT	236	0	236
	EB	LEFT	224	0	224
		THROUGH	79	0	79
		RIGHT	25	0	25
	WB	LEFT	2	0	2
		THROUGH	60	0	60
		RIGHT	11	0	11

NELSON & POPE

PM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

					118 Recreation Homes			Golf Course	SUBTOTAL TRAFFIC GENERATED
					VOL			VOL	
				ENTER	13		ENTER	36	
				EXIT	18		EXIT	36	
				TOTAL	31		TOTAL	72	
LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	70		9	70		25	34
		THROUGH			0			0	0
		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		70	13		70	25	38
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT		30	5		30	11	16
		THROUGH			0			0	0
		RIGHT		70	13		70	25	38
	EB	LEFT	70		9	70		25	34
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	30		4	30		11	15
LEWIS RD AT SPINNEY RD 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		30	5		30	11	16
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	30		4	30		11	15
		RIGHT			0			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT	10		1	10		4	5
		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	4		20	7	11
		RIGHT		10	2		10	4	6
	WB	LEFT			0			0	0
		THROUGH	20		3	20		7	10
		RIGHT			0			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT	5		1	5		2	3
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	10		1	10		4	5
	EB	LEFT		10	2		10	4	6
		THROUGH		5	1		5	2	3
		RIGHT		5	1		5	2	3
	WB	LEFT			0			0	0
		THROUGH	5		1	5		2	3
		RIGHT			0			0	0

NELSON & POPE

PM PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	253	0	253
AT		RIGHT	7	0	7
QUOGUE-RIVERHEAD RD	SB	LEFT	231	34	265
		THROUGH	165	0	165
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	14	0	14
		THROUGH	0	0	0
		RIGHT	261	38	299
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	16	16
		THROUGH	0	0	0
2		RIGHT	0	38	38
	EB	LEFT	0	34	34
		THROUGH	278	0	278
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	247	0	247
		RIGHT	0	15	15
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	6	0	6
SPINNEY RD		THROUGH	0	0	0
		RIGHT	7	0	7
3	EB	LEFT	11	0	11
		THROUGH	268	16	284
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	241	15	256
		RIGHT	16	0	16
	NB	LEFT	14	5	19
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	62	0	62
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	264	11	275
		RIGHT	11	6	17
	WB	LEFT	78	0	78
		THROUGH	242	10	252
		RIGHT	0	0	0
	NB	LEFT	22	3	25
LEWIS RD		THROUGH	8	0	8
AT		RIGHT	2	0	2
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	7	0	7
		THROUGH	10	0	10
5		RIGHT	236	5	241
	EB	LEFT	224	6	230
		THROUGH	79	3	82
		RIGHT	25	3	28
	WB	LEFT	2	0	2
		THROUGH	60	3	63
		RIGHT	11	0	11

NELSON & POPE

SATURDAY PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

GROWTH FACTOR:	1.90%
NO. OF YEARS:	2
GROWTH RATE:	1.039

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	180	191	199
AT		RIGHT	26	28	30
QUOGUE-RIVERHEAD RD	SB	LEFT	207	219	228
		THROUGH	144	153	159
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	8	9	10
		THROUGH	0	0	0
		RIGHT	221	234	244
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	248	263	274
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	266	282	293
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	14	15	16
SPINNEY RD		THROUGH	0	0	0
		RIGHT	5	6	7
3	EB	LEFT	1	2	3
		THROUGH	247	262	273
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	261	276	287
		RIGHT	11	12	13
	NB	LEFT	9	10	11
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	51	54	57
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	257	272	283
		RIGHT	4	5	6
	WB	LEFT	41	44	46
		THROUGH	261	276	287
		RIGHT	0	0	0
	NB	LEFT	16	17	18
LEWIS RD		THROUGH	8	9	10
AT		RIGHT	1	2	3
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	7	8	9
		THROUGH	10	11	12
5		RIGHT	180	191	199
	EB	LEFT	194	206	215
		THROUGH	90	96	100
		RIGHT	15	16	17
	WB	LEFT	6	7	8
		THROUGH	104	110	115
		RIGHT	17	18	19

NELSON & POPE

SATURDAY PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

OTHER
PLANNED
PROJECTS

	NONE
	VOL
ENTER	
EXIT	
TOTAL	0

SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT SPINNEY RD 3	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

SATURDAY PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	199	0	199
AT		RIGHT	30	0	30
QUOGUE-RIVERHEAD RD	SB	LEFT	228	0	228
		THROUGH	159	0	159
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	10	0	10
		THROUGH	0	0	0
		RIGHT	244	0	244
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	0	0
		THROUGH	0	0	0
2		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	274	0	274
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	293	0	293
		RIGHT	0	0	0
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	16	0	16
SPINNEY RD		THROUGH	0	0	0
		RIGHT	7	0	7
3	EB	LEFT	3	0	3
		THROUGH	273	0	273
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	287	0	287
		RIGHT	13	0	13
	NB	LEFT	11	0	11
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	57	0	57
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	283	0	283
		RIGHT	6	0	6
	WB	LEFT	46	0	46
		THROUGH	287	0	287
		RIGHT	0	0	0
	NB	LEFT	18	0	18
LEWIS RD		THROUGH	10	0	10
AT		RIGHT	3	0	3
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	9	0	9
		THROUGH	12	0	12
5		RIGHT	199	0	199
	EB	LEFT	215	0	215
		THROUGH	100	0	100
		RIGHT	17	0	17
	WB	LEFT	8	0	8
		THROUGH	115	0	115
		RIGHT	19	0	19

NELSON & POPE

SATURDAY PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

	VOL
ENTER	20
EXIT	22
TOTAL	42

118 Recreation Homes

	VOL
ENTER	41
EXIT	42
TOTAL	83

Golf Course

SUBTOTAL TRAFFIC GENERATED

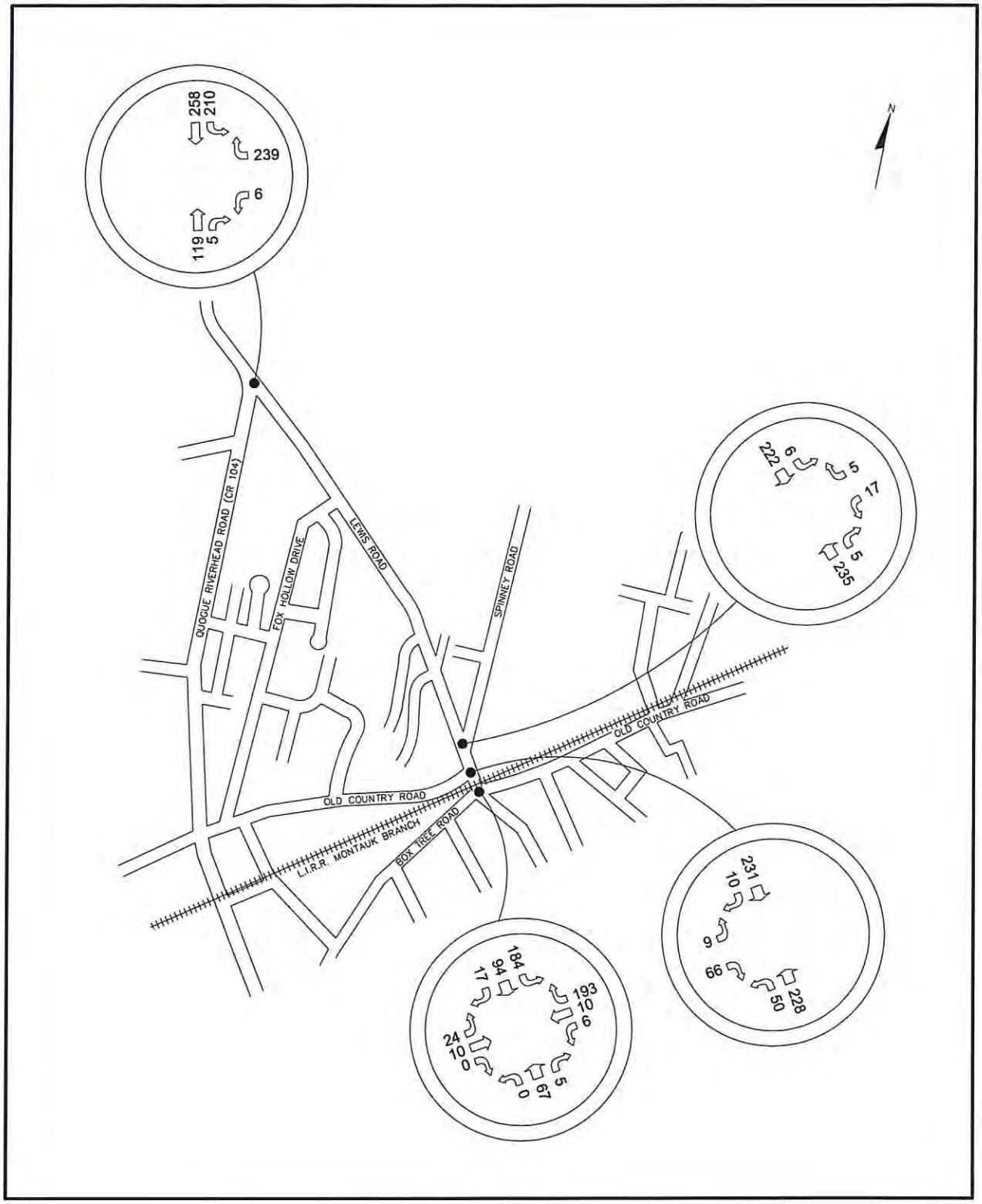
LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
LEWIS RD AT QUOGUE-RIVERHEAD RD 1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT	70		14	70		29	43
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		70	15		70	29	44
LEWIS RD AT SITE ACCESS 2	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT		30	7		30	13	20
		THROUGH			0			0	0
		RIGHT		70	15		70	29	44
	EB	LEFT	70		14	70		29	43
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	30		6	30		12	18
LEWIS RD AT SPINNEY RD 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		30	7		30	13	20
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH	30		6	30		12	18
		RIGHT			0			0	0
LEWIS RD AT OLD COUNTRY RD 4	NB	LEFT	10		2	10		4	6
		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	4		20	8	12
		RIGHT		10	2		10	4	6
	WB	LEFT			0			0	0
		THROUGH	20		4	20		8	12
		RIGHT			0			0	0
LEWIS RD AT BOX TREE RD/OLD COUNTRY RD 5	NB	LEFT	5		1	5		2	3
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	10		2	10		4	6
	EB	LEFT		10	2		10	4	6
		THROUGH		5	1		5	2	3
		RIGHT		5	1		5	2	3
	WB	LEFT			0			0	0
		THROUGH	5		1	5		2	3
		RIGHT			0			0	0

NELSON & POPE

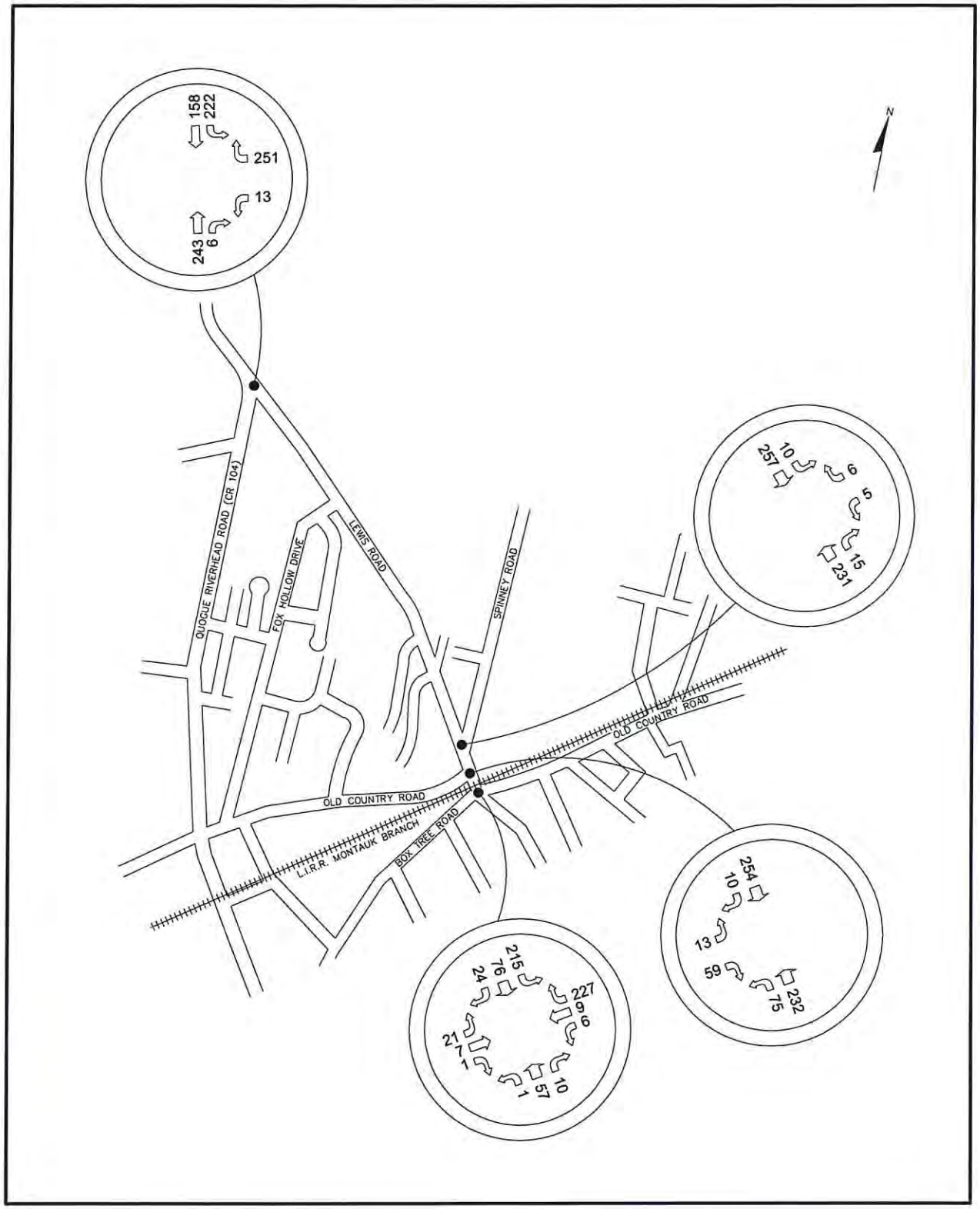
SATURDAY PEAK HOUR - September 2015 Volumes
Project Name: The Hills at Southampton
N&P Project No. 05105

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	199	0	199
AT		RIGHT	30	0	30
QUOGUE-RIVERHEAD RD	SB	LEFT	228	43	271
		THROUGH	159	0	159
1		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	10	0	10
		THROUGH	0	0	0
		RIGHT	244	44	288
	NB	LEFT	0	0	0
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	0	0	0
SITE ACCESS	SB	LEFT	0	20	20
		THROUGH	0	0	0
2		RIGHT	0	44	44
	EB	LEFT	0	43	43
		THROUGH	274	0	274
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	293	0	293
		RIGHT	0	18	18
	NB	LEFT	0	0	0
		THROUGH	0	0	0
LEWIS RD		RIGHT	0	0	0
AT	SB	LEFT	16	0	16
SPINNEY RD		THROUGH	0	0	0
		RIGHT	7	0	7
3	EB	LEFT	3	0	3
		THROUGH	273	20	293
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	287	18	305
		RIGHT	13	0	13
	NB	LEFT	11	6	17
LEWIS RD		THROUGH	0	0	0
AT		RIGHT	57	0	57
OLD COUNTRY RD	SB	LEFT	0	0	0
		THROUGH	0	0	0
4		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	283	12	295
		RIGHT	6	6	12
	WB	LEFT	46	0	46
		THROUGH	287	12	299
		RIGHT	0	0	0
	NB	LEFT	18	3	21
LEWIS RD		THROUGH	10	0	10
AT		RIGHT	3	0	3
BOX TREE RD/OLD COUNTRY RD	SB	LEFT	9	0	9
		THROUGH	12	0	12
5		RIGHT	199	6	205
	EB	LEFT	215	6	221
		THROUGH	100	3	103
		RIGHT	17	3	20
	WB	LEFT	8	0	8
		THROUGH	115	3	118
		RIGHT	19	0	19

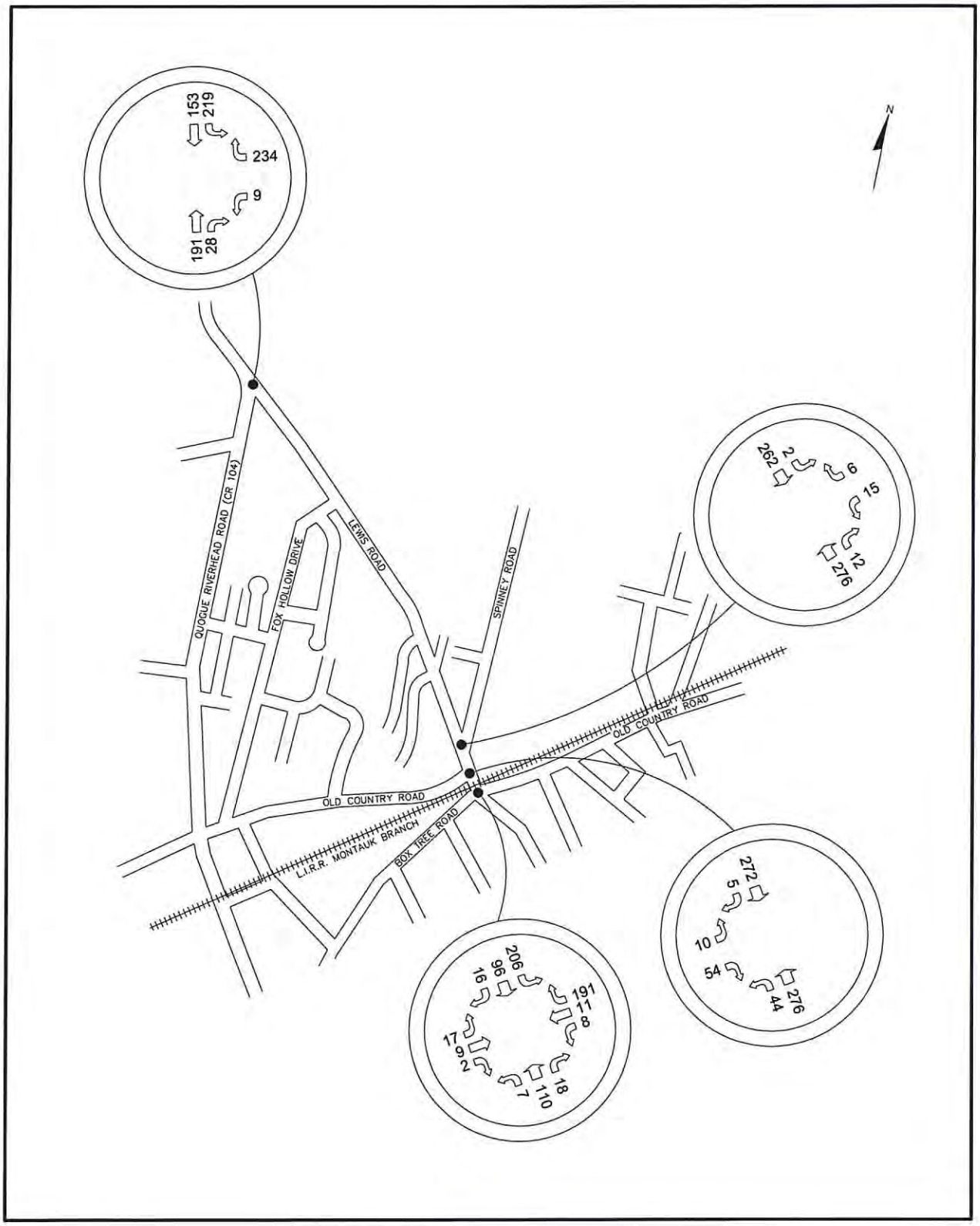
Fall 2015 Traffic Volume Figures



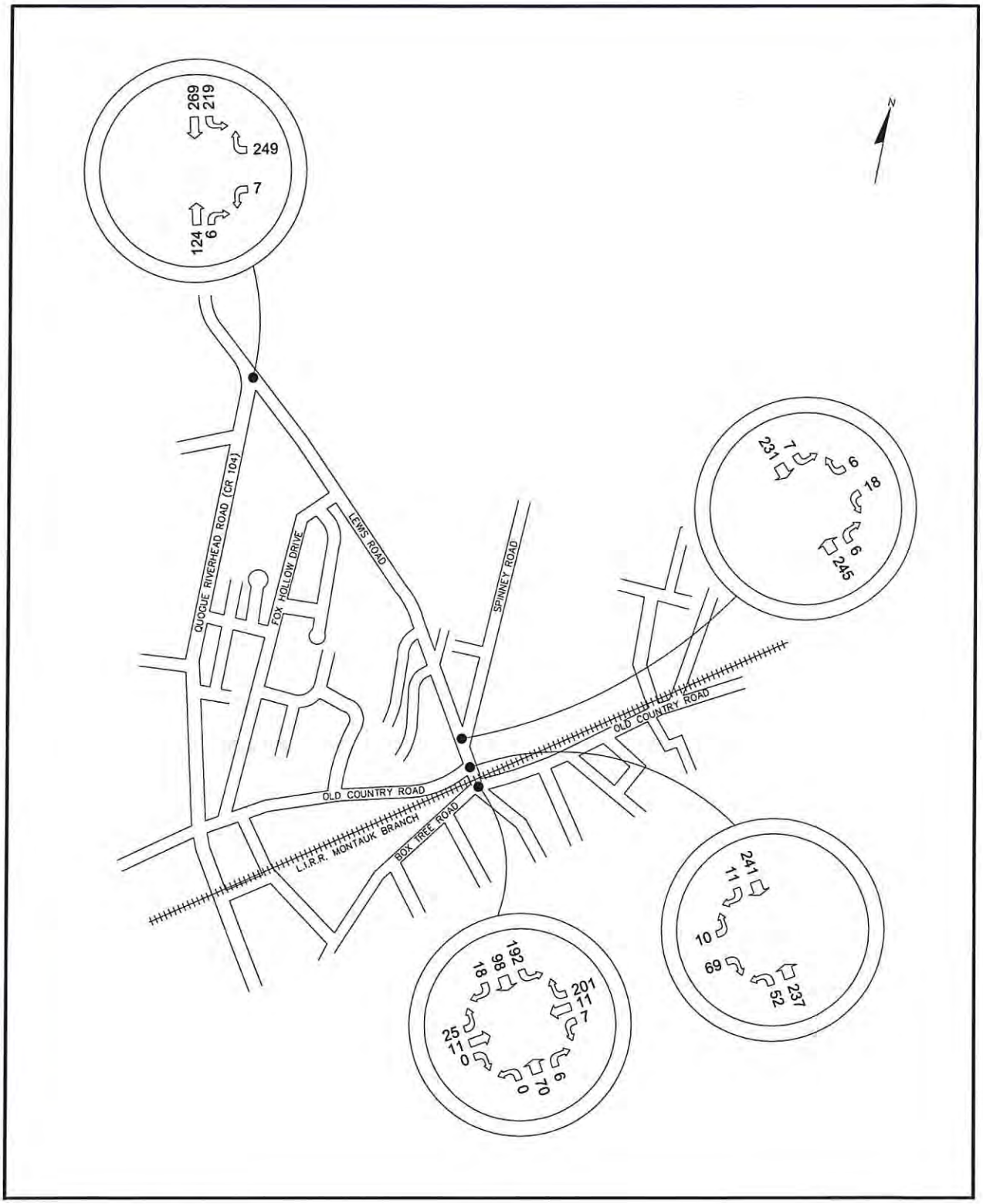
2015 AM Peak Hour Fall Traffic Volumes



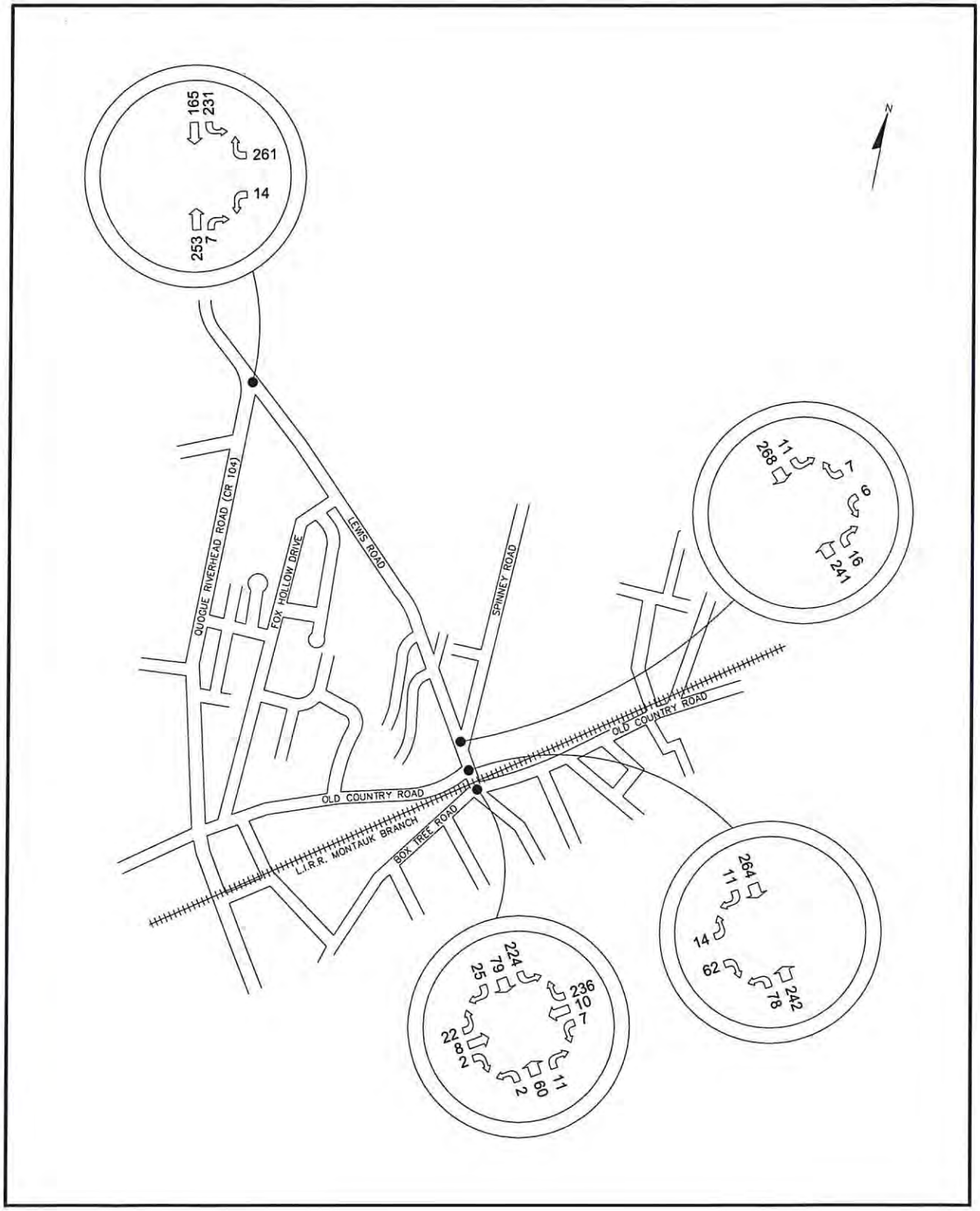
2015 PM Peak Hour Fall Traffic Volumes



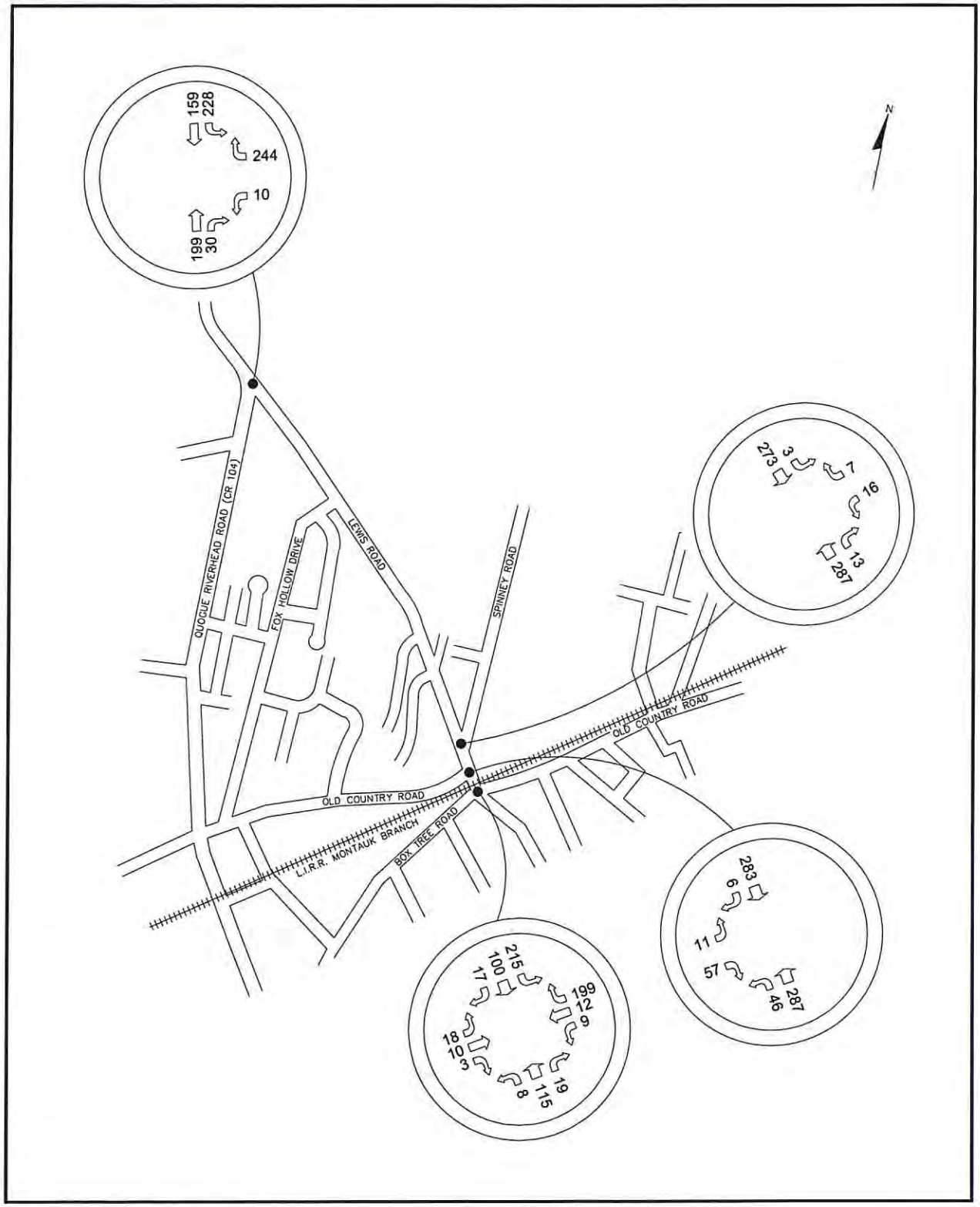
2015 Saturday Peak Hour Fall Traffic Volumes



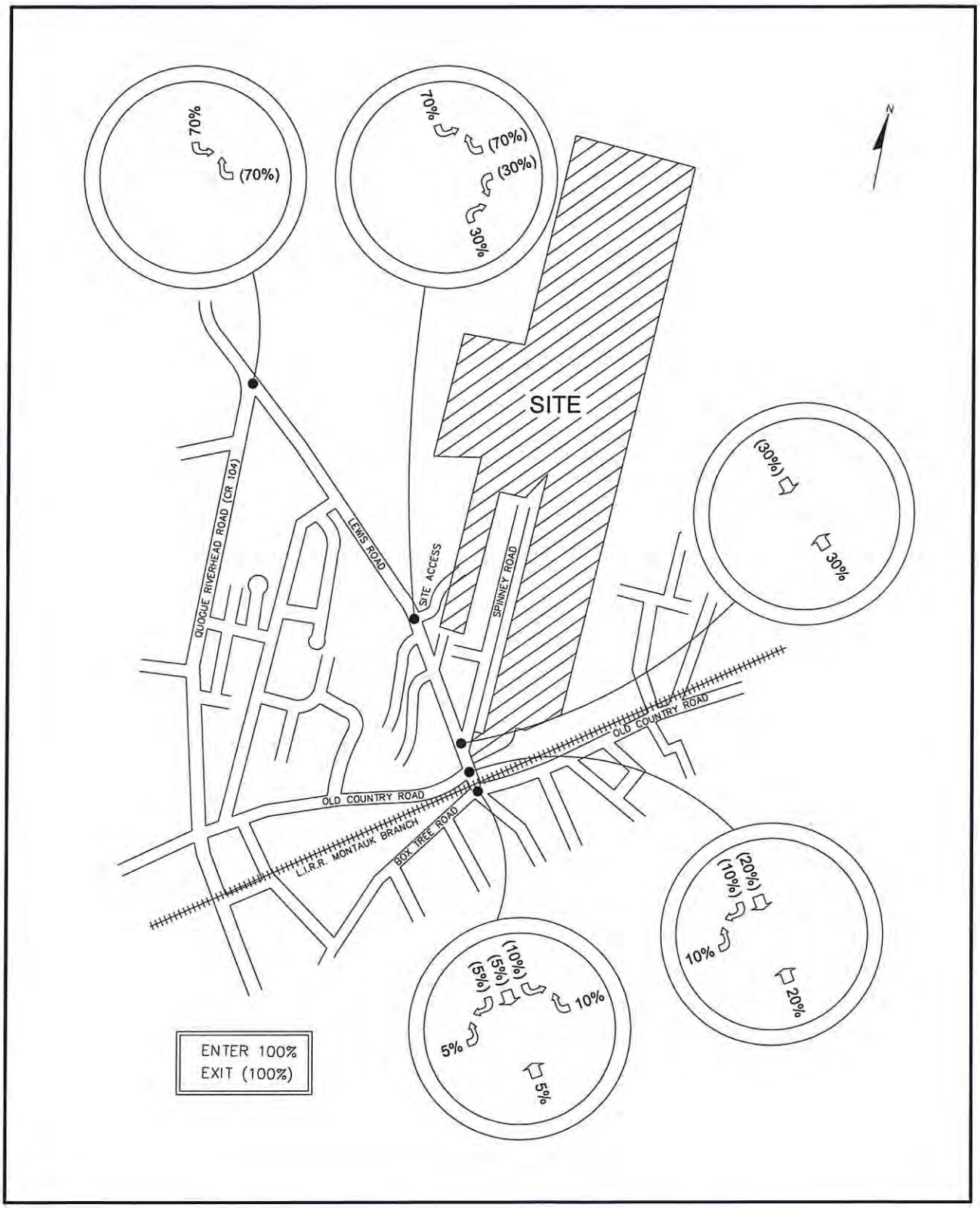
2017 No Build AM Peak Hour Fall Traffic Volumes



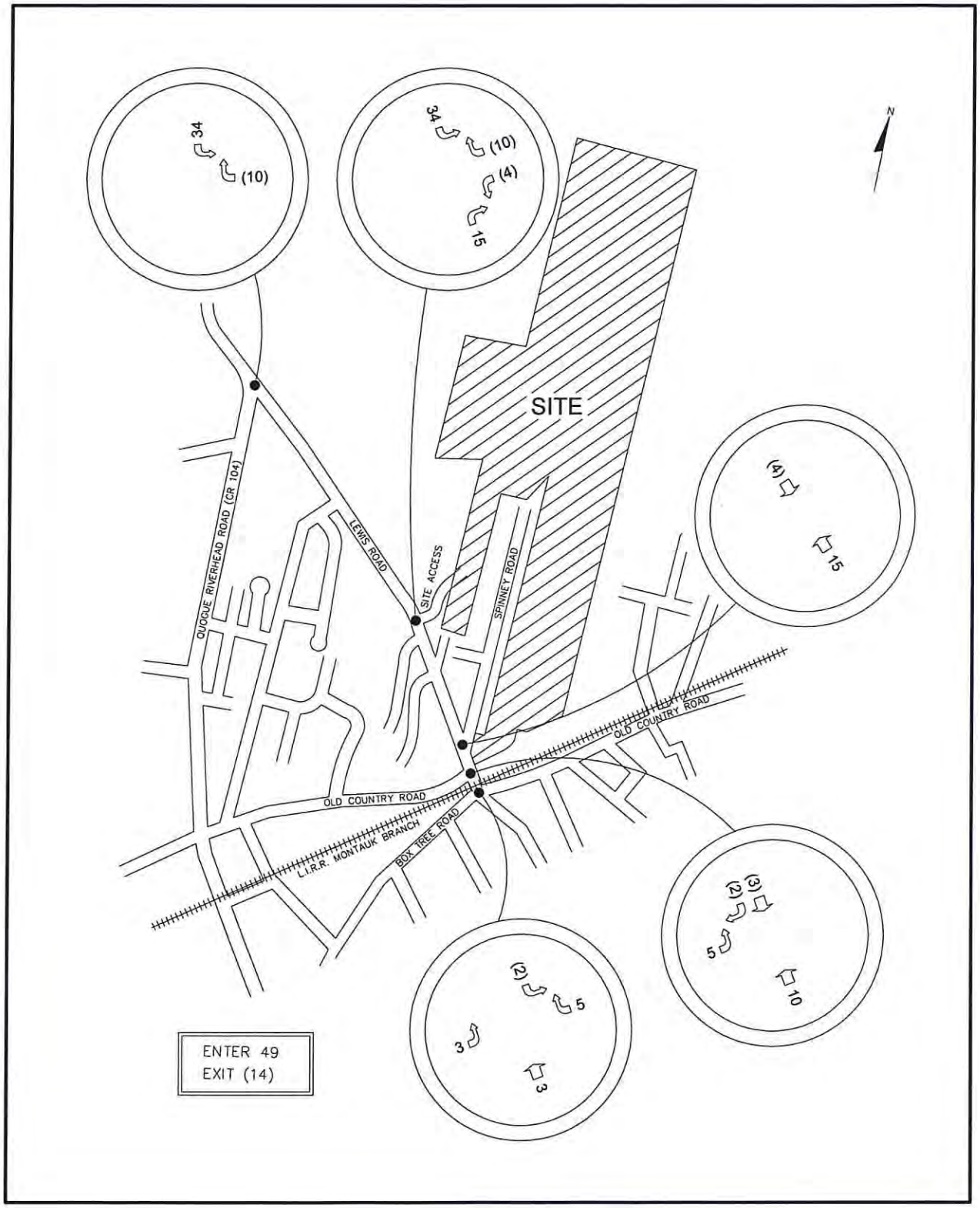
2017 No Build PM Peak Hour Fall Traffic Volumes



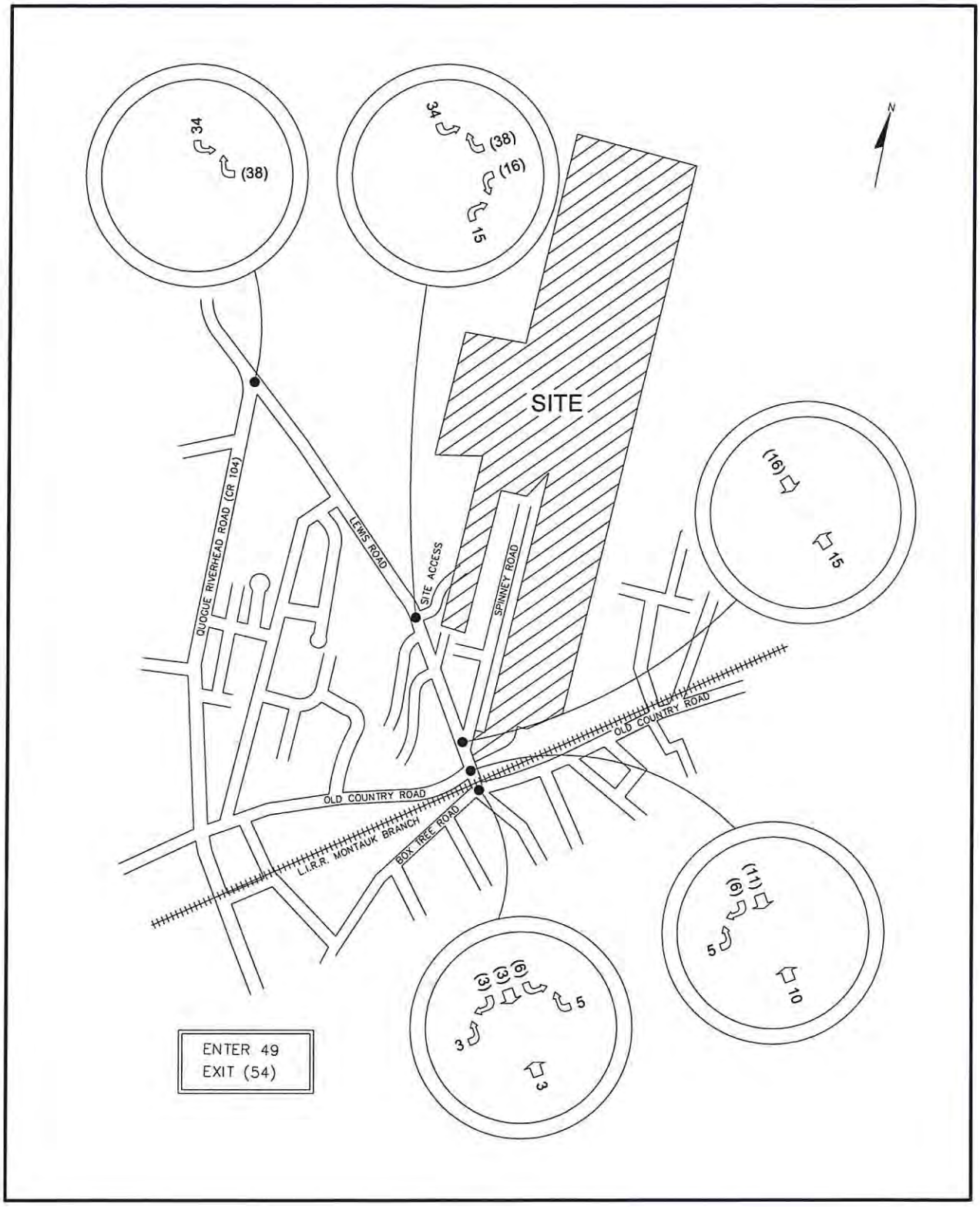
2017 No Build Saturday Peak Hour Fall Traffic Volumes



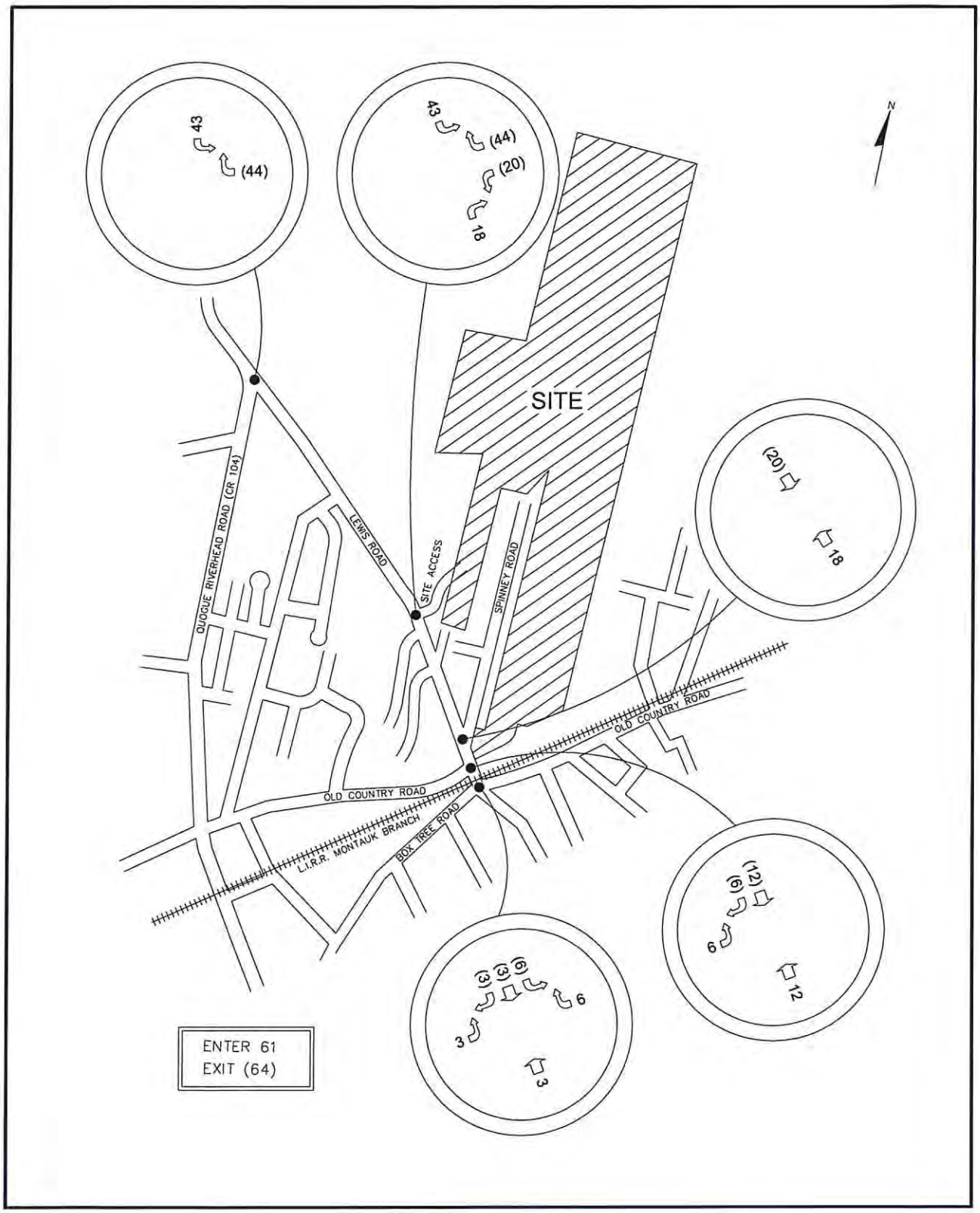
Site Generated Trip Distribution



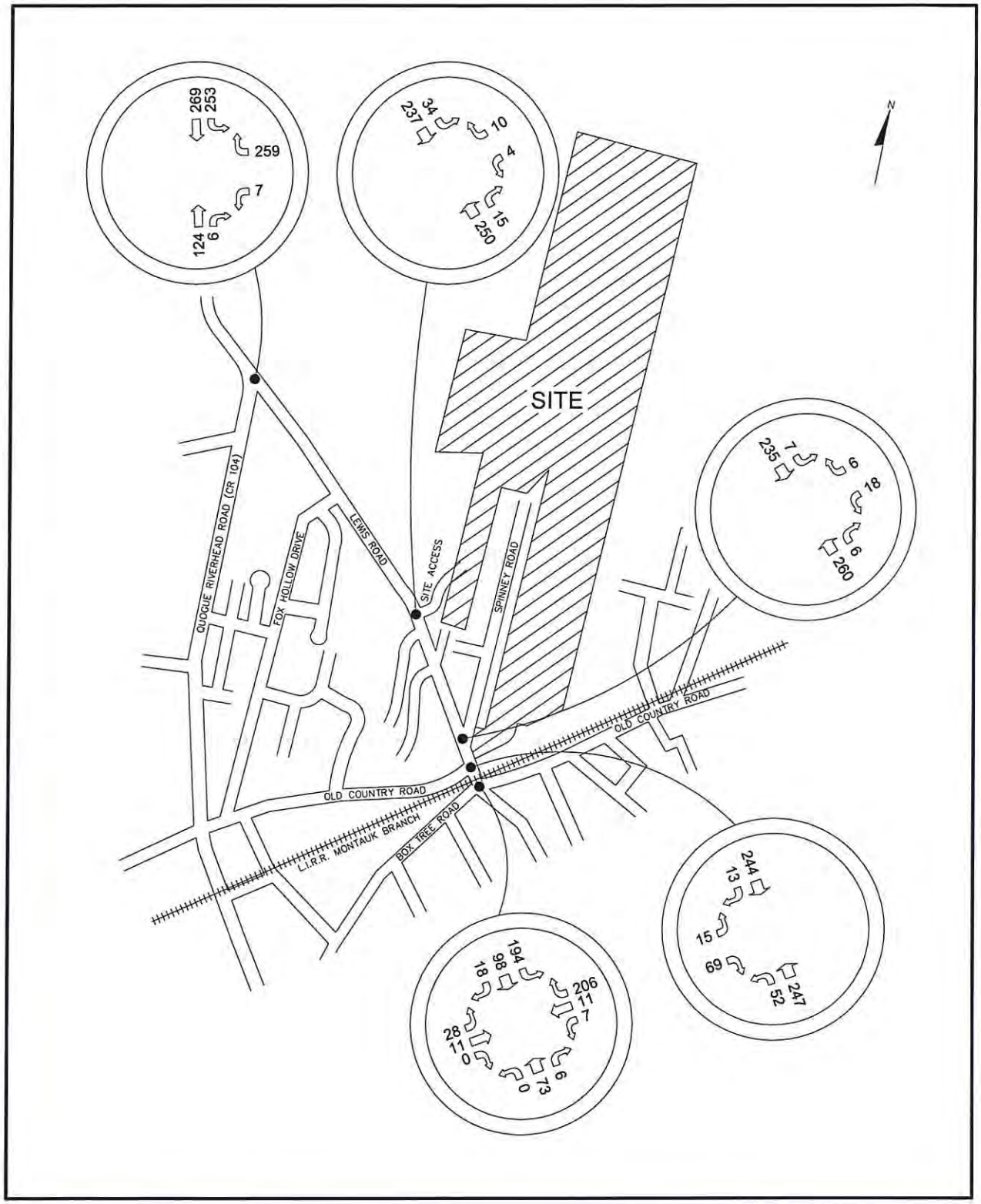
Site Generated AM Traffic Volumes



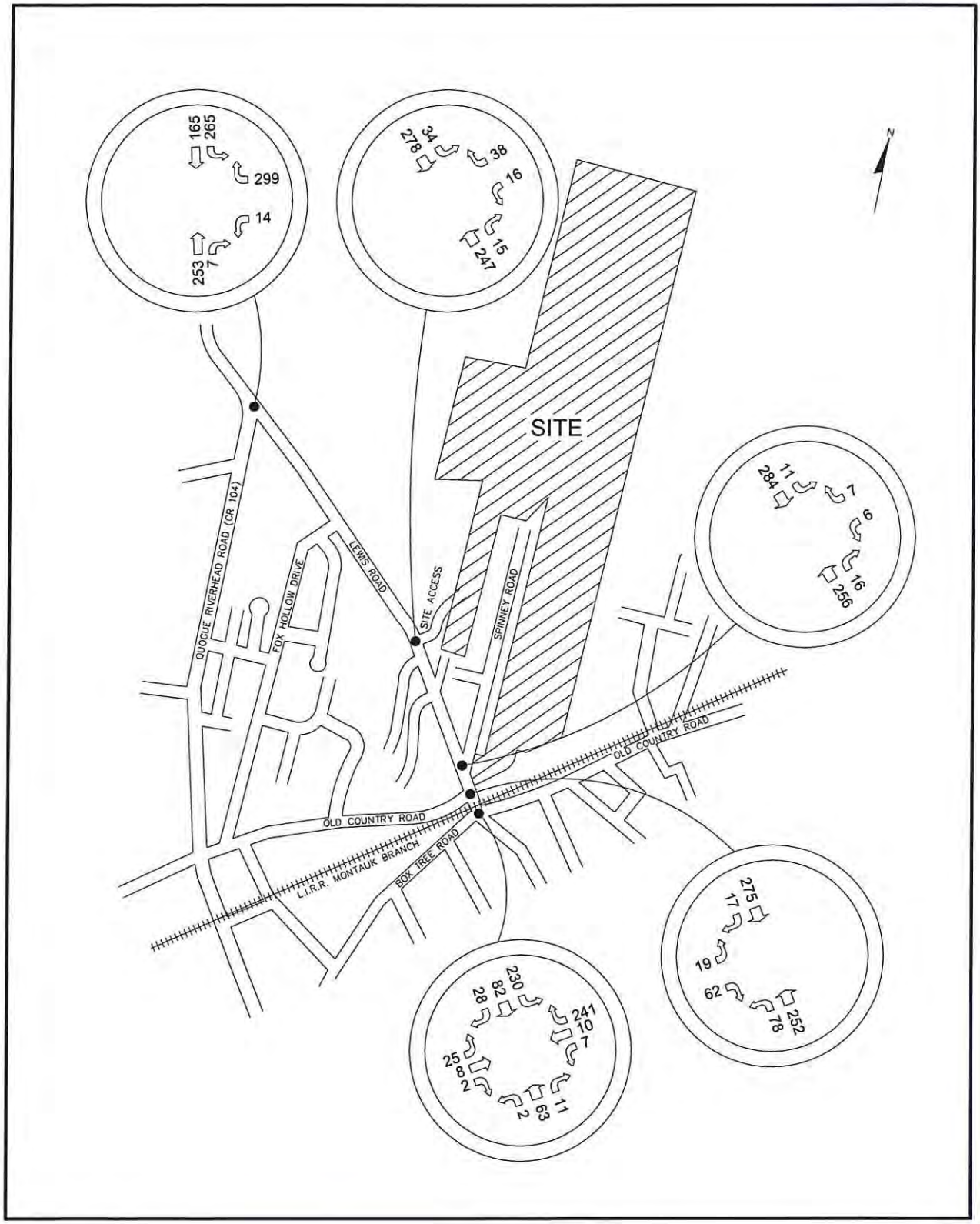
Site Generated PM Traffic Volumes



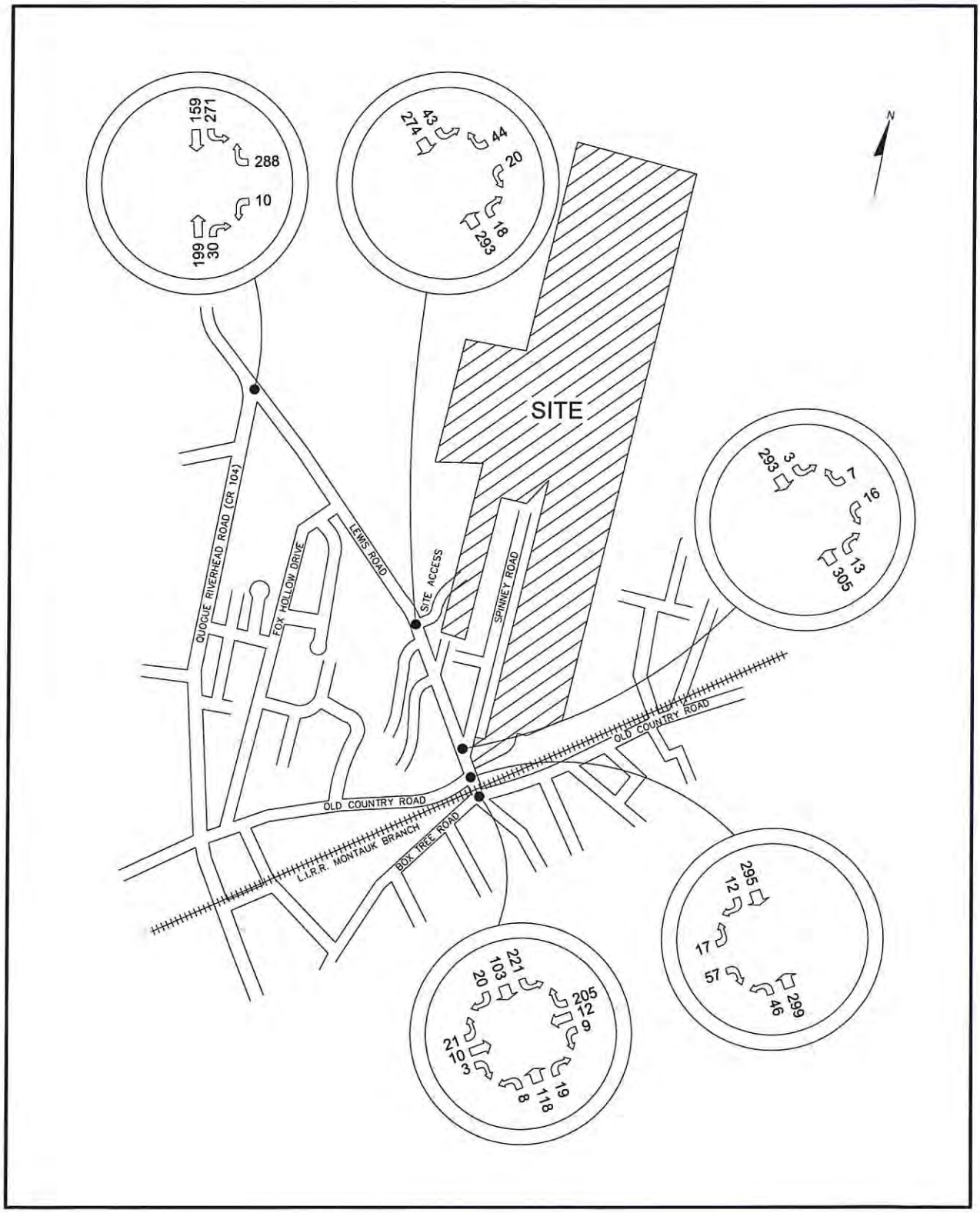
Site Generated Saturday Traffic Volumes



2017 Build AM Fall Traffic Volumes



2017 Build PM Fall Traffic Volumes



2017 Build Saturday Fall Traffic Volumes

Automatic Traffic Recorder (ATR) Data

Traffic Databank LLC

716 S Sixth Ave
Mt. vernon, NY 10550

Site Code:
Station ID:
LEWIS RD IN THE VICINITY OF THE SITE

Latitude: 0' 0.0000 Undefined

Start	06-Jun-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	30	49
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11	24
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	9	14
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	12	9
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	15	11
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	23	17
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	54	30
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	97	55
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	127	70
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	164	116
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	**220**	140
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	218	**169**
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	194	175
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	212	175
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	193	179
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	**218**	**190**
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	209	186
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	207	178
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	162	153
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	149	136
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	131	142
09:00	*	*	*	*	*	*	*	*	*	*	*	*	75	**127**	105	98
10:00	*	*	*	*	*	*	*	*	*	*	*	*	**79**	110	47	71
11:00	*	*	*	*	*	*	*	*	*	*	*	*	44	84	21	45
Total	0	0	0	0	0	0	0	0	0	0	0	0	198	321	2828	2432
Day	0		0		0		0		0		0		519		5260	
AM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10:00	11:00
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	220	169
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	22:00	21:00	15:00	15:00
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	79	127	218	190

Traffic Databank LLC

716 S Sixth Ave
Mt. vernon, NY 10550

Site Code:
Station ID:
LEWIS RD IN THE VICINITY OF THE SITE

Latitude: 0' 0.0000 Undefined

Start	13-Jun-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	12	24	3	22	8	23	6	25	9	30	8	25	34	50	40	65
01:00	9	15	7	11	5	16	5	13	4	10	6	13	16	33	12	31
02:00	1	10	4	7	4	9	3	9	7	11	4	9	9	23	10	16
03:00	14	2	9	5	8	4	10	10	10	6	10	5	14	10	12	11
04:00	23	13	21	13	34	13	21	12	17	12	23	13	22	11	8	11
05:00	94	64	77	65	74	87	81	64	78	80	81	72	37	22	24	18
06:00	174	235	164	243	185	238	166	230	143	234	166	236	92	81	58	24
07:00	233	**282**	231	**279**	**255**	**270**	231	**274**	225	**276**	235	**276**	179	173	87	44
08:00	**243**	188	**242**	204	243	216	**254**	209	**258**	237	**248**	211	201	167	149	92
09:00	227	142	206	190	189	170	191	149	213	159	205	162	206	180	202	105
10:00	184	164	182	165	187	161	158	167	156	170	173	165	248	**229**	**238**	159
11:00	180	162	163	161	171	158	187	152	197	194	180	165	**249**	229	235	**167**
12:00 PM	178	180	164	201	184	160	183	165	195	206	181	182	221	256	**243**	187
01:00	178	183	176	173	160	162	164	159	187	220	173	179	233	**262**	210	**209**
02:00	184	182	186	182	176	198	192	200	184	251	184	203	188	249	203	191
03:00	**238**	218	212	186	198	222	230	221	249	271	225	224	**246**	245	186	203
04:00	232	227	269	203	232	245	247	**276**	265	**296**	249	249	217	216	195	167
05:00	221	**272**	285	201	**316**	**287**	**275**	264	**269**	273	**273**	**259**	203	239	179	163
06:00	176	212	**292**	**227**	198	235	216	240	247	285	226	240	203	183	208	146
07:00	149	210	196	188	182	207	162	208	170	195	172	202	146	154	182	167
08:00	96	123	117	151	144	180	96	172	118	173	114	160	142	133	174	146
09:00	82	105	71	109	91	131	85	145	81	173	82	133	112	134	110	114
10:00	35	60	42	66	49	80	58	95	72	148	51	90	83	115	67	60
11:00	14	26	21	40	19	51	22	59	32	104	22	56	57	82	31	37
Total	3177	3299	3340	3292	3312	3523	3243	3518	3386	4014	3291	3529	3358	3476	3063	2533
Day	6476		6632		6835		6761		7400		6820		6834		5596	
AM Peak	08:00	07:00	08:00	07:00	07:00	07:00	08:00	07:00	08:00	07:00	08:00	07:00	11:00	10:00	10:00	11:00
Vol.	243	282	242	279	255	270	254	274	258	276	248	276	249	229	238	167
PM Peak	15:00	17:00	18:00	18:00	17:00	17:00	17:00	16:00	17:00	16:00	17:00	17:00	15:00	13:00	12:00	13:00
Vol.	238	272	292	227	316	287	275	276	269	296	273	259	246	262	243	209

Traffic Databank LLC

716 S Sixth Ave
Mt. vernon, NY 10550

Site Code:
Station ID:
LEWIS RD IN THE VICINITY OF THE SITE

Latitude: 0' 0.0000 Undefined

Start	20-Jun-16		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	9	14	*	*	*	*	*	*	*	*	9	14	*	*	*	*
01:00	5	10	*	*	*	*	*	*	*	*	5	10	*	*	*	*
02:00	8	11	*	*	*	*	*	*	*	*	8	11	*	*	*	*
03:00	17	6	*	*	*	*	*	*	*	*	17	6	*	*	*	*
04:00	35	17	*	*	*	*	*	*	*	*	35	17	*	*	*	*
05:00	**87**	**59**	*	*	*	*	*	*	*	*	**87**	**59**	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	161	117	0	0	0	0	0	0	0	0	161	117	0	0	0	0
Day	278		0		0		0		0		278		0		0	
AM Peak	05:00	05:00	-	-	-	-	-	-	-	-	05:00	05:00	-	-	-	-
Vol.	87	59	-	-	-	-	-	-	-	-	87	59	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Comb. Total	6754	6632	6835	6761	7400	7098	7353	10856

ADT ADT 6,648 AADT 6,648

NYSDOT Seasonal Adjustment Factors and Suffolk Country Growth Factors

2014

SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2014

Based on Continuous Count Site 2011 - 2013

FULL WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
urban - 30	0.902	0.929	0.971	1.005	1.046	1.064	1.045	1.044	1.030	1.025	0.977	0.945
suburban - 40	0.801	0.830	0.882	0.948	1.064	1.114	1.222	1.213	1.068	1.023	0.934	0.868
recreational - 60	0.662	0.698	0.726	0.784	1.051	1.238	1.625	1.549	1.112	0.956	0.718	0.694

Factor Group	% Precision with 95% Confidence
urban - 30	1.4%
suburban - 40	2.2%
recreational - 60	39.7%

For each factor group, the percent precision value is the maximum value out of all months.

The FHWA Traffic Monitoring Guide 2013 states (page 3-14):

The reliability levels recommended are 10 percent precision with 95 percent confidence for each individual seasonal group, excluding recreational groups where no precision requirement is specified.

New York State Department of
Transportation
Highway Data Services Bureau
MO-TrafficDataViewer@dot.state.ny.us
(518) 457-1965

10/1/2014

SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2014

Based on Continuous Count Site 2011 - 2013

WEEKEND

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
urban - 30	0.788	0.808	0.878	0.902	0.961	0.966	0.952	0.939	0.945	0.936	0.870	0.834
suburban - 40	0.730	0.755	0.842	0.897	1.053	1.102	1.248	1.223	1.061	0.997	0.877	0.794
recreational - 60	0.610	0.644	0.688	0.754	1.091	1.308	1.798	1.695	1.186	0.970	0.676	0.626

Factor Group	% Precision with 95% Confidence
urban - 30	3.1%
suburban - 40	4.2%
recreational - 60	43.1%

For each factor group, the percent precision value is the maximum value out of all months.

The FHWA Traffic Monitoring Guide 2013 states (page 3-14):

The reliability levels recommended are 10 percent precision with 95 percent confidence for each individual seasonal group, excluding recreational groups where no precision requirement is specified.

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(518) 457-1965

10/1/2014

SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2014

Based on Continuous Count Site 2011 - 2013

WORK WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
urban - 30	0.951	0.983	1.006	1.047	1.077	1.104	1.083	1.090	1.062	1.057	1.022	0.993
suburban - 40	0.828	0.858	0.888	0.960	1.051	1.101	1.186	1.185	1.052	1.017	0.950	0.896
recreational - 60	0.674	0.712	0.730	0.783	0.997	1.161	1.490	1.433	1.033	0.918	0.727	0.719

Factor Group	% Precision with 95% Confidence
urban - 30	1.8%
suburban - 40	3.0%
recreational - 60	37.5%

For each factor group, the percent precision value is the maximum value out of all months.

The FHWA Traffic Monitoring Guide 2013 states (page 3-14):

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10/1/2014

SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2015

Based on Continuous Count Site Data 2012 - 2014

FULL WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
urban - 30	0.898	0.926	0.973	1.012	1.046	1.063	1.040	1.050	1.032	1.026	0.971	0.944
suburban - 40	0.800	0.834	0.885	0.956	1.071	1.117	1.208	1.215	1.069	1.026	0.921	0.861
recreational - 60	0.657	0.699	0.729	0.801	1.061	1.242	1.605	1.560	1.106	0.955	0.713	0.691

Factor Group	% Precision with 95% Confidence
urban - 30	1.7%
suburban - 40	2.5%
recreational - 60	39.7%

For each factor group, the percent precision value is the maximum value out of all months.

The FHWA Traffic Monitoring Guide 2013 states (page 3-14):

The reliability levels recommended are 10 percent precision with 95 percent confidence for each individual seasonal group, excluding recreational groups where no precision requirement is specified.

New York State Department of Transportation
Highway Data Services Bureau
MO-TrafficDataViewer@dot.state.ny.us
(518) 457-1965

4/30/2015

SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2015

Based on Continuous Count Site Data 2012 - 2014

WEEKEND

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
urban - 30	0.796	0.814	0.885	0.913	0.965	0.969	0.940	0.954	0.946	0.940	0.876	0.845
suburban - 40	0.731	0.753	0.841	0.898	1.050	1.107	1.218	1.226	1.048	0.993	0.865	0.794
recreational - 60	0.612	0.652	0.692	0.768	1.097	1.337	1.772	1.713	1.159	0.968	0.672	0.632

Factor Group	% Precision with 95% Confidence
urban - 30	3.5%
suburban - 40	4.2%
recreational - 60	43.1%

For each factor group, the percent precision value is the maximum value out of all months.

The FHWA Traffic Monitoring Guide 2013 states (page 3-14):

The reliability levels recommended are 10 percent precision with 95 percent confidence for each individual seasonal group, excluding recreational groups where no precision requirement is specified.

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(518) 457-1965

4/30/2015

SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2015

Based on Continuous Count Site Data 2012 - 2014

WORK WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
urban - 30	0.941	0.973	1.006	1.052	1.077	1.100	1.083	1.089	1.064	1.056	1.010	0.986
suburban - 40	0.826	0.865	0.896	0.972	1.065	1.103	1.181	1.186	1.062	1.023	0.938	0.886
recreational - 60	0.666	0.707	0.732	0.800	1.008	1.150	1.477	1.439	1.041	0.918	0.722	0.709

Factor Group	% Precision with 95% Confidence
urban - 30	2.2%
suburban - 40	2.9%
recreational - 60	37.5%

For each factor group, the percent precision value is the maximum value out of all months.

The FHWA Traffic Monitoring Guide 2013 states (page 3-14):

The reliability levels recommended are 10 percent precision with 95 percent confidence for each individual seasonal group, excluding recreational groups where no precision requirement is specified.

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4/30/2015

SUFFOLK COUNTY GROWTH FACTORS

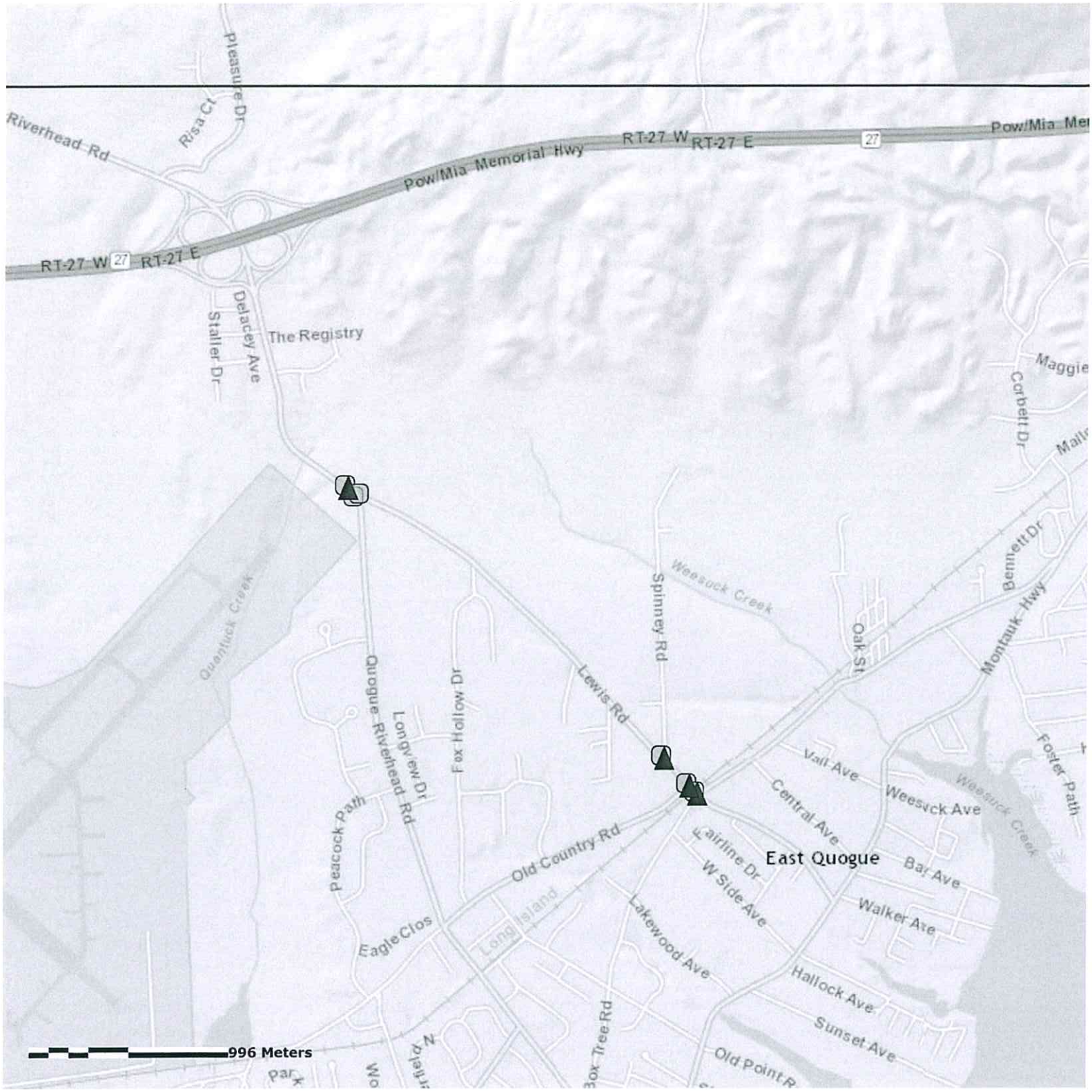
(analyzed by NYSDOT April 2001 using LITP 2000 Model)

TOWN or AREA	# OF LINKS	25 YR (1995-2020) GROWTH FACTORS		ANNUAL LINEAR GROWTH FACTORS		
		NO-BUILD	ALT 1	NO-BUILD	ALT 1	
Babylon	963	1.36	1.27	0.0146	0.0106	1.1%
Brookhaven North	653	1.36	1.33	0.0145	0.0130	1.3%
Brookhaven North	653	1.36	1.33	0.0145	0.0130	1.3%
Brookhaven South	412	1.61	1.51	0.0245	0.0204	2 %
Huntington	771	1.33	1.25	0.0131	0.0100	1 %
Islip	1007	1.37	1.29	0.0146	0.0117	1.2%
North Fork	409	1.48	1.45	0.0193	0.0179	1.8%
Riverhead	355	1.47	1.42	0.0188	0.0167	1.7%
Smithtown	891	1.35	1.28	0.0140	0.0112	1.1%
South Fork	629	1.46	1.44	0.0184	0.0178	1.8%
Southampton	500	1.51	1.48	0.0204	0.0190	1.9%

FUTURE VOLUME = 1995 VOLUME (1 + (Annual Linear Growth Factor x number of years from 1995))

Appendix B: Accident Data

10907 Map Intersections



Legend

Accident Location Information System(ALIS)

Date: 7/25/2014
10:14:41 AM

Accident Verbal Description

10907 VDR Intersections

Date in this report covers the period - 1/1/2011-12/31/2013

Complete Accident data from NYSDMV is only available thru 12/31/2013 12:00:00 AM

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: SPINNY RD
AT INTERSECTION WITH LEWIS RD

1/1/2011 Sat 15:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33747169**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 5000 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: BOX TREE RD
AT INTERSECTION WITH Lewis Rd

7/22/2011 Fri 17:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33954253**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3379 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
Num of Occupants: 1 Driver's Age: 84 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
AT INTERSECTION WITH OLD COUNTRY RD

7/26/2011 Tue 16:11 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-33986683**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: LLOYD HARBOR VILLAGE PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4489 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: DRIVER INATTENTION, UNSAFE SPEED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
AT INTERSECTION WITH BOX TREE RD

7/22/2011 Fri 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33987139**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 6263 State of Registration: NY
Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
AT INTERSECTION WITH Quogue Riverhead Rd

8/26/2011 Fri 20:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34023246**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD SP Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4580 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2580 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
AT INTERSECTION WITH BOX TREE RD

11/26/2012 Mon 17:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34598321**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4904 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: [Route] 104
AT INTERSECTION WITH Quogue Riverhead Rd

5/25/2013 Sat 15:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34814508**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3277 State of Registration: NY
Num of Occupants: 2 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5570 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

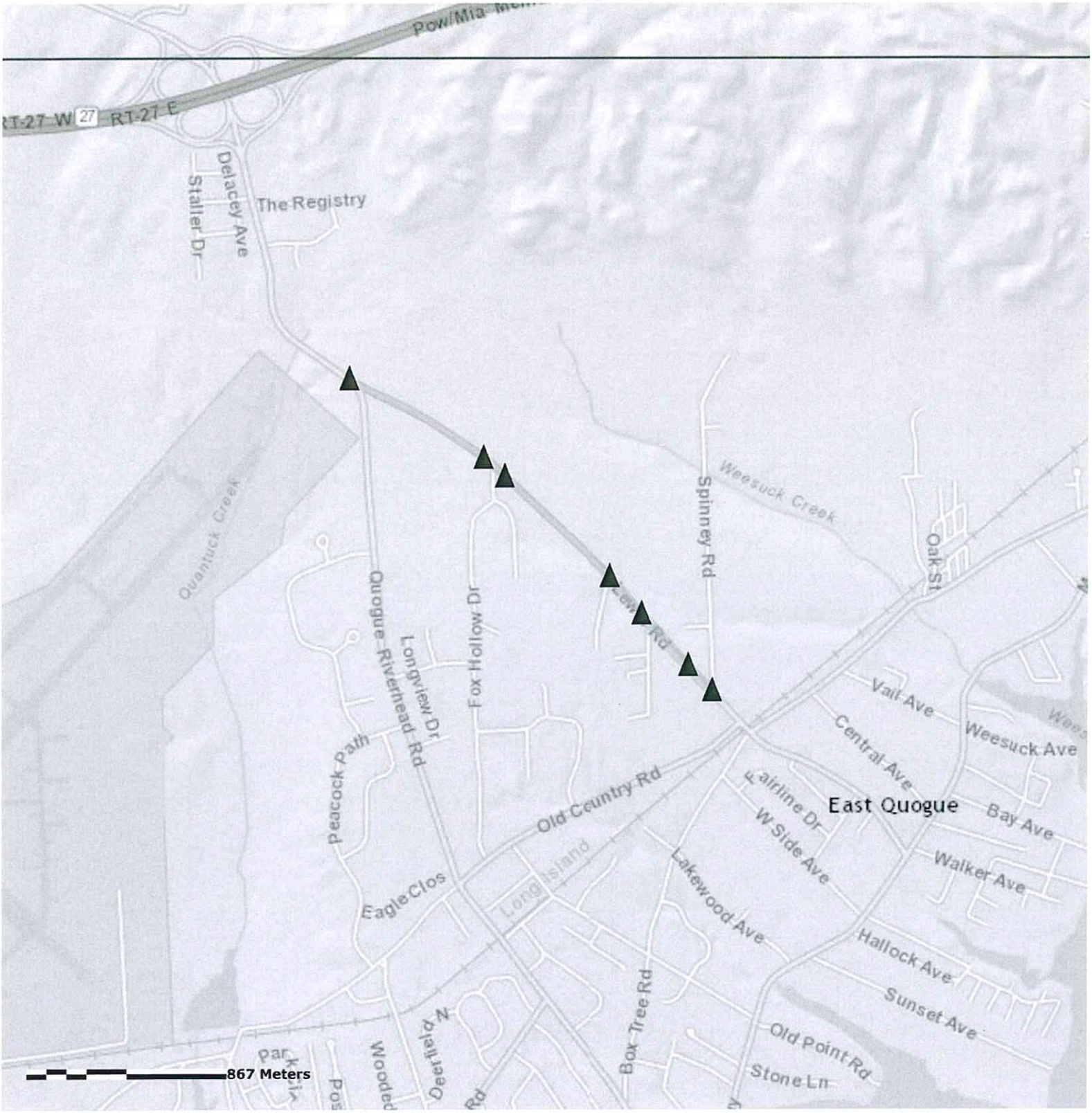
County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
AT INTERSECTION WITH OLD COUNTRY RD

6/22/2013 Sat 15:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34836271**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3210 State of Registration: NY
Num of Occupants: 2 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT ENTERED, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 3 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

10907Add_map



Legend

Railroad

Accident Location Information System(ALIS)

Date: 3/28/2016
11:37:19 AM

Accident Verbal Description

10907Add_VDR

Date in this report covers the period -1/1/2011-12/31/2013

Complete Accident data from NYSDMV is only available thru 10/31/2015 12:00:00 AM

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: SPINNY RD
AT INTERSECTION WITH LEWIS RD

1/1/2011 Sat 15:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-33747169**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 5000 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
78 Meters East of Fox Hollow Dr

5/9/2011 Mon 18:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2011-33905285**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3844 State of Registration: NY
Num of Occupants: 2 Driver's Age: 33 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: BRAKES DEFECTIVE, UNKNOWN

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
AT INTERSECTION WITH Quogue Riverhead Rd

8/26/2011 Fri 20:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2011-34023246**

Accident Class: PROPERTY DAMAGE
Police Agency: RIVERHEAD SP
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR)
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: CURVE AND GRADE
Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 4580
State of Registration: NY
Num of Occupants: 2
Driver's Age: 56
Sex: M
Citation Issued: N
Direction of Travel: SOUTH-EAST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP
Registered Weight: 2580
State of Registration: NY
Num of Occupants: 1
Driver's Age: 22
Sex: M
Citation Issued: N
Direction of Travel: NORTH-WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
46 Meters West of FOX HOLLOW DR
6/22/2012 Fri 17:11 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: AA **Case: 2012-34400995**
Accident Class: PROPERTY DAMAGE AND INJURY
Police Agency: SOUTHAMPTON TOWN PD
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: UNKNOWN
Manner of Collision: HEAD ON
Weather: RAIN
Road Surface Condition: WET
Road Char.: CURVE AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight: 3234
State of Registration: NY
Num of Occupants: 1
Driver's Age: 21
Sex: F
Citation Issued: Y
Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, CELL PHONE (HAND HELD)

Veh :1 CAR/VAN/PICKUP
Registered Weight: 3338
State of Registration: NY
Num of Occupants: 1
Driver's Age: 59
Sex: F
Citation Issued: N
Direction of Travel: SOUTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
81 Meters North of Williams St
4/21/2012 Sat 10:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34418788**
Accident Class: PROPERTY DAMAGE
Police Agency: SOUTHAMPTON TOWN PD
Num of Veh: 1
Type Of Accident: COLLISION WITH DEER
Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER
Weather: CLOUDY
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3548 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, ANIMAL'S ACTION

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
AT INTERSECTION WITH DAMASCUS RD
11/11/2012 Sun 23:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34561115**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3571 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MD
Num of Occupants: 2 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: [Route] 104
AT INTERSECTION WITH Quogue Riverhead Rd
5/25/2013 Sat 15:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34814508**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3277 State of Registration: NY
Num of Occupants: 2 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 5570 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: Y

Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: LEWIS RD
152 Meters West of SPINNEY RD

5/22/2013 Wed 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34820286**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: NOT ENTERED, NOT ENTERED

Appendix C: Trip Generation

NELSON & POPE

Lewis Road AADT and Site Trips Summary Table
Weekday Volumes

	Weekday Average from ATR Data			Residential - Recreational Homes					Golf Course			Staff			Total Site Trips			
	NB	SB	Total	Entering	Exiting	Entering	Exiting	Total Residential Trips	Entering	Exiting	Total Golf Course Trips	Entering	Exiting	Total Staff Trips	Enter	Exit	Total	Total Roadway Volume
12:00 AM	8	25	32	1.0%	0.0%	2	0	2	2	2	4	0	0	0	4	2	6	38
01:00	6	13	19	0.0%	0.0%	0	0	0	0	1	1	0	0	0	0	1	1	20
02:00	4	9	13	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	13
03:00	10	5	16	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	16
04:00	23	13	36	0.0%	0.0%	0	0	0	12	2	14	3	0	3	15	2	17	53
05:00	81	72	153	0.0%	1.0%	0	2	2	12	2	14	28	0	28	40	4	44	197
06:00	166	236	402	3.0%	2.0%	6	4	9	36	8	44	10	3	13	52	15	66	469
07:00	235	276	511	7.0%	3.0%	13	6	19	36	8	44	0	0	0	49	14	63	574
08:00	248	211	459	7.0%	3.0%	13	6	19	36	8	44	0	0	0	49	14	63	521
09:00	205	162	367	6.0%	5.0%	11	9	21	36	8	44	20	0	20	67	17	85	452
10:00	173	165	339	9.0%	9.5%	17	18	35	36	8	44	11	0	11	64	26	90	428
11:00	180	165	345	8.0%	6.5%	15	12	27	36	36	72	2	0	2	53	48	101	446
12:00 PM	181	182	363	7.0%	5.0%	13	9	22	36	36	72	2	0	2	51	45	96	460
01:00	173	179	352	6.0%	4.0%	11	7	19	36	36	72	14	2	16	61	45	107	459
02:00	184	203	387	4.0%	4.0%	7	7	15	36	36	72	6	16	22	49	59	109	496
03:00	225	224	449	3.0%	4.0%	6	7	13	36	36	72	1	27	28	43	70	113	562
04:00	249	249	498	7.0%	9.5%	13	18	31	36	36	72	0	0	0	49	54	103	601
05:00	273	259	533	7.0%	9.5%	13	18	31	36	36	72	0	0	0	49	54	103	635
06:00	226	240	466	6.5%	9.5%	12	18	30	36	36	72	2	15	17	50	69	119	584
07:00	172	202	373	8.5%	11.5%	16	21	37	8	36	44	0	12	12	24	69	93	467
08:00	114	160	274	5.0%	7.0%	9	13	22	8	36	44	0	6	6	17	55	72	346
09:00	82	133	215	3.0%	4.0%	6	7	13	8	36	44	3	5	8	17	48	65	280
10:00	51	90	141	1.0%	1.0%	2	2	4	2	13	15	0	16	16	4	31	35	176
11:00	22	56	78	1.0%	1.0%	2	2	4	2	13	15	0	0	0	4	15	19	96
Total	3292	3873	7164	100%	100%	187	186	373	522	469	991	102	102	204	811	757	1568	8732

NELSON & POPE

Lewis Road AADT and Site Trips Summary Table
Saturday Volumes

	Saturday Average from ATR Data			Residential - Recreational Homes					Golf Course			Staff			Total Site Trips			
	WB	EB	Total	Entering	Entering	Trip Gen -In	Exiting	Total Residential Trips	Entering	Exiting	Total Golf Course Trips	Entering	Exiting	Staff	Enter	Exit	Total	Total Roadway Volume
12:00 AM	34	50	84	0.6%	0.0%	1	0	1	2	2	4	0	0	0	3	2	5	89
01:00	16	33	49	0.0%	0.0%	0	0	0	0	1	1	0	0	0	0	1	1	50
02:00	9	23	32	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	32
03:00	14	10	24	0.0%	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	24
04:00	22	11	33	0.0%	0.0%	0	0	0	12	2	14	3	0	3	15	2	17	50
05:00	37	22	59	0.0%	0.0%	0	0	0	12	2	14	28	0	28	40	2	42	101
06:00	92	81	173	0.6%	1.1%	1	2	3	20	2	22	10	3	13	31	7	38	211
07:00	179	173	352	1.1%	1.7%	2	3	5	20	2	22	0	0	0	22	5	27	379
08:00	201	167	368	3.3%	3.9%	6	7	13	41	8	49	0	0	0	47	15	62	430
09:00	183	180	363	4.4%	6.6%	8	12	20	41	42	83	20	0	20	69	54	123	486
10:00	212	229	441	7.7%	8.3%	14	15	29	41	42	83	11	0	11	66	57	123	564
11:00	263	229	492	11.0%	12.2%	20	22	42	41	42	83	2	0	2	63	64	127	619
12:00 PM	235	256	491	9.9%	10.5%	18	19	37	41	42	83	2	0	2	61	61	122	613
01:00	233	242	475	8.3%	8.8%	15	16	31	41	42	83	14	2	16	70	60	130	605
02:00	188	227	415	7.7%	5.5%	14	10	24	41	42	83	6	16	22	61	68	129	544
03:00	212	245	457	6.6%	3.3%	12	6	18	41	42	83	1	27	28	54	75	129	586
04:00	217	216	433	6.1%	2.2%	11	4	15	41	42	83	0	0	0	52	46	98	531
05:00	203	239	442	5.5%	3.9%	10	7	17	41	42	83	0	0	0	51	49	100	542
06:00	203	183	386	5.0%	5.5%	9	10	19	12	42	54	2	15	17	23	67	90	476
07:00	146	154	300	3.9%	9.4%	7	17	24	8	42	50	0	12	12	15	71	86	386
08:00	142	133	275	5.0%	7.7%	9	14	23	8	20	28	0	6	6	17	40	57	332
09:00	112	134	246	6.1%	5.5%	11	10	21	8	20	28	3	5	8	22	35	57	303
10:00	83	115	198	4.4%	2.8%	8	5	13	2	12	14	0	16	16	10	33	43	241
11:00	57	82	139	2.8%	1.1%	5	2	7	2	12	14	0	0	0	7	14	21	160
Total	408	408	816	100%	100%	181	181	362	516	545	1061	102	102	204	799	828	1627	2443

Detailed Land Use Data
For 118 Dwelling Units of RECHOME 1
(260) Recreational Homes

Project: The Hills at Southampton

Open Date: 3/25/2016
Analysis Date: 3/25/2016

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday Average Daily Trips Source : Trip Generation Manual 9th Edition	373	0	3.16	3	3.24		1091	50	50	False		
Weekday AM Peak Hour of Generator Source : Trip Generation Manual 9th Edition	35	0	0.3	0.21	1.33	0.57	331	49	51	False	T = 0.24(X) + 20.78	0.96
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	19	0	0.16	0.11	0.19		1091	67	33	False		
Weekday PM Peak Hour of Generator Source : Trip Generation Manual 9th Edition	37	0	0.31	0.25	1.33	0.56	331	44	56	False	T = 0.26(X) + 14.87	0.98
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	31	0	0.26	0.24	0.27		1091	41	59	False		
Saturday Average Daily Trips Source : Trip Generation Manual 9th Edition	362	0	3.07	2.99	3.23		1091	50	50	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	42	0	0.36	0.26	1.7	0.64	331	48	52	False	T = 0.24(X) + 40.86	0.94

Detailed Land Use Data
For 18 Golf Holes of GOLF 1
(430) Golf Course

Project: The Hills at Southampton

Open Date: 3/25/2016
Analysis Date: 3/25/2016

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	37	0	2.06	0.61	4.52	1.74	19	79	21	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	53	0	2.92	1.67	4.56	1.86	20	51	49	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	83	0	4.59	1.61	7.17	2.73	19	49	51	False		

Detailed Average Rate Trip Calculations
For 118 Dwelling Units of Single Family Detached Housing(210) - [E]

Project: Alt 2- Residential
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	10.36	0.00	1.00	1223
7-9 AM Peak Hour Enter	0.20	0.00	1.00	23
7-9 AM Peak Hour Exit	0.59	0.00	1.00	69
7-9 AM Peak Hour Total	0.78	0.00	1.00	92
4-6 PM Peak Hour Enter	0.65	0.00	1.00	77
4-6 PM Peak Hour Exit	0.38	0.00	1.00	45
4-6 PM Peak Hour Total	1.03	0.00	1.00	122
AM Pk Hr, Generator, Enter	0.21	0.00	1.00	25
AM Pk Hr, Generator, Exit	0.59	0.00	1.00	70
AM Pk Hr, Generator, Total	0.80	0.00	1.00	95
PM Pk Hr, Generator, Enter	0.67	0.00	1.00	79
PM Pk Hr, Generator, Exit	0.38	0.00	1.00	45
PM Pk Hr, Generator, Total	1.05	0.00	1.00	124
Saturday 2-Way Volume	10.03	0.00	1.00	1184
Saturday Peak Hour Enter	0.52	0.00	1.00	61
Saturday Peak Hour Exit	0.44	0.00	1.00	53
Saturday Peak Hour Total	0.96	0.00	1.00	114
Sunday 2-Way Volume	8.62	0.00	1.00	1018
Sunday Peak Hour Enter	0.47	0.00	1.00	56
Sunday Peak Hour Exit	0.42	0.00	1.00	49
Sunday Peak Hour Total	0.89	0.00	1.00	105

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .92LN(X) + 2.72, R^2 = 0.95
7-9 AM Peak Hr. Total:	T = .7(X) + 9.74
	R^2 = 0.89 , 0.25 Enter, 0.75 Exit
4-6 PM Peak Hr. Total:	LN(T) = .9LN(X) + .51
	R^2 = 0.91 , 0.63 Enter, 0.37 Exit
AM Gen Pk Hr. Total:	T = .7(X) + 12.12
	R^2 = 0.89 , 0.26 Enter, 0.74 Exit
PM Gen Pk Hr. Total:	LN(T) = .88LN(X) + .62
	R^2 = 0.91 , 0.64 Enter, 0.36 Exit
Sat. 2-Way Volume:	LN(T) = .93LN(X) + 2.64, R^2 = 0.92
Sat. Pk Hr. Total:	T = .89(X) + 8.77
	R^2 = 0.91 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	T = 8.63(X) + -.63, R^2 = 0.93
Sun. Pk Hr. Total:	LN(T) = .91LN(X) + .31
	R^2 = 0.88 , 0.53 Enter, 0.47 Exit

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 108 Dwelling Units of Single Family Detached Housing(210) - [E]

Project: Alt 3 - 108 single family homes
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	10.44	0.00	1.00	1127
7-9 AM Peak Hour Enter	0.20	0.00	1.00	21
7-9 AM Peak Hour Exit	0.59	0.00	1.00	64
7-9 AM Peak Hour Total	0.79	0.00	1.00	85
4-6 PM Peak Hour Enter	0.66	0.00	1.00	71
4-6 PM Peak Hour Exit	0.39	0.00	1.00	42
4-6 PM Peak Hour Total	1.04	0.00	1.00	113
AM Pk Hr, Generator, Enter	0.21	0.00	1.00	23
AM Pk Hr, Generator, Exit	0.60	0.00	1.00	65
AM Pk Hr, Generator, Total	0.81	0.00	1.00	88
PM Pk Hr, Generator, Enter	0.68	0.00	1.00	73
PM Pk Hr, Generator, Exit	0.38	0.00	1.00	41
PM Pk Hr, Generator, Total	1.06	0.00	1.00	114
Saturday 2-Way Volume	10.10	0.00	1.00	1090
Saturday Peak Hour Enter	0.52	0.00	1.00	57
Saturday Peak Hour Exit	0.45	0.00	1.00	48
Saturday Peak Hour Total	0.97	0.00	1.00	105
Sunday 2-Way Volume	8.62	0.00	1.00	931
Sunday Peak Hour Enter	0.47	0.00	1.00	51
Sunday Peak Hour Exit	0.42	0.00	1.00	46
Sunday Peak Hour Total	0.89	0.00	1.00	97

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .92LN(X) + 2.72, R^2 = 0.95
7-9 AM Peak Hr. Total:	T = .7(X) + 9.74
	R^2 = 0.89 , 0.25 Enter, 0.75 Exit
4-6 PM Peak Hr. Total:	LN(T) = .9LN(X) + .51
	R^2 = 0.91 , 0.63 Enter, 0.37 Exit
AM Gen Pk Hr. Total:	T = .7(X) + 12.12
	R^2 = 0.89 , 0.26 Enter, 0.74 Exit
PM Gen Pk Hr. Total:	LN(T) = .88LN(X) + .62
	R^2 = 0.91 , 0.64 Enter, 0.36 Exit
Sat. 2-Way Volume:	LN(T) = .93LN(X) + 2.64, R^2 = 0.92
Sat. Pk Hr. Total:	T = .89(X) + 8.77
	R^2 = 0.91 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	T = 8.63(X) + -.63, R^2 = 0.93
Sun. Pk Hr. Total:	LN(T) = .91LN(X) + .31
	R^2 = 0.88 , 0.53 Enter, 0.47 Exit

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 18 Holes of Golf Course(430) - [R]

Project: Alt 3 - 18 hole golf course
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	35.74	12.12	1.00	643
7-9 AM Peak Hour Enter	1.63	0.00	1.00	29
7-9 AM Peak Hour Exit	0.43	0.00	1.00	8
7-9 AM Peak Hour Total	2.06	1.74	1.00	37
4-6 PM Peak Hour Enter	1.49	0.00	1.00	27
4-6 PM Peak Hour Exit	1.43	0.00	1.00	26
4-6 PM Peak Hour Total	2.92	1.86	1.00	53
AM Pk Hr, Generator, Enter	1.56	0.00	1.00	28
AM Pk Hr, Generator, Exit	1.38	0.00	1.00	25
AM Pk Hr, Generator, Total	2.94	1.88	1.00	53
PM Pk Hr, Generator, Enter	1.53	0.00	1.00	28
PM Pk Hr, Generator, Exit	2.03	0.00	1.00	36
PM Pk Hr, Generator, Total	3.56	1.87	1.00	64
Saturday 2-Way Volume	40.63	17.12	1.00	731
Saturday Peak Hour Enter	2.25	0.00	1.00	41
Saturday Peak Hour Exit	2.34	0.00	1.00	42
Saturday Peak Hour Total	4.59	2.73	1.00	83
Sunday 2-Way Volume	39.53	13.52	1.00	712
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	4.43	2.44	1.00	80

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Average Rate Trip Calculations
For 90.760 Th.Sq.Ft. GFA of Quality Restaurant(931) - [R]

Project: Alt 3 - Commercial/rec center
Phase:

Open Date:
Analysis Date:

Description:

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	8164
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	74
4-6 PM Peak Hour Enter	5.02	0.00	1.00	456
4-6 PM Peak Hour Exit	2.47	0.00	1.00	224
4-6 PM Peak Hour Total	7.49	4.89	1.00	680
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	415
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	91
AM Pk Hr, Generator, Total	5.57	3.79	1.00	506
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	507
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	312
PM Pk Hr, Generator, Total	9.02	4.55	1.00	819
Saturday 2-Way Volume	94.36	34.42	1.00	8564
Saturday Peak Hour Enter	6.38	0.00	1.00	579
Saturday Peak Hour Exit	4.44	0.00	1.00	403
Saturday Peak Hour Total	10.82	4.38	1.00	982
Sunday 2-Way Volume	72.16	32.35	1.00	6549
Sunday Peak Hour Enter	5.28	0.00	1.00	479
Sunday Peak Hour Exit	3.10	0.00	1.00	282
Sunday Peak Hour Total	8.38	3.88	1.00	761

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Detailed Land Use Data
For 94 Dwelling Units of SFHOUSE 1
(210) Single-Family Detached Housing

Project: Alterntive 4 - Residential

Open Date: 4/4/2016
Analysis Date: 4/4/2016

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	76	0	0.75	0.33	2.27	0.9	194	25	75	True	T = 0.70(X) + 9.74	0.89
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	99	0	1	0.42	2.98	1.05	207	63	37	True	Ln(T) = 0.90 Ln(X) + 0.51	0.91
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	92	0	0.93	0.5	1.75	0.99	215	54	46	True	T = 0.89(X) + 8.77	0.91

Appendix D: 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:

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio*	
	≤1.0	>1.0
≤ 10	A	F
> 10 – 20	B	F
> 20-35	C	F
> 35-55	D	F
> 55 – 80	E	F
> 80	F	F

Note: *For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

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	$\leq$ 10 seconds per vehicle
Level of Service B	> 10 and $\leq$ 15 seconds per vehicle
Level of Service C	> 15 and $\leq$ 25 seconds per vehicle
Level of Service D	> 25 and $\leq$ 35 seconds per vehicle
Level of Service E	> 35 and $\leq$ 50 seconds per vehicle
Level of Service F	> 50 seconds per vehicle

Appendix E: Capacity Analysis/Level of Service Worksheets

Summer 2014 Existing Capacity Analyses

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		100	14	215	282	
Peak-Hour Factor, PHF		0.65	0.65	0.77	0.77	
Hourly Flow Rate, HFR		153	21	279	366	
Percent Heavy Vehicles		--	--	7	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	18		202			
Peak Hour Factor, PHF	0.97		0.97			
Hourly Flow Rate, HFR	18		208			
Percent Heavy Vehicles	11		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		279	18		208			
C(m) (vph)		1373	182		873			
v/c		0.20	0.10		0.24			
95% queue length		0.76	0.32		0.93			
Control Delay		8.3	26.9		10.4			
LOS		A	D		B			
Approach Delay				11.7				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		252	14	267	171	
Peak-Hour Factor, PHF		0.79	0.79	0.94	0.94	
Hourly Flow Rate, HFR		318	17	284	181	
Percent Heavy Vehicles		--	--	1	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8		281			
Peak Hour Factor, PHF	0.82		0.82			
Hourly Flow Rate, HFR	9		342			
Percent Heavy Vehicles	0		4			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		284	9		342			
C(m) (vph)		1230	188		711			
v/c		0.23	0.05		0.48			
95% queue length		0.89	0.15		2.63			
Control Delay		8.8	25.1		14.7			
LOS		A	D		B			
Approach Delay				14.9				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Exsting 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		223	30	275	206	
Peak-Hour Factor, PHF		0.83	0.83	0.87	0.87	
Hourly Flow Rate, HFR		268	36	316	236	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	17		220			
Peak Hour Factor, PHF	0.93		0.93			
Hourly Flow Rate, HFR	18		236			
Percent Heavy Vehicles	6		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes		1	1			
Configuration		L	R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		316	18		236			
C(m) (vph)		1257	186		761			
v/c		0.25	0.10		0.31			
95% queue length		1.00	0.32		1.32			
Control Delay		8.8	26.4		11.8			
LOS		A	D		B			
Approach Delay				12.9				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	8	233			216	4
Peak-Hour Factor, PHF	0.91	0.91			0.85	0.85
Hourly Flow Rate, HFR	8	256			254	4
Percent Heavy Vehicles		--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				7		8
Peak Hour Factor, PHF				0.63		0.63
Hourly Flow Rate, HFR				11		12
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	8						23	
C(m) (vph)	1318						626	
v/c	0.01						0.04	
95% queue length	0.02						0.11	
Control Delay	7.7						11.0	
LOS	A						B	
Approach Delay							11.0	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	4	278			246	12
Peak-Hour Factor, PHF	0.94	0.94			0.75	0.75
Hourly Flow Rate, HFR	4	295			328	16
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				11		8
Peak Hour Factor, PHF				0.68		0.68
Hourly Flow Rate, HFR				16		11
Percent Heavy Vehicles				9		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	0	
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	4						27	
C(m) (vph)	1226						511	
v/c	0.00						0.05	
95% queue length	0.01						0.17	
Control Delay	7.9						12.4	
LOS	A						B	
Approach Delay							12.4	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	273			248	11
Peak-Hour Factor, PHF	0.90	0.90			0.85	0.85
Hourly Flow Rate, HFR	5	303			291	12
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				14		4
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				14		4
Percent Heavy Vehicles				8		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	5						18	
C(m) (vph)	1269						490	
v/c	0.00						0.04	
95% queue length	0.01						0.11	
Control Delay	7.8						12.6	
LOS	A						B	
Approach Delay							12.6	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		228	0	52	211	
Peak-Hour Factor, PHF		0.93	0.93	0.88	0.88	
Hourly Flow Rate, HFR		245	0	59	239	
Percent Heavy Vehicles		--	--	12	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	7		61			
Peak Hour Factor, PHF	0.81		0.81			
Hourly Flow Rate, HFR	8		75			
Percent Heavy Vehicles	14		13			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		59		83				
C(m) (vph)		1265		712				
v/c		0.05		0.12				
95% queue length		0.15		0.39				
Control Delay		8.0		10.7				
LOS		A		B				
Approach Delay				10.7				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		286	0	54	255	
Peak-Hour Factor, PHF		0.95	0.95	0.77	0.77	
Hourly Flow Rate, HFR		301	0	70	331	
Percent Heavy Vehicles		--	--	6	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	6		75			
Peak Hour Factor, PHF	0.88		0.88			
Hourly Flow Rate, HFR	6		85			
Percent Heavy Vehicles	0		1			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	0				
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		70		91				
C(m) (vph)		1238		690				
v/c		0.06		0.13				
95% queue length		0.18		0.45				
Control Delay		8.1		11.0				
LOS		A		B				
Approach Delay				11.0				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		281	13	39	271	
Peak-Hour Factor, PHF		0.88	0.88	0.90	0.90	
Hourly Flow Rate, HFR		319	14	43	301	
Percent Heavy Vehicles		--	--	8	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4		46			
Peak Hour Factor, PHF	0.65		0.65			
Hourly Flow Rate, HFR	6		70			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		43		76				
C(m) (vph)		1193		674				
v/c		0.04		0.11				
95% queue length		0.11		0.38				
Control Delay		8.1		11.0				
LOS		A		B				
Approach Delay				11.0				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	197	80	12	0	63	3
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92
Hourly Flow Rate, HFR	218	88	13	0	68	3
Percent Heavy Vehicles	6	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	20	7	3	2	8	180
Peak Hour Factor, PHF	0.94	0.94	0.94	0.85	0.85	0.85
Hourly Flow Rate, HFR	21	7	3	2	9	211
Percent Heavy Vehicles	5	0	33	0	0	7
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	218	0		31			222	
C(m) (vph)	1504	1504		274			899	
v/c	0.14	0.00		0.11			0.25	
95% queue length	0.51	0.00		0.38			0.97	
Control Delay	7.8	7.4		19.8			10.3	
LOS	A	A		C			B	
Approach Delay				19.8			10.3	
Approach LOS				C			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	233	108	20	0	70	7
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88
Hourly Flow Rate, HFR	240	111	20	0	79	7
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	22	8	2	4	23	217
Peak Hour Factor, PHF	0.80	0.80	0.80	0.78	0.78	0.78
Hourly Flow Rate, HFR	27	9	2	5	29	278
Percent Heavy Vehicles	9	13	0	0	9	3
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	240	0		38			312	
C(m) (vph)	1510	1467		189			781	
v/c	0.16	0.00		0.20			0.40	
95% queue length	0.56	0.00		0.73			1.93	
Control Delay	7.8	7.5		28.8			12.6	
LOS	A	A		D			B	
Approach Delay				28.8			12.6	
Approach LOS				D			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2014
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	178	127	22	3	76	10
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.75	0.75	0.75
Hourly Flow Rate, HFR	202	144	25	4	101	13
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	28	6	2	15	10	206
Peak Hour Factor, PHF	0.73	0.73	0.73	0.92	0.92	0.92
Hourly Flow Rate, HFR	38	8	2	16	10	223
Percent Heavy Vehicles	4	0	0	0	0	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	202	4		48			249	
C(m) (vph)	1475	1421		221			779	
v/c	0.14	0.00		0.22			0.32	
95% queue length	0.47	0.01		0.80			1.38	
Control Delay	7.8	7.5		25.8			11.8	
LOS	A	A		D			B	
Approach Delay				25.8			11.8	
Approach LOS				D			B	

Fall 2015 Existing Capacity Analyses

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		119	5	210	258	
Peak-Hour Factor, PHF		0.91	0.91	0.78	0.78	
Hourly Flow Rate, HFR		130	5	269	330	
Percent Heavy Vehicles		--	--	10	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	6		239			
Peak Hour Factor, PHF	0.92		0.92			
Hourly Flow Rate, HFR	6		259			
Percent Heavy Vehicles	17		9			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		269	6		259			
C(m) (vph)		1401	204		899			
v/c		0.19	0.03		0.29			
95% queue length		0.71	0.09		1.20			
Control Delay		8.2	23.2		10.6			
LOS		A	C		B			
Approach Delay				10.9				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		243	6	222	158	
Peak-Hour Factor, PHF		0.85	0.85	0.91	0.91	
Hourly Flow Rate, HFR		285	7	243	173	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	13		251			
Peak Hour Factor, PHF	0.89		0.89			
Hourly Flow Rate, HFR	14		282			
Percent Heavy Vehicles	8		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes		1	1			
Configuration		L	R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		243	14		282			
C(m) (vph)		1270	229		742			
v/c		0.19	0.06		0.38			
95% queue length		0.71	0.19		1.78			
Control Delay		8.5	21.7		12.8			
LOS		A	C		B			
Approach Delay				13.2				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		191	28	219	153	
Peak-Hour Factor, PHF		0.87	0.87	0.94	0.94	
Hourly Flow Rate, HFR		219	32	232	162	
Percent Heavy Vehicles		--	--	3	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9		234			
Peak Hour Factor, PHF	0.97		0.97			
Hourly Flow Rate, HFR	9		241			
Percent Heavy Vehicles	0		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		232	9		241			
C(m) (vph)		1309	271		797			
v/c		0.18	0.03		0.30			
95% queue length		0.64	0.10		1.28			
Control Delay		8.3	18.7		11.5			
LOS		A	C		B			
Approach Delay				11.7				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	222			235	5
Peak-Hour Factor, PHF	0.97	0.97			0.86	0.86
Hourly Flow Rate, HFR	6	228			273	5
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				17		5
Peak Hour Factor, PHF				0.79		0.79
Hourly Flow Rate, HFR				21		6
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	6						27	
C(m) (vph)	1296						561	
v/c	0.00						0.05	
95% queue length	0.01						0.15	
Control Delay	7.8						11.7	
LOS	A						B	
Approach Delay							11.7	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	10	257			231	15
Peak-Hour Factor, PHF	0.80	0.80			0.90	0.90
Hourly Flow Rate, HFR	12	321			256	16
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				5		6
Peak Hour Factor, PHF				0.69		0.69
Hourly Flow Rate, HFR				7		8
Percent Heavy Vehicles				20		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	12						15	
C(m) (vph)	1303						562	
v/c	0.01						0.03	
95% queue length	0.03						0.08	
Control Delay	7.8						11.6	
LOS	A						B	
Approach Delay							11.6	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	2	262			276	12
Peak-Hour Factor, PHF	0.81	0.81			0.88	0.88
Hourly Flow Rate, HFR	2	323			313	13
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				15		6
Peak Hour Factor, PHF				0.68		0.68
Hourly Flow Rate, HFR				22		8
Percent Heavy Vehicles				7		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	2						30	
C(m) (vph)	1245						480	
v/c	0.00						0.06	
95% queue length	0.00						0.20	
Control Delay	7.9						13.0	
LOS	A						B	
Approach Delay							13.0	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		231	10	50	228	
Peak-Hour Factor, PHF		0.94	0.94	0.87	0.87	
Hourly Flow Rate, HFR		245	10	57	262	
Percent Heavy Vehicles		--	--	12	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9		66			
Peak Hour Factor, PHF	0.85		0.85			
Hourly Flow Rate, HFR	10		77			
Percent Heavy Vehicles	33		14			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		57		87				
C(m) (vph)		1254		683				
v/c		0.05		0.13				
95% queue length		0.14		0.44				
Control Delay		8.0		11.0				
LOS		A		B				
Approach Delay				11.0				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		254	10	75	232	
Peak-Hour Factor, PHF		0.87	0.87	0.90	0.90	
Hourly Flow Rate, HFR		291	11	83	257	
Percent Heavy Vehicles		--	--	8	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	13		59			
Peak Hour Factor, PHF	0.78		0.78			
Hourly Flow Rate, HFR	16		75			
Percent Heavy Vehicles	0		3			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		83		91				
C(m) (vph)		1226		630				
v/c		0.07		0.14				
95% queue length		0.22		0.50				
Control Delay		8.1		11.7				
LOS		A		B				
Approach Delay				11.7				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		272	5	44	276	
Peak-Hour Factor, PHF		0.89	0.89	0.87	0.87	
Hourly Flow Rate, HFR		305	5	50	317	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10		54			
Peak Hour Factor, PHF	0.83		0.83			
Hourly Flow Rate, HFR	12		65			
Percent Heavy Vehicles	11		4			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	0				
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		50		77				
C(m) (vph)		1262		629				
v/c		0.04		0.12				
95% queue length		0.12		0.42				
Control Delay		8.0		11.5				
LOS		A		B				
Approach Delay				11.5				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	184	94	17	0	67	5
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.86	0.86	0.86
Hourly Flow Rate, HFR	189	96	17	0	77	5
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	24	10	0	6	10	193
Peak Hour Factor, PHF	0.77	0.77	0.77	0.89	0.89	0.89
Hourly Flow Rate, HFR	31	12	0	6	11	216
Percent Heavy Vehicles	13	0	0	17	40	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	189	0		43			233	
C(m) (vph)	1478	1489		267			856	
v/c	0.13	0.00		0.16			0.27	
95% queue length	0.44	0.00		0.56			1.11	
Control Delay	7.8	7.4		21.1			10.8	
LOS	A	A		C			B	
Approach Delay				21.1			10.8	
Approach LOS				C			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	215	76	24	1	57	10
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90
Hourly Flow Rate, HFR	249	88	27	1	63	11
Percent Heavy Vehicles	1	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	21	7	1	6	9	227
Peak Hour Factor, PHF	0.52	0.52	0.52	0.95	0.95	0.95
Hourly Flow Rate, HFR	40	13	1	6	9	238
Percent Heavy Vehicles	5	14	0	0	0	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	249	1		54			253	
C(m) (vph)	1532	1487		216			879	
v/c	0.16	0.00		0.25			0.29	
95% queue length	0.58	0.00		0.95			1.19	
Control Delay	7.8	7.4		27.1			10.7	
LOS	A	A		D			B	
Approach Delay				27.1			10.7	
Approach LOS				D			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Existing 2015
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	206	96	16	7	110	18
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.70	0.70	0.70
Hourly Flow Rate, HFR	242	112	18	10	157	25
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	17	9	2	8	11	191
Peak Hour Factor, PHF	0.63	0.63	0.63	0.95	0.95	0.95
Hourly Flow Rate, HFR	26	14	3	8	11	201
Percent Heavy Vehicles	6	0	100	0	0	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	242	10		43			220	
C(m) (vph)	1393	1468		196			721	
v/c	0.17	0.01		0.22			0.31	
95% queue length	0.63	0.02		0.81			1.29	
Control Delay	8.1	7.5		28.5			12.2	
LOS	A	A		D			B	
Approach Delay				28.5			12.2	
Approach LOS				D			B	

Summer 2017 No Build Capacity Analyses

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		106	15	228	299	
Peak-Hour Factor, PHF		0.65	0.65	0.77	0.77	
Hourly Flow Rate, HFR		163	23	296	388	
Percent Heavy Vehicles		--	--	7	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	20		214			
Peak Hour Factor, PHF	0.97		0.97			
Hourly Flow Rate, HFR	20		220			
Percent Heavy Vehicles	11		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		296	20		220			
C(m) (vph)		1359	163		862			
v/c		0.22	0.12		0.26			
95% queue length		0.83	0.41		1.02			
Control Delay		8.4	30.2		10.6			
LOS		A	D		B			
Approach Delay				12.2				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		267	15	283	182	
Peak-Hour Factor, PHF		0.79	0.79	0.94	0.94	
Hourly Flow Rate, HFR		337	18	301	193	
Percent Heavy Vehicles		--	--	1	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9		298			
Peak Hour Factor, PHF	0.82		0.82			
Hourly Flow Rate, HFR	10		363			
Percent Heavy Vehicles	0		4			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes		1	1			
Configuration		L	R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		301	10		363			
C(m) (vph)		1209	168		692			
v/c		0.25	0.06		0.52			
95% queue length		0.99	0.19		3.08			
Control Delay		9.0	27.8		15.8			
LOS		A	D		C			
Approach Delay				16.1				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		237	32	292	219	
Peak-Hour Factor, PHF		0.83	0.83	0.87		
Hourly Flow Rate, HFR		285	38	335	219	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19		233			
Peak Hour Factor, PHF	0.93		0.93			
Hourly Flow Rate, HFR	20		250			
Percent Heavy Vehicles	6		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		335	20		250			
C(m) (vph)		1237	172		744			
v/c		0.27	0.12		0.34			
95% queue length		1.10	0.39		1.48			
Control Delay		9.0	28.7		12.3			
LOS		A	D		B			
Approach Delay				13.5				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	247			229	5
Peak-Hour Factor, PHF	0.91	0.91			0.85	0.85
Hourly Flow Rate, HFR	9	271			269	5
Percent Heavy Vehicles		--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				8		9
Peak Hour Factor, PHF				0.63		0.63
Hourly Flow Rate, HFR				12		14
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	9						26	
C(m) (vph)	1301						609	
v/c	0.01						0.04	
95% queue length	0.02						0.13	
Control Delay	7.8						11.2	
LOS	A						B	
Approach Delay							11.2	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	295			261	13
Peak-Hour Factor, PHF	0.94	0.94			0.75	0.75
Hourly Flow Rate, HFR	5	313			348	17
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				12		9
Peak Hour Factor, PHF				0.68		0.68
Hourly Flow Rate, HFR				17		13
Percent Heavy Vehicles				9		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	5						30	
C(m) (vph)	1205						494	
v/c	0.00						0.06	
95% queue length	0.01						0.19	
Control Delay	8.0						12.8	
LOS	A						B	
Approach Delay							12.8	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	290			263	12
Peak-Hour Factor, PHF	0.90	0.90			0.85	0.85
Hourly Flow Rate, HFR	6	322			309	14
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				15		5
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				15		5
Percent Heavy Vehicles				8		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	6						20	
C(m) (vph)	1248						472	
v/c	0.00						0.04	
95% queue length	0.01						0.13	
Control Delay	7.9						13.0	
LOS	A						B	
Approach Delay							13.0	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		242	0	56	224	
Peak-Hour Factor, PHF		0.93	0.93	0.88	0.88	
Hourly Flow Rate, HFR		260	0	63	254	
Percent Heavy Vehicles		--	--	12	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8		65			
Peak Hour Factor, PHF	0.81		0.81			
Hourly Flow Rate, HFR	9		80			
Percent Heavy Vehicles	14		13			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		63		89				
C(m) (vph)		1249		691				
v/c		0.05		0.13				
95% queue length		0.16		0.44				
Control Delay		8.0		11.0				
LOS		A		B				
Approach Delay				11.0				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		303	0	58	271	
Peak-Hour Factor, PHF		0.95	0.95	0.77	0.77	
Hourly Flow Rate, HFR		318	0	75	351	
Percent Heavy Vehicles		--	--	6	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	7		80			
Peak Hour Factor, PHF	0.88		0.88			
Hourly Flow Rate, HFR	7		90			
Percent Heavy Vehicles	0		1			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	0				
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		75		97				
C(m) (vph)		1220		666				
v/c		0.06		0.15				
95% queue length		0.20		0.51				
Control Delay		8.1		11.3				
LOS		A		B				
Approach Delay				11.3				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		298	14	42	287	
Peak-Hour Factor, PHF		0.88	0.88	0.90	0.90	
Hourly Flow Rate, HFR		338	15	46	318	
Percent Heavy Vehicles		--	--	8	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	5		49			
Peak Hour Factor, PHF	0.65		0.65			
Hourly Flow Rate, HFR	7		75			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	0				
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		46		82				
C(m) (vph)		1173		650				
v/c		0.04		0.13				
95% queue length		0.12		0.43				
Control Delay		8.2		11.3				
LOS		A		B				
Approach Delay				11.3				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	209	85	13	0	67	4
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92
Hourly Flow Rate, HFR	232	94	14	0	72	4
Percent Heavy Vehicles	6	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	22	8	4	3	9	191
Peak Hour Factor, PHF	0.94	0.94	0.94	0.85	0.85	0.85
Hourly Flow Rate, HFR	23	8	4	3	10	224
Percent Heavy Vehicles	5	0	33	0	0	7
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	232	0		35			237	
C(m) (vph)	1498	1495		254			879	
v/c	0.15	0.00		0.14			0.27	
95% queue length	0.55	0.00		0.47			1.09	
Control Delay	7.8	7.4		21.4			10.6	
LOS	A	A		C			B	
Approach Delay				21.4			10.6	
Approach LOS				C			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	247	115	22	0	75	8
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88
Hourly Flow Rate, HFR	254	118	22	0	85	9
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	24	9	3	5	25	230
Peak Hour Factor, PHF	0.80	0.80	0.80	0.78	0.78	0.78
Hourly Flow Rate, HFR	29	11	3	6	32	294
Percent Heavy Vehicles	9	13	0	0	9	3
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	254	0		43			332	
C(m) (vph)	1500	1456		172			750	
v/c	0.17	0.00		0.25			0.44	
95% queue length	0.61	0.00		0.94			2.28	
Control Delay	7.9	7.5		32.8			13.6	
LOS	A	A		D			B	
Approach Delay				32.8			13.6	
Approach LOS				D			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	189	135	24	4	81	11
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.75	0.75	0.75
Hourly Flow Rate, HFR	214	153	27	5	108	14
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	30	7	3	16	11	219
Peak Hour Factor, PHF	0.73	0.73	0.73	0.92	0.92	0.92
Hourly Flow Rate, HFR	41	9	4	17	11	238
Percent Heavy Vehicles	4	0	0	0	0	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	214	5		54			266	
C(m) (vph)	1465	1408		202			757	
v/c	0.15	0.00		0.27			0.35	
95% queue length	0.51	0.01		1.04			1.58	
Control Delay	7.9	7.6		29.2			12.3	
LOS	A	A		D			B	
Approach Delay				29.2			12.3	
Approach LOS				D			B	

Fall 2017 No Build Capacity Analyses

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		124	6	219	269	
Peak-Hour Factor, PHF		0.91	0.91	0.78	0.78	
Hourly Flow Rate, HFR		136	6	280	344	
Percent Heavy Vehicles		--	--	10	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	7		249			
Peak Hour Factor, PHF	0.92		0.92			
Hourly Flow Rate, HFR	7		270			
Percent Heavy Vehicles	17		9			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		280	7		270			
C(m) (vph)		1393	190		891			
v/c		0.20	0.04		0.30			
95% queue length		0.75	0.11		1.28			
Control Delay		8.2	24.7		10.8			
LOS		A	C		B			
Approach Delay				11.1				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		253	7	231	165	
Peak-Hour Factor, PHF		0.85	0.85	0.91	0.91	
Hourly Flow Rate, HFR		297	8	253	181	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	14		261			
Peak Hour Factor, PHF	0.89		0.89			
Hourly Flow Rate, HFR	15		293			
Percent Heavy Vehicles	8		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		253	15		293			
C(m) (vph)		1256	213		729			
v/c		0.20	0.07		0.40			
95% queue length		0.75	0.23		1.95			
Control Delay		8.6	23.2		13.2			
LOS		A	C		B			
Approach Delay				13.7				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		199	30	228	159	
Peak-Hour Factor, PHF		0.87	0.87	0.94	0.94	
Hourly Flow Rate, HFR		228	34	242	169	
Percent Heavy Vehicles		--	--	3	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10		244			
Peak Hour Factor, PHF	0.97		0.97			
Hourly Flow Rate, HFR	10		251			
Percent Heavy Vehicles	0		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		242	10		251			
C(m) (vph)		1296	254		786			
v/c		0.19	0.04		0.32			
95% queue length		0.69	0.12		1.38			
Control Delay		8.4	19.8		11.7			
LOS		A	C		B			
Approach Delay				12.0				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	7	231			245	6
Peak-Hour Factor, PHF	0.97	0.97			0.86	0.86
Hourly Flow Rate, HFR	7	238			284	6
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				18		6
Peak Hour Factor, PHF				0.79		0.79
Hourly Flow Rate, HFR				22		7
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	7						29	
C(m) (vph)	1283						548	
v/c	0.01						0.05	
95% queue length	0.02						0.17	
Control Delay	7.8						11.9	
LOS	A						B	
Approach Delay							11.9	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	268			241	16
Peak-Hour Factor, PHF	0.80	0.80			0.90	0.90
Hourly Flow Rate, HFR	13	334			267	17
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				6		7
Peak Hour Factor, PHF				0.69		0.69
Hourly Flow Rate, HFR				8		10
Percent Heavy Vehicles				20		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	13						18	
C(m) (vph)	1290						554	
v/c	0.01						0.03	
95% queue length	0.03						0.10	
Control Delay	7.8						11.7	
LOS	A						B	
Approach Delay							11.7	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	273			287	13
Peak-Hour Factor, PHF	0.81	0.81			0.88	0.88
Hourly Flow Rate, HFR	3	337			326	14
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				16		7
Peak Hour Factor, PHF				0.68		0.68
Hourly Flow Rate, HFR				23		10
Percent Heavy Vehicles				7		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	3						33	
C(m) (vph)	1230						471	
v/c	0.00						0.07	
95% queue length	0.01						0.23	
Control Delay	7.9						13.2	
LOS	A						B	
Approach Delay							13.2	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		241	11	52	237	
Peak-Hour Factor, PHF		0.94	0.94	0.87	0.87	
Hourly Flow Rate, HFR		256	11	59	272	
Percent Heavy Vehicles		--	--	12	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10		69			
Peak Hour Factor, PHF	0.85		0.85			
Hourly Flow Rate, HFR	11		81			
Percent Heavy Vehicles	33		14			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		59		92				
C(m) (vph)		1241		667				
v/c		0.05		0.14				
95% queue length		0.15		0.48				
Control Delay		8.0		11.3				
LOS		A		B				
Approach Delay				11.3				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		264	11	78	242	
Peak-Hour Factor, PHF		0.87	0.87	0.90	0.90	
Hourly Flow Rate, HFR		303	12	86	268	
Percent Heavy Vehicles		--	--	8	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	14		62			
Peak Hour Factor, PHF	0.78		0.78			
Hourly Flow Rate, HFR	17		79			
Percent Heavy Vehicles	0		3			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		86		96				
C(m) (vph)		1212		614				
v/c		0.07		0.16				
95% queue length		0.23		0.55				
Control Delay		8.2		11.9				
LOS		A		B				
Approach Delay				11.9				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		283	6	46	287	
Peak-Hour Factor, PHF		0.89	0.89	0.87	0.87	
Hourly Flow Rate, HFR		317	6	52	329	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	11		57			
Peak Hour Factor, PHF	0.83		0.83			
Hourly Flow Rate, HFR	13		68			
Percent Heavy Vehicles	11		4			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		52		81				
C(m) (vph)		1248		613				
v/c		0.04		0.13				
95% queue length		0.13		0.45				
Control Delay		8.0		11.8				
LOS		A		B				
Approach Delay				11.8				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	192	98	18	0	70	6
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.86	0.86	0.86
Hourly Flow Rate, HFR	197	101	18	0	81	6
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	11	0	7	11	201
Peak Hour Factor, PHF	0.77	0.77	0.77	0.89	0.89	0.89
Hourly Flow Rate, HFR	32	14	0	7	12	225
Percent Heavy Vehicles	13	0	0	17	40	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	197	0		46			244	
C(m) (vph)	1472	1482		253			838	
v/c	0.13	0.00		0.18			0.29	
95% queue length	0.46	0.00		0.65			1.21	
Control Delay	7.8	7.4		22.4			11.1	
LOS	A	A		C			B	
Approach Delay				22.4			11.1	
Approach LOS				C			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	224	79	25	2	60	11
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90
Hourly Flow Rate, HFR	260	91	29	2	66	12
Percent Heavy Vehicles	1	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	22	8	2	7	10	236
Peak Hour Factor, PHF	0.52	0.52	0.52	0.95	0.95	0.95
Hourly Flow Rate, HFR	42	15	3	7	10	248
Percent Heavy Vehicles	5	14	0	0	0	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	260	2		60			265	
C(m) (vph)	1527	1480		206			857	
v/c	0.17	0.00		0.29			0.31	
95% queue length	0.61	0.00		1.16			1.32	
Control Delay	7.8	7.4		29.5			11.1	
LOS	A	A		D			B	
Approach Delay				29.5			11.1	
Approach LOS				D			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: No Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	215	100	17	8	115	19
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.70	0.70	0.70
Hourly Flow Rate, HFR	252	117	19	11	164	27
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	18	10	3	9	12	199
Peak Hour Factor, PHF	0.63	0.63	0.63	0.95	0.95	0.95
Hourly Flow Rate, HFR	28	15	4	9	12	209
Percent Heavy Vehicles	6	0	100	0	0	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	252	11		47			230	
C(m) (vph)	1383	1461		183			696	
v/c	0.18	0.01		0.26			0.33	
95% queue length	0.67	0.02		0.98			1.44	
Control Delay	8.2	7.5		31.3			12.7	
LOS	A	A		D			B	
Approach Delay				31.3			12.7	
Approach LOS				D			B	

Summer 2017 Build Capacity Analyses

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		106	15	262	299	
Peak-Hour Factor, PHF		0.65	0.65	0.77	0.77	
Hourly Flow Rate, HFR		163	23	340	388	
Percent Heavy Vehicles		--	--	7	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	20		224			
Peak Hour Factor, PHF	0.97		0.97			
Hourly Flow Rate, HFR	20		230			
Percent Heavy Vehicles	11		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		340	20		230			
C(m) (vph)		1359	176		862			
v/c		0.25	0.11		0.27			
95% queue length		0.99	0.38		1.08			
Control Delay		8.5	28.1		10.7			
LOS		A	D		B			
Approach Delay				12.1				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		267	15	317	182	
Peak-Hour Factor, PHF		0.79	0.79	0.94	0.94	
Hourly Flow Rate, HFR		337	18	337	193	
Percent Heavy Vehicles		--	--	1	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9		336			
Peak Hour Factor, PHF	0.82		0.82			
Hourly Flow Rate, HFR	10		409			
Percent Heavy Vehicles	0		4			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		337	10		409			
C(m) (vph)		1209	146		692			
v/c		0.28	0.07		0.59			
95% queue length		1.15	0.22		3.90			
Control Delay		9.1	31.5		17.4			
LOS		A	D		C			
Approach Delay				17.8				
Approach LOS				C				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		237	32	335	219	
Peak-Hour Factor, PHF		0.83	0.83	0.88		
Hourly Flow Rate, HFR		285	38	380	219	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19		277			
Peak Hour Factor, PHF	0.93		0.93			
Hourly Flow Rate, HFR	20		297			
Percent Heavy Vehicles	6		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1	1				
Configuration	L	R				

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		380	20		297			
C(m) (vph)		1237	146		744			
v/c		0.31	0.14		0.40			
95% queue length		1.31	0.46		1.93			
Control Delay		9.2	33.5		13.0			
LOS		A	D		B			
Approach Delay				14.3				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	9	251			244	5
Peak-Hour Factor, PHF	0.91	0.91			0.85	0.85
Hourly Flow Rate, HFR	9	275			287	5
Percent Heavy Vehicles	25	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				8		9
Peak Hour Factor, PHF				0.63		0.63
Hourly Flow Rate, HFR				12		14
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	0	
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	9						26	
C(m) (vph)	1149						592	
v/c	0.01						0.04	
95% queue length	0.02						0.14	
Control Delay	8.2						11.4	
LOS	A						B	
Approach Delay							11.4	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	5	311			276	13
Peak-Hour Factor, PHF	0.94	0.94			0.75	0.75
Hourly Flow Rate, HFR	5	330			368	17
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				12		9
Peak Hour Factor, PHF				0.68		0.68
Hourly Flow Rate, HFR				17		13
Percent Heavy Vehicles				9		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	0	
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	5						30	
C(m) (vph)	1185						473	
v/c	0.00						0.06	
95% queue length	0.01						0.20	
Control Delay	8.1						13.1	
LOS	A						B	
Approach Delay							13.1	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	6	310			281	12
Peak-Hour Factor, PHF	0.90	0.90			0.85	0.85
Hourly Flow Rate, HFR	6	344			330	14
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				15		5
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				15		5
Percent Heavy Vehicles				8		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	6						20	
C(m) (vph)	1226						447	
v/c	0.00						0.04	
95% queue length	0.01						0.14	
Control Delay	8.0						13.4	
LOS	A						B	
Approach Delay							13.4	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		245	2	56	234	
Peak-Hour Factor, PHF		0.93	0.93	0.88	0.88	
Hourly Flow Rate, HFR		263	2	63	265	
Percent Heavy Vehicles		--	--	12	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	13		65			
Peak Hour Factor, PHF	0.81		0.81			
Hourly Flow Rate, HFR	16		80			
Percent Heavy Vehicles	14		13			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		63		96				
C(m) (vph)		1243		650				
v/c		0.05		0.15				
95% queue length		0.16		0.52				
Control Delay		8.1		11.5				
LOS		A		B				
Approach Delay				11.5				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		314	6	58	281	
Peak-Hour Factor, PHF		0.95	0.95	0.77	0.77	
Hourly Flow Rate, HFR		330	6	75	364	
Percent Heavy Vehicles		--	--	6	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	12		80			
Peak Hour Factor, PHF	0.88		0.88			
Hourly Flow Rate, HFR	13		90			
Percent Heavy Vehicles	0		1			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		75		103				
C(m) (vph)		1201		613				
v/c		0.06		0.17				
95% queue length		0.20		0.60				
Control Delay		8.2		12.1				
LOS		A		B				
Approach Delay				12.1				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		310	20	42	299	
Peak-Hour Factor, PHF		0.88	0.88	0.90	0.90	
Hourly Flow Rate, HFR		352	22	46	332	
Percent Heavy Vehicles		--	--	8	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR		LT	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	11		49			
Peak Hour Factor, PHF	0.65		0.65			
Hourly Flow Rate, HFR	16		75			
Percent Heavy Vehicles	0		0			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		46		91				
C(m) (vph)		1152		586				
v/c		0.04		0.16				
95% queue length		0.12		0.55				
Control Delay		8.3		12.3				
LOS		A		B				
Approach Delay				12.3				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	211	85	13	0	70	4
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.92	0.92	0.92
Hourly Flow Rate, HFR	234	94	14	0	76	4
Percent Heavy Vehicles	6	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	8	4	3	9	196
Peak Hour Factor, PHF	0.94	0.94	0.94	0.85	0.85	0.85
Hourly Flow Rate, HFR	26	8	4	3	10	230
Percent Heavy Vehicles	5	0	33	0	0	7
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	234	0		38			243	
C(m) (vph)	1493	1495		244			876	
v/c	0.16	0.00		0.16			0.28	
95% queue length	0.56	0.00		0.54			1.14	
Control Delay	7.9	7.4		22.5			10.7	
LOS	A	A		C			B	
Approach Delay				22.5			10.7	
Approach LOS				C			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	253	118	25	0	78	8
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.88	0.88	0.88
Hourly Flow Rate, HFR	260	121	25	0	88	9
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	27	9	3	5	25	235
Peak Hour Factor, PHF	0.80	0.80	0.80	0.78	0.78	0.78
Hourly Flow Rate, HFR	33	11	3	6	32	301
Percent Heavy Vehicles	9	13	0	0	9	
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	260	0		47			339	
C(m) (vph)	1496	1448		160			749	
v/c	0.17	0.00		0.29			0.45	
95% queue length	0.63	0.00		1.15			2.37	
Control Delay	7.9	7.5		36.6			13.7	
LOS	A	A		E			B	
Approach Delay				36.6			13.7	
Approach LOS				E			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	195	138	27	4	84	11
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.75	0.75	0.75
Hourly Flow Rate, HFR	221	156	30	5	112	14
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	33	7	3	16	11	225
Peak Hour Factor, PHF	0.73	0.73	0.73	0.92	0.92	0.92
Hourly Flow Rate, HFR	45	9	4	17	11	244
Percent Heavy Vehicles	4	0	0	0	0	4
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	221	5		58			272	
C(m) (vph)	1460	1401		190			748	
v/c	0.15	0.00		0.31			0.36	
95% queue length	0.53	0.01		1.23			1.67	
Control Delay	7.9	7.6		32.1			12.5	
LOS	A	A		D			B	
Approach Delay				32.1			12.5	
Approach LOS				D			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Site Access @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Site Access
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	34	256			238	15
Peak-Hour Factor, PHF	0.90	0.91			0.85	0.90
Hourly Flow Rate, HFR	37	281			279	16
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				4		10
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				4		11
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	0	
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	37						15	
C(m) (vph)	1266						624	
v/c	0.03						0.02	
95% queue length	0.09						0.07	
Control Delay	7.9						10.9	
LOS	A						B	
Approach Delay							10.9	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Site Access @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Site Access
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	34	299			269	15
Peak-Hour Factor, PHF	0.90	0.94			0.75	0.90
Hourly Flow Rate, HFR	37	318			358	16
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				16		38
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				17		42
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	37						59	
C(m) (vph)	1184						543	
v/c	0.03						0.11	
95% queue length	0.10						0.36	
Control Delay	8.1						12.4	
LOS	A						B	
Approach Delay							12.4	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Site Access @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Site Access
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	43	294			266	18
Peak-Hour Factor, PHF	0.90	0.90			0.85	0.90
Hourly Flow Rate, HFR	47	326			312	20
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				20		44
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				22		48
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	47						70	
C(m) (vph)	1227						553	
v/c	0.04						0.13	
95% queue length	0.12						0.43	
Control Delay	8.1						12.5	
LOS	A						B	
Approach Delay							12.5	
Approach LOS							B	

Fall 2017 Build Capacity Analyses

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		124	6	253	269	
Peak-Hour Factor, PHF		0.91	0.91	0.78	0.78	
Hourly Flow Rate, HFR		136	6	324	344	
Percent Heavy Vehicles		--	--	10	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	7		259			
Peak Hour Factor, PHF	0.92		0.92			
Hourly Flow Rate, HFR	7		281			
Percent Heavy Vehicles	17		9			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		324	7		281			
C(m) (vph)		1393	161		891			
v/c		0.23	0.04		0.32			
95% queue length		0.90	0.14		1.36			
Control Delay		8.4	28.4		10.9			
LOS		A	D		B			
Approach Delay				11.3				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		253	7	265	165	
Peak-Hour Factor, PHF		0.85	0.85	0.91	0.91	
Hourly Flow Rate, HFR		297	8	291	181	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	14		299			
Peak Hour Factor, PHF	0.89		0.89			
Hourly Flow Rate, HFR	15		335			
Percent Heavy Vehicles	8		6			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		291	15		335			
C(m) (vph)		1256	184		729			
v/c		0.23	0.08		0.46			
95% queue length		0.90	0.26		2.43			
Control Delay		8.7	26.3		14.1			
LOS		A	D		B			
Approach Delay				14.6				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ CR 104
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Road
North/South Street: CR 104
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		199	30	271	159	
Peak-Hour Factor, PHF		0.87	0.87	0.94	0.94	
Hourly Flow Rate, HFR		228	34	288	169	
Percent Heavy Vehicles		--	--	3	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	1	1	
Configuration			TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10		288			
Peak Hour Factor, PHF	0.97		0.97			
Hourly Flow Rate, HFR	10		296			
Percent Heavy Vehicles	0		5			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			/
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		288	10		296			
C(m) (vph)		1296	215		786			
v/c		0.22	0.05		0.38			
95% queue length		0.85	0.15		1.76			
Control Delay		8.6	22.6		12.3			
LOS		A	C		B			
Approach Delay				12.7				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	7	235			260	6
Peak-Hour Factor, PHF	0.97	0.97			0.86	0.86
Hourly Flow Rate, HFR	7	242			302	6
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				18		6
Peak Hour Factor, PHF				0.79		0.79
Hourly Flow Rate, HFR				22		7
Percent Heavy Vehicles				0		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	7						29	
C(m) (vph)	1264						533	
v/c	0.01						0.05	
95% queue length	0.02						0.17	
Control Delay	7.9						12.1	
LOS	A						B	
Approach Delay							12.1	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	284			256	16
Peak-Hour Factor, PHF	0.80	0.80			0.90	0.90
Hourly Flow Rate, HFR	13	354			284	17
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				6		7
Peak Hour Factor, PHF				0.69		0.69
Hourly Flow Rate, HFR				8		10
Percent Heavy Vehicles				20		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	13						18	
C(m) (vph)	1272						533	
v/c	0.01						0.03	
95% queue length	0.03						0.10	
Control Delay	7.9						12.0	
LOS	A						B	
Approach Delay							12.0	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Spinney Rd @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Spinney Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	293			305	13
Peak-Hour Factor, PHF	0.81	0.81			0.88	0.88
Hourly Flow Rate, HFR	3	361			346	14
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				16		7
Peak Hour Factor, PHF				0.68		0.68
Hourly Flow Rate, HFR				23		10
Percent Heavy Vehicles				7		0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	0	
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	3						33	
C(m) (vph)	1210						446	
v/c	0.00						0.07	
95% queue length	0.01						0.24	
Control Delay	8.0						13.7	
LOS	A						B	
Approach Delay							13.7	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		244	13	52	247	
Peak-Hour Factor, PHF		0.94	0.94	0.87	0.87	
Hourly Flow Rate, HFR		259	13	59	283	
Percent Heavy Vehicles		--	--	12	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	15		69			
Peak Hour Factor, PHF	0.85		0.85			
Hourly Flow Rate, HFR	17		81			
Percent Heavy Vehicles	33		14			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0	0				
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		59		98				
C(m) (vph)		1236		629				
v/c		0.05		0.16				
95% queue length		0.15		0.55				
Control Delay		8.1		11.8				
LOS		A		B				
Approach Delay				11.8				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		275	17	78	252	
Peak-Hour Factor, PHF		0.87	0.87	0.90	0.90	
Hourly Flow Rate, HFR		316	19	86	280	
Percent Heavy Vehicles		--	--	8	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	19		62			
Peak Hour Factor, PHF	0.78		0.78			
Hourly Flow Rate, HFR	24		79			
Percent Heavy Vehicles	0		3			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			/
Lanes	0	0				
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		86		103				
C(m) (vph)		1191		568				
v/c		0.07		0.18				
95% queue length		0.23		0.66				
Control Delay		8.3		12.7				
LOS		A		B				
Approach Delay				12.7				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd @ Old Country Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Old Country Road
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		295	12	46	299	
Peak-Hour Factor, PHF		0.89	0.89	0.87	0.87	
Hourly Flow Rate, HFR		331	13	52	343	
Percent Heavy Vehicles		--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	17		57			
Peak Hour Factor, PHF	0.83		0.83			
Hourly Flow Rate, HFR	20		68			
Percent Heavy Vehicles	11		4			
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		/
Lanes	0		0			
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		52		88				
C(m) (vph)		1226		560				
v/c		0.04		0.16				
95% queue length		0.13		0.55				
Control Delay		8.1		12.6				
LOS		A		B				
Approach Delay				12.6				
Approach LOS				B				

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: AM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	194	98	18	0	73	6
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.86	0.86	0.86
Hourly Flow Rate, HFR	199	101	18	0	84	6
Percent Heavy Vehicles	8	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	28	11	0	7	11	206
Peak Hour Factor, PHF	0.77	0.77	0.77	0.89	0.89	0.89
Hourly Flow Rate, HFR	36	14	0	7	12	231
Percent Heavy Vehicles	13	0	0	17	40	5
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	199	0		50			250	
C(m) (vph)	1468	1482		244			836	
v/c	0.14	0.00		0.20			0.30	
95% queue length	0.47	0.00		0.75			1.26	
Control Delay	7.8	7.4		23.5			11.1	
LOS	A	A		C			B	
Approach Delay				23.5			11.1	
Approach LOS				C			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: PM Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	230	82	28	2	63	11
Peak-Hour Factor, PHF	0.86	0.86	0.86	0.90	0.90	0.90
Hourly Flow Rate, HFR	267	95	32	2	70	12
Percent Heavy Vehicles	1	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	8	2	7	10	241
Peak Hour Factor, PHF	0.52	0.52	0.52	0.95	0.95	0.95
Hourly Flow Rate, HFR	48	15	3	7	10	253
Percent Heavy Vehicles	5	14	0	0	0	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	267	2		66			270	
C(m) (vph)	1522	1472		193			850	
v/c	0.18	0.00		0.34			0.32	
95% queue length	0.64	0.00		1.43			1.37	
Control Delay	7.9	7.4		33.0			11.2	
LOS	A	A		D			B	
Approach Delay				33.0			11.2	
Approach LOS				D			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 10/19/15
Analysis Time Period: Saturday Peak
Intersection: Lewis Rd@Box Tree-Old Country
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Box Tree Rd-Old Country Rd
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	221	103	20	8	118	19
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.70	0.70	0.70
Hourly Flow Rate, HFR	259	121	23	11	168	27
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	21	10	3	9	12	205
Peak Hour Factor, PHF	0.63	0.63	0.63	0.95	0.95	0.95
Hourly Flow Rate, HFR	33	15	4	9	12	215
Percent Heavy Vehicles	6	0	100	0	0	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	259	11		52			236	
C(m) (vph)	1378	1451		169			689	
v/c	0.19	0.01		0.31			0.34	
95% queue length	0.69	0.02		1.23			1.52	
Control Delay	8.2	7.5		35.5			12.9	
LOS	A	A		E			B	
Approach Delay				35.5			12.9	
Approach LOS				E			B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: AM Peak
Intersection: Site Access @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Site Access
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	34	237			250	15
Peak-Hour Factor, PHF	0.90	0.97			0.86	0.90
Hourly Flow Rate, HFR	37	244			290	16
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				4		10
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				4		11
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0		0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	37						15	
C(m) (vph)	1255						627	
v/c	0.03						0.02	
95% queue length	0.09						0.07	
Control Delay	8.0						10.9	
LOS	A						B	
Approach Delay							10.9	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: PM Peak
Intersection: Site Access @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Site Access
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	34	278			247	15
Peak-Hour Factor, PHF	0.90	0.80			0.90	0.90
Hourly Flow Rate, HFR	37	347			274	16
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				16		38
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				17		42
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	0	
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	37						59	
C(m) (vph)	1272						597	
v/c	0.03						0.10	
95% queue length	0.09						0.33	
Control Delay	7.9						11.7	
LOS	A						B	
Approach Delay							11.7	
Approach LOS							B	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: MCM
Agency/Co.: Nelson & Pope
Date Performed: 7/18/2014
Analysis Time Period: Saturday Peak
Intersection: Site Access @ Lewis Rd
Jurisdiction:
Units: U. S. Customary
Analysis Year: Build 2017
Project ID: The Hills at Southampton
East/West Street: Lewis Rd
North/South Street: Site Access
Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	43	274			293	18
Peak-Hour Factor, PHF	0.90	0.81			0.88	0.90
Hourly Flow Rate, HFR	47	338			332	20
Percent Heavy Vehicles	2	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				20		44
Peak Hour Factor, PHF				0.90		0.90
Hourly Flow Rate, HFR				22		48
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/		No	/
Lanes				0	0	
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LR	
v (vph)	47						70	
C(m) (vph)	1207						535	
v/c	0.04						0.13	
95% queue length	0.12						0.45	
Control Delay	8.1						12.7	
LOS	A						B	
Approach Delay							12.7	
Approach LOS							B	

Appendix F: AASHTO Intersection Sight Distance Tables

intersection is located on a 4 percent upgrade, then the time gap selected for intersection sight distance design for left turns should be increased from 8.0 to 8.8 s, equivalent to an increase of 0.2 s for each percent grade.

The design values for intersection sight distance for passenger cars are shown in Table 9-6. Figure 9-17 includes design values, based on the time gaps for the design vehicles included in Table 9-5.

No adjustment of the recommended sight distance values for the major-road grade is generally needed because both the major- and minor-road vehicle will be on the same grade when departing from the intersection. However, if the minor-road design vehicle is a heavy truck and the intersection is located near a sag vertical curve with grades over 3 percent, then an adjustment to extend the recommended sight distance based on the major-road grade should be considered.

Table 9-6. Design Intersection Sight Distance—Case B1, Left Turn from Stop

Metric				U.S. Customary			
Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars		Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)			Calculated (ft)	Design (ft)
20	20	41.7	45	15	80	165.4	170
30	35	62.6	65	20	115	220.5	225
40	50	83.4	85	25	155	275.6	280
50	65	104.3	105	30	200	330.8	335
60	85	125.1	130	35	250	385.9	390
70	105	146.0	150	40	305	441.0	445
80	130	166.8	170	45	360	496.1	500
90	160	187.7	190	50	425	551.3	555
100	185	208.5	210	55	495	606.4	610
110	220	229.4	230	60	570	661.5	665
120	250	250.2	255	65	645	716.6	720
130	285	271.1	275	70	730	771.8	775
—	—	—	—	75	820	826.9	830
—	—	—	—	80	910	882.0	885

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.

Sight distance design for left turns at divided-highway intersections should consider multiple design vehicles and median width. If the design vehicle used to determine sight distance for a divided-highway intersection is larger than a passenger car, then sight distance for left turns will need to be checked for that selected design vehicle and for smaller design vehicles as well. If the divided-highway median is wide enough to store the design vehicle with a clearance to the through lanes of approximately 1 m [3 ft] at both ends of the vehicle, no separate analysis for the departure sight triangle for left turns is needed on the minor-road approach for the near roadway to the left. In most cases, the departure sight triangle for right

Table 9-8. Design Intersection Sight Distance—Case B2, Right Turn from Stop, and Case B3, Crossing Maneuver

Metric				U.S. Customary			
Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars		Design Speed (mph)	Stopping Sight Distance (ft)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)			Calculated (ft)	Design (ft)
20	20	36.1	40	15	80	143.3	145
30	35	54.2	55	20	115	191.1	195
40	50	72.3	75	25	155	238.9	240
50	65	90.4	95	30	200	286.7	290
60	85	108.4	110	35	250	334.4	335
70	105	126.5	130	40	305	382.2	385
80	130	144.6	145	45	360	430.0	430
90	160	162.6	165	50	425	477.8	480
100	185	180.7	185	55	495	525.5	530
110	220	198.8	200	60	570	573.3	575
120	250	216.8	220	65	645	621.1	625
130	285	234.9	235	70	730	668.9	670
—	—	—	—	75	820	716.6	720
—	—	—	—	80	910	764.4	765

Note: Intersection sight distance shown is for a stopped passenger car to turn right onto or to cross a two-lane highway with no median and with grades of 3 percent or less. For other conditions, the time gap should be adjusted and the sight distance recalculated.