

**APPENDIX K  
TRAFFIC IMPACT STUDY**

# HAMLET OF RIVERSIDE BOA STEP II

## TRAFFIC IMPACT STUDY

### OCTOBER 2015



SUBMITTED TO:  
TOWN OF SOUTHAMPTON



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## **EXECUTIVE SUMMARY**

This comprehensive transportation study provides a detailed analysis of the 2015 Existing Condition, 2025 No Build Condition and the 2025 Build Condition to identify impacts associated with the proposed Riverside Revitalization Action Plan “The Plan” and recommends improvement measures that could mitigate the impacts created at any of the study intersections, if necessary. In order to identify these traffic impacts the following tasks were performed:

### **Existing Condition**

- Conducted traffic counts at 12 intersections within and outside the project area during the weekday AM, PM and Saturday midday peak hours.
- Adjusted the traffic counts for seasonal variation and utilized the data to conduct the 2015 Existing Condition traffic analyses for the study intersections.

### **No Build Condition**

- A 1.0% annual growth factor was obtained from historical data within the study area and applied to the existing traffic volumes for a period of 10 years to develop the 2025 Ambient No Build Volumes. Information obtained from the Towns of Southampton and Riverhead on other planned projects was also added to the Ambient No Build volumes to develop the 2025 No Build Condition Volumes. However, the traffic study associated with the Town of Riverhead BOA application was not considered as another planned project due to the uncertainty of the time line of the project

### **Proposed Project**

- The following table summarizes the land uses of The Plan.

### Potential 2025 Build Out under The Plan

Use	Size
Retail	120,166 SF
Restaurants	13,352 SF
Apartments (Residential)	2267 units
Museum	24,384 SF
Medical Office	25,000 SF
General Office	37,000 SF
Nursing Home	63,910 SF
Light Industrial	30,900 SF
Ice Rink	100,000 SF
Hotel	97 Rooms

### Trip Generation

- Obtained the trip generation estimates from the ITE Trip Generation Handbook . *Ninth Edition*.
- Utilized the internal trip capture methodology contained in Chapter 7 of the ITE Trip Generation Handbook to estimate the interaction of the land uses proposed in the Plan.
- Pass-by credit was applied to this project, since it consists of a mix of retail, residential, restaurant, office and other uses.
- Due to the low transit use in the study area no credit was applied for the use of transit.
- The following table summarizes the adjusted trip generation estimates for The Plan.

### Adjusted Trip Generation

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Use	Distribution	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Proposed Project	Enter	557	1266	1116
	Exit	1053	1033	1093
	<b>Total</b>	<b>1610</b>	<b>2299</b>	<b>2209</b>

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#### Trip Distribution

- The volume of site traffic expected to be generated by The Plan during peak hours was distributed and assigned to each intersection movement based on existing roadway volumes and travel patterns. The nature of the proposed uses and their associated travel patterns were considered as well.

#### Build Conditions

- The distributed traffic generated by The Plan was then added to the 2025 No Build Volumes to generate the 2025 Build Volumes.

#### Capacity Analyses Results

- Capacity analyses were conducted at the Study intersections during the weekday AM, PM and Saturday midday peak hours for the Existing Condition, No Build Condition and Build Condition using Synchro 9 software. The results of the capacity analyses for the No Build and Build Conditions were compared to determine the impact that will be created on the study intersection by The Plan.
- Based on the results of the Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Nelson & Pope that the construction of the proposed project with the implementation of the recommended mitigation measures will not create significant impact on the roadways in the study area. The following are the recommended mitigation measures:
  - Optimize and adjust the splits at the signalized intersection of Flanders Road (NYS Route 24) and CR 105.

- Redesign the northbound Old Quogue Road approach at the intersection of Flanders Road (NYS Route 24) and Old Quogue Road to provide one right turn lane and one left turn lane.
- Redesign the northbound Vail Avenue approach at the intersection of Flanders Road (NYS Route 24) at Vail Avenue to provide one right turn lane and one left turn lane. In addition to the redesign of the northbound approach, re-stripe the painted median on Flanders Road just west of Vail Avenue as a center two-way left turn lane consistent with the rest of Flanders Road.
- Install a traffic signal at the intersection of CR 104 at Old Quogue Road and Ludlam Avenue.

## **INTRODUCTION**

The Town of Southampton was awarded a grant through the New York State Department of State (NYSDOS) for the preparation of a Brownfield Opportunity Area (BOA) Step II Nomination Study for the Riverside Revitalization Plan “The Plan”. As part of this Revitalization Plan, The Town of Southampton requested Nelson & Pope to conduct a Comprehensive Traffic Impact Study (TIS) for Riverside to identify any traffic impacts that will be created by the full build out scenario outlined in the Proposed Plan and identify potential mitigation measures that will successfully improve traffic operation within the study area with minimal impact to the community.

The hamlet of Riverside is located in the northwestern portion of the Town of Southampton, in Suffolk County, New York. The Riverside BOA Study Area is within the Riverside Census Designated Place, which has been documented as the most economically distressed community on Long Island. Economic distress indicators include data for poverty levels, educational achievement, unemployment, median income and median housing values. Overall, Riverside is ranked as the most economically distressed community in both Nassau and Suffolk Counties.

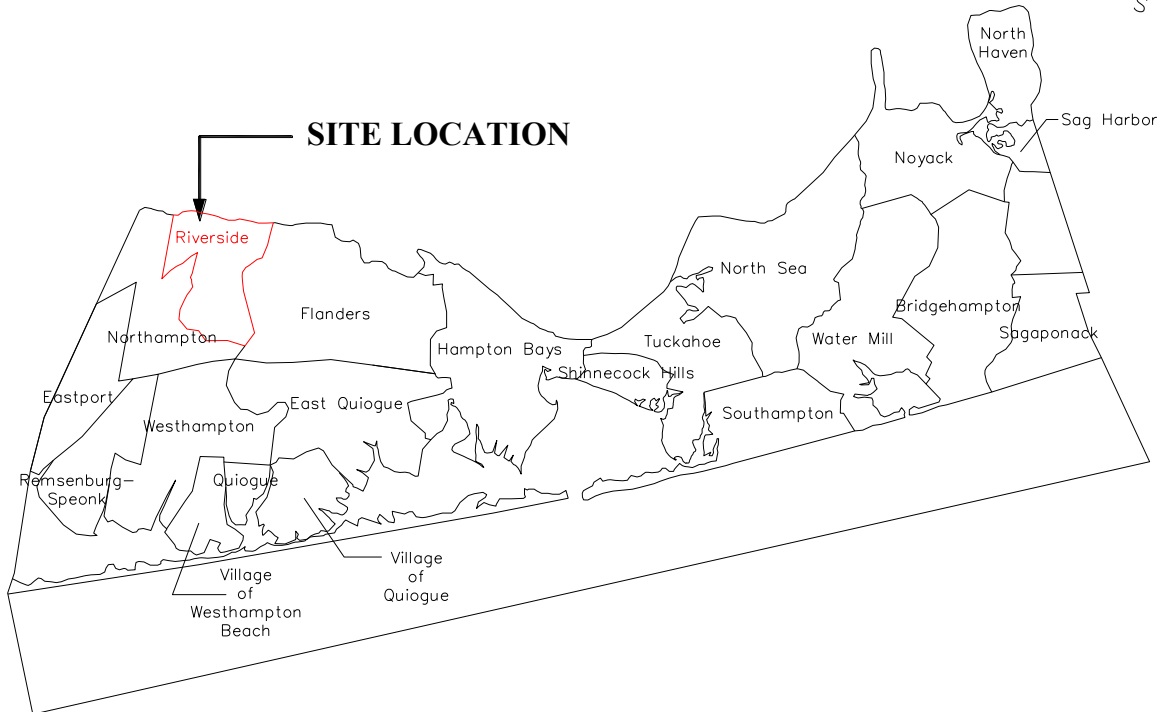
The redevelopment is intended to restore this area to a revitalized area containing mixed-use residential and commercial character that provides a vibrant community asset. In order to achieve this goal, The Master Developer developed an Action Plan redevelopment aimed at improving economic conditions and quality of life, environmental quality, and public spaces by redeveloping brownfields and other vacant and underutilized properties.

The purpose of this TIS is to evaluate the existing traffic conditions within/near the Study Area. This will be accomplished by estimating future traffic conditions at key intersections, with and without The Plan to identify traffic impacts of The Plan and provide appropriate improvements to mitigate these impacts, if necessary.

This report summarizes the results of a detailed investigation of the traffic impacts associated with The Plan by reviewing the area’s existing roadway characteristics and traffic conditions,

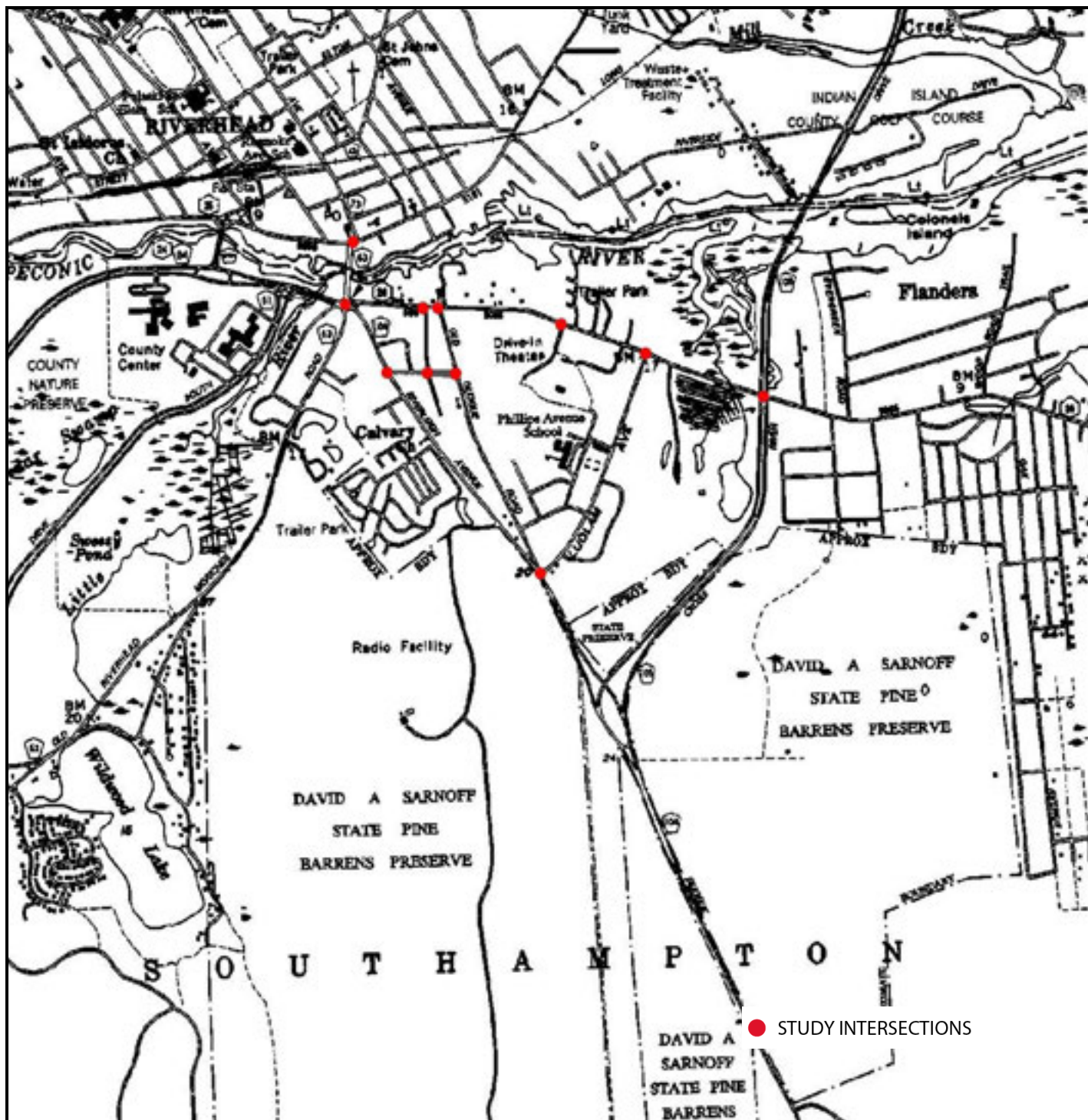
estimating the vehicular volume and traffic patterns that will be generated during peak hours, and analyzing the effect of the additional volume on the surrounding roadway network. Figure 1 depicts the Study Area and surrounding area and Figure 2 depicts the Study Intersections.

# TOWN OF SOUTHAMPTON AREA MAP



Source: Based on USCB 2008 – Drafted by Nelson & Pope

**Figure 1: Study Area Map**



Source: NYSGIS Clearinghouse Quadrangle Maps

Figure 2: Study Intersections

## STUDY METHODOLOGY

The study assesses the traffic impacts associated with The Plan and identifies appropriate mitigation, if necessary. The following scope of work was completed for this study:

- A detailed field inspection was conducted to obtain an inventory of existing roadway and intersection geometries along with signage, signal timings, phasing and cycle lengths. Transit services and pedestrian amenities in and near the Study Area were also identified.
- Turning movement volume counts were conducted at the following locations during the weekday AM (7-9:00), PM (4-6:30) and Saturday midday (10AM -4PM) peak hours.
  - CR94, CR63, CR104, NYS Route 25 and Peconic Avenue Roundabout
  - NYS Route 24 at Vail Avenue
  - NYS Route 24 at Old Quogue Road
  - NYS Route 24 at Enterprise Zone Drive
  - NYS Route 24 at Ludlam Avenue
  - NYS Route 24 at CR 105
  - CR 104 at Old Quogue Road/Ludlam Avenue
  - CR 104 at Pine Street
  - Pine Street at Vail Avenue
  - Pine Street at Old Quogue Road
  - NYS Route 25 at Peconic Avenue
  - NYS Route 25 at Roanoke Avenue
- Automatic Traffic Recorder (“ATR”) machines were installed for a period of one (1) week on the following roadways within the study area to obtain hourly and daily (24 hour) volumes to supplement the turning movement counts:
  - CR 63
  - CR 104
  - Old Quogue Road
  - Ludlam Avenue
  - NYS Route 24
- Accident data for the most recent 3 year period for the study intersections was obtained from the New York State Department of Transportation (NYSDOT). The accident data was summarized and tabulated by severity of injury and type of collision.

- The existing traffic volumes obtained from the traffic counts were tabulated and adjusted for seasonal traffic fluctuation by using seasonal adjustment factors obtained from NYSDOT.
- An annual growth factor developed from historical data in the study area was applied to the seasonally adjusted existing traffic volumes to estimate the increase in background traffic that is predicted to occur over the ten (10) year period ending in 2025.
- The Towns of Southampton and Riverhead were contacted to obtain information on other planned projects that may impact traffic flow in the study area. The traffic generated by the other planned projects was added to the 2025 background traffic volumes to generate the 2025 No Build Volumes.
- Estimates of traffic that would be generated by The Plan were prepared utilizing trip generation data published by the Institute of Transportation Engineers (“ITE”) publication, *Trip Generation, Ninth Edition*.
- The estimated trip generation was adjusted for internal, localized and pass-by trips by using methodologies contained in the ITE Trip Generation Manual.
- Trips generated by existing sites within the study area that will be demolished as part of The Plan were estimated.
- The site-generated traffic volumes were assigned to the adjacent street system based upon the trip distribution model developed by Nelson & Pope.
- The estimated traffic generated by The Plan was then added to the 2025 No Build traffic volumes and the estimated traffic from the demolished building subtracted to generate the proposed 2025 Build Volumes.
- Capacity analyses were performed at the Study Intersections for the following conditions:

- 2015 Existing Conditions
  - 2025 No Build Conditions
  - 2025 Build Conditions
  - 2025 Build with Mitigations
- The results of the analyses for the 2025 No Build Conditions and 2025 Build Conditions were compared to identify any significant impacts associated with The Plan.
  - In accordance with the findings of the capacity computations, where appropriate, recommendations were made to mitigate the projected traffic impacts.

## **EXISTING CONDITION**

This section of the report provides an overview of existing transportation conditions including roadway inventories, transit facilities, pedestrian amenities, existing traffic volumes, accident data, traffic signal timing plans and intersection geometries.

### **Roadway Conditions**

***Flanders Road (NYS 24)*** is an east/west NYSDOT roadway within the study area and extends from the five-leg roundabout in Southampton to Montauk Highway in Hampton Bays. Within the Study area, Flanders Road provides one lane per travel direction with a center two-way left turn lane. The posted speed limit on Flanders Road is 40 MPH within the Riverside area. The section of Flanders Road in Riverside has an average annual daily traffic (AADT) volume of approximately 17,444 vehicles per day (source: ATR Data collected by Nelson & Pope - 2015). Sidewalks are provided on both sides of Flanders Road within the study area.

***Nugent Drive (CR 94)*** is an east/west Suffolk County roadway within the study area and extends from the five-leg roundabout in Southampton to the Long Island Expressway. CR 94 provides two lanes per travel direction with turn lanes at major intersections. The posted speed limit on CR 94 is 40 MPH.

***Lake Avenue (CR 63)*** is a north/south Suffolk County roadway within the study area and extends from the five-leg roundabout to CR 51. CR 63 provides one lanes per travel direction. The posted speed limit on CR 63 is 55 MPH. CR 63 has an average annual daily traffic (AADT) volume of approximately 6,692 vehicles per day (source: ATR Data collected by Nelson & Pope - 2015).

***CR 104*** is a north/south Suffolk County roadway within the study area and extends from the five-leg roundabout to CR 80. CR 104 within the study area provides one lanes per travel direction. The posted speed limit on CR 104 is 40 MPH. CR 104 has an average annual daily traffic

(AADT) volume of approximately 8,443 vehicles per day (source: ATR Data collected by Nelson & Pope - 2015).

***Old Quogue Road*** is a north/south local roadway within the study area and extends from the Flanders Road (NYS Route 24) to CR 104. Old Quogue Road provides one lanes per travel direction. The posted speed limit on Old Quogue Road is 30 MPH. Old Quogue Road has an average annual daily traffic (AADT) volume of approximately 813 vehicles per day (source: ATR Data collected by Nelson & Pope - 2015).

***Ludlam Avenue*** is an east/west local roadway within the study area and extends from the Flanders Road (NYS Route 24) to CR 104. Ludlam Avenue provides one lanes per travel direction. The posted speed limit on Ludlam Avenue is 30 MPH. Ludlam Avenue has an average annual daily traffic (AADT) volume of approximately 802 vehicles per day (source: ATR Data collected by Nelson & Pope - 2015).

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

**Table 1: Intersection Geometry**

Intersection	Approach	Lane Designation*	Traffic Control
Peconic Avenue at West Main Street	EB	T_R	Traffic Signal
	WB	L-T	
	NB	L-R	
Roanoke Avenue at West Main Street	EB	L-T	Traffic Signal
	WB	T-TR	
	SB	R	
CR 105 at Flanders Road (NYS Route 24)	EB	L-T-R	Traffic Signal
	WB	L-T-R	
	NB	L-2T-R	
	SB	2L-2T-R	
Flanders Road (NYS Route 24) at Ludlam Avenue	EB	TR	Stop Control – NB Approach
	WB	L-T	
	NB	LR	
Flanders Road (NYS Route 24) at Enterprise Zone	EB	T-R	Stop Control – NB Approach
	WB	L-T	
	NB	L-R	
Flanders Road (NYS Route 24) at Old Quogue Road	EB	TR	Stop Control – NB Approach
	WB	L-T	
	NB	LR	
Flanders Road (NYS Route 24) at Vail Avenue	EB	TR	Stop Control – NB Approach
	WB	L-T	
	NB	LR	
CR 104 at Pine Street	WB	LR	Stop Control – WB Approach
	NB	TR	
	SB	LT	
CR 104 at Ludlam Avenue and Old Quogue Road	WB	L-R	Stop Control - SB & WB Approaches
	SEB	LLT	
	NWB	TRR	
	SB	LLR	
Vail Avenue at Pine Street	EB	LTR	Stop Control - EB & WB Approaches
	WB	LTR	
	NB	LTR	
	SB	LT-R	
Old Quogue Road at Pine Street	EB	LR	Stop Control – WB Approach
	NB	LT	
	SB	TR	
CR94, CR63, CR104, NYS Route 25 and Peconic Avenue Roundabout	EB	LTR	Roundabout
	WB	LTR	
	NB	LTR	
	SB	LTR	
	NWB	LTR	

## **Transit and Pedestrian Facilities**

Transit services near the study area include commuter rail and public bus. Also in the study area are pedestrian facilities i.e. sidewalks, crosswalks, pedestrian signals and push buttons at traffic lights.

### **Commuter Rail**

The Riverhead Long Island Railroad (LIRR) station is located in downtown Riverhead. The station is situated on the north side of Railroad Street between Osborn Avenue and Griffing Avenue and is approximately 1 mile from Riverside. There are 5 trains per day, per direction at this station. This station is a stop for Suffolk County Transit (SCT) Bus routes S58, S62, S90, S92 and 8A and serves as a transfer location. Train arrivals and departures are not coordinated with the SCT bus schedule and vice versa. Several bicycle racks are also provided at this location.

The ridership on this eastern section of the LIRR is low. The infrequent train service leaves commuters with few options when travelling to/from work. The current weekday schedule provides 5 trains daily for both eastbound and westbound travel. Weekend and holiday service is even more limited with just 2 trains per direction, per day. According to the most recent ridership information available from the LIRR, at the Riverhead station, during the weekday AM peak, 16 patrons boarded the westbound train and no one boarded the eastbound train. During the weekday midday peak, 16 patrons boarded the westbound train and 14 patrons exited the eastbound train. During the weekday PM peak no one boarded the westbound train and 6 patrons exited the eastbound train. The overall ridership for an entire day is 52 patrons entering/exiting the train at the Riverhead station. For comparison purposes, the Ronkonkoma train station services 17,278 patrons, in one day. The infrequent service, arrival/departure times and distance from other stations does not appeal to long distance commuters.

No credit was taken for transit in the traffic study due to current low ridership, however public transit ridership is expected to increase with the development of this project and hence the

demand for additional train service. At that time the MTA may analyze the need for additional train service.

### **Bus Routes**

Suffolk County Transit (SCT) bus line S92 has stops on Flanders Road (NYS Route 24) in Riverside. This route runs between the Orient Point Ferry through Riverhead and then to the East Hampton Railroad. This route makes several stops along the north and south fork of Long Island as well as one stop in Riverside. The bus operates approximately every half hour or hour depending on the time of day and runs from 5:15 am to 8:45 pm. Full service is available on Saturdays and Sunday service is provided from May to October.

### **Pedestrian Facilities**

Sidewalks are provided on Flanders Road. The northbound approach at the signalized intersection of CR 105 and Flanders Road (NYS Route 24) is equipped with pedestrian push buttons and/or pedestrian signals and crosswalks to provide adequate crossing time and guidance to pedestrians.

### **Traffic Volume Data**

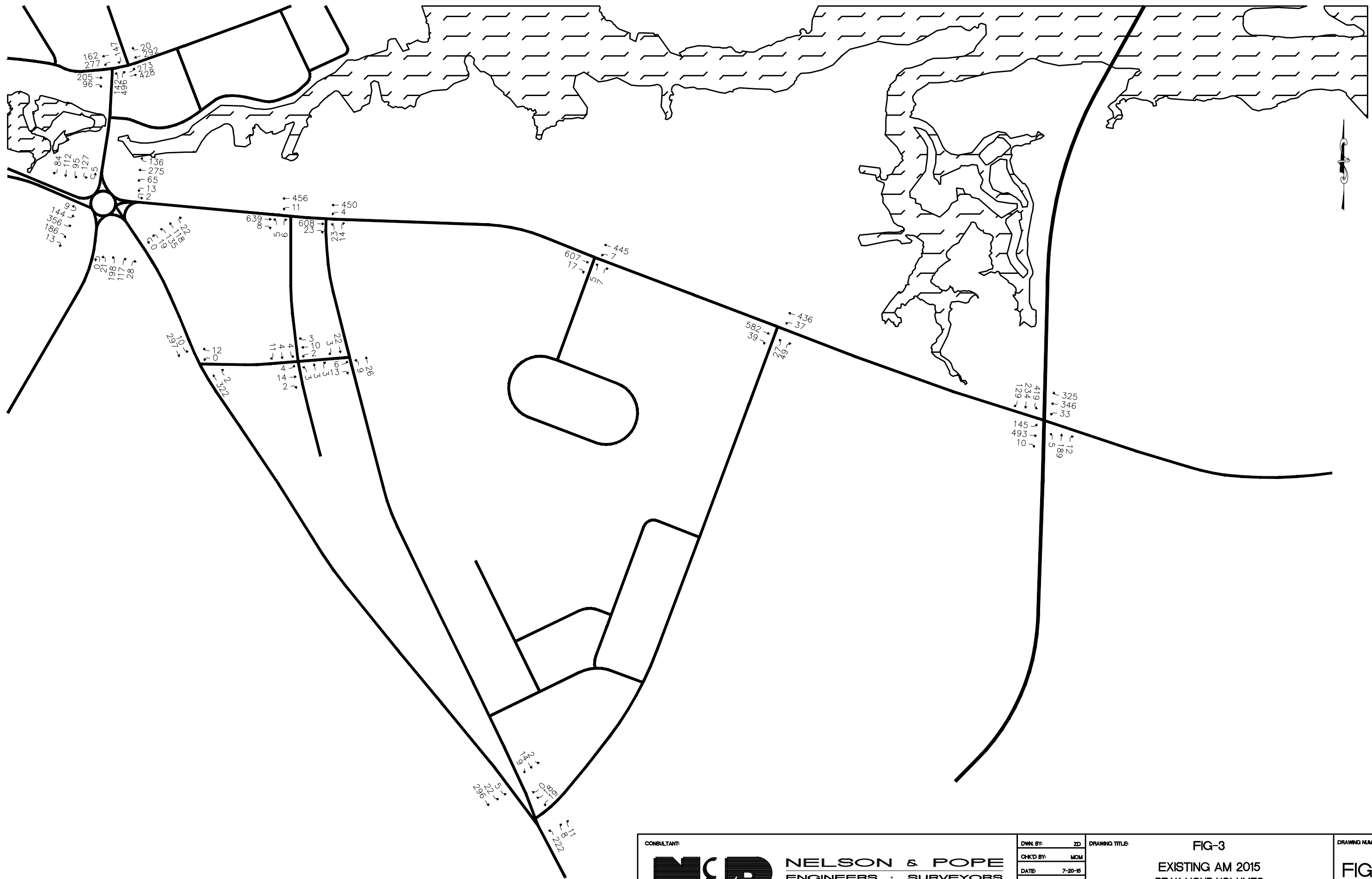
Weekday turning movement counts were collected at the study intersections on Thursday July 9, 2015 during the weekday AM (7:00-9:00 AM) and PM (4:00-7:00 PM) peak periods. The weekend turning movement counts were collected on Saturday (10:00 AM – 4:00 PM) on July 11, 2014. The volume data was tabulated to identify the peak hours at each of the Study intersections. In order to perform a conservative analysis, the peak hour volumes at each intersection were utilized in this study.

Weekday and weekend seasonal adjustment factors for July (month of the counts) and for the peak month of the year (June) were obtained from data contained in the 2012 NYSDOT Traffic Data Report and compared. The following table summarizes the seasonal adjustment factor comparison:

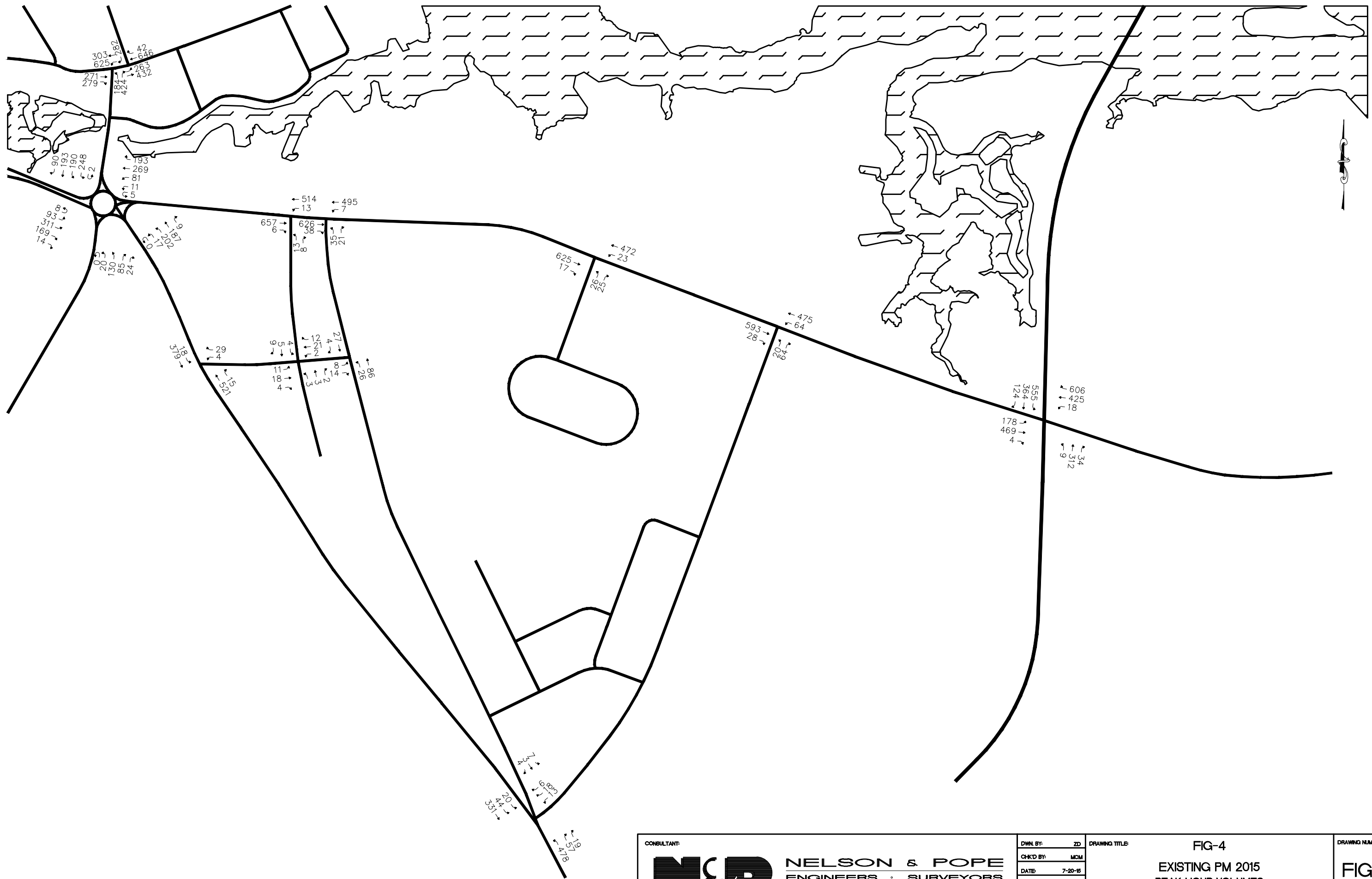
**Table 2: Seasonal Adjustment factors**


<b>Month</b>	<b>Seasonal Adjustment factor</b>	
	Weekday	Weekend
July (Month of Count)	1.083	0.940
June (highest month)	1.100	0.969
Percent change	1.55%	3.0%

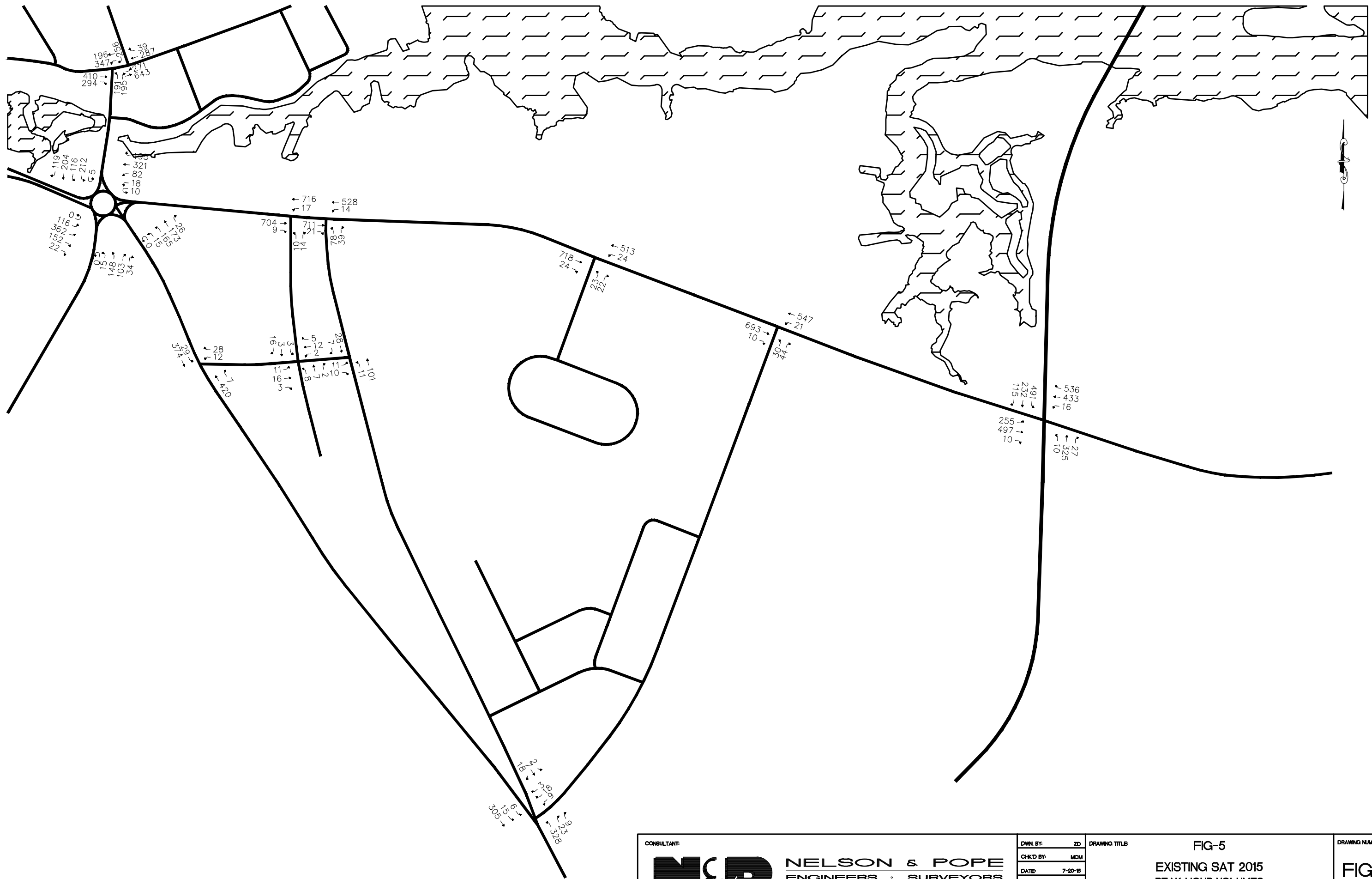
From the review of Table 2 above, it can be seen that the traffic from the peak month of the year (June) is approximately 1.55% and 3.1% higher than in July during weekdays and weekends respectively. Hence, the July traffic data was adjusted by these percentages to reflect traffic from the peak month of the year. The adjusted traffic volumes were utilized in the analyses and are shown on Figures 3, 4, and 5 and detailed data are contained in tables in Appendix A.



CONSULTANT:	<b>N&amp;P</b>	<b>NELSON &amp; POPE</b>	DWN BY: ZD	DRAWING TITLE: FIG-3	DRAWING NUMBER: FIG-3
		ENGINEERS · SURVEYORS	CHK'D BY: MCM	EXISTING AM 2015	
		572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188	DATE: 7-20-15	PEAK HOUR VOLUMES	
		631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620	JOB No: 1528	DATA COLLECTED BY TRAFFIC DATABANK	
			CADD: -	7/9/15	
			SCALE: NTS		SHEET: 1 OF 1



CONSULTANT:  <b>NELSON &amp; POPE</b> ENGINEERS · SURVEYORS 572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188 631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620	DWN BY:	ZD	DRAWING TITLE: <b>FIG-4</b> EXISTING PM 2015 PEAK HOUR VOLUMES DATA COLLECTED BY TRAFFIC DATABANK 7/9/15	DRAWING NUMBER:	<b>FIG-4</b>
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	SCALE:	NTS			



CONSULTANT:		DRAWING TITLE:		DRAWING NUMBER:	
<b>N&amp;P</b>		FIG-5		FIG-5	
NELSON & POPE		EXISTING SAT 2015			
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DATE:	7-20-15				
JOB No.:	1928				
CADD:	-				

## Accident History

Accident data for the intersections in the study area was obtained from the NYSDOT. The most recent data available was from January 1, 2012 to December 31, 2014 (3 year period). The data was reviewed and is summarized in the following tables.

**Table 3: Accident Summary by Severity**

Location	Accident Severity			
	Fatality	Injury	Property Damage	TOTAL
NYS 25 (Main St) at Roanoke Ave	-	12	15	27
NYS 25 (Main St) at Peconic Ave	-	3	9	12
Roundabout (CR94, CR 63, CR 104, NY 24, & Peconic Ave)	2	20	46	68
NYS 24 from the Roundabout to Old Quogue Ave (including segments)	1	4	10	15
NYS 24 at Enterprise Zone Dr/Rd H	-	2	1	3
NYS 24 at Ludlam Ave	-	3	5	8
NYS 24 at CR 105	-	24	22	46
CR 104 at Pine St	-	1	1	2
CR 104 at Old Quogue Rd & Ludlam Ave	-	2	1	3
Pine St at Vail Ave	-	-	-	-
Pine St at Old Quogue Rd	-	-	-	-
<b>Total</b>	<b>3</b> <i>1%</i>	<b>71</b> <i>39%</i>	<b>110</b> <i>60%</i>	<b>184</b> <i>100%</i>

Table 3 indicates that a total of 184 accidents occurred around the study area during the analysis period. There were three (3) fatal accidents and the majority of accidents resulted in property damage only (110 accidents; 60%). One of the fatal accidents involved the driver colliding with a sign post and the remaining two involved pedestrians. The location with the greatest number of accidents is the roundabout of CR 94, Cr 63, CR 104, NYS 24 and Peconic Avenue with a total of 68 accidents (37% of the total accidents).

**Table 4: Accident Summary by Severity**

Location	Accident Type										Total
	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/Bicycle	Side-Swipe	Over-Taking	Other/Unknown	
NYS 25 (Main St) at Roanoke Ave	10	3	-	8	3	-	-	-	-	3	27
NYS 25 (Main St) at Peconic Ave	3	5	-	1	1	-	1	-	1	-	12
Roundabout (CR94, CR 63, CR 104, NY 24, & Peconic Ave)	7	20	-	-	24	4	1	-	6	6	68
NYS 24 from the Roundabout to Old Quogue Ave (including segments)	1	10	1	-	-	-	1	-	-	2	15
NYS 24 at Enterprise Zone Dr/Rd H	-	3	-	-	-	-	-	-	-	-	3
NYS 24 at Ludlam Ave	1	1	1	-	1	3	-	-	-	1	8
NYS 24 at CR 105	5	29	-	3	1	1	-	-	3	4	46
CR 104 at Pine St	-	-	-	-	-	-	-	-	1	1	2
CR 104 at Old Quogue Rd & Ludlam Ave	-	-	-	1	-	1	-	-	-	1	3
Pine St at Vail Ave	-	-	-	-	-	-	-	-	-	-	-
Pine St at Old Quogue Rd	-	-	-	-	-	-	-	-	-	-	-
Total	27 15%	71 39%	2 1%	13 7%	30 16%	9 5%	3 1%	0 0%	11 6%	18 10%	184 100%

A review of Table 4 indicates that rear-end accidents were the most prevalent (33%). The second most frequent type of accident was right turn accidents (16%) followed by Right Angle accidents at 15%.

## Level of Service Description

In order to identify the operational characteristics of the Study Intersections, level of service and capacity analyses were performed using *SYNCHRO Version 9* Software. *SYNCHRO*, in conjunction with *SimTraffic*, is a software package that allows for an interactive analysis of a single intersection or a network of intersections and can also be used for modeling and optimizing traffic signal timings. The *SimTraffic* component provides simulations of operations with animation features. *SYNCHRO* implements the Intersection Capacity Utilization (“ICU”) 2003 method for determining intersection capacity. This method compares the current volume to the intersections ultimate capacity. *SYNCHRO* also implements the methods of the 2000 Highway Capacity Manual (“HCM”) for Urban Streets, Signalized Intersections, and Unsignalized Intersections, for determining intersection capacity analyses. The *HCM* contains procedures and methodologies for estimating capacity and determining level of service for many transportation facilities and modes including signalized and unsignalized intersections. The 2000 edition of this manual was updated in 2010 as *Highway Capacity Manual 2010*.

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

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (“V/C ratio”). The capacity for each approach represents the maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway and signal conditions. The level of service of a signalized intersection is evaluated on the basis of average control-delay measured in seconds per vehicle (sec/veh). The control-delay is calculated using an equation that combines the stopped-delay with the vehicle acceleration/deceleration delay that is caused by the signalized intersection. At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time”, turning percentages, truck volumes, etc. However, delay cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service “F” range

without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle length; a particular traffic movement experiences a long red time; or progressive movements for a particular lane are poor.

The flow at a two-way stop-controlled (“TWSC”) intersection is gauged in terms of LOS and capacity. The capacity of a stop-controlled leg is based on the distribution of gaps in the major street traffic, driver judgment in selecting a gap, and the follow-up time required by each driver in a queue. The LOS for a TWSC intersection is determined by the control-delay, and is defined for each movement rather than for the overall intersection. As with signalized intersections, *SYNCHRO* 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 2015 existing peak hour traffic volumes depicted in Figures 3, 4, and 5 were used to determine the existing capacity and LOS of the study intersections. Tables 5 and 6 contain the LOS Summary for the Existing Condition calculated through the Synchro software described previously. The detailed analysis worksheets are in Appendix E.

**Table 5: Existing Condition LOS Summary – Signalized Intersections**

			AM Peak		PM Peak		Saturday Peak	
Location	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
Peconic Ave at W. Main St	EB	T	32.2	C	48.5	D	40.5	D
		R	2.6	A	6.2	A	4.9	A
	WB	L	10.8	B	97.4	F	25.1	C
		T	3.2	A	5.0	A	4.2	A
	NB	L	96.9	F	94.7	F	93.3	F
		R	17.5	B	7.9	A	6.8	A
Intersection			23.1	C	47.0	D	27.9	C
W. Main St at Roanoke Ave	EB	L	1.6	A	4.4	A	1.5	A
		T	1.6	A	1.9	A	1.6	A
	WB	TR	30.2	C	53.8	D	33.2	C
		R	0.7	A	1.0	A	1.1	A
Intersection			15.1	B	23.6	C	9.3	A
CR 105 at NYS Route 24	EB	L	57.3	E	95.0	F	169.3	F
		T	66.3	E	54.8	D	51.3	D
		R	0.0	A	0.0	A	0.0	A
	WB	L	68.0	E	54.1	D	51.7	D
		T	81.2	F	94.3	F	89.4	F
		R	7.6	A	27.5	C	17.2	B
	NB	L	87.6	F	90.9	F	90.2	F
		T	46.8	D	55.4	E	53.4	D
		R	0.1	A	0.3	A	0.2	A
	SB	L	93.8	F	101.5	F	98.0	F
T		24.5	C	28.2	C	27.3	C	
Intersection			55.0	D	60.0	E	64.4	E

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

**Table 6: Existing Condition LOS Summary – Unsignalized Intersections**

			AM Peak		PM Peak		Saturday Peak	
Location	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
Ludlam Ave at NYS Route 24	WB	L	9.3	A	9.3	A	9.1	A
	NB	LR	16.5	C	15.7	C	16.6	C
Enterprise Zone Dr at NYS Route 24	WB	L	9.0	A	8.9	A	9.3	A
	NB	L	13.6	B	14.3	B	15.2	C
		R	13.6	B	13.2	B	14.1	B
Old Quogue Rd at NYS Route 24	WB	L	9.6	A	8.8	A	9.4	A
	NB	LR	14.7	B	14.7	B	23.1	C
Vail Ave at NYS Route 24	WB	L	9.7	A	9.0	A	9.2	A
	NB	LR	19.1	C	22.5	C	22.8	C
CR 104 at Old Quogue Rd & Ludlam Ave	NWB	TR	0.0	A	0.0	A	0.6	A
	SEB	LT	0.3	A	0.9	A	4.3	A
	SB	LTR	3.7	A	5.3	A	5.3	A
	WB	LR	2.8	A	4.0	A	6.1	A
CR 104 at Pine St	EB	LT	-	-	-	-	-	-
	WB	LR	11.1	B	14.2	B	14.3	B
	SB	LT	0.4	A	0.6	A	0.9	A
Vail Ave at Pine St	EB	LTR	9.3	A	9.4	A	9.4	A
	WB	LTR	9.2	A	9.3	A	9.2	A
	NB	LTR	2.4	A	2.8	A	3.5	A
	SB	LTR	1.7	A	1.6	A	1.0	A
Old Quogue Rd at Pine St	EB	LR	7.4	A	7.3	A	7.5	A
	NB	LT	7.4	A	8.0	A	8.3	A
	SB	TR	7.2	A	7.2	A	7.5	A
Roundabout	PECONIC		7.6	A	28.4	D	19.3	C
	CR94		14.7	B	18.1	C	19.6	C
	CR63		10.8	B	9.2	A	10.0	A
	CR104		11.8	B	18.1	C	17.1	C
	NY24		11.4	B	15.0	B	20.0	C

Main Street at Peconic Avenue/Roanoke Avenue

The intersections of West Main Street at Peconic Avenue and East Main Street at Roanoke Avenue are approximately 55 feet apart as measured between stop lines. The distance between the two intersections provides one westbound through lane, one westbound left turn lane and a 22-foot wide eastbound lane that currently operates as a separate eastbound left turn lane and an eastbound through lane. These two left turn lanes provide storage for two cars each. These two intersections are controlled by two traffic signals operating under the same controller.

Currently, the eastbound West Main Street through movement at Peconic Avenue operate at LOS C, D and D during the weekday AM, PM and Saturday midday peak hours respectively and the northbound Peconic Avenue left turn movement operate at LOS during the weekday AM, PM and Saturday midday peak hours. The westbound East Main Street left turn movement at Peconic Avenue operates at LOS B, F and C during the weekday AM, PM and Saturday midday peak hours respectively. The westbound West Main Street approach at Roanoke Avenue operates at LOS C, D and C during the weekday AM, PM and Saturday midday peak hours respectively, the rest of the traffic movements operate at LOS B or better during the weekday AM, PM and Saturday midday peak hours. Overall, the intersection of West Main Street at Peconic Avenue operates at LOS C, D and C during the weekday AM, PM and Saturday midday peak hours and the intersection of East Main Street at Roanoke Avenue operates at overall LOS B, C and A during the weekday PM and Saturday midday peak hours.

Flanders Road (NYS Route 24) at Cross River Drive (CR 105)

The intersection of Flanders Road (NYS Route 24) and CR 105 is a four leg intersection controlled by a traffic signal. The eastbound and westbound Flanders Road (NYS Route 24) approaches provide one left turn lane, one through lane and one right turn lane. The westbound right turn lane is channelized and under yield control. The northbound Cross River Drive (CR 105) approach provides one left turn lane, two through lanes and one right turn lane. The southbound Cross River Drive (CR 105) approach provides two exclusive left turn lanes, two through lanes and one right turn lane.

Currently the eastbound left turn movement operates at LOS E during the weekday AM peak hour and at LOS F during the weekday PM and Saturday midday peak hours and eastbound through movement operates at LOS E during the weekday AM peak hour and at LOS D during the weekday PM and Saturday midday peak hours. The eastbound right turn movement operates at LOS A.

The westbound left turn movement operates at LOS E during the weekday AM peak hour and at LOS D during the weekday PM and Saturday midday peak hours. The westbound through movement operates at LOS F during the analyzed peak hours and the westbound right turn movement operates at LOS C or better.

The northbound left turn movement operates at LOS F. The northbound through movement operates at LOS D during the weekday AM and Saturday midday peak hours and at LOS E during the weekday PM peak hour and the northbound right turn movement operates at LOS A during the analyzed peak hours.

The southbound approach operates at LOS E during the analyzed peak hours with the northbound left turn movement operating at LOS F. The rest of the southbound traffic movements operate at LOS C or better.

#### *Flanders Road (NYS Route 24) at Ludlam Avenue*

Ludlam Avenue intersects Flanders Road (NYS Route 24) to form the Stop controlled leg of a T-intersection. Each approach to this intersection provides one lane for all turning movements with a two-way left turn lane on Flanders Road.

Currently, the westbound Flanders Road approach operates at LOS A and the northbound Ludlam Avenue approach operates at LOS C during the analyzed peak hours.

#### *Flanders Road (NYS Route 24) at Enterprise Zone Drive*

Enterprise Zone Drive intersects Flanders Road (NYS Route 24) to form the Stop controlled leg of a T-intersection. The northbound Enterprise Zone Drive approach provides one lane for left turn movements and one lane for right turn movements. Flanders Road provides one lane per travel direction with a two-way left turn lane.

Currently, the westbound Flanders Road approach operates at LOS A and the northbound Enterprise Zone Drive northbound left turn and right movement operate at LOS B during the weekday AM and PM peak hours and at LOS C or better during the Saturday midday peak hours.

*Flanders Road (NYS Route 24) at Old Quogue Road*

Old Quogue Road intersects Flanders Road (NYS Route 24) to form the Stop controlled leg of a T-intersection. The northbound Old Quogue Road approach provides one lane for all travel movements. The eastbound Flanders Road approach provides one through lane and a channelized right turn lane and the westbound Flanders Road approach provides one through lane and one left turn lane.

Currently, the westbound Flanders Road approach operates at LOS A and the northbound Old Quogue Road approach operates at LOS B during the weekday AM and PM peak hours and at LOS C during the Saturday midday peak hour.

*Flanders Road (NYS Route 24) at Vail Avenue*

Vail Avenue intersects Flanders Road (NYS Route 24) to form the Stop controlled leg of a T-intersection. The northbound Vail Avenue approach provides one lane for all travel movements. The eastbound Flanders Road approach provides one lane for through/right turn movements and the westbound Flanders Road approach provides one through lane and one left turn lane.

Currently, the westbound Flanders Road approach operates at LOS A and the northbound Vail Avenue approach operates at LOS C during the analyzed peak hours.

*CR 104 at Pine Street*

Pine Street intersects CR 104 to form the Stop controlled leg of a T-intersection. Each approach to this intersection provides one lane for all turning movements.

Currently, the southbound CR 104 approach operates at LOS A and the westbound Pine Street approach operate at LOS B during the analyzed peak hours.

#### CR 104 at Ludlam Avenue/Old Quogue Road

The intersection of CR 104 at Ludlam Avenue is a non-standard four leg intersection. CR 104 runs northwest and southeast and has no traffic control. Ludlam Avenue runs east/west and intersects CR 104 at a right angle with a westbound stop control. Old Quogue Road runs southeast and intersects CR 104 at an acute angle with a stop control at the intersection for through and left turn movements and a yield control for right turn movements. The traffic analyses for this non-standard four leg intersection were conducted using the synchro simulation rather than the synchro stop-control analyses.

Currently, the southeastbound CR 104 approach, the southbound Old Quogue Road approach and the westbound Ludlam Avenue approach operates at LOS A during the analyzed peak hours.

#### Vail Avenue at Pine Street

Pine Street intersects Vail Avenue to form a four leg intersection with the eastbound and westbound Pine Street approaches under stop control. Each approach to this intersection provides one lane for all turning movements.

Currently, all the approaches to the intersection operate at LOS A during all the analyzed peak hours.

#### Old Quogue Road at Pine Street

Pine Street intersects Old Quogue Road to form the Stop controlled leg of a T-intersection. Each approach to this intersection provides one lane for all turning movements.

Currently, all the approaches to the intersection operate at LOS A during all the analyzed peak hours.

#### Roundabout – Peconic Avenue/CR 94/CR 63/CR104/NYS 24)

Peconic Ave, CR 94, CR 63, CR 104 and NYS 24 intersect to form a five leg one lane roundabout. Nelson and Pope conducted an extensive study of this roundabout for Suffolk County Department of Public Works. The roundabout was analyzed using the Rodel Software. Under the Existing Conditions, all the approaches to the roundabout operate at LOS B or better

during the AM peak hour, at LOS D or better during the PM peak hour and at LOS C or better during the Saturday midday peak hour. Nelson and Pope developed several improvement measures for this roundabout and provided Suffolk County with the most viable and preferred improvement measures (The construction of a two lane five-leg roundabout). The analyses of the preferred mitigation measures are incorporated in the No Build and Build analyses for the proposed Riverside Plan.

## **FUTURE CONDITIONS**

As part of this traffic impact study, the future No Build and Build conditions volumes were developed for 2025 Conditions. Traffic analyses were conducted for both the No Build and Build Conditions to evaluate the traffic impact of The Plan on the surrounding roadways.

### **NO BUILD CONDITION**

The No Build Condition represents traffic conditions expected at the study intersections in the future year 2025 without the Plan. 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 area that may affect traffic conditions and patterns around the study area.

### **Traffic Growth**

Based on the New York State Department of Transportation (NYSDOT) Long Island Transportation Plan 2000 Study (LITP2000), the Town of Southampton was envisioned to experience an annual traffic growth of 1.9%. Based on this NYSDOT annual growth factor of 1.9%, the traffic volumes in the study area will increase by 19% over a 10 year period (2025) even without the development of The Plan. However, based on our experience from repeatedly conducting traffic counts at several intersections and roadways in Suffolk County over several years, the growth factors at most of these intersections are much less than the growth factors developed by NYSDOT in their LITP2000 study. As part of the Peconic Ave, CR 94, CR 63, CR 104 and NYS 24 Roundabout Improvement Study conducted for Suffolk County, Nelson and Pope reviewed historical traffic data in the study area roadways and found an average annual increase in traffic of 0.43%. However, a conservative 1% annual growth factor was utilized for the roundabout design and hence the same was utilized for the Riverside Study. The existing traffic volumes were increased by this factor for a period of ten (10) years to project volumes to the year 2025.

## **Other Planned Projects**

Other Planned Projects is a term that refers to developments located near the project area that are currently under construction or in the planning stages. Traffic generated by these projects may significantly influence the operations of the study intersections and would not be represented in the collected field data. The Town of Southampton was contacted to obtain information on any planned projects in the area. Information from the Town of Southampton indicate no other planned projects in the vicinity of the study area.

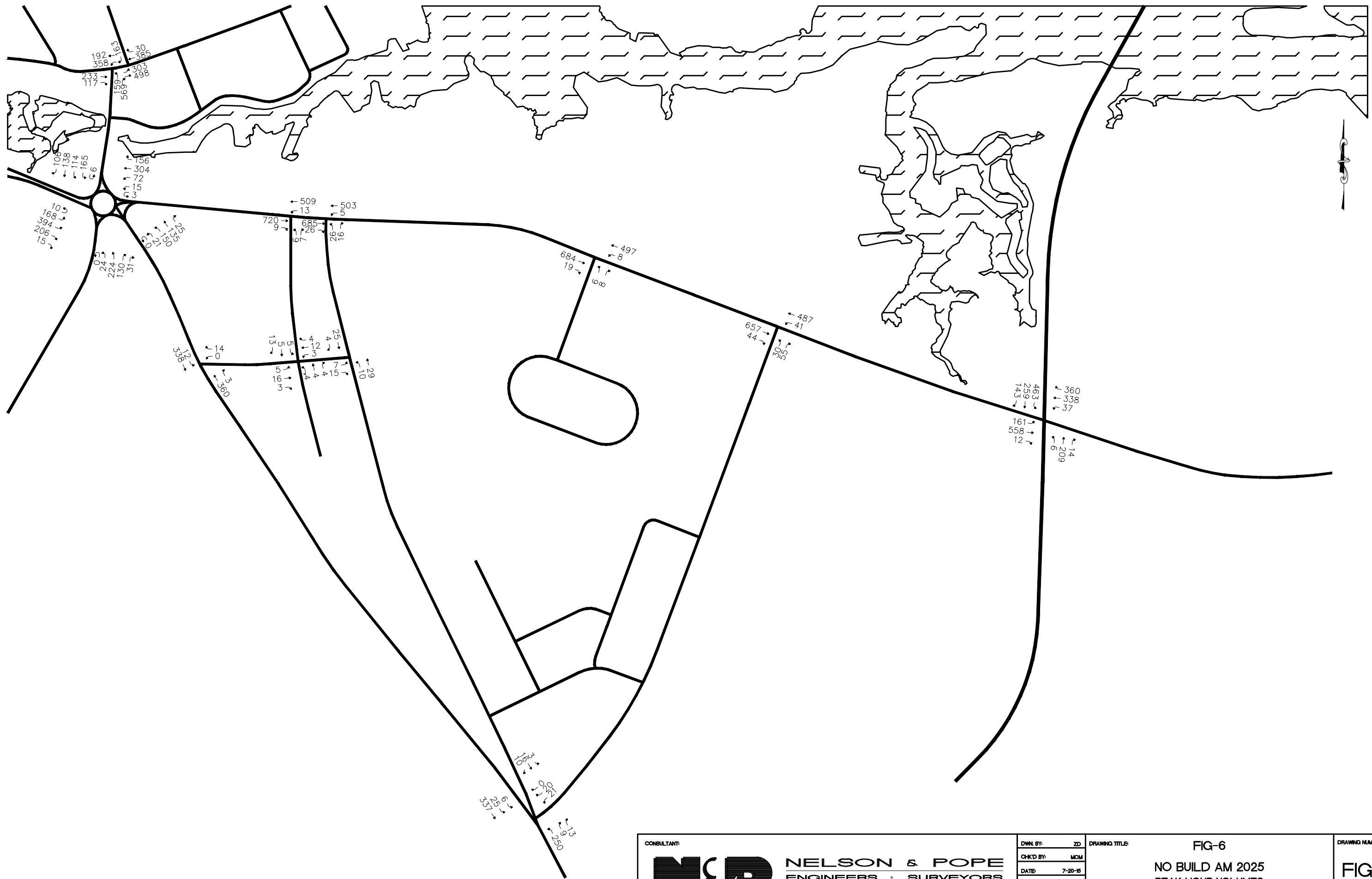
Nelson & Pope conducted a Cumulative Traffic Impact Study for The Town of Riverhead as part of their on-going Growth Plan for the Town of Riverhead Peconic River/NYS Route 25 Corridor – BOA Step II Nomination. The Riverhead Traffic Study attempted to determine the best plan forward for the redevelopment and revitalization of downtown Riverhead. Traffic impacts associated with their preferred development scenario were identified and measures to mitigate these impacts were developed and analyzed. One of the major intersections requiring mitigation was the intersection of Main Street (NYS Route 25) at Peconic Avenue and Roanoke Avenue. Two mitigation measures were proposed at this intersection, one required making Peconic Avenue a one-way roadway northbound with provision for southbound emergency vehicles. This mitigation measure would require traffic to be rerouted to other intersections, including West Main Street at Court Street, CR 94 at Nugent Street, and CR 94 and CR 51; thereby necessitating further geometric improvements at West Main Street at Court Street and further study of CR 94 at Nugent Street and CR 94 and CR 51 to evaluate the potential impacts of rerouted traffic. The other mitigation at this location would be to realign the Peconic Avenue and Roanoke Avenue legs to form a four leg intersection which will require removal of the building located on the northeast corner of the intersection.


Since the Riverhead BOA is on-going and date of implementation and development is not certain, traffic from the Riverhead BOA was not included in the Riverside Study as a planned development. However, the Town of Riverhead was contacted to obtain information on any planned projects in the area. As advised by the Town of Riverhead, the following proposed planned projects were included:

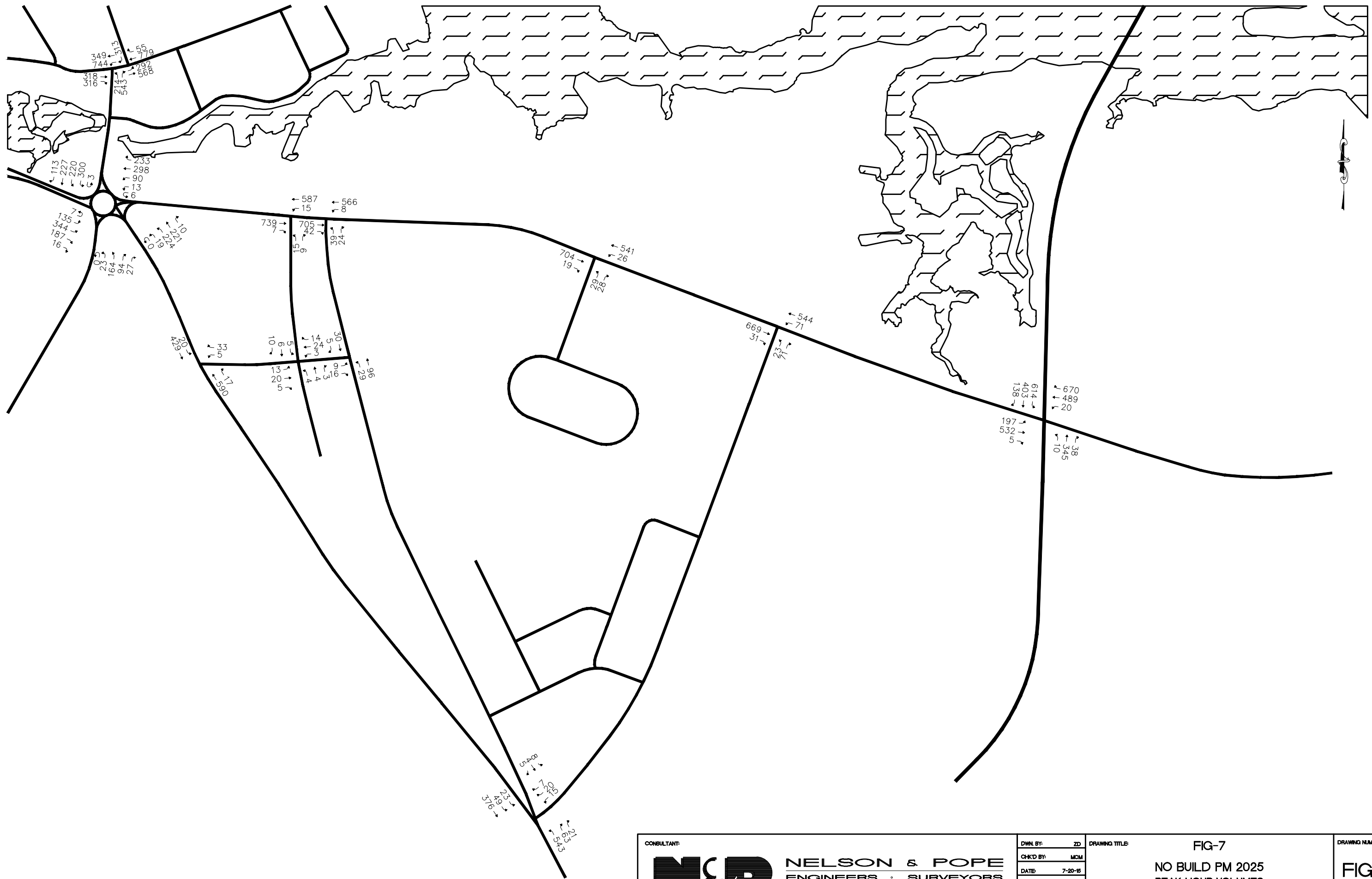
- A residential development to be located on the south side of West Main Street just west of Peconic Avenue and consists of 48 apartment units.
- A Mixed-use development to be located on the south side of East Main Street just east of Roanoke Avenue and consists of a mix of retail and apartment units.

The trip generation estimates for these two developments were prepared utilizing data contained in the Institute of Transportation Engineers (ITE) publication, *Trip Generation, Ninth Edition*. The No Build condition volumes for the weekday AM, weekday PM and Saturday midday peak hours are illustrated in Figures 6, 7 and 8. The traffic anticipated to be generated by the planned projects are contained in figures located in the Appendix.

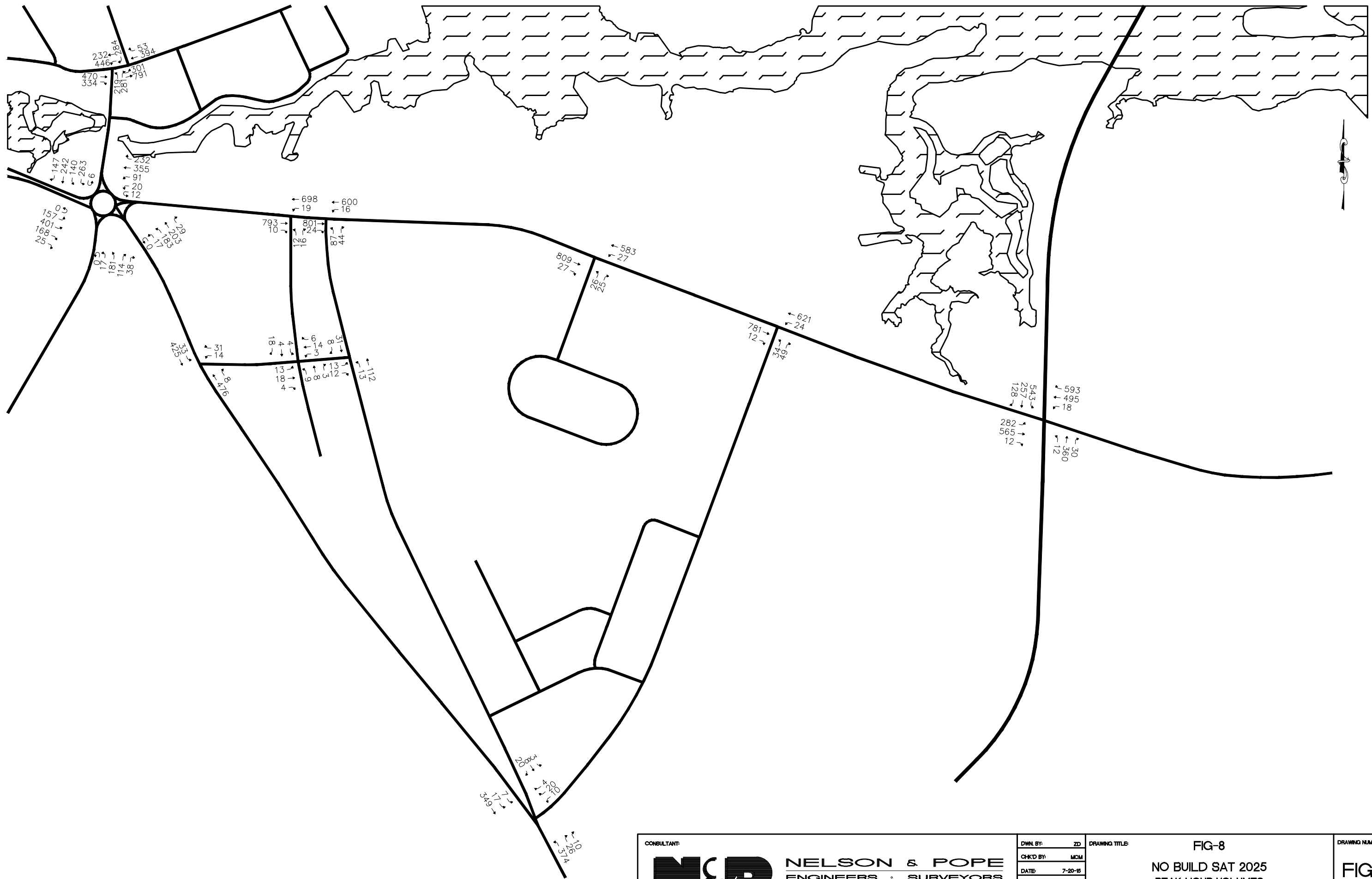
Additionally, Nelson and Pope conducted an extensive study of the Peconic Ave, CR 94, CR 63, CR 104 and NYS 24 roundabout for Suffolk County Department of Public Works. The analysis for this roundabout was included in this Riverside revitalization Study. Nelson and Pope developed several improvement measures for this roundabout and provided Suffolk County with the most viable and preferred improvement measures (two lane, five leg roundabout). The analyses of the now proposed two lane, five leg roundabout were incorporated in No Build Analyses, as well as the Build Condition for this project, as this roundabout improvement is scheduled to be implemented by Suffolk County in 2016.




CONSULTANT:  <b>NELSON &amp; POPE</b> ENGINEERS · SURVEYORS 572 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747-2188 631.427.5665 WWW.NELSONPOPE.COM FAX 631.427.5620	DWN BY:	ZD	DRAWING TITLE:	FIG-6	DRAWING NUMBER:	FIG-6
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	SCALE:	NTS				
					SHEET:	1 OF 1



CONSULTANT:		DRAWING TITLE:		DRAWING NUMBER:	
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## BUILD CONDITION

### Proposed Project

The Plan will consist of the following land uses:

**Table 7: Potential 2025 Build Out under The Plan**

Use	Size
Retail	120,166 SF
Restaurants	13,352 SF
Apartments (Residential)	2267 units
Museum	24,384 SF
Medical Office	25,000 SF
General Office	37,000 SF
Nursing Home	63,910 SF
Light Industrial	30,900 SF
Ice Rink	100,000 SF
Hotel	97 Rooms

### Trip Generation

In order to identify the impacts The Plan will have on the Study Area roadways and Study Intersections, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the generated traffic when traveling to and from the Study Area.

The trip generation estimates for all the proposed uses under The Plan were prepared utilizing data from the ITE publication, *Trip Generation, Ninth Edition*. The ITE trip generation publication sets forth trip generation data obtained by traffic counts conducted at sites throughout the country. The ITE Trip Generation Handbook is a valuable reference for traffic studies, as it is by far the most comprehensive source of empirical data on traffic impacts for different land uses. It should be noted that the basic premise behind the data presented in the ITE Trip Generation Handbook is that data is collected at single use/freestanding sites and does not take into account interaction between different uses on the same site. Recommended procedures also provide guidance for estimating internal capture at multi-use developments, as described in Chapter 7 of the *ITE Trip Generation Handbook*. Another phenomenon noted in the ITE Trip Generation Handbook is that traffic associated with some uses, especially retail uses is not 100% newly

generated, a significant portion of these trips will be “pass-by” traffic, described as a trip that someone makes en route to their destination. An example of a pass-by trip is when someone stops for gas on the way from work and the gas station is on the same route they use to go home. The proposed Plan will comprise of mixed uses. Therefore, to estimate the trips generated by the proposed Plan, the following steps were undertaken:

- Obtain the trip generation estimates from the ITE Trip Generation Handbook.
- Utilize the internal trip capture methodology contained in Chapter 7 of the ITE Trip Generation Handbook.
- Pass-by credit was applied to this project, since it consists of a mix of retail, residential, restaurant, office and other uses.

### **Trip Generation with No Adjustment**

The trip generation estimates for all the proposed uses under The Plan were prepared utilizing data from the ITE publication, *Trip Generation, Ninth Edition*.

- LUC 820 – Retail
- LUC 932 – High-Turnover Sit-Down Restaurant
- LUC 220 –Apartments
- LUC 580 –Museum
- LUC 720 –Medical/Dental Office
- LUC 710 –General Office
- LUC 620 – Nursing Home
- LUC 110 – General Light Industrial
- LUC 465 – Ice Skating Rink
- LUC 310 – Hotel

The following table is a summary of the estimated trip generation for the components of The Plan, without any trip reduction.

**Table 8: Trip Generation**

Use	Distribution	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
<b>Proposed Project</b>	<b>Enter</b>	<b>642</b>	<b>1568</b>	<b>1472</b>
	<b>Exit</b>	<b>1120</b>	<b>1322</b>	<b>1417</b>
	<b>Total</b>	<b>1762</b>	<b>2890</b>	<b>2889</b>

*Source: Trip Generation, 9<sup>th</sup> Edition, published by ITE*

As can be seen from Table 8 above, The Plan will generate 1762 trips (642 entering and 1120 exiting) during the weekday AM peak hour, 2890 trips (1568 entering and 1322 exiting) during the weekday PM peak hour and 2889 trips (1472 entering and 1417 exiting) during the Saturday midday peak hour, assuming no trip reduction is applied.

### **Adjustment for Internal Capture Trips**

It should be noted that the basic premise behind the data presented in the ITE Trip Generation Handbook is that data is collected at single use/freestanding sites and does not take into account interaction between different uses on the same site. However, in a multi-use development like the proposed project, a portion of the traffic utilizing the retail and restaurant use will originate from the residential and office components of the development and will not utilize surrounding roadways. Therefore, the combined trip generation data for the retail, restaurant, office and residential uses obtained from ITE presented above will be higher than the anticipated site generated traffic utilizing the study area roadways. Therefore, internal credits between the retail, office, restaurant and residential uses were calculated in accordance with procedures for estimating internal capture at multi-use developments, described in Chapter 7 of the *ITE Trip Generation Handbook*. The calculations of the internal capture rates for this project are contained in the Appendix of the report.

### **Pass by Credit**

It should also be noted that, according to studies conducted by the ITE, traffic associated with retail and restaurant uses are not 100% newly generated; a significant portion of these trips will be “pass-by” traffic. Pass-by credit was applied to retail portion of the proposed project.

## **Modal Split**

As previously mentioned, the ITE trip generation rates are based largely on suburban areas with free and plentiful parking and low-density single land uses. A research study completed in 2007 and summarized in *TCRP Report 128: Effects of Transit Oriented Development (TOD) on Housing, Parking and Travel*, supports the hypothesis that residential TOD's produce fewer automobile trips. Evidence was derived from original research on trip generation and parking from 17 built residential TOD projects in four metropolitan areas. The research's key conclusion is that ITE trip generation and parking generation rate overestimate automobile trips for TOD housing by approximately 50%.

The northwestern portion of the study area would be within 0.5 mile of the Riverhead Station stop on the LIRR and the Suffolk County Transit (SCT) bus 92S has a stop in the study area. Therefore, based on the recommendation of ITE, there is a need to adjust the trip generation totals to reflect the availability of transit. However, since the ridership for the transit uses in the study area are currently low, no credit was taken for transit usage. However, public transit ridership is expected to increase with the development of this project and hence the potential for increased demand for additional train and bus services. At that time the MTA and SCT may analyze the need for additional train and bus services. Therefore, the result of the traffic analyses for this project is conservative.

The following table summarizes the total trip generation for The Plan adjusted for internal credit and pass-by.

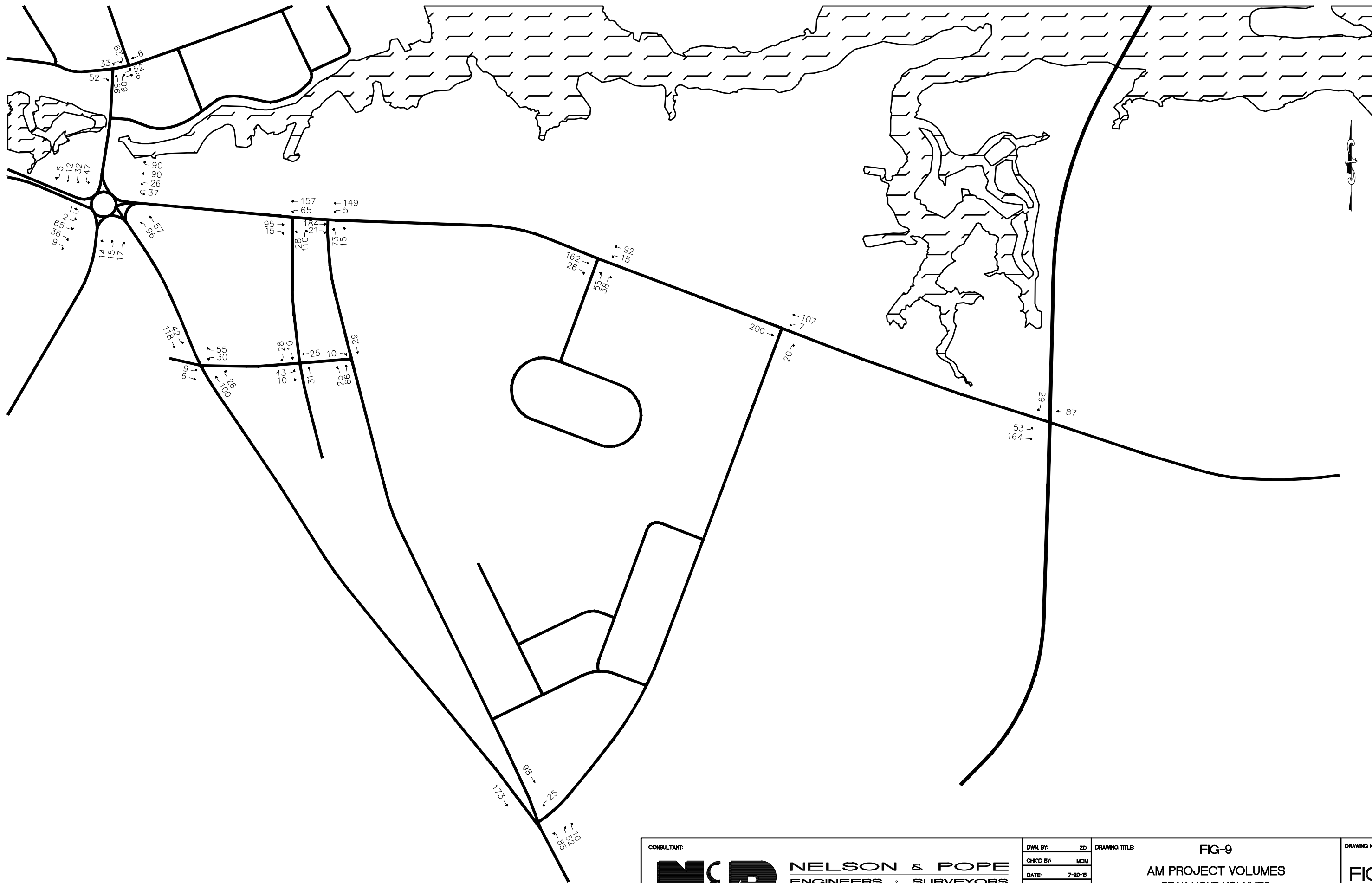
**Table 9: Adjusted Trip Generation**

<b>Use</b>	<b>Distribution</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>	<b>Saturday Peak Hour</b>
Proposed Project	Enter	557	1266	1116
	Exit	1053	1033	1093
	<b>Total</b>	<b>1610</b>	<b>2299</b>	<b>2209</b>

As can be seen from Table 9 above, The Plan will generate 1610 new trips (557 entering and 1053 exiting) during the weekday AM peak hour, 2299 new trips (1266 entering and 1033 exiting) during the weekday PM peak hour and 2209 new trips (1116 entering and 1093 exiting) during the Saturday midday peak hour.

### **Trip Distribution and Assignment**

The volume of site traffic expected to be generated by The Plan during peak hours was distributed and assigned to each intersection movement based on existing roadway volumes and travel patterns. The nature of the proposed uses and their associated travel patterns were considered as well. Figures 9, 10 and 11 depict the site generated traffic volumes for the weekday AM, PM, and Saturday midday peak hours. The site generated traffic volumes were then added to the weekday AM, PM and Saturday midday No Build Condition volumes resulting in the Build Condition volumes. The Build volumes are depicted in Figures 12, 13 and 14.



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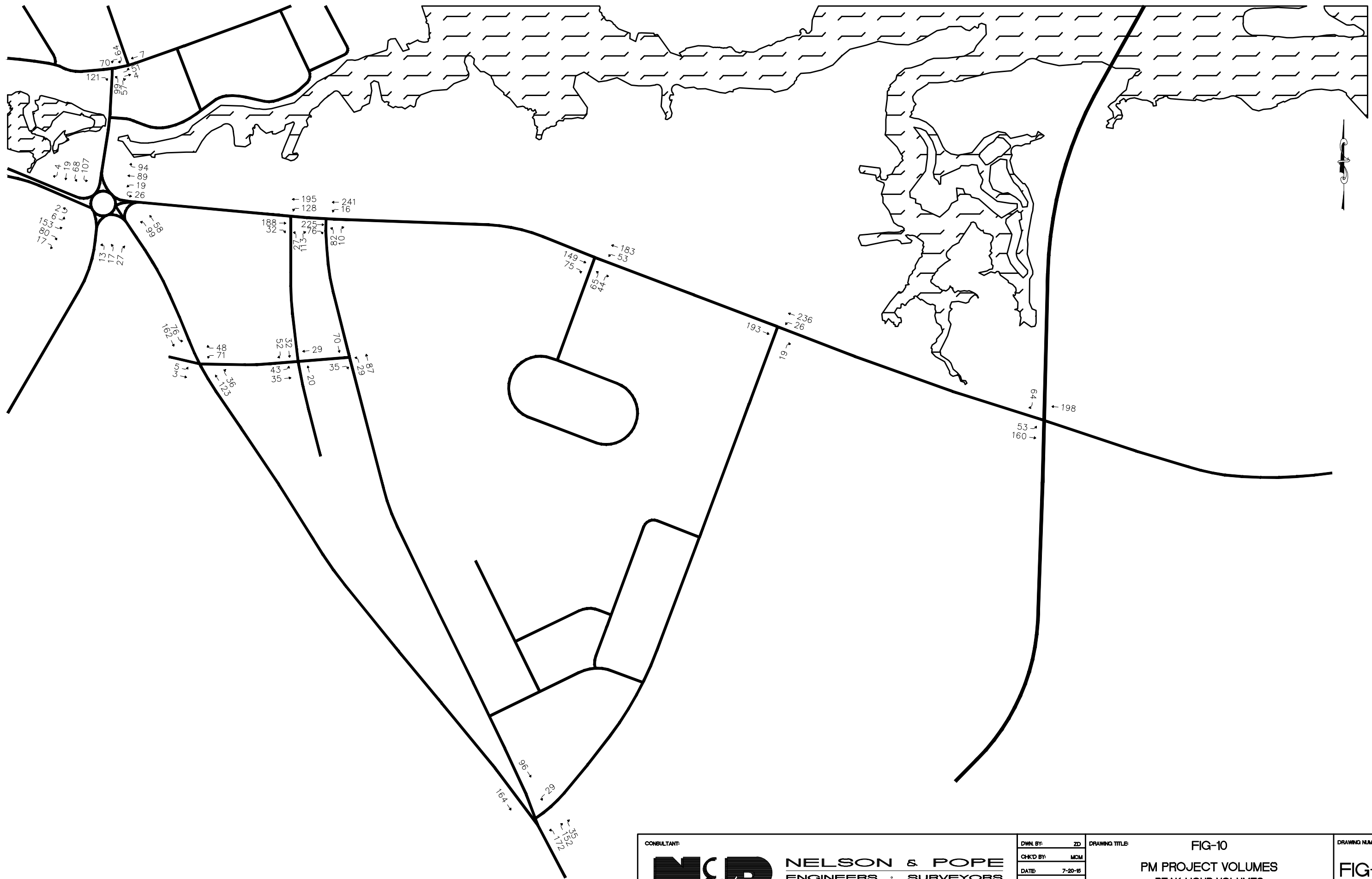
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**FIG-9**  
 AM PROJECT VOLUMES  
 PEAK HOUR VOLUMES  
 DATA COLLECTED BY TRAFFIC DATABANK  
 7/9/15

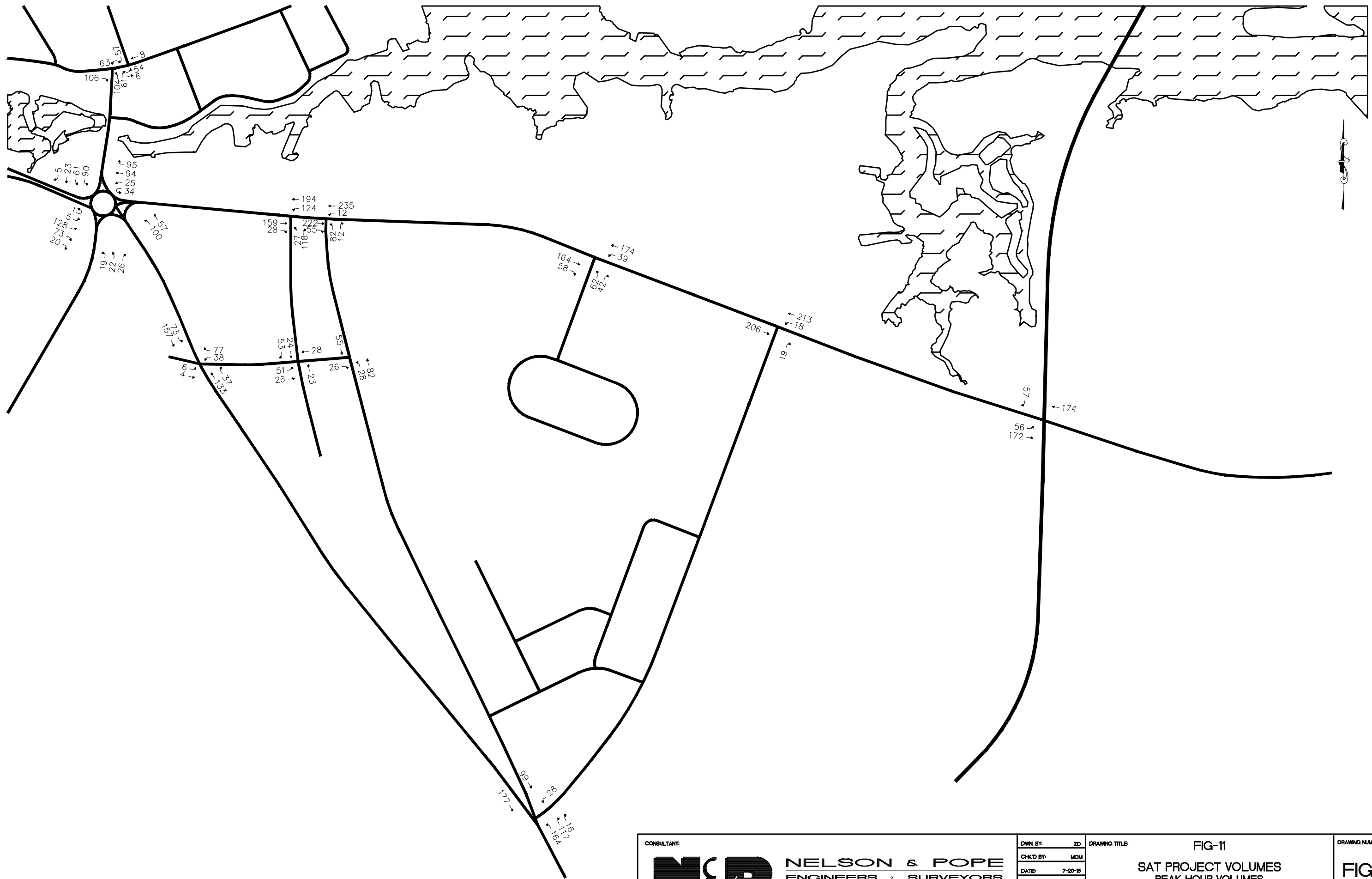
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**FIG-9**

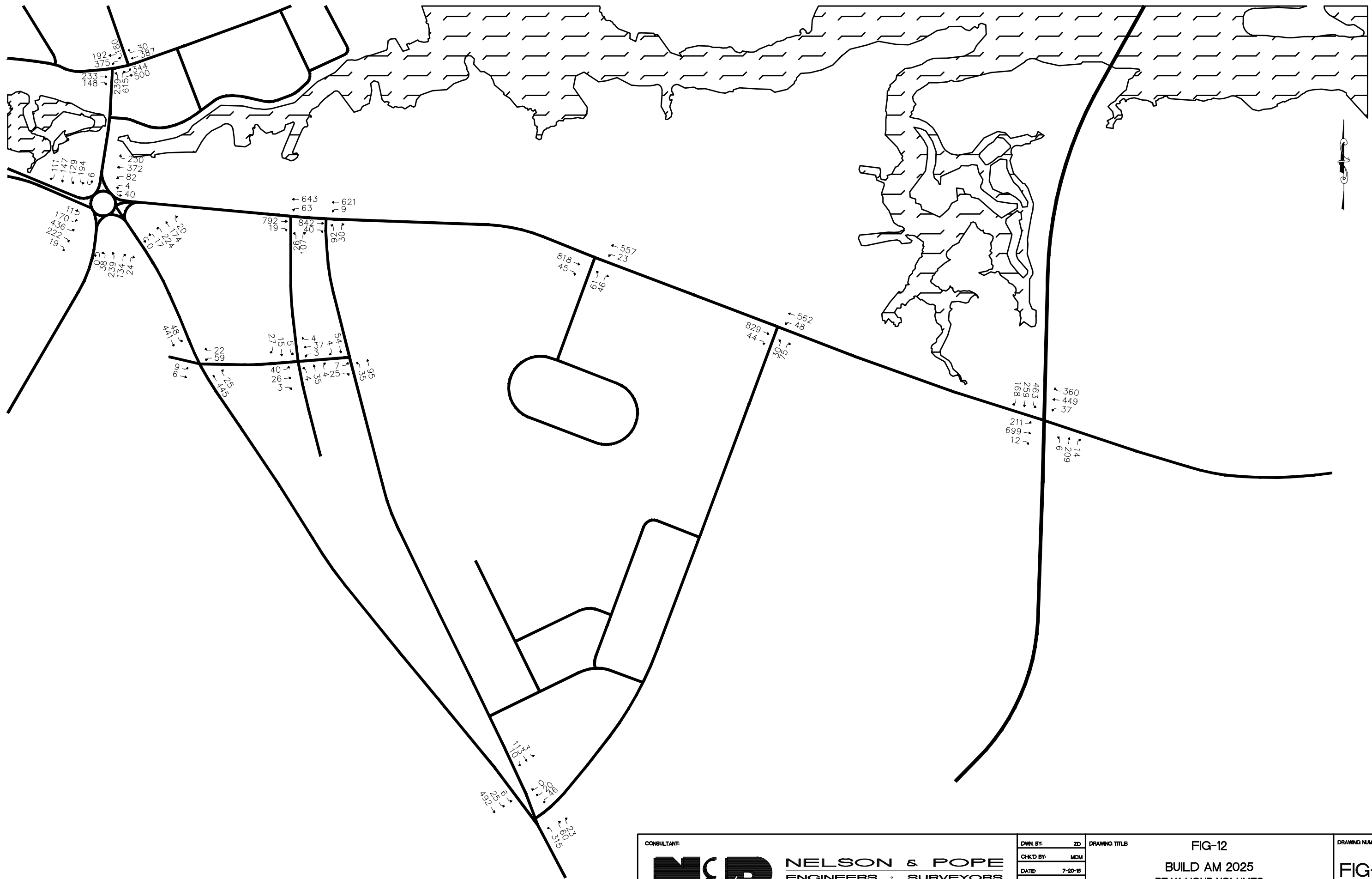
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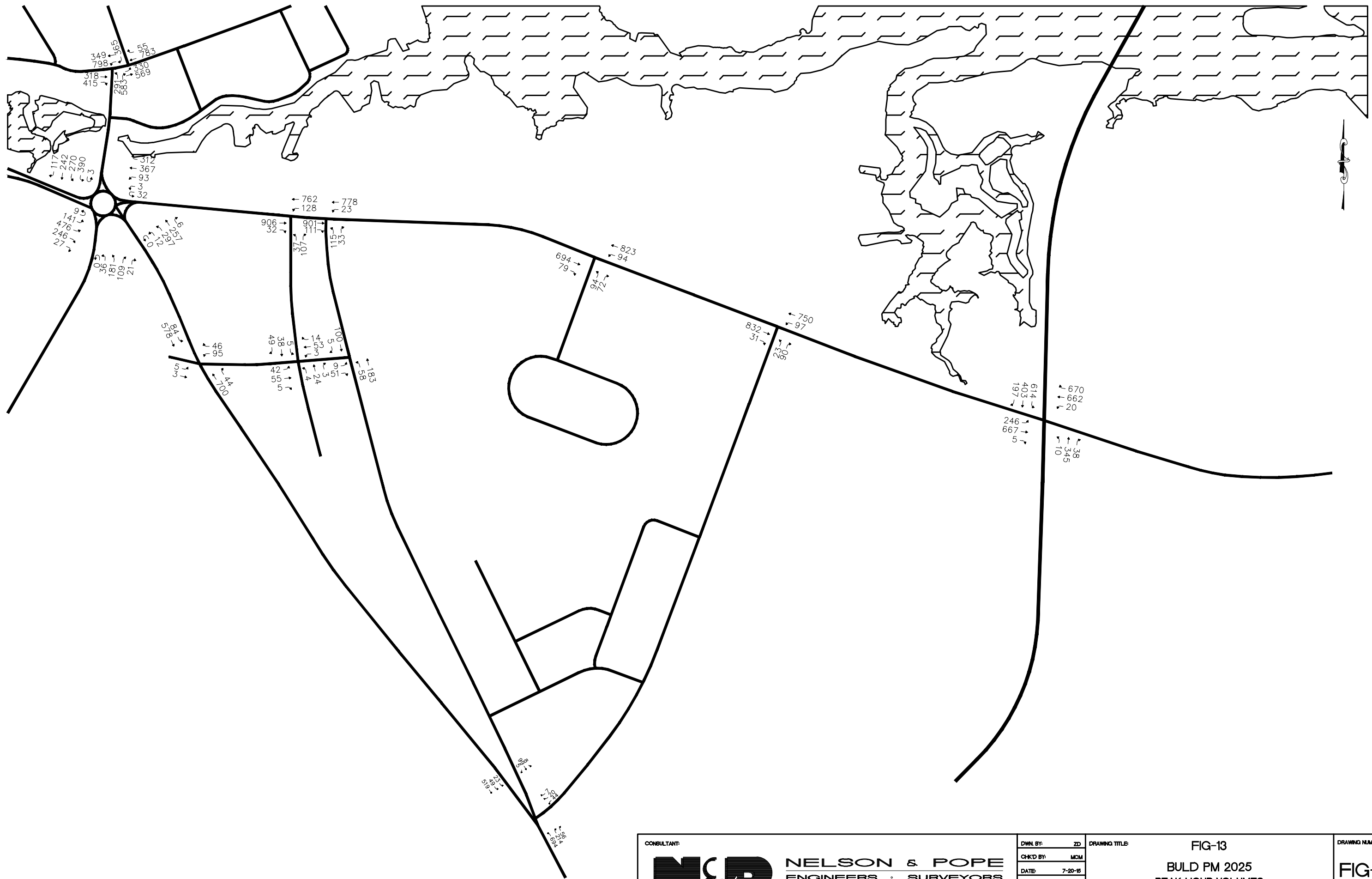
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	JOB No.:	1528			
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	SCALE:	NTS			




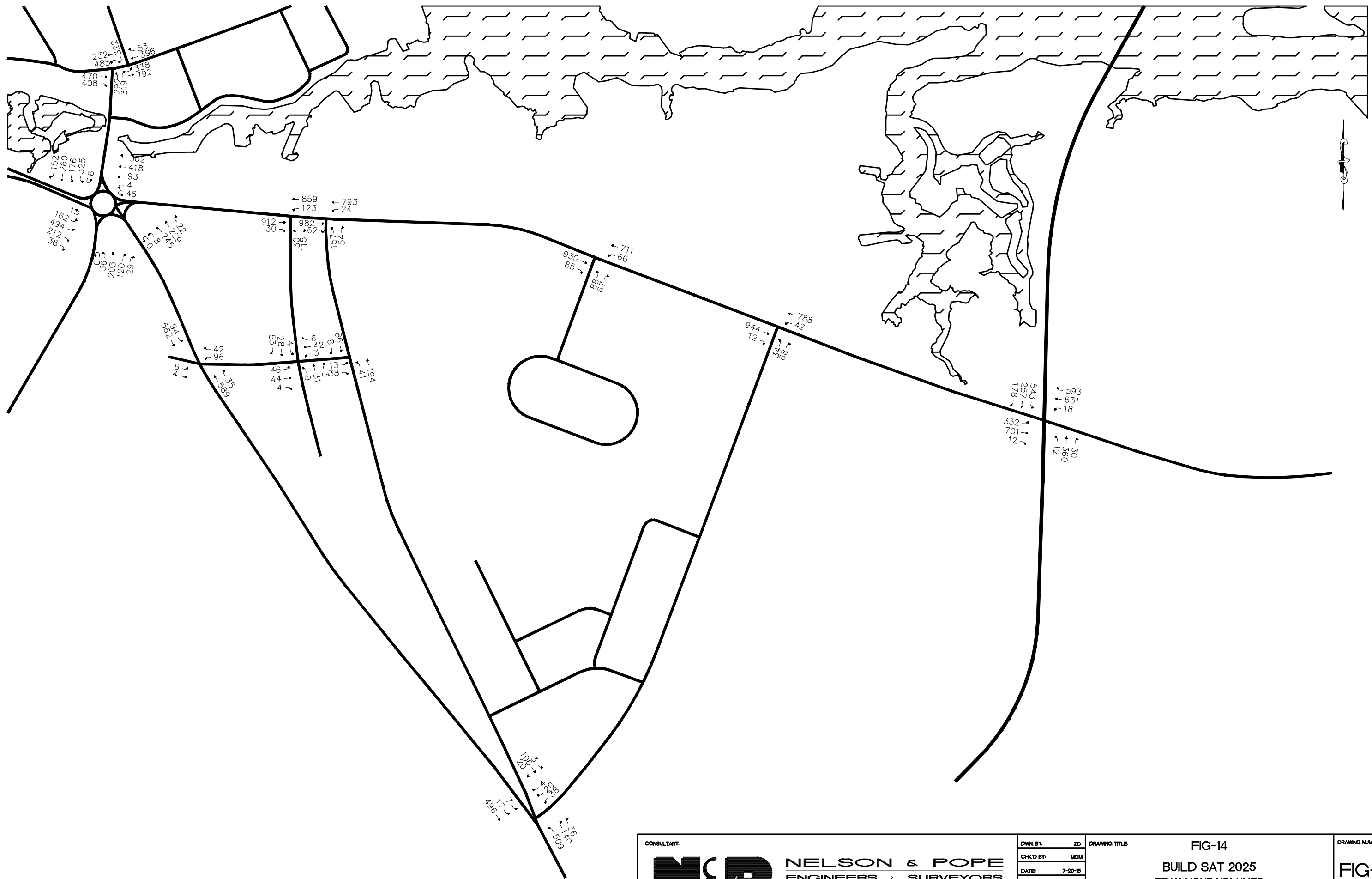
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		DATE: 7-20-15		JOB No: 1528			
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		DATE: 7-20-15		BUILD AM 2025			
		JOB No: 1528		PEAK HOUR VOLUMES			
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		SCALE: NTS		7/9/15			
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		CHK'D BY:	MCM	BULD PM 2025	
		DATE:	7-20-15	PEAK HOUR VOLUMES	
		JOB No.:	1528	DATA COLLECTED BY TRAFFIC DATABANK	
		CADD:	-	7/9/15	
SCALE:	NTS			SHEET:	1 OF 1



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	CHK'D BY:	MCM		BUILD SAT 2025		
	DATE:	7-20-15		PEAK HOUR VOLUMES		
	JOB No.:	1528		DATA COLLECTED BY TRAFFIC DATABANK		
	CADD:	-		7/11/15		
	SCALE:	NTS				
					SHEET:	1 OF 1

### **Traffic Impact Analyses and Mitigation**

In order to identify the impacts created by The Plan, capacity analyses were conducted at the study intersections for the No Build and Build Conditions during the weekday AM, PM and Saturday midday peak hours. The results of the capacity analyses for the No Build and Build Conditions were compared to determine the impact that will be created on the study intersections by The Plan.

Tables 10 through 15 summarize the No Build, Build and Build with Mitigation Conditions for the AM peak hour, PM peak hour and Saturday midday peak hour, respectively. These tables are followed by a detailed description of each intersection, the LOS comparison, and the mitigation employed to maintain an acceptable LOS or achieve No Build LOS.

**Table 10: Level of Service Summary - AM Peak Hour Signalized Intersections**

			No Build		Build		Build with Mitigation	
Signalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
Peconic Ave at W Main St	EB	T	43.7	D	53.1	D	-	-
		R	3.1	A	2.7	A	-	-
	WB	L	27.5	C	66.8	E	-	-
		T	2.8	A	5.4	A	-	-
	NB	L	96.2	F	90.0	F	-	-
		R	19.7	B	17.0	B	-	-
Intersection			30.0	C	39.6	D	-	-
W Main St at Roanoke Ave	EB	L	2.0	A	2.9	A	-	-
		T	2.0	A	2.4	A	-	-
	WB	TR	42.6	D	52.6	D	-	-
		R	0.7	A	0.8	A	-	-
Intersection			15.1	B	18.1	B	-	-
CR 105 at NYS Route 24	EB	L	78.9	E	242.1	F	79.2	E
		T	78.9	E	154.2	F	67.4	E
		R	0.1	A	0.1	A	0.0	A
	WB	L	119.9	F	233.6	F	101.2	F
		T	84.1	F	113.1	F	64.6	E
		R	7.3	A	7.3	A	5.7	A
	NB	L	90.2	F	90.2	F	59.8	E
		T	51.1	D	51.1	D	52.0	D
		R	0.1	A	0.1	A	0.2	A
	SB	L	100.3	F	100.3	F	89.9	F
		T	26.3	C	26.3	C	28.2	C
		R	4.1	A	4.0	A	5.5	A
Intersection			61.9	E	100.5	F	55.4	E
CR 104 at Old Quogue Rd/Ludlam Ave	WB	LR	-	-	-	-	35.3	D
		LTR	-	-	-	-	21.7	C
	SEB	L	-	-	-	-	11.5	B
		T	-	-	-	-	22.2	C
	NWB	T	-	-	-	-	13.5	B
		R	-	-	-	-	3.0	A
Intersection			-	-	-	-	18.9	B

**Table 11: Level of Service Summary - AM Peak Hour Unsignalized Intersections**

Unsignalized Intersections	Approach	Movt.	No Build		Build		Build with Mitigation	
			Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
Ludlam Ave at NYS Route 24	WB	L	9.7	A	10.7	B	-	-
	NB	LR	19.0	C	28.6	D	-	-
Enterprise Zone Dr at NYS Route 24	WB	L	9.3	A	10.1	B	-	-
	NB	L	14.5	B	18.8	C	-	-
		R	14.8	B	18.5	C	-	-
Old Quogue Rd at NYS Route 24	WB	L	9.9	A	11.1	B	11.1	B
	NB	LR	16.2	C	24.9	C	20.8	C
Vail Ave at NYS Route 24	WB	L	10.2	B	11.2	B	11.2	B
	NB	LR	22.7	C	51.6	F	20.3	C
CR 104 at Old Quogue Rd & Ludlam Ave	NWB	TR	0.0	A	0.0	A	-	-
	SEB	LT	0.0	A	0.7	A	-	-
	SB	LTR	2.5	A	29.4	D	-	-
	WB	LR	2.8	A	9.6	A	-	-
CR 104 at Pine St	EB	(LTR)	-	-	32.0	D	-	-
	WB	L(T)R	11.6	B	18.5	C	-	-
	NB	(L)TR	0.0	A	0.0	A	-	-
	SB	LT(R)	0.4	A	1.4	A	-	-
Vail Ave at Pine St	EB	LTR	9.4	A	10.7	B	-	-
	WB	LTR	9.3	A	10.3	B	-	-
	NB	LTR	2.4	A	0.7	A	-	-
	SB	LTR	1.7	A	0.9	A	-	-
Old Quogue Rd at Pine St	EB	LR	7.4	A	8.0	A	-	-
	NB	LT	7.5	A	8.8	A	-	-
	SB	TR	7.3	A	7.8	A	-	-
Roundabout	PECONIC		6.2	A	7.7	A	-	-
	CR94		8.6	A	11.0	B	-	-
	CR63		7.1	A	8.3	A	-	-
	CR104		10.5	B	13.1	B	-	-
	NY24		6.6	A	10.5	B	-	-

**Table 12: Level of Service Summary - PM Peak Hour Signalized Intersections**

			No Build		Build		Build with Mitigation	
Signalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
Peconic Ave at W Main St	EB	T	58.1	E	64.9	E	-	-
		R	15.0	B	22.7	C	-	-
	WB	L	119.5	F	126.9	F	-	-
		T	7.5	A	12.1	B	-	-
	NB	L	96.1	F	110.7	F	-	-
		R	12.8	B	12.4	B	-	-
Intersection			57.3	E	63.6	E	-	-
W Main St at Roanoke Ave	EB	L	8.0	A	13.3	B	-	-
		T	3.0	A	4.0	A	-	-
	WB	TR	117.5	F	129.3	F	-	-
		R	1.1	A	2.2	A	-	-
Intersection			51.1	D	55.2	E	-	-
CR 105 at NYS Route 24	EB	L	174.0	F	287.5	F	143.5	F
		T	61.9	E	95.9	F	36.9	D
		R	0.0	A	0.0	A	0.0	A
	WB	L	59.7	E	109.7	F	36.1	D
		T	123.6	F	260.6	F	107.5	F
		R	47.7	D	49.2	D	22.6	C
	NB	L	91.4	F	91.4	F	77.6	E
		T	57.5	E	57.5	E	108.9	F
		R	0.3	A	0.3	A	0.7	A
	SB	L	115.6	F	115.6	F	110.8	F
		T	29.0	C	29.0	C	38.9	D
		R	4.3	A	3.9	A	5.8	A
Intersection			76.3	E	114.0	F	69.9	E
CR 104 at Old Quogue Rd/Ludlam Ave	WB	LR	-	-	-	-	16.4	B
		LTR	-	-	-	-	28.9	C
	SEB	L	-	-	-	-	23.1	C
		T	-	-	-	-	17.6	B
	NWB	T	-	-	-	-	27.1	C
		R	-	-	-	-	9.5	A
Intersection			-	-	-	-	21.4	C

**Table 13: Level of Service Summary - PM Peak Hour Unsignalized Intersections**

Unsignalized Intersections	Approach	Movt.	No Build		Build		Build with Mitigation	
			Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
Ludlam Ave at NYS Route 24	WB	L	9.7	A	10.7	B	-	-
	NB	LR	18.2	C	27.1	D	-	-
Enterprise Zone Dr at NYS Route 24	WB	L	9.3	A	10.5	B	-	-
	NB	L	15.6	C	25.7	D	-	-
		R	14.3	B	17.9	C	-	-
Old Quogue Rd at NYS Route 24	WB	L	9.1	A	10.5	B	10.5	B
	NB	LR	16.3	C	35.5	E	27.3	D
Vail Ave at NYS Route 24	WB	L	9.3	A	11.3	B	11.3	B
	NB	LR	28.5	D	222.3	F	24.9	C
CR 104 at Old Quogue Rd & Ludlam Ave	NWB	TR	0.0	A	0.0	A	-	-
	SEB	LT	2.9	A	12.5	B	-	-
	SB	LTR	3.1	A	577.0	F	-	-
	WB	LR	4.0	A	96.2	F	-	-
CR 104 at Pine St	EB	(LTR)	-	-	83.3	F	-	-
	WB	L(T)R	15.9	C	167.0	F	-	-
	NB	(L)TR	0.0	A	0.0	A	-	-
	SB	LT(R)	0.7	A	3.0	A	-	-
Vail Ave at Pine St	EB	LTR	9.6	A	11.8	B	-	-
	WB	LTR	9.4	A	11.1	B	-	-
	NB	LTR	2.7	A	1.0	A	-	-
	SB	LTR	1.8	A	0.5	A	-	-
Old Quogue Rd at Pine St	EB	LR	7.4	A	8.1	A	-	-
	NB	LT	8.2	A	10.4	B	-	-
	SB	TR	7.3	A	8.4	A	-	-
Roundabout	PECONI							
	C		10.5	B	21.7	C	-	-
	CR94		10.9	B	34.2	D	-	-
	CR63		6.4	A	8.9	A	-	-
	CR104		12.9	B	24.9	C	-	-
NY24		8.9	A	14.9	B	-	-	

**Table 14: Level of Service Summary – Saturday Peak Hour Signalized Intersections**

			No Build		Build		Build with Mitigation	
Signalized Intersections	Approach	Movt.	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
Peconic Ave at W Main St	EB	T	57.6	E	67.3	E	-	-
		R	8.7	A	13.6	B	-	-
	WB	L	109.9	F	125.1	F	-	-
		T	4.9	A	6.2	A	-	-
	NB	L	93.9	F	102.5	F	-	-
		R	11.6	B	11.0	B	-	-
Intersection			53.8	D	61.8	E	-	-
W Main St at Roanoke Ave	EB	L	1.7	A	2.2	A	-	-
		T	2.4	A	4.5	A	-	-
	WB	TR	46.9	D	54.0	D	-	-
		R	1.1	A	1.4	A	-	-
Intersection			15.1	B	17.0	B	-	-
CR 105 at NYS Route 24	EB	L	303.9	F	416.5	F	190.9	F
		T	58.5	E	83.4	F	36.6	D
		R	0.1	A	0.1	A	0.0	A
	WB	L	55.4	E	94.3	F	36.7	D
		T	116.1	F	214.5	F	105.9	F
		R	28.0	C	28.3	C	22.4	C
	NB	L	92.2	F	92.2	F	80.1	F
		T	56.6	E	56.6	E	75.2	E
		R	0.2	A	0.2	A	0.4	A
	SB	L	100.9	F	100.9	F	110.7	F
		T	29.3	C	29.3	C	35.7	D
		R	4.5	A	4.1	A	5.8	A
Intersection			83.6	F	116.6	F	73.0	E
CR 104 at Old Quogue Rd/Ludlam Ave	WB	LR	-	-	-	-	7.7	A
		LTR	-	-	-	-	16.4	B
	SEB	L	-	-	-	-	11.1	B
		T	-	-	-	-	18.0	B
	NWB	T	-	-	-	-	18.0	B
		R	-	-	-	-	6.1	A
Intersection			-	-	-	-	15.8	B

**Table 15: Level of Service Summary - Saturday Peak Hour Unsignalized Intersections**

Unsignalized Intersections	Approach	Movt.	No Build		Build		Build with Mitigation	
			Delay Sec/Veh	LOS	Delay Sec/Veh	LOS	Delay Sec/Veh	LOS
Ludlam Ave at NYS Route 24	WB	L	9.5	A	10.4	B	-	-
	NB	LR	19.4	C	28.7	D	-	-
Enterprise Zone Dr at NYS Route 24	WB	L	9.7	A	10.9	B	-	-
	NB	L	16.7	C	26.1	D	-	-
		R	15.5	C	19.7	C	-	-
Old Quogue Rd at NYS Route 24	WB	L	9.8	A	11.2	B	11.2	B
	NB	LR	31.4	D	79.3	F	40.4	E
Vail Ave at NYS Route 24	WB	L	9.6	A	11.2	B	11.2	B
	NB	LR	29.0	D	198.7	F	24.9	C
CR 104 at Old Quogue Rd & Ludlam Ave	NWB	TR	0.0	A	0.0	A	-	-
	SEB	LT	0.5	A	0.4	A	-	-
	SB	LTR	0.7	A	19.0	C	-	-
	WB	LR	6.3	A	41.4	E	-	-
CR 104 at Pine St	EB	(LTR)	-	-	66.9	F	-	-
	WB	L(T)R	16.1	C	64.6	F	-	-
	NB	(L)TR	0.0	A	0.0	A	-	-
	SB	LT(R)	1.0	A	2.9	A	-	-
Vail Ave at Pine St	EB	LTR	9.5	A	11.0	B	-	-
	WB	LTR	9.3	A	10.6	B	-	-
	NB	LTR	3.4	A	1.7	A	-	-
	SB	LTR	1.1	A	0.3	A	-	-
Old Quogue Rd at Pine St	EB	LR	7.6	A	8.4	A	-	-
	NB	LT	8.6	A	12.1	B	-	-
	SB	TR	7.6	A	8.9	A	-	-
Roundabout	PECONI							
	C		9.0	A	13.9	B	-	-
	CR94		10.6	B	23.1	C	-	-
	CR63		6.7	A	8.8	A	-	-
	CR104		12.4	B	20.9	C	-	-
NY24		9.2	A	15.5	C	-	-	

The following descriptions summarize the findings of Tables 10 through 15 for each intersection:

Main Street at Peconic Avenue/Roanoke Avenue

During the No Build Condition, the eastbound West Main Street through movement at Peconic Avenue operates at LOS D during the AM peak hour and at LOS E during the PM and Saturday midday peak hours. The northbound Peconic Avenue left turn and right movements operate at LOS F and B respectively during the analyzed peak periods. The westbound East Main Street left turn movement at Peconic Avenue operates at LOS C, F and F during the weekday AM, PM and Saturday midday peak hours respectively. The westbound West Main Street approach at Roanoke Avenue operates at LOS D, F and D during the weekday AM, PM and Saturday midday peak hours respectively and the rest of the traffic movements will operate at LOS B or better during the weekday AM, PM and Saturday midday peak hours. Overall, the intersection of West Main Street at Peconic Avenue operates at LOS C, E and D during the weekday AM, PM and Saturday midday peak hours and the intersection of East Main Street at Roanoke Avenue operates at overall LOS B, D and B during the weekday PM and Saturday midday peak hours.

After the construction of The Plan, the intersection of West Main Street at Peconic Avenue will continue to operate at LOS E during the PM peak hour, will change from LOS C to LOS D during the weekday AM peak hour with a minimal increase in delay of 9.6 seconds and will change from LOS D to LOS E during the Saturday midday peak hour with a minimal increase in delay of 8 seconds. The intersection of East Main Street at Roanoke Avenue will continue to operate at overall LOS B during the weekday AM and Saturday midday peak hours and will change from LOS D to LOS E during the weekday PM peak hour with a minimal increase in delay of 4.1 seconds.

As can be seen from the review of the capacity analyses results at this intersection, the operation of the intersection will not be significantly impacted by the construction of The Plan, therefore no mitigation measures should be required at this intersection due to The Plan. However, it should be noted this intersection will be impacted by the development scenario proposed for the Riverhead BOA Step II Nomination. Measures to mitigate impacts at this intersection analyzed under the Riverhead BOA and outlined in the other planned development section of this report will improve

the operation of the intersection. Since the level of traffic that will be added to this intersection due to the Riverhead BOA is higher than that from the proposed Riverside Plan, it is our professional opinion that these mitigations will also improve any minor impacts created by the Riverside Plan and hence reanalyzing the intersection with these improvements should not be necessary.

It should be also noted that, for a downtown business district LOS E conditions can be an acceptable condition as vehicles would travel slower in the business district, and as long as there are alternatives to the automobile travel. The lower speeds may also discourage some of the through traffic that today uses Main Street to avoid traffic congestion on CR 58.

*Flanders Road (NYS Route 24) at Cross River Drive (CR 105)*

Under the No Build Condition, the eastbound left turn movement operates at LOS E, F, F during the weekday AM, PM and Saturday midday peak hours respectively. The eastbound through and right turn movements operate at LOS E and A respectively during the analyzed peak hours. The westbound left turn movement operates at LOS F during the weekday AM peak hour and at LOS E during the weekday PM and Saturday midday peak hours. The westbound through movement operates at LOS F during the analyzed peak hours and the westbound right turn movement operates at LOS D or better.

The northbound left turn movement operates at LOS F during the analyzed peak periods. The northbound through movement operates at LOS D during the weekday AM peak hour and at LOS E during the weekday PM and Saturday midday peak hours. The northbound right turn movement operates at LOS A during the analyzed peak hours.

The southbound left turn movement operates at LOS F. The rest of the southbound traffic movements operate at LOS C or better.

After the construction of the project, some of the eastbound and westbound traffic movements experienced a change in LOS with an increase in delay and the No Build LOS was maintained for the northbound and southbound traffic movements but with increases in delay. In order to

mitigate the impacts at this intersection, signal timing optimization and change of splits will be required. With this mitigation measure, the intersection will operate at No Build LOS or better.

*Flanders Road (NYS Route 24) at Ludlam Avenue*

During the No Build Condition, the westbound Flanders Road approach operates at LOS A and the northbound Ludlam Avenue approach operates at LOS C during the analyzed peak hours. After the construction of the project, the westbound Flanders Road approach will operate at LOS B or better and the northbound Ludlam Avenue approach will operate at LOS D.

*Flanders Road (NYS Route 24) at Enterprise Zone Drive*

During the No Build Condition, the westbound Flanders Road approach operates at LOS A and the northbound Enterprise Zone Drive left turn and right turn movements operate at LOS C or better during the analyzed peak hours. After the construction of the project, the westbound Flanders Road approach will operate at LOS B and the northbound Enterprise Zone Drive approach will operate at LOS D or better.

*Flanders Road (NYS Route 24) at Old Quogue Road*

During the No Build Condition, the westbound Flanders Road approach operates at LOS A and the northbound Old Quogue Road approach operates at LOS C during the weekday AM peak and PM peak hours and at LOS D during the Saturday midday peak hour. After the completion of the project, the westbound Flanders Road left turn movement will operate at LOS B or better and the northbound Old Quogue Road approach will continue to operate at LOS C during the weekday AM peak hour and will change from LOS C to E during the PM peak hour and from LOS D to F during the Saturday midday peak hour. In order to improve the operation of this intersection after the construction of the project, it is recommended to redesign the northbound Old Quogue approach to provide one right turn lane and one left turn lane. With this improvement, the northbound Old Quogue Road approach will operate at LOS C, D and E during the weekday AM, PM and Saturday midday peak hours respectively.

*Flanders Road (NYS Route 24) at Vail Avenue*

During the No Build Condition, the westbound Flanders Road approach operates at LOS B during the weekday AM peak hour and at LOS A during the weekday PM and Saturday midday peak hour. The northbound Vail Avenue approach operates at LOS C during the weekday AM peak hour and at LOS D during the weekday PM and Saturday midday peak hours. After the construction of the project, the westbound Vail Avenue left turn movement will operate at LOS B during the analyzed peak hours and the northbound Vail Avenue approach will operate at LOS F during the analyzed peak periods. In order to improve the operation of this intersection after the construction of the project, it is recommended to redesign the northbound Vail Avenue approach to provide one right turn lane and one left turn lane. In addition to the redesign of the northbound approach, re-stripe the painted median on Flanders Road just west of Vail Avenue as a center two-way left turn lane consistent with the rest of Flanders Road. With these improvements, the northbound Vail Avenue approach will operate at LOS C during the weekday AM, PM and Saturday midday peak hours.

#### CR 104 at Pine Street

During the No Build Condition, the southbound CR 104 approach operates at LOS A and the westbound Pine Street approach operate at LOS C or better during the analyzed peak hours. As part of this project, a driveway to one of the development sites will be constructed on CR 104 directly opposite Pine Street. After the construction of the project, the northbound and southbound CR 104 approaches continue to operate at LOS A and the eastbound and westbound approaches will operate at LOS D and C respectively during the weekday AM peak hour and will operate at LOS F during the weekday PM and Saturday midday peak hours. These failing levels of service are due to the traffic volumes on CR 104; however the queues on Pine Street can be accommodated without causing traffic circulation issues on the project sites.

#### CR 104 at Ludlam Avenue/Old Quogue Road

As previously mentioned, the intersection of CR 104 at Ludlam Avenue is a non-standard four leg intersection. CR 104 runs northwest and southeast and has no traffic control. Ludlam Avenue runs east/west and intersects CR 104 at a right angle with a westbound stop control. Old Quogue Road runs southeast and intersects CR 104 at an acute angle with a stop control at the intersection for through and left turn movements and a yield control for right turn movements.

Since the intersection is a non-standard four leg intersection, the analyses were conducted using the synchro simulation rather than the synchro stop-control analyses.

During the No Build Condition, the southeastbound CR 104 approach, the southbound Old Quogue Road approach and the westbound Ludlam Avenue approach operates at LOS A during the analyzed peak hours. After the completion of the project, the CR 104 approaches will operate at LOS B or better during the analyzed peak hours. However, the southbound Old Quogue approach and the westbound Ludlam Avenue approach will operate at failing LOS during the PM peak hour and at LOS E or better during the weekday AM and Saturday midday peak hours. In order to improve the operation of this intersection after the construction of the project, it is recommended to install a three phase traffic signal at this intersection. With the installation of a traffic signal, the intersection will operate at overall LOS C or better with all traffic movements operating at LOS D or better during the analyzed peak hours.

#### *Vail Avenue at Pine Street*

During the No Build Condition, all the approaches to the intersection operate at LOS A during all the analyzed peak hours. After the construction of the project, all the approach movements will operate at LOS B or better during the analyzed peak hours.

#### *Old Quogue Road at Pine Street*

During the No Build Condition, all the approaches to the intersection operate at LOS A during all the analyzed peak hours. After the construction of the project, all the approach movements will operate at LOS B or better during the analyzed peak hours.

#### *Roundabout – Peconic Avenue/CR 94/CR 63/CR104/NYS 24)*

Peconic Ave, CR 94, CR 63, CR 104 and NYS 24 intersect to form a five leg one lane roundabout. Nelson and Pope conducted an extensive study of this roundabout for Suffolk County Department of Public Works. The roundabout was analyzed using the Rodel Software. The roundabout was analyzed under the Riverside study using the 2015 existing traffic volumes. Under the Existing Conditions, all the approaches to the roundabout operate at LOS B or better during the AM peak hour, at LOS D or better during the PM peak hour and at LOS C or better

during the Saturday midday peak hour. Nelson and Pope developed several improvement measures for this roundabout and provided Suffolk County with the most viable and preferred improvement measures (construction of a two lane five-leg roundabout). The analysis of the preferred mitigation measures was incorporated in the No Build and Build analyses for the proposed Riverside Plan. During the No Build Condition with the design and construction of the two lane roundabout, all the traffic movements will operate at LOS B or better during the analyzed peak hours. After the completion of The Plan, all traffic movement will operate at LOS C or better except for the CR 94 approach that will operate at LOS D during the PM peak hour.

## **CONCLUSION**

Based on the results of the Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Nelson & Pope that the construction of The Plan with the implementation of the recommended mitigation measures will not result in adverse traffic impacts in the study area. Increases in traffic from the proposed project can be accommodated at some study intersections without any mitigation. Some locations will require mitigation ranging from adjustments to the signal timings, additional lanes and installation of a traffic signal. Although there will be changes in the LOS at some intersections, they will continue to operate at acceptable levels of service. The following are the recommended mitigations.

- Optimize and adjust the splits at the signalized intersection of Flanders Road (NYS Route 24) and CR 105.
- Redesign the northbound Old Quogue Road approach at its intersection with Flanders Road (NYS Route 24) to provide one right turn lane and one left turn lane.
- Redesign the northbound Vail Avenue approach at the intersection of Flanders Road (NYS Route 24) at Vail Avenue to provide one right turn lane and one left turn lane. In addition to the redesign of the northbound approach, re-stripe the painted median on Flanders Road just west of Vail Avenue as a center two-way left turn lane consistent with the rest of Flanders Road.
- Install a traffic signal at the intersection of CR 104 at Old Quogue Road and Ludlam Avenue.

# **RIVERSIDE BOA**

*RIVERSIDE*

*TOWN OF SOUTHAMPTON*

**APPENDIX**

**September 2015**

**N&P JOB NO. 15128**

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## **Appendix A: Existing Traffic Volumes**

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : CR\_94-CR\_63-CR\_104-RT\_24\_AT\_PECONIC\_AV\_THURS\_245939\_07-09-2015  
Site Code :  
Start Date : 7/9/2015  
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## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound						Westbound St. Westbound					Northwestbound St. Northwestbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total				
	Left	Thru	Bear Right	Right	U-Turn	App. Total	Hard Left	Left	Thru	Right	U-Turn	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn	App. Total	Left	Bear Left	Thru	Right	U-Turn	App. Total	Left	Thru		Right	Hard Right	U-Turn	App. Total
07:00 AM	25	113	34	4	3	179	0	13	42	19	0	74	2	25	22	7	0	56	42	32	20	30	0	124	4	30	29	10	0	73	506
07:15 AM	24	109	48	2	3	186	7	10	66	31	0	114	4	21	18	5	1	49	29	21	20	15	0	85	2	39	23	7	0	71	505
07:30 AM	29	99	47	2	4	181	6	18	73	33	0	130	10	32	31	2	0	75	39	27	24	22	0	112	6	51	27	9	0	93	591
07:45 AM	33	95	41	8	1	178	4	17	81	32	0	134	2	30	30	9	0	71	33	37	31	19	1	121	3	52	31	5	0	91	595
Total	111	416	170	16	11	724	17	58	262	115	0	452	18	108	101	23	1	251	143	117	95	86	1	442	15	172	110	31	0	328	2197
08:00 AM	28	95	42	1	2	168	2	19	51	34	1	107	2	38	20	7	0	67	29	18	29	20	2	98	5	38	33	7	0	83	523
08:15 AM	51	61	53	1	1	167	0	10	65	34	0	109	4	32	35	3	0	74	24	11	26	21	1	83	6	53	24	6	0	89	522
08:30 AM	50	69	48	2	3	172	3	10	64	42	1	120	1	32	46	4	0	83	27	21	17	39	0	104	5	44	17	3	0	69	548
08:45 AM	40	69	45	2	5	161	2	3	75	41	0	121	4	46	42	9	0	101	31	40	25	40	0	136	3	55	24	7	0	89	608
Total	169	294	188	6	11	668	7	42	255	151	2	457	11	148	143	23	0	325	111	90	97	120	3	421	19	190	98	23	0	330	2201
04:00 PM	25	72	34	2	3	136	5	21	66	50	1	143	7	46	53	7	0	113	57	40	54	12	1	164	6	22	16	1	0	45	601
04:15 PM	19	74	56	3	1	153	0	18	59	52	0	129	1	47	55	0	0	103	78	55	43	27	0	203	3	33	19	7	0	62	650
04:30 PM	26	84	30	3	2	145	3	24	84	43	0	154	3	50	50	1	0	104	52	42	49	11	0	154	5	24	17	5	0	51	608
04:45 PM	20	87	46	4	2	159	5	15	62	56	0	138	7	62	49	6	0	124	43	53	44	25	0	165	3	31	19	7	0	60	646
Total	90	317	166	12	8	593	13	78	271	201	1	564	18	205	207	14	0	444	230	190	190	75	1	686	17	110	71	20	0	218	2505
05:00 PM	27	62	35	3	2	129	2	23	61	40	4	130	5	41	31	1	0	78	72	38	55	26	1	192	8	40	29	4	0	81	610
05:15 PM	21	69	45	7	7	149	3	15	54	40	1	113	4	49	43	0	1	97	48	36	51	36	0	171	2	38	26	7	0	73	603
05:30 PM	18	77	45	4	1	145	6	21	66	41	0	134	2	55	69	0	0	126	42	40	44	22	2	150	5	24	15	6	0	50	605
05:45 PM	23	70	37	2	1	133	1	17	53	35	1	107	2	55	61	0	0	118	33	38	45	22	0	138	5	33	23	7	0	68	564
Total	89	278	162	16	11	556	12	76	234	156	6	484	13	200	204	1	1	419	195	152	195	106	3	651	20	135	93	24	0	272	2382
06:00 PM	33	75	43	5	5	161	0	24	42	31	1	98	5	55	54	1	0	115	44	44	39	28	2	157	3	41	18	5	0	67	598
06:15 PM	17	58	30	5	0	110	0	24	46	32	0	102	2	46	64	0	0	112	51	41	47	28	1	168	3	32	18	11	0	64	556
06:30 PM	17	58	26	8	1	110	0	24	52	44	2	122	7	44	64	0	0	115	30	38	39	22	0	129	7	29	20	3	0	59	535
06:45 PM	15	61	39	3	0	118	1	20	39	41	1	102	2	39	76	0	0	117	37	51	37	25	0	150	4	46	15	2	1	68	555
Total	82	252	138	21	6	499	1	92	179	148	4	424	16	184	258	1	0	459	162	174	162	103	3	604	17	148	71	21	1	258	2244
Grand Total	541	1557	824	71	47	3040	50	346	1201	771	13	2381	76	845	913	62	2	1898	841	723	739	490	11	2804	88	755	443	119	1	1406	11529
Approach %	17.8	51.2	27.1	2.3	1.5		2.1	14.5	50.4	32.4	0.5		4	44.5	48.1	3.3	0.1		30	25.8	26.4	17.5	0.4		6.3	53.7	31.5	8.5	0.1		
Total %	4.7	13.5	7.1	0.6	0.4	26.4	0.4	3	10.4	6.7	0.1	20.7	0.7	7.3	7.9	0.5	0	16.5	7.3	6.3	6.4	4.3	0.1	24.3	0.8	6.5	3.8	1	0	12.2	
Lights	532	1467	779	65	46	2889	48	336	1136	740	13	2273	73	794	888	58	2	1815	814	707	728	479	11	2739	83	740	432	112	1	1368	11084
% Lights	98.3	94.2	94.5	91.5	97.9	95	96	97.1	94.6	96	100	95.5	96.1	94	97.3	93.5	100	95.6	96.8	97.8	98.5	97.8	100	97.7	94.3	98	97.5	94.1	100	97.3	96.1
Buses	3	17	11	3	0	34	0	5	15	3	0	23	2	11	9	1	0	23	9	3	4	2	0	18	3	4	4	2	0	13	111
% Buses	0.6	1.1	1.3	4.2	0	1.1	0	1.4	1.2	0.4	0	1	2.6	1.3	1	1.6	0	1.2	1.1	0.4	0.5	0.4	0	0.6	3.4	0.5	0.9	1.7	0	0.9	1
Trucks	6	73	34	3	1	117	2	5	50	28	0	85	1	40	16	3	0	60	18	13	7	9	0	47	2	11	7	5	0	25	334
% Trucks	1.1	4.7	4.1	4.2	2.1	3.8	4	1.4	4.2	3.6	0	3.6	1.3	4.7	1.8	4.8	0	3.2	2.1	1.8	0.9	1.8	0	1.7	2.3	1.5	1.6	4.2	0	1.8	2.9

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : CR\_94-CR\_63-CR\_104-RT\_24\_AT\_PECONIC\_AV\_THURS\_245939\_07-09-2015

Site Code :

Start Date : 7/9/2015

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Start Time	Eastbound St. Eastbound						Westbound St. Westbound						Northwestbound St. Northwestbound						Southbound St. Southbound						Northbound St. Northbound						Int. Total	
	Left	Thru	Bear Right	Right	U-Turn	App. Total	Hard Left	Left	Thru	Right	U-Turn	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn	App. Total	Left	Bear Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	Hard Right	U-Turn	App. 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	29	<b>99</b>	47	2	<b>4</b>	<b>181</b>	<b>6</b>	18	73	33	0	130	<b>10</b>	32	31	2	0	<b>75</b>	<b>39</b>	27	24	<b>22</b>	0	112	<b>6</b>	51	27	<b>9</b>	0	<b>93</b>	591	
07:45 AM	33	95	41	<b>8</b>	1	178	4	17	<b>81</b>	32	0	<b>134</b>	2	30	30	<b>9</b>	0	71	33	<b>37</b>	<b>31</b>	19	1	<b>121</b>	3	52	31	5	0	91	<b>595</b>	
08:00 AM	28	95	42	1	2	168	2	<b>19</b>	51	<b>34</b>	1	107	2	<b>38</b>	20	7	0	67	29	18	29	20	<b>2</b>	98	5	<b>38</b>	<b>33</b>	7	0	83	523	
08:15 AM	<b>51</b>	61	<b>53</b>	1	1	167	0	10	65	<b>34</b>	0	109	4	32	<b>35</b>	3	0	74	24	11	26	21	1	83	6	<b>53</b>	24	6	0	89	522	
Total Volume	141	350	183	12	8	694	12	64	270	133	1	480	18	132	116	21	0	287	125	93	110	82	4	414	20	194	115	27	0	356	2231	
% App. Total	20.3	50.4	26.4	1.7	1.2		2.5	13.3	56.2	27.7	0.2		6.3	46	40.4	7.3	0		30.2	22.5	26.6	19.8	1		5.6	54.5	32.3	7.6	0			
PHF	.691	.884	.863	.375	.500	.959	.500	.842	.833	.978	.250	.896	.450	.868	.829	.583	.000	.957	.801	.628	.887	.932	.500	.855	.833	.915	.871	.750	.000	.957	.937	
Lights	138	309	168	8	8	631	11	63	252	126	1	453	16	122	111	20	0	269	107	86	106	76	4	379	17	190	110	24	0	341	2073	
% Lights	97.9	88.3	91.8	66.7	100	90.9	91.7	98.4	93.3	94.7	100	94.4	88.9	92.4	95.7	95.2	0	93.7	85.6	92.5	96.4	92.7	100	91.5	85.0	97.9	95.7	88.9	0	95.8	92.9	
Buses	1	4	3	3	0	11	0	1	4	1	0	6	1	3	0	0	0	4	7	2	1	2	0	12	2	2	2	2	0	8	41	
% Buses	0.7	1.1	1.6	25.0	0	1.6	0	1.6	1.5	0.8	0	1.3	5.6	2.3	0	0	0	1.4	5.6	2.2	0.9	2.4	0	2.9	10.0	1.0	1.7	7.4	0	2.2	1.8	
Trucks	2	37	12	1	0	52	1	0	14	6	0	21	1	7	5	1	0	14	11	5	3	4	0	23	1	2	3	1	0	7	117	
% Trucks	1.4	10.6	6.6	8.3	0	7.5	8.3	0	5.2	4.5	0	4.4	5.6	5.3	4.3	4.8	0	4.9	8.8	5.4	2.7	4.9	0	5.6	5.0	1.0	2.6	3.7	0	2.0	5.2	

# NELSON & POPE

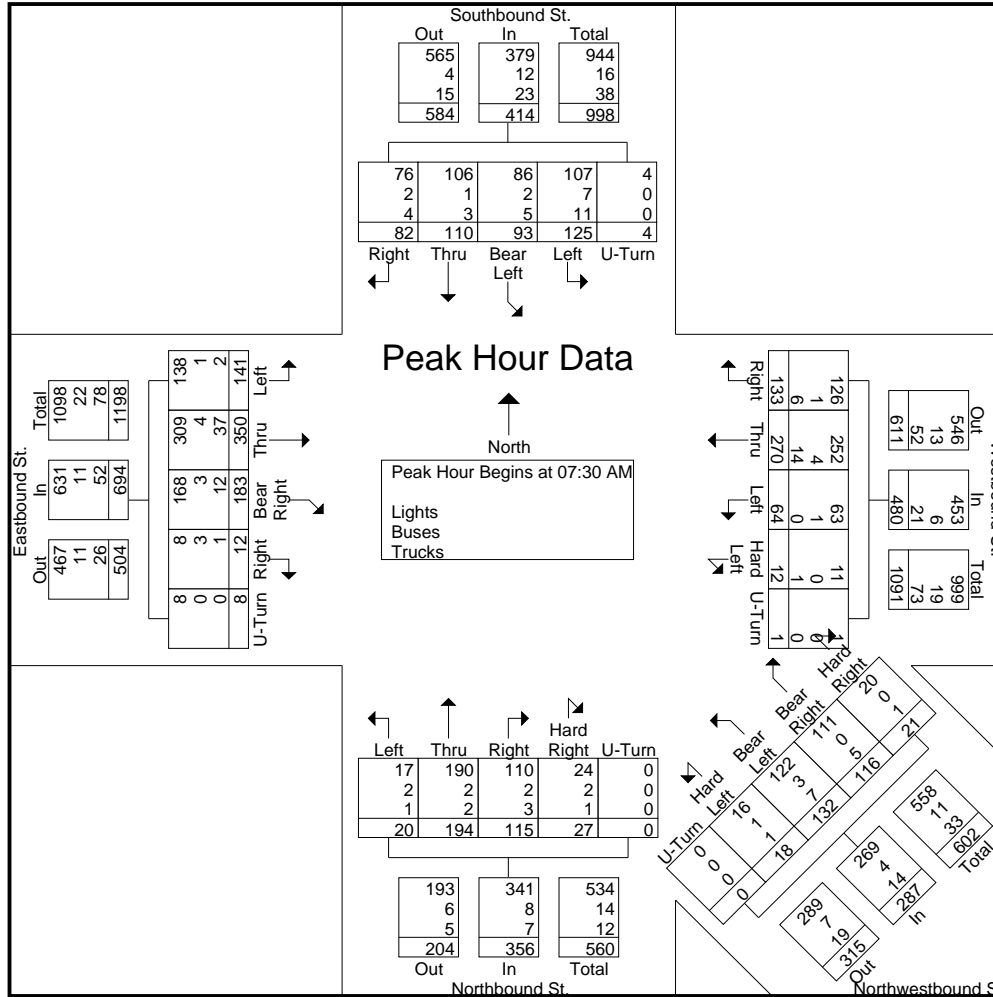
572 Walt Whitman Road  
Melville, NY, 11747

File Name : CR\_94-CR\_63-CR\_104-RT\_24\_AT\_PECONIC\_AV\_THURS\_245939\_07-09-2015

Site Code :

Start Date : 7/9/2015

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572 Walt Whitman Road  
Melville, NY, 11747

File Name : CR\_94-CR\_63-CR\_104-RT\_24\_AT\_PECONIC\_AV\_THURS\_245939\_07-09-2015

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Start Time	Eastbound St. Eastbound						Westbound St. Westbound						Northwestbound St. Northwestbound						Southbound St. Southbound						Northbound St. Northbound						Int. Total
	Left	Thru	Bear Right	Right	U-Turn	App. Total	Hard Left	Left	Thru	Right	U-Turn	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn	App. Total	Left	Bear Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	Hard Right	U-Turn	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:15 PM																															
<b>04:15 PM</b>	<b>19</b>	<b>74</b>	<sup>56</sup>	3	1	153	0	18	59	52	0	129	1	47	<sup>55</sup>	0	0	103	<sup>78</sup>	<sup>55</sup>	43	<b>27</b>	0	<b>203</b>	3	33	19	<b>7</b>	0	62	<b>650</b>
04:30 PM	26	84	30	3	2	145	3	<b>24</b>	<b>84</b>	43	0	<b>154</b>	3	50	50	1	0	104	52	42	49	11	0	154	5	24	17	5	0	51	608
04:45 PM	20	<b>87</b>	46	<b>4</b>	2	<b>159</b>	<b>5</b>	15	62	<b>56</b>	0	138	<b>7</b>	<b>62</b>	49	<b>6</b>	0	<b>124</b>	43	53	44	25	0	165	3	31	19	7	0	60	646
05:00 PM	<b>27</b>	62	35	3	2	129	2	23	61	40	<b>4</b>	130	5	41	31	1	0	78	72	38	<b>55</b>	26	<b>1</b>	192	<b>8</b>	<b>40</b>	<b>29</b>	4	0	<b>81</b>	610
Total Volume	92	307	167	13	7	586	10	80	266	191	4	551	16	200	185	8	0	409	245	188	191	89	1	714	19	128	84	23	0	254	2514
% App. Total	15.7	52.4	28.5	2.2	1.2		1.8	14.5	48.3	34.7	0.7		3.9	48.9	45.2	2	0		34.3	26.3	26.8	12.5	0.1		7.5	50.4	33.1	9.1	0		
PHF	.852	.882	.746	.813	.875	.921	.500	.833	.792	.853	.250	.894	.571	.806	.841	.333	.000	.825	.785	.855	.868	.824	.250	.879	.594	.800	.724	.821	.000	.784	.967
Lights	92	299	164	13	7	575	10	75	251	185	4	525	15	191	182	8	0	396	244	187	186	89	1	707	17	127	82	23	0	249	2452
% Lights	100	97.4	98.2	100	100	98.1	100	93.8	94.4	96.9	100	95.3	93.8	95.5	98.4	100	0	96.8	99.6	99.5	97.4	100	100	99.0	89.5	99.2	97.6	100	0	98.0	97.5
Buses	0	2	1	0	0	3	0	2	2	0	0	4	1	1	0	0	0	2	0	1	3	0	0	4	1	1	0	0	0	2	15
% Buses	0	0.7	0.6	0	0	0.5	0	2.5	0.8	0	0	0.7	6.3	0.5	0	0	0	0.5	0	0.5	1.6	0	0	0.6	5.3	0.8	0	0	0	0.8	0.6
Trucks	0	6	2	0	0	8	0	3	13	6	0	22	0	8	3	0	0	11	1	0	2	0	0	3	1	0	2	0	0	3	47
% Trucks	0	2.0	1.2	0	0	1.4	0	3.8	4.9	3.1	0	4.0	0	4.0	1.6	0	0	2.7	0.4	0	1.0	0	0	0.4	5.3	0	2.4	0	0	1.2	1.9

# NELSON & POPE

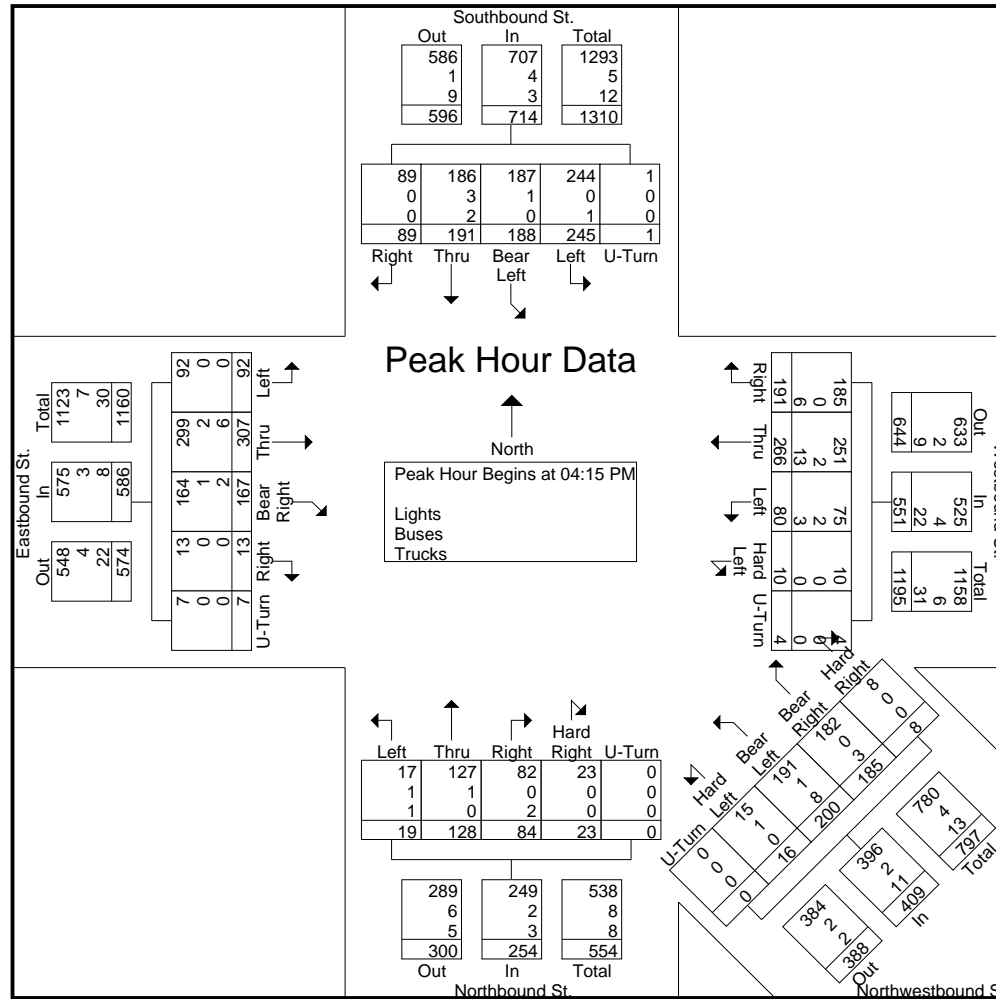
572 Walt Whitman Road  
Melville, NY, 11747

File Name : CR\_94-CR\_63-CR\_104-RT\_24\_AT\_PECONIC\_AV\_THURS\_245939\_07-09-2015

Site Code :

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# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : CR94-CR\_63-CR\_104\_-RT\_104AT\_PECONIC\_AV\_ROUNDABOUT\_SAT\_245938\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound						Westbound St. Westbound						Northwestbound St. Northwestbound						Southbound St. Southbound						Northbound St. Northbound						Int. Total
	Left	Thru	Bear Right	Right	U-Turn	App. Total	Hard Left	Left	Thru	Right	U-Turn	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn	App. Total	Left	Bear Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	Hard Right	U-Turn	App. Total	
10:00 AM	27	84	45	6	3	165	8	16	61	47	3	135	5	40	57	6	0	108	51	36	31	10	1	129	6	39	24	5	0	74	611
10:15 AM	28	101	53	5	1	188	4	11	81	48	3	147	3	56	45	5	0	109	41	24	35	19	1	120	5	38	26	6	0	75	639
10:30 AM	24	81	32	5	7	149	3	18	51	70	1	143	6	39	46	9	1	101	65	37	34	8	2	146	5	34	30	4	0	73	612
10:45 AM	24	84	48	7	4	167	2	13	52	64	3	134	6	34	42	4	0	86	57	43	28	16	2	146	6	47	30	8	0	91	624
<b>Total</b>	<b>103</b>	<b>350</b>	<b>178</b>	<b>23</b>	<b>15</b>	<b>669</b>	<b>17</b>	<b>58</b>	<b>245</b>	<b>229</b>	<b>10</b>	<b>559</b>	<b>20</b>	<b>169</b>	<b>190</b>	<b>24</b>	<b>1</b>	<b>404</b>	<b>214</b>	<b>140</b>	<b>128</b>	<b>53</b>	<b>6</b>	<b>541</b>	<b>22</b>	<b>158</b>	<b>110</b>	<b>23</b>	<b>0</b>	<b>313</b>	<b>2486</b>
11:00 AM	26	97	30	2	4	159	0	11	82	45	0	138	6	28	53	7	0	94	40	30	32	11	3	116	4	34	31	5	0	74	581
11:15 AM	35	79	40	7	2	163	2	9	81	56	4	152	6	45	45	8	0	104	40	27	28	17	4	116	6	36	29	10	1	82	617
11:30 AM	32	89	35	3	1	160	6	18	67	44	1	136	4	45	39	5	1	94	44	29	25	17	2	117	2	42	24	7	0	75	582
11:45 AM	18	84	59	2	3	166	5	21	75	49	0	150	5	58	47	7	0	117	36	23	30	12	0	101	4	48	21	3	0	76	610
<b>Total</b>	<b>111</b>	<b>349</b>	<b>164</b>	<b>14</b>	<b>10</b>	<b>648</b>	<b>13</b>	<b>59</b>	<b>305</b>	<b>194</b>	<b>5</b>	<b>576</b>	<b>21</b>	<b>176</b>	<b>184</b>	<b>27</b>	<b>1</b>	<b>409</b>	<b>160</b>	<b>109</b>	<b>115</b>	<b>57</b>	<b>9</b>	<b>450</b>	<b>16</b>	<b>160</b>	<b>105</b>	<b>25</b>	<b>1</b>	<b>307</b>	<b>2390</b>
12:00 PM	20	79	40	5	0	144	0	13	81	60	1	155	4	43	66	8	0	121	55	24	49	18	1	147	8	36	21	7	0	72	639
12:15 PM	18	84	32	9	0	143	4	19	71	62	2	158	4	33	60	1	0	98	59	12	53	13	0	137	5	38	26	6	0	75	611
12:30 PM	19	92	46	4	2	163	4	14	69	53	1	141	10	26	49	5	2	92	51	7	51	17	0	126	2	46	23	4	0	75	597
12:45 PM	26	96	39	3	3	167	5	8	74	58	2	147	5	33	35	5	0	78	76	8	30	16	0	130	3	37	29	3	0	72	594
<b>Total</b>	<b>83</b>	<b>351</b>	<b>157</b>	<b>21</b>	<b>5</b>	<b>617</b>	<b>13</b>	<b>54</b>	<b>295</b>	<b>233</b>	<b>6</b>	<b>601</b>	<b>23</b>	<b>135</b>	<b>210</b>	<b>19</b>	<b>2</b>	<b>389</b>	<b>241</b>	<b>51</b>	<b>183</b>	<b>64</b>	<b>1</b>	<b>540</b>	<b>18</b>	<b>157</b>	<b>99</b>	<b>20</b>	<b>0</b>	<b>294</b>	<b>2441</b>
01:00 PM	26	96	49	6	0	177	1	11	66	49	1	128	4	38	42	8	0	92	39	19	44	25	2	129	5	27	28	7	0	67	593
01:15 PM	23	83	43	6	0	155	3	13	89	45	4	154	6	49	33	8	1	97	40	38	42	22	4	146	8	43	26	5	1	83	635
01:30 PM	26	61	46	6	1	140	4	6	62	45	3	120	2	40	37	12	2	93	63	36	29	27	1	156	6	42	25	6	0	79	588
01:45 PM	25	84	41	6	2	158	1	12	79	60	0	152	0	53	46	5	0	104	46	26	45	25	1	143	5	40	30	5	0	80	637
<b>Total</b>	<b>100</b>	<b>324</b>	<b>179</b>	<b>24</b>	<b>3</b>	<b>630</b>	<b>9</b>	<b>42</b>	<b>296</b>	<b>199</b>	<b>8</b>	<b>554</b>	<b>12</b>	<b>180</b>	<b>158</b>	<b>33</b>	<b>3</b>	<b>386</b>	<b>188</b>	<b>119</b>	<b>160</b>	<b>99</b>	<b>8</b>	<b>574</b>	<b>24</b>	<b>152</b>	<b>109</b>	<b>23</b>	<b>1</b>	<b>309</b>	<b>2453</b>
02:00 PM	33	78	47	5	0	163	4	23	79	48	3	157	4	39	32	1	0	76	42	29	45	35	2	153	3	37	23	11	0	74	623
02:15 PM	25	88	28	4	0	145	4	24	76	42	2	148	2	42	40	7	0	91	47	40	51	27	1	166	4	29	23	6	0	62	612
02:30 PM	27	95	40	3	0	165	2	16	77	51	2	148	3	38	47	8	0	96	50	24	56	22	0	152	4	44	31	6	0	85	646
02:45 PM	27	90	32	9	0	158	7	16	79	48	2	152	5	41	48	9	0	103	66	19	46	31	1	163	3	33	23	10	0	69	645
<b>Total</b>	<b>112</b>	<b>351</b>	<b>147</b>	<b>21</b>	<b>0</b>	<b>631</b>	<b>17</b>	<b>79</b>	<b>311</b>	<b>189</b>	<b>9</b>	<b>605</b>	<b>14</b>	<b>160</b>	<b>167</b>	<b>25</b>	<b>0</b>	<b>366</b>	<b>205</b>	<b>112</b>	<b>198</b>	<b>115</b>	<b>4</b>	<b>634</b>	<b>14</b>	<b>143</b>	<b>100</b>	<b>33</b>	<b>0</b>	<b>290</b>	<b>2526</b>
03:00 PM	23	93	22	11	0	149	2	15	84	55	1	157	5	50	31	10	0	96	35	31	28	26	0	120	5	34	28	6	0	73	595
03:15 PM	21	92	42	11	3	169	2	17	82	45	0	146	9	37	41	9	1	97	36	19	32	25	3	115	7	31	17	8	0	63	590
03:30 PM	26	72	39	11	1	149	1	26	84	38	1	150	5	35	47	6	0	93	34	35	26	29	0	124	9	37	22	11	1	80	596
03:45 PM	21	80	44	10	4	159	3	22	70	39	0	134	7	38	48	7	1	101	44	23	32	35	1	135	4	35	29	6	0	74	603
<b>Total</b>	<b>91</b>	<b>337</b>	<b>147</b>	<b>43</b>	<b>8</b>	<b>626</b>	<b>8</b>	<b>80</b>	<b>320</b>	<b>177</b>	<b>2</b>	<b>587</b>	<b>26</b>	<b>160</b>	<b>167</b>	<b>32</b>	<b>2</b>	<b>387</b>	<b>149</b>	<b>108</b>	<b>118</b>	<b>115</b>	<b>4</b>	<b>494</b>	<b>25</b>	<b>137</b>	<b>96</b>	<b>31</b>	<b>1</b>	<b>290</b>	<b>2384</b>
<b>Grand Total</b>	<b>600</b>	<b>2062</b>	<b>972</b>	<b>146</b>	<b>41</b>	<b>3821</b>	<b>77</b>	<b>372</b>	<b>1772</b>	<b>1221</b>	<b>40</b>	<b>3482</b>	<b>116</b>	<b>980</b>	<b>1076</b>	<b>160</b>	<b>9</b>	<b>2341</b>	<b>1157</b>	<b>639</b>	<b>902</b>	<b>503</b>	<b>32</b>	<b>3233</b>	<b>119</b>	<b>907</b>	<b>619</b>	<b>155</b>	<b>3</b>	<b>1803</b>	<b>14680</b>
<b>Apprch %</b>	<b>15.7</b>	<b>54</b>	<b>25.4</b>	<b>3.8</b>	<b>1.1</b>		<b>2.2</b>	<b>10.7</b>	<b>50.9</b>	<b>35.1</b>	<b>1.1</b>		<b>5</b>	<b>41.9</b>	<b>46</b>	<b>6.8</b>	<b>0.4</b>		<b>35.8</b>	<b>19.8</b>	<b>27.9</b>	<b>15.6</b>	<b>1</b>		<b>6.6</b>	<b>50.3</b>	<b>34.3</b>	<b>8.6</b>	<b>0.2</b>		
<b>Total %</b>	<b>4.1</b>	<b>14</b>	<b>6.6</b>	<b>1</b>	<b>0.3</b>	<b>26</b>	<b>0.5</b>	<b>2.5</b>	<b>12.1</b>	<b>8.3</b>	<b>0.3</b>	<b>23.7</b>	<b>0.8</b>	<b>6.7</b>	<b>7.3</b>	<b>1.1</b>	<b>0.1</b>	<b>15.9</b>	<b>7.9</b>	<b>4.4</b>	<b>6.1</b>	<b>3.4</b>	<b>0.2</b>	<b>22</b>	<b>0.8</b>	<b>6.2</b>	<b>4.2</b>	<b>1.1</b>	<b>0</b>	<b>12.3</b>	
<b>Lights</b>	<b>596</b>	<b>2013</b>	<b>955</b>	<b>141</b>	<b>41</b>	<b>3746</b>	<b>75</b>	<b>368</b>	<b>1707</b>	<b>1202</b>	<b>40</b>	<b>3392</b>	<b>113</b>	<b>948</b>	<b>1069</b>	<b>160</b>	<b>9</b>	<b>2299</b>	<b>1143</b>	<b>628</b>	<b>883</b>	<b>496</b>	<b>32</b>	<b>3182</b>	<b>116</b>	<b>901</b>	<b>605</b>	<b>149</b>	<b>3</b>	<b>1774</b>	<b>14393</b>
<b>% Lights</b>	<b>99.3</b>	<b>97.6</b>	<b>98.3</b>	<b>96.6</b>	<b>100</b>	<b>98</b>	<b>97.4</b>	<b>98.9</b>	<b>96.3</b>	<b>98.4</b>	<b>100</b>	<b>97.4</b>	<b>97.4</b>	<b>96.7</b>	<b>99.3</b>	<b>100</b>	<b>100</b>	<b>98.2</b>	<b>98.8</b>	<b>98.3</b>	<b>97.9</b>	<b>98.6</b>	<b>100</b>	<b>98.4</b>	<b>97.5</b>	<b>99.3</b>	<b>97.7</b>	<b>96.1</b>	<b>100</b>	<b>98.4</b>	<b>98</b>
<b>Buses</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>64</b>
<b>% Buses</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0.7</b>	<b>0</b>	<b>0.6</b>	<b>0</b>	<b>0.3</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>1.7</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>0.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0.8</b>	<b>0</b>	<b>0.5</b>	<b>2.6</b>	<b>0</b>	<b>0.4</b>	<b>0.4</b>
<b>Trucks</b>	<b>4</b>	<b>28</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>3</b>	<b>51</b>	<b>19</b>	<b>0</b>	<b>75</b>	<b>1</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>10</b>	<b>8</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>223</b>
<b>% Trucks</b>	<b>0.7</b>	<b>1.4</b>	<b>1.7</b>	<b>2.7</b>	<b>0</b>	<b>1.4</b>	<b>2.6</b>	<b>0.8</b>	<b>2.9</b>	<b>1.6</b>	<b>0</b>	<b>2.2</b>	<b>0.9</b>	<b>2.4</b>	<b>0.7</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>0.9</b>	<b>1.3</b>	<b>1.9</b>	<b>1.4</b>	<b>0</b>	<b>1.3</b>	<b>1.7</b>	<b>0.7</b>	<b>1.8</b>	<b>1.3</b>	<b>0</b>	<b>1.2</b>	<b>1.5</b>

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : CR94-CR\_63-CR\_104\_-\_RT\_104AT\_PECONIC\_AV\_ROUNDABOUT\_SAT\_245938\_07-11-2015  
 Site Code :  
 Start Date : 7/11/2015  
 Page No : 2

Start Time	Eastbound St. Eastbound						Westbound St. Westbound						Northwestbound St. Northwestbound						Southbound St. Southbound						Northbound St. Northbound						Int. Total	
	Left	Thru	Bear Right	Right	U-Turn	App. Total	Hard Left	Left	Thru	Right	U-Turn	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	U-Turn	App. Total	Left	Bear Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	Hard Right	U-Turn	App. Total		
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 02:00 PM																																
02:00 PM	33	78	47	5	0	163	4	23	79	48	3	157	4	39	32	1	0	76	42	29	45	35	2	153	3	37	23	11	0	74	623	
02:15 PM	25	88	28	4	0	145	4	24	76	42	2	148	2	42	40	7	0	91	47	40	51	27	1	166	4	29	23	6	0	62	612	
02:30 PM	27	95	40	3	0	165	2	16	77	51	2	148	3	38	47	8	0	96	50	24	56	22	0	152	4	44	31	6	0	85	646	
02:45 PM	27	90	32	9	0	158	7	16	79	48	2	152	5	41	48	9	0	103	66	19	46	31	1	163	3	33	23	10	0	69	645	
Total Volume	112	351	147	21	0	631	17	79	311	189	9	605	14	160	167	25	0	366	205	112	198	115	4	634	14	143	100	33	0	290	2526	
% App. Total	17.7	55.6	23.3	3.3	0		2.8	13.1	51.4	31.2	1.5		3.8	43.7	45.6	6.8	0		32.3	17.7	31.2	18.1	0.6		4.8	49.3	34.5	11.4	0			
PHF	.848	.924	.782	.583	.000	.956	.607	.823	.984	.926	.750	.963	.700	.952	.870	.694	.000	.888	.777	.700	.884	.821	.500	.955	.875	.813	.806	.750	.000	.853	.978	
Lights	112	346	143	21	0	622	16	78	304	188	9	595	13	156	167	25	0	361	205	108	196	113	4	626	14	142	99	30	0	285	2489	
% Lights	100	98.6	97.3	100	0	98.6	94.1	98.7	97.7	99.5	100	98.3	92.9	97.5	100	100	0	98.6	100	96.4	99.0	98.3	100	98.7	100	99.3	99.0	90.9	0	98.3	98.5	
Buses	0	2	0	0	0	2	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	7
% Buses	0	0.6	0	0	0	0.3	0	0	0.3	0	0	0.2	0	1.3	0	0	0	0.5	0	0	0	0	0	0	0	0	0	6.1	0	0.7	0.3	
Trucks	0	3	4	0	0	7	1	1	6	1	0	9	1	2	0	0	0	3	0	4	2	2	0	8	0	1	1	1	0	3	30	
% Trucks	0	0.9	2.7	0	0	1.1	5.9	1.3	1.9	0.5	0	1.5	7.1	1.3	0	0	0	0.8	0	3.6	1.0	1.7	0	1.3	0	0.7	1.0	3.0	0	1.0	1.2	

# NELSON & POPE

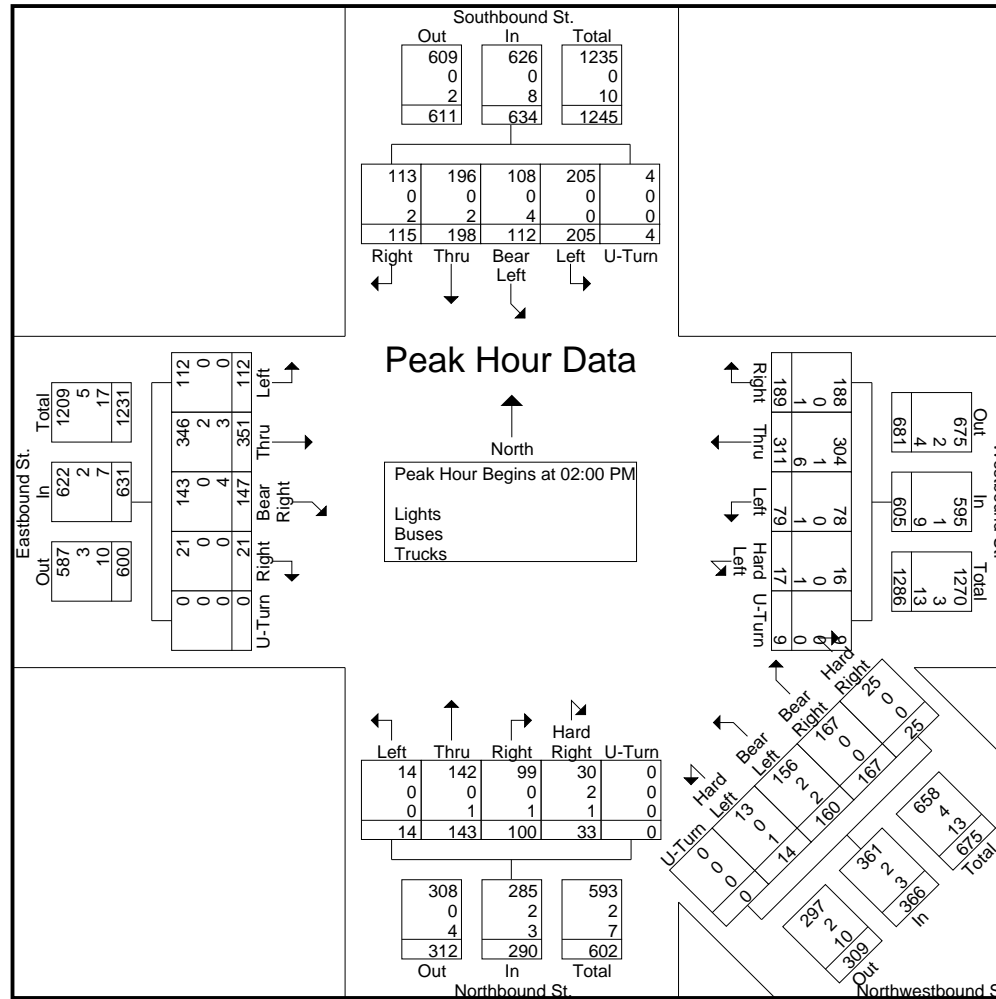
572 Walt Whitman Road  
Melville, NY, 11747

File Name : CR94-CR\_63-CR\_104\_-\_RT\_104AT\_PECONIC\_AV\_ROUNDABOUT\_SAT\_245938\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 3



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 2-RT\_24\_AT\_VAIL\_AV\_THURS\_\_245940\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	170	1	0	171	4	82	0	86	1	4	0	5	262
07:15 AM	172	2	0	174	6	95	0	101	2	1	0	3	278
07:30 AM	168	2	0	170	1	114	0	115	1	3	0	4	289
07:45 AM	141	1	0	142	0	131	0	131	0	0	0	0	273
Total	651	6	0	657	11	422	0	433	4	8	0	12	1102
08:00 AM	148	2	0	150	3	109	0	112	1	1	0	2	264
08:15 AM	130	0	0	130	0	93	0	93	0	0	0	0	223
08:30 AM	106	0	0	106	2	120	0	122	1	1	0	2	230
08:45 AM	120	0	0	120	1	114	0	115	0	2	0	2	237
Total	504	2	0	506	6	436	0	442	2	4	0	6	954
04:00 PM	153	0	0	153	0	133	0	133	0	2	0	2	288
04:15 PM	152	1	0	153	1	122	0	123	1	3	0	4	280
04:30 PM	169	1	0	170	3	140	0	143	2	3	0	5	318
04:45 PM	162	2	0	164	4	130	0	134	3	0	0	3	301
Total	636	4	0	640	8	525	0	533	6	8	0	14	1187
05:00 PM	167	1	0	168	4	116	0	120	6	1	0	7	295
05:15 PM	150	0	0	150	2	98	0	100	3	2	0	5	255
05:30 PM	155	2	0	157	1	129	0	130	4	2	0	6	293
05:45 PM	132	6	0	138	0	106	0	106	3	0	0	3	247
Total	604	9	0	613	7	449	0	456	16	5	0	21	1090
06:00 PM	134	3	1	138	2	87	0	89	6	2	0	8	235
06:15 PM	128	4	0	132	2	92	0	94	3	1	0	4	230
06:30 PM	129	1	0	130	2	104	0	106	1	1	0	2	238
06:45 PM	114	3	0	117	1	90	0	91	8	2	0	10	218
Total	505	11	1	517	7	373	0	380	18	6	0	24	921
Grand Total	2900	32	1	2933	39	2205	0	2244	46	31	0	77	5254
Apprch %	98.9	1.1	0		1.7	98.3	0		59.7	40.3	0		
Total %	55.2	0.6	0	55.8	0.7	42	0	42.7	0.9	0.6	0	1.5	
Lights	2777	29	1	2807	36	2105	0	2141	46	31	0	77	5025
% Lights	95.8	90.6	100	95.7	92.3	95.5	0	95.4	100	100	0	100	95.6
Buses	27	1	0	28	2	20	0	22	0	0	0	0	50
% Buses	0.9	3.1	0	1	5.1	0.9	0	1	0	0	0	0	1
Trucks	96	2	0	98	1	80	0	81	0	0	0	0	179
% Trucks	3.3	6.2	0	3.3	2.6	3.6	0	3.6	0	0	0	0	3.4

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

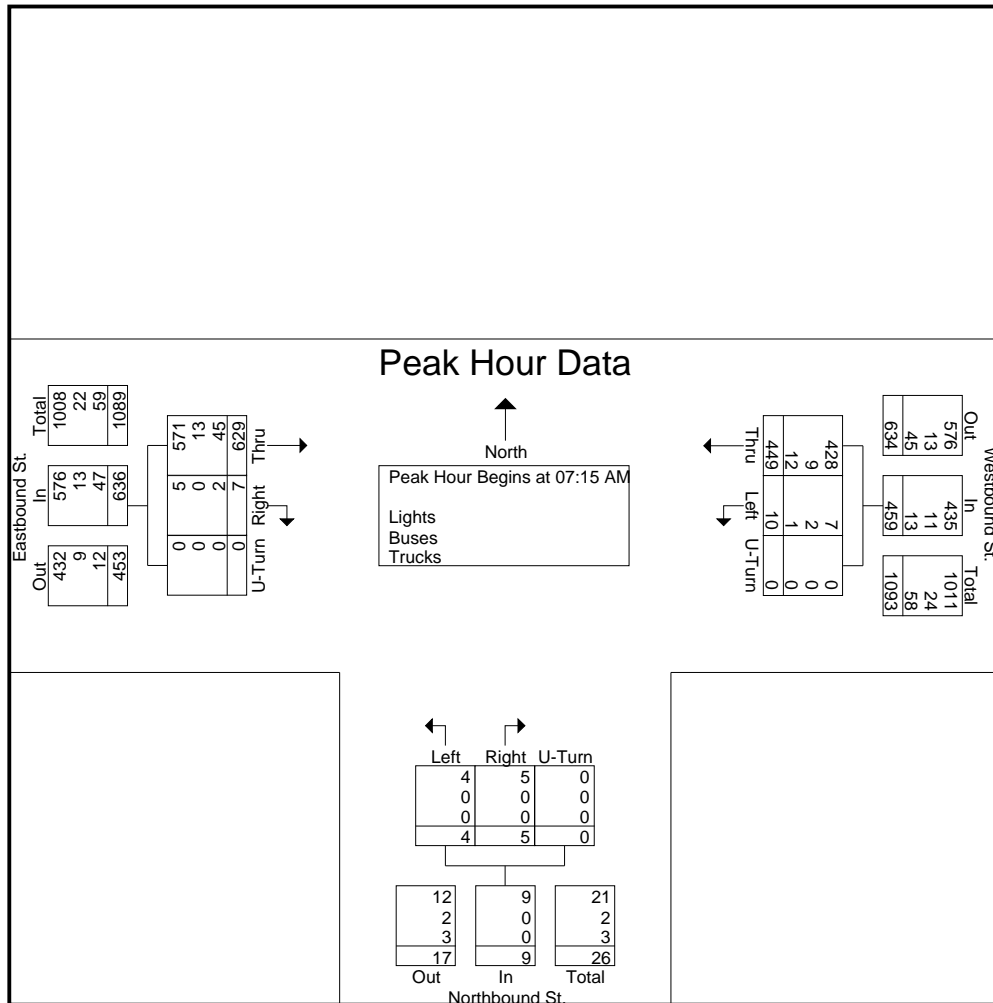
File Name : 2-RT\_24\_AT\_VAIL\_AV\_THURS\_\_245940\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 2

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. 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	172	2	0	174	6	95	0	101	2	1	0	3	278
07:30 AM	168	2	0	170	1	114	0	115	1	3	0	4	289
07:45 AM	141	1	0	142	0	131	0	131	0	0	0	0	273
08:00 AM	148	2	0	150	3	109	0	112	1	1	0	2	264
Total Volume	629	7	0	636	10	449	0	459	4	5	0	9	1104
% App. Total	98.9	1.1	0		2.2	97.8	0		44.4	55.6	0		
PHF	.914	.875	.000	.914	.417	.857	.000	.876	.500	.417	.000	.563	.955
Lights	571	5	0	576	7	428	0	435	4	5	0	9	1020
% Lights	90.8	71.4	0	90.6	70.0	95.3	0	94.8	100	100	0	100	92.4
Buses	13	0	0	13	2	9	0	11	0	0	0	0	24
% Buses	2.1	0	0	2.0	20.0	2.0	0	2.4	0	0	0	0	2.2
Trucks	45	2	0	47	1	12	0	13	0	0	0	0	60
% Trucks	7.2	28.6	0	7.4	10.0	2.7	0	2.8	0	0	0	0	5.4



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

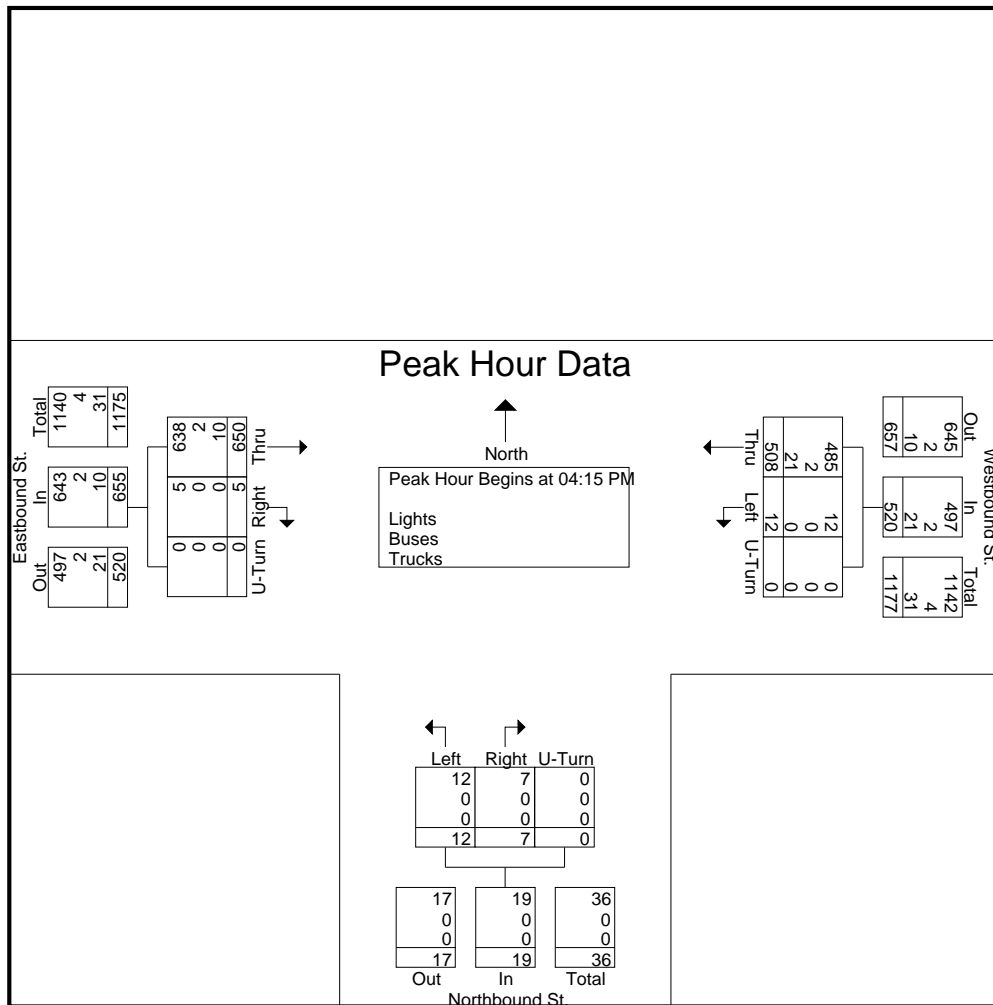
File Name : 2-RT\_24\_AT\_VAIL\_AV\_THURS\_\_245940\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 3

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	152	1	0	153	1	122	0	123	1	3	0	4	280
04:30 PM	169	1	0	170	3	140	0	143	2	3	0	5	318
04:45 PM	162	2	0	164	4	130	0	134	3	0	0	3	301
05:00 PM	167	1	0	168	4	116	0	120	6	1	0	7	295
Total Volume	650	5	0	655	12	508	0	520	12	7	0	19	1194
% App. Total	99.2	0.8	0		2.3	97.7	0		63.2	36.8	0		
PHF	.962	.625	.000	.963	.750	.907	.000	.909	.500	.583	.000	.679	.939
Lights	638	5	0	643	12	485	0	497	12	7	0	19	1159
% Lights	98.2	100	0	98.2	100	95.5	0	95.6	100	100	0	100	97.1
Buses	2	0	0	2	0	2	0	2	0	0	0	0	4
% Buses	0.3	0	0	0.3	0	0.4	0	0.4	0	0	0	0	0.3
Trucks	10	0	0	10	0	21	0	21	0	0	0	0	31
% Trucks	1.5	0	0	1.5	0	4.1	0	4.0	0	0	0	0	2.6



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 2-RT\_24\_AT\_VAIL\_AV\_SAT\_245941\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
10:00 AM	168	2	0	170	1	127	0	128	3	1	0	4	302
10:15 AM	161	0	0	161	3	132	0	135	1	1	0	2	298
10:30 AM	172	5	0	177	2	134	0	136	1	0	0	1	314
10:45 AM	183	2	0	185	1	132	0	133	3	7	0	10	328
Total	684	9	0	693	7	525	0	532	8	9	0	17	1242
11:00 AM	174	3	0	177	1	130	0	131	2	3	0	5	313
11:15 AM	164	1	0	165	1	120	0	121	1	2	0	3	289
11:30 AM	178	1	0	179	5	130	0	135	2	3	0	5	319
11:45 AM	163	5	0	168	1	150	0	151	2	3	0	5	324
Total	679	10	0	689	8	530	0	538	7	11	0	18	1245
12:00 PM	171	1	0	172	5	155	0	160	3	4	0	7	339
12:15 PM	171	1	0	172	5	164	0	169	2	3	0	5	346
12:30 PM	167	1	0	168	4	132	0	136	4	2	0	6	310
12:45 PM	181	3	0	184	2	135	0	137	3	4	0	7	328
Total	690	6	0	696	16	586	0	602	12	13	0	25	1323
01:00 PM	180	2	0	182	2	122	0	124	0	2	0	2	308
01:15 PM	168	1	0	169	1	137	0	138	2	0	0	2	309
01:30 PM	166	3	0	169	4	125	1	130	0	5	0	5	304
01:45 PM	186	2	0	188	3	152	0	155	4	3	0	7	350
Total	700	8	0	708	10	536	1	547	6	10	0	16	1271
02:00 PM	148	2	0	150	1	142	0	143	1	6	0	7	300
02:15 PM	160	5	0	165	0	138	0	138	3	4	0	7	310
02:30 PM	167	1	0	168	2	143	0	145	1	4	0	5	318
02:45 PM	169	7	0	176	0	126	0	126	1	2	0	3	305
Total	644	15	0	659	3	549	0	552	6	16	0	22	1233
03:00 PM	181	2	0	183	1	131	0	132	2	5	0	7	322
03:15 PM	166	1	0	167	1	142	0	143	1	4	0	5	315
03:30 PM	149	4	0	153	4	135	0	139	2	2	0	4	296
03:45 PM	150	0	0	150	0	129	0	129	1	0	0	1	280
Total	646	7	0	653	6	537	0	543	6	11	0	17	1213
Grand Total	4043	55	0	4098	50	3263	1	3314	45	70	0	115	7527
Apprch %	98.7	1.3	0		1.5	98.5	0		39.1	60.9	0		
Total %	53.7	0.7	0	54.4	0.7	43.4	0	44	0.6	0.9	0	1.5	
Lights	3958	55	0	4013	50	3175	1	3226	45	70	0	115	7354
% Lights	97.9	100	0	97.9	100	97.3	100	97.3	100	100	0	100	97.7
Buses	27	0	0	27	0	17	0	17	0	0	0	0	44
% Buses	0.7	0	0	0.7	0	0.5	0	0.5	0	0	0	0	0.6
Trucks	58	0	0	58	0	71	0	71	0	0	0	0	129
% Trucks	1.4	0	0	1.4	0	2.2	0	2.1	0	0	0	0	1.7

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

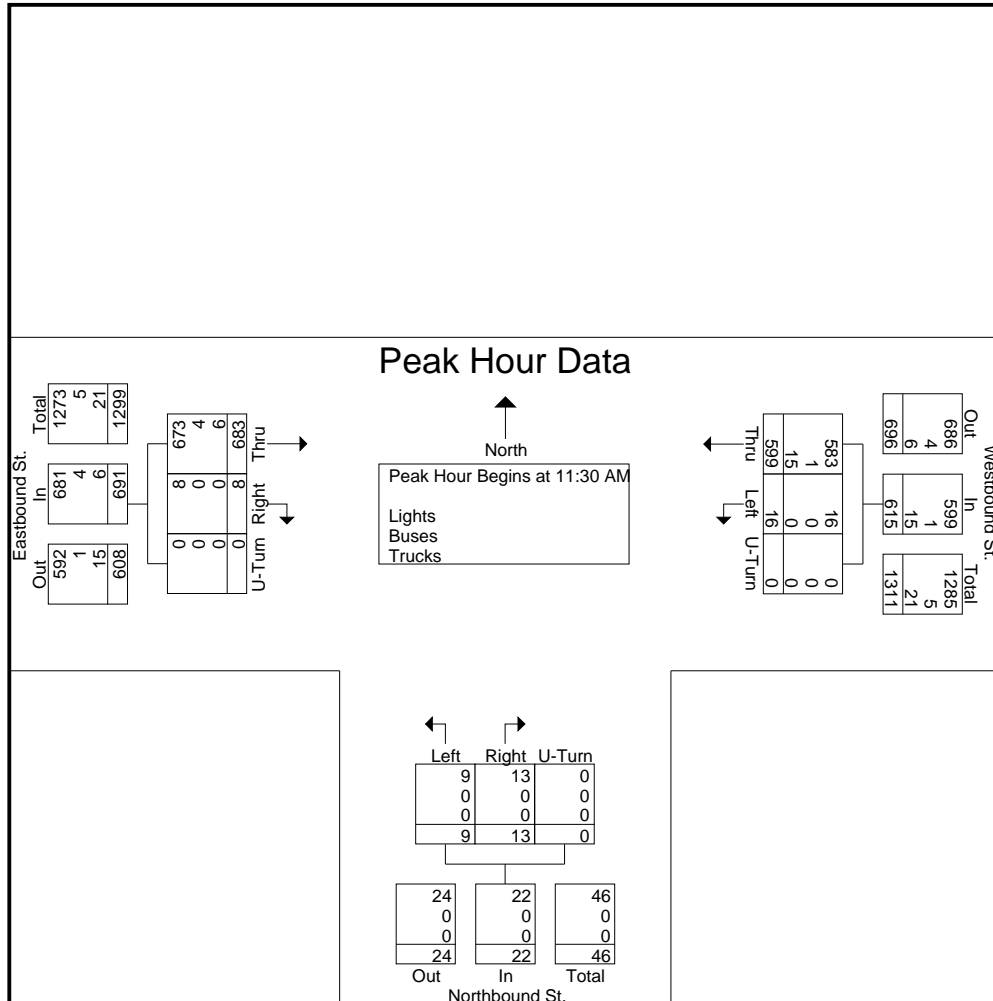
File Name : 2-RT\_24\_AT\_VAIL\_AV\_SAT\_245941\_07-11-2015

Site Code :

Start Date : 7/11/2015

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Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	178	1	0	179	5	130	0	135	2	3	0	5	319
11:45 AM	163	5	0	168	1	150	0	151	2	3	0	5	324
12:00 PM	171	1	0	172	5	155	0	160	3	4	0	7	339
12:15 PM	171	1	0	172	5	164	0	169	2	3	0	5	346
Total Volume	683	8	0	691	16	599	0	615	9	13	0	22	1328
% App. Total	98.8	1.2	0		2.6	97.4	0		40.9	59.1	0		
PHF	.959	.400	.000	.965	.800	.913	.000	.910	.750	.813	.000	.786	.960
Lights	673	8	0	681	16	583	0	599	9	13	0	22	1302
% Lights	98.5	100	0	98.6	100	97.3	0	97.4	100	100	0	100	98.0
Buses	4	0	0	4	0	1	0	1	0	0	0	0	5
% Buses	0.6	0	0	0.6	0	0.2	0	0.2	0	0	0	0	0.4
Trucks	6	0	0	6	0	15	0	15	0	0	0	0	21
% Trucks	0.9	0	0	0.9	0	2.5	0	2.4	0	0	0	0	1.6



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 3-NYS\_24\_AT\_OLD\_QUOGUE\_RD\_THURS\_245942\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	180	4	0	184	1	71	0	72	4	3	0	7	263
07:15 AM	167	3	0	170	0	110	0	110	3	2	0	5	285
07:30 AM	151	7	0	158	2	109	0	111	9	5	0	14	283
07:45 AM	133	9	0	142	1	112	0	113	5	5	0	10	265
Total	631	23	0	654	4	402	0	406	21	15	0	36	1096
08:00 AM	147	3	0	150	0	112	0	112	5	1	0	6	268
08:15 AM	124	4	0	128	1	93	0	94	4	1	0	5	227
08:30 AM	102	2	0	104	3	114	0	117	5	4	0	9	230
08:45 AM	121	7	0	128	0	114	0	114	1	3	0	4	246
Total	494	16	0	510	4	433	0	437	15	9	0	24	971
04:00 PM	148	3	0	151	3	122	0	125	9	2	0	11	287
04:15 PM	151	8	0	159	1	123	0	124	6	6	0	12	295
04:30 PM	157	11	0	168	2	128	0	130	9	5	0	14	312
04:45 PM	155	5	0	160	2	127	0	129	10	3	0	13	302
Total	611	27	0	638	8	500	0	508	34	16	0	50	1196
05:00 PM	156	13	0	169	1	112	0	113	9	6	0	15	297
05:15 PM	153	5	0	158	2	88	0	90	12	7	0	19	267
05:30 PM	145	5	0	150	1	118	0	119	12	1	0	13	282
05:45 PM	136	4	0	140	1	80	0	81	24	4	0	28	249
Total	590	27	0	617	5	398	0	403	57	18	0	75	1095
06:00 PM	126	6	1	133	4	79	0	83	14	12	0	26	242
06:15 PM	125	7	0	132	0	75	0	75	13	5	0	18	225
06:30 PM	111	11	1	123	2	91	0	93	18	9	0	27	243
06:45 PM	118	3	0	121	5	84	0	89	10	4	0	14	224
Total	480	27	2	509	11	329	0	340	55	30	0	85	934
Grand Total	2806	120	2	2928	32	2062	0	2094	182	88	0	270	5292
Apprch %	95.8	4.1	0.1		1.5	98.5	0		67.4	32.6	0		
Total %	53	2.3	0	55.3	0.6	39	0	39.6	3.4	1.7	0	5.1	
Lights	2684	117	2	2803	30	1963	0	1993	178	85	0	263	5059
% Lights	95.7	97.5	100	95.7	93.8	95.2	0	95.2	97.8	96.6	0	97.4	95.6
Buses	27	1	0	28	1	23	0	24	0	2	0	2	54
% Buses	1	0.8	0	1	3.1	1.1	0	1.1	0	2.3	0	0.7	1
Trucks	95	2	0	97	1	76	0	77	4	1	0	5	179
% Trucks	3.4	1.7	0	3.3	3.1	3.7	0	3.7	2.2	1.1	0	1.9	3.4

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

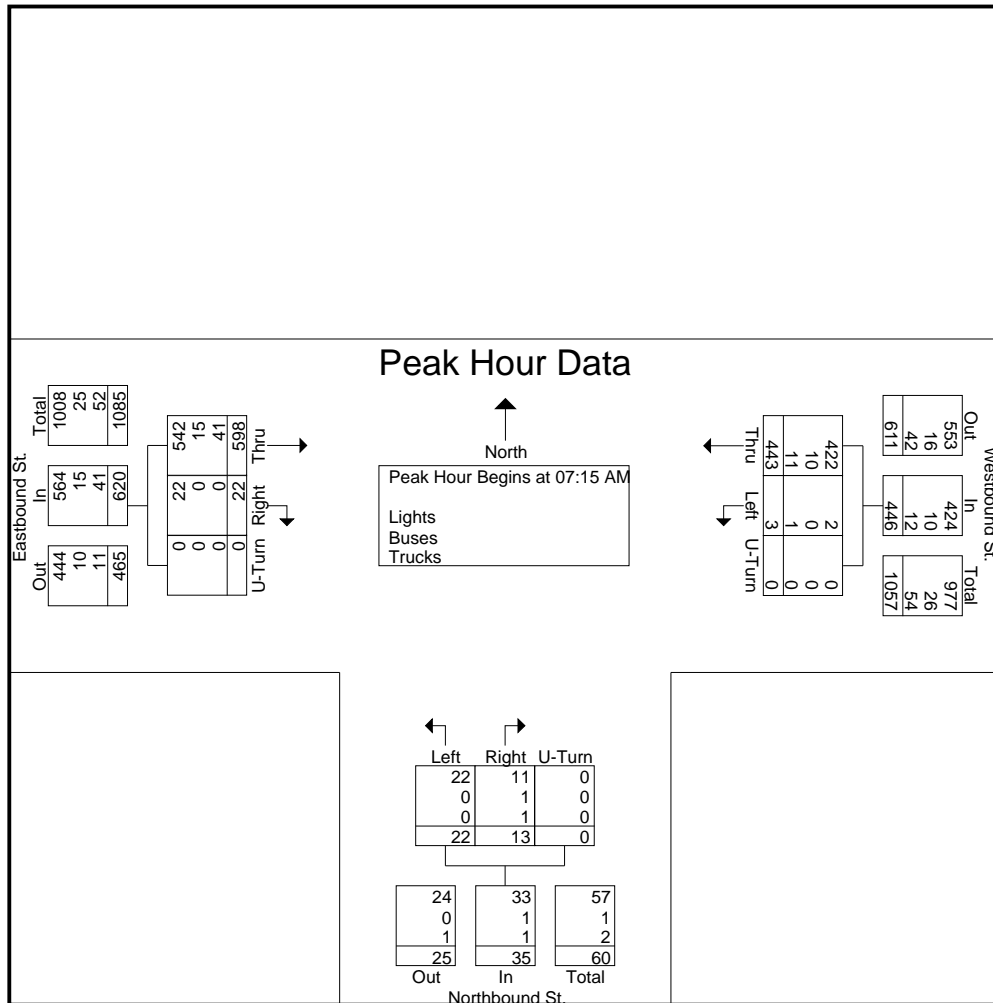
File Name : 3-NYS\_24\_AT\_OLD\_QUOGUE\_RD\_THURS\_245942\_07-09-2015

Site Code :

Start Date : 7/9/2015

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Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. 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	167	3	0	170	0	110	0	110	3	2	0	5	285
07:30 AM	151	7	0	158	2	109	0	111	9	5	0	14	283
07:45 AM	133	9	0	142	1	112	0	113	5	5	0	10	265
08:00 AM	147	3	0	150	0	112	0	112	5	1	0	6	268
Total Volume	598	22	0	620	3	443	0	446	22	13	0	35	1101
% App. Total	96.5	3.5	0		0.7	99.3	0		62.9	37.1	0		
PHF	.895	.611	.000	.912	.375	.989	.000	.987	.611	.650	.000	.625	.966
Lights	542	22	0	564	2	422	0	424	22	11	0	33	1021
% Lights	90.6	100	0	91.0	66.7	95.3	0	95.1	100	84.6	0	94.3	92.7
Buses	15	0	0	15	0	10	0	10	0	1	0	1	26
% Buses	2.5	0	0	2.4	0	2.3	0	2.2	0	7.7	0	2.9	2.4
Trucks	41	0	0	41	1	11	0	12	0	1	0	1	54
% Trucks	6.9	0	0	6.6	33.3	2.5	0	2.7	0	7.7	0	2.9	4.9



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

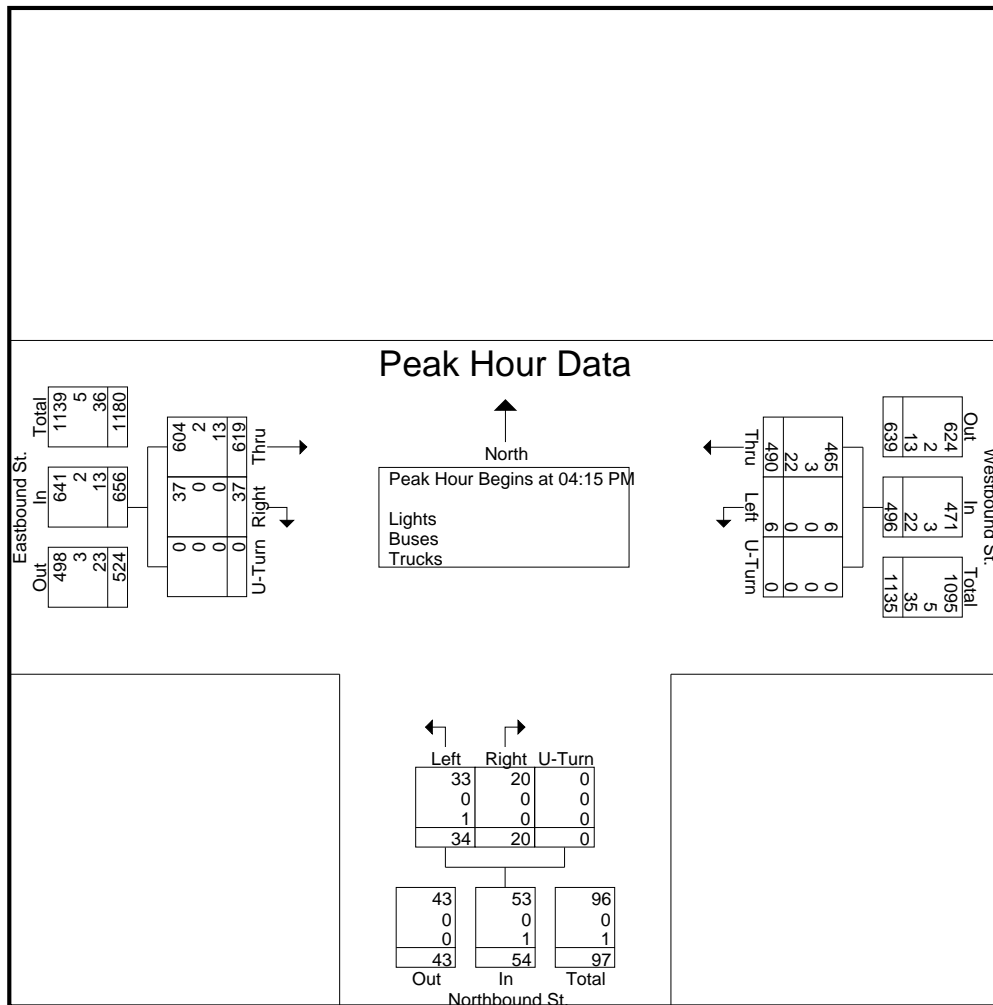
File Name : 3-NYS\_24\_AT\_OLD\_QUOGUE\_RD\_THURS\_245942\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 3

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	151	8	0	159	1	123	0	124	6	6	0	12	295
04:30 PM	157	11	0	168	2	128	0	130	9	5	0	14	312
04:45 PM	155	5	0	160	2	127	0	129	10	3	0	13	302
05:00 PM	156	13	0	169	1	112	0	113	9	6	0	15	297
Total Volume	619	37	0	656	6	490	0	496	34	20	0	54	1206
% App. Total	94.4	5.6	0		1.2	98.8	0		63	37	0		
PHF	.986	.712	.000	.970	.750	.957	.000	.954	.850	.833	.000	.900	.966
Lights	604	37	0	641	6	465	0	471	33	20	0	53	1165
% Lights	97.6	100	0	97.7	100	94.9	0	95.0	97.1	100	0	98.1	96.6
Buses	2	0	0	2	0	3	0	3	0	0	0	0	5
% Buses	0.3	0	0	0.3	0	0.6	0	0.6	0	0	0	0	0.4
Trucks	13	0	0	13	0	22	0	22	1	0	0	1	36
% Trucks	2.1	0	0	2.0	0	4.5	0	4.4	2.9	0	0	1.9	3.0



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 3-NYS\_24\_AT\_OLD\_QUOGUE\_RD\_SAT\_245943\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
10:00 AM	141	23	0	164	2	120	0	122	6	4	0	10	296
10:15 AM	160	14	0	174	0	123	0	123	7	6	0	13	310
10:30 AM	150	16	0	166	0	127	0	127	8	5	0	13	306
10:45 AM	177	13	0	190	0	127	0	127	8	4	0	12	329
Total	628	66	0	694	2	497	0	499	29	19	0	48	1241
11:00 AM	167	9	0	176	4	125	0	129	5	2	0	7	312
11:15 AM	162	7	0	169	1	125	0	126	3	4	0	7	302
11:30 AM	170	6	0	176	7	121	0	128	5	3	0	8	312
11:45 AM	157	2	0	159	7	153	0	160	10	3	0	13	332
Total	656	24	0	680	19	524	0	543	23	12	0	35	1258
12:00 PM	173	8	0	181	1	120	0	121	31	13	0	44	346
12:15 PM	170	2	0	172	4	135	0	139	32	13	0	45	356
12:30 PM	167	1	0	168	6	122	0	128	9	5	0	14	310
12:45 PM	180	9	0	189	2	135	0	137	3	6	0	9	335
Total	690	20	0	710	13	512	0	525	75	37	0	112	1347
01:00 PM	179	3	0	182	2	116	0	118	9	4	0	13	313
01:15 PM	161	5	0	166	5	138	0	143	6	5	0	11	320
01:30 PM	158	10	0	168	2	117	0	119	6	6	0	12	299
01:45 PM	188	5	1	194	4	152	0	156	4	4	0	8	358
Total	686	23	1	710	13	523	0	536	25	19	0	44	1290
02:00 PM	144	4	0	148	4	136	0	140	9	2	0	11	299
02:15 PM	163	5	0	168	1	123	0	124	6	2	0	8	300
02:30 PM	163	7	0	170	4	143	0	147	10	4	0	14	331
02:45 PM	177	7	0	184	1	118	0	119	7	5	0	12	315
Total	647	23	0	670	10	520	0	530	32	13	0	45	1245
03:00 PM	177	3	0	180	1	132	0	133	5	5	0	10	323
03:15 PM	162	8	0	170	5	138	0	143	3	2	0	5	318
03:30 PM	131	8	0	139	2	140	0	142	4	8	0	12	293
03:45 PM	146	8	0	154	4	122	0	126	5	3	0	8	288
Total	616	27	0	643	12	532	0	544	17	18	0	35	1222
Grand Total	3923	183	1	4107	69	3108	0	3177	201	118	0	319	7603
Apprch %	95.5	4.5	0		2.2	97.8	0		63	37	0		
Total %	51.6	2.4	0	54	0.9	40.9	0	41.8	2.6	1.6	0	4.2	
Lights	3843	182	1	4026	65	3019	0	3084	198	118	0	316	7426
% Lights	98	99.5	100	98	94.2	97.1	0	97.1	98.5	100	0	99.1	97.7
Buses	24	1	0	25	1	15	0	16	0	0	0	0	41
% Buses	0.6	0.5	0	0.6	1.4	0.5	0	0.5	0	0	0	0	0.5
Trucks	56	0	0	56	3	74	0	77	3	0	0	3	136
% Trucks	1.4	0	0	1.4	4.3	2.4	0	2.4	1.5	0	0	0.9	1.8

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

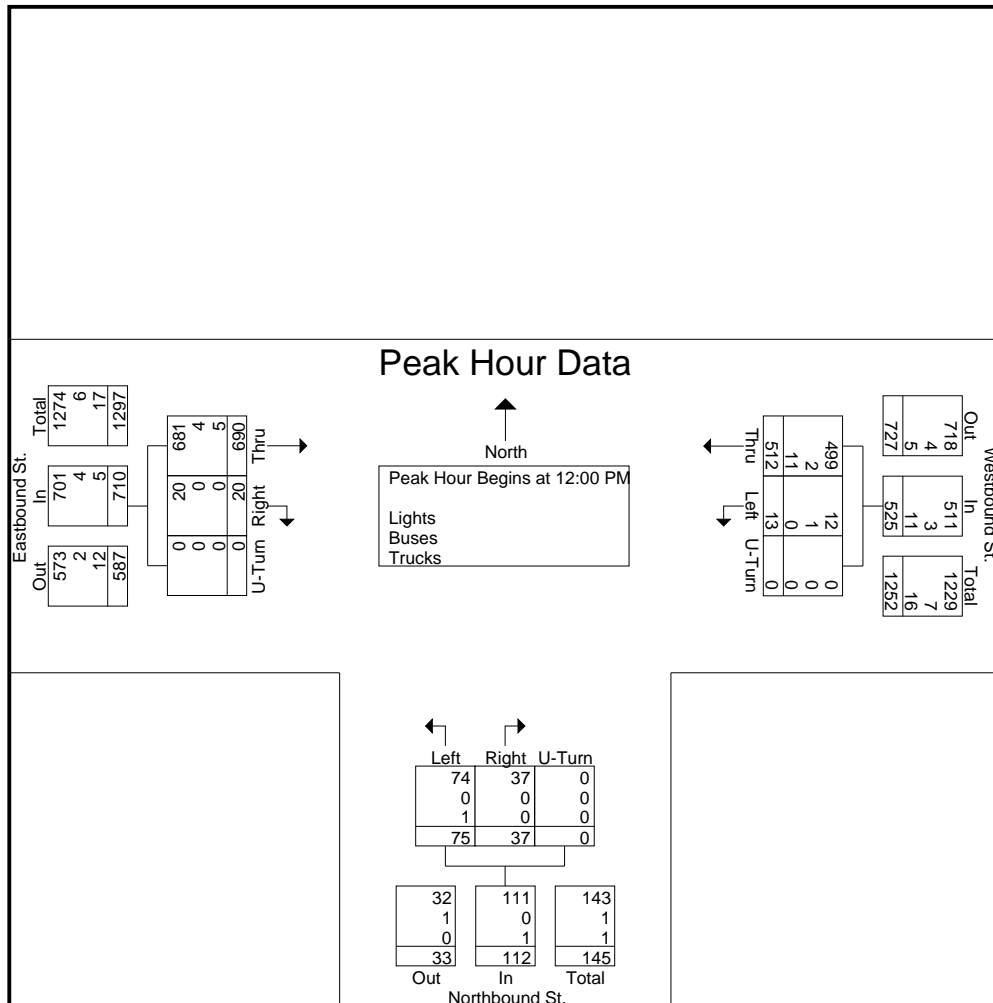
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Site Code :

Start Date : 7/11/2015

Page No : 2

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	173	8	0	181	1	120	0	121	31	13	0	44	346
12:15 PM	170	2	0	172	4	135	0	139	32	13	0	45	356
12:30 PM	167	1	0	168	6	122	0	128	9	5	0	14	310
12:45 PM	180	9	0	189	2	135	0	137	3	6	0	9	335
Total Volume	690	20	0	710	13	512	0	525	75	37	0	112	1347
% App. Total	97.2	2.8	0		2.5	97.5	0		67	33	0		
PHF	.958	.556	.000	.939	.542	.948	.000	.944	.586	.712	.000	.622	.946
Lights	681	20	0	701	12	499	0	511	74	37	0	111	1323
% Lights	98.7	100	0	98.7	92.3	97.5	0	97.3	98.7	100	0	99.1	98.2
Buses	4	0	0	4	1	2	0	3	0	0	0	0	7
% Buses	0.6	0	0	0.6	7.7	0.4	0	0.6	0	0	0	0	0.5
Trucks	5	0	0	5	0	11	0	11	1	0	0	1	17
% Trucks	0.7	0	0	0.7	0	2.1	0	2.1	1.3	0	0	0.9	1.3



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 4-RT\_24\_AT\_ENTERPRISE\_ZONE\_DR\_THURS\_\_245944\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	180	1	0	181	0	74	0	74	0	2	0	2	257
07:15 AM	168	0	0	168	2	105	0	107	1	1	0	2	277
07:30 AM	157	4	0	161	1	109	0	110	1	0	0	1	272
07:45 AM	130	9	0	139	2	116	0	118	0	1	0	1	258
Total	635	14	0	649	5	404	0	409	2	4	0	6	1064
08:00 AM	142	3	0	145	1	108	0	109	2	4	0	6	260
08:15 AM	121	5	0	126	3	92	1	96	2	1	0	3	225
08:30 AM	102	3	0	105	4	114	0	118	6	0	0	6	229
08:45 AM	114	7	0	121	3	106	0	109	4	4	0	8	238
Total	479	18	0	497	11	420	1	432	14	9	0	23	952
04:00 PM	139	7	0	146	4	117	0	121	5	4	0	9	276
04:15 PM	149	4	0	153	5	121	0	126	5	7	0	12	291
04:30 PM	160	4	0	164	4	126	0	130	5	4	0	9	303
04:45 PM	158	3	0	161	8	119	0	127	7	5	0	12	300
Total	606	18	0	624	21	483	0	504	22	20	0	42	1170
05:00 PM	151	5	0	156	5	101	0	106	8	8	0	16	278
05:15 PM	147	3	0	150	3	88	0	91	4	2	0	6	247
05:30 PM	148	3	0	151	4	116	0	120	3	7	0	10	281
05:45 PM	134	1	0	135	1	78	0	79	0	3	0	3	217
Total	580	12	0	592	13	383	0	396	15	20	0	35	1023
06:00 PM	134	2	0	136	2	70	0	72	9	1	0	10	218
06:15 PM	130	2	0	132	3	71	0	74	3	1	0	4	210
06:30 PM	111	2	0	113	1	89	0	90	1	4	0	5	208
06:45 PM	114	4	0	118	2	87	0	89	2	2	0	4	211
Total	489	10	0	499	8	317	0	325	15	8	0	23	847
Grand Total	2789	72	0	2861	58	2007	1	2066	68	61	0	129	5056
Apprch %	97.5	2.5	0		2.8	97.1	0		52.7	47.3	0		
Total %	55.2	1.4	0	56.6	1.1	39.7	0	40.9	1.3	1.2	0	2.6	
Lights	2665	71	0	2736	57	1902	1	1960	67	58	0	125	4821
% Lights	95.6	98.6	0	95.6	98.3	94.8	100	94.9	98.5	95.1	0	96.9	95.4
Buses	30	0	0	30	0	26	0	26	0	0	0	0	56
% Buses	1.1	0	0	1	0	1.3	0	1.3	0	0	0	0	1.1
Trucks	94	1	0	95	1	79	0	80	1	3	0	4	179
% Trucks	3.4	1.4	0	3.3	1.7	3.9	0	3.9	1.5	4.9	0	3.1	3.5

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

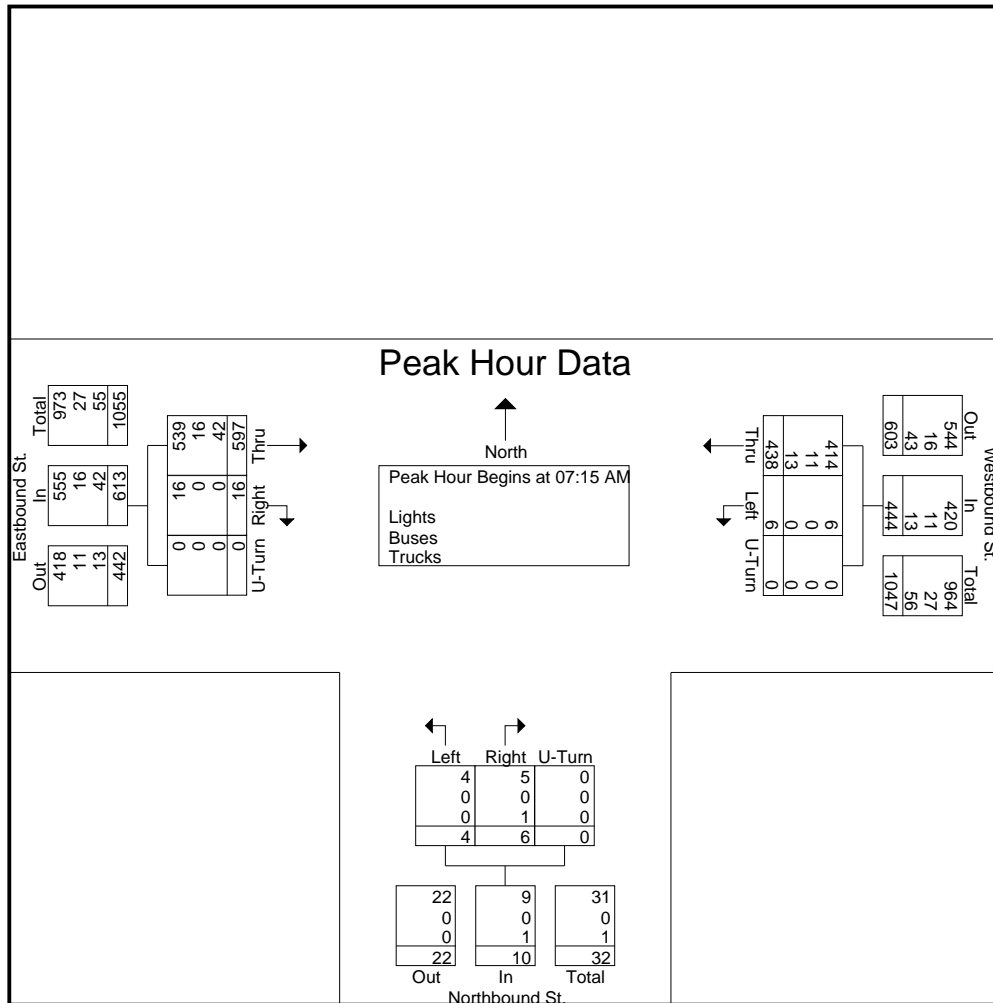
File Name : 4-RT\_24\_AT\_ENTERPRISE\_ZONE\_DR\_THURS\_\_245944\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 2

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. 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	168	0	0	168	2	105	0	107	1	1	0	2	277
07:30 AM	157	4	0	161	1	109	0	110	1	0	0	1	272
07:45 AM	130	9	0	139	2	116	0	118	0	1	0	1	258
08:00 AM	142	3	0	145	1	108	0	109	2	4	0	6	260
Total Volume	597	16	0	613	6	438	0	444	4	6	0	10	1067
% App. Total	97.4	2.6	0		1.4	98.6	0		40	60	0		
PHF	.888	.444	.000	.912	.750	.944	.000	.941	.500	.375	.000	.417	.963
Lights	539	16	0	555	6	414	0	420	4	5	0	9	984
% Lights	90.3	100	0	90.5	100	94.5	0	94.6	100	83.3	0	90.0	92.2
Buses	16	0	0	16	0	11	0	11	0	0	0	0	27
% Buses	2.7	0	0	2.6	0	2.5	0	2.5	0	0	0	0	2.5
Trucks	42	0	0	42	0	13	0	13	0	1	0	1	56
% Trucks	7.0	0	0	6.9	0	3.0	0	2.9	0	16.7	0	10.0	5.2



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

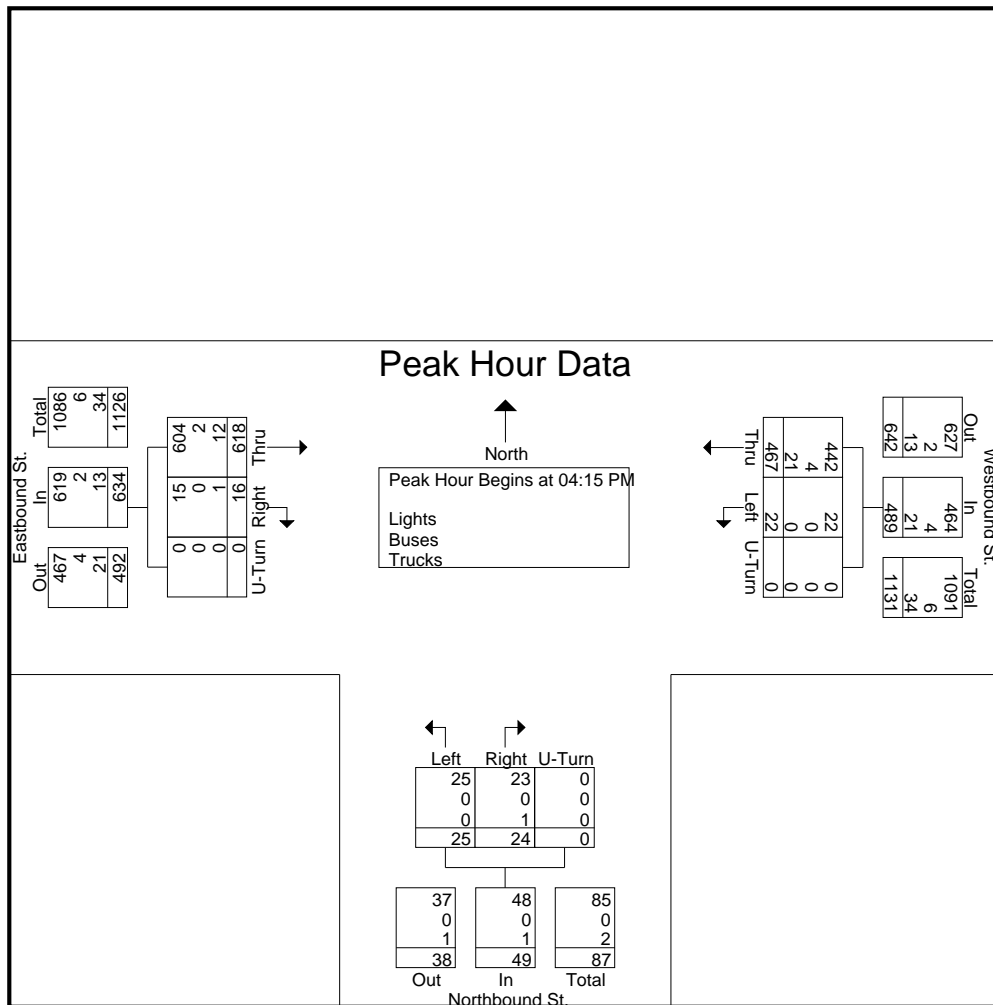
File Name : 4-RT\_24\_AT\_ENTERPRISE\_ZONE\_DR\_THURS\_\_245944\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 3

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	149	4	0	153	5	121	0	126	5	7	0	12	291
04:30 PM	<b>160</b>	4	0	<b>164</b>	4	<b>126</b>	0	<b>130</b>	5	4	0	9	<b>303</b>
04:45 PM	158	3	0	161	<b>8</b>	119	0	127	7	5	0	12	300
05:00 PM	151	<b>5</b>	0	156	5	101	0	106	<b>8</b>	<b>8</b>	0	<b>16</b>	<b>278</b>
Total Volume	618	16	0	634	22	467	0	489	25	24	0	49	1172
% App. Total	97.5	2.5	0		4.5	95.5	0		51	49	0		
PHF	.966	.800	.000	.966	.688	.927	.000	.940	.781	.750	.000	.766	.967
Lights	604	15	0	619	22	442	0	464	25	23	0	48	1131
% Lights	97.7	93.8	0	97.6	100	94.6	0	94.9	100	95.8	0	98.0	96.5
Buses	2	0	0	2	0	4	0	4	0	0	0	0	6
% Buses	0.3	0	0	0.3	0	0.9	0	0.8	0	0	0	0	0.5
Trucks	12	1	0	13	0	21	0	21	0	1	0	1	35
% Trucks	1.9	6.3	0	2.1	0	4.5	0	4.3	0	4.2	0	2.0	3.0



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 4-NYS\_24\_AT\_ENTERPRISE\_ZONE\_DR\_SAT\_245945\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
10:00 AM	138	6	0	144	10	117	0	127	5	8	0	13	284
10:15 AM	152	6	0	158	10	120	0	130	9	3	0	12	300
10:30 AM	153	5	0	158	2	127	0	129	8	6	0	14	301
10:45 AM	171	9	0	180	5	126	0	131	4	7	0	11	322
Total	614	26	0	640	27	490	0	517	26	24	0	50	1207
11:00 AM	163	2	0	165	3	118	0	121	5	7	0	12	298
11:15 AM	163	5	0	168	4	125	0	129	5	6	0	11	308
11:30 AM	172	3	0	175	8	123	0	131	5	4	0	9	315
11:45 AM	156	3	0	159	2	155	0	157	3	3	0	6	322
Total	654	13	0	667	17	521	0	538	18	20	0	38	1243
12:00 PM	178	3	0	181	8	117	0	125	4	6	0	10	316
12:15 PM	173	7	0	180	8	129	0	137	7	4	0	11	328
12:30 PM	169	6	0	175	6	117	1	124	9	5	0	14	313
12:45 PM	177	7	0	184	1	135	0	136	2	6	0	8	328
Total	697	23	0	720	23	498	1	522	22	21	0	43	1285
01:00 PM	174	5	0	179	10	113	0	123	6	4	0	10	312
01:15 PM	165	2	0	167	8	136	0	144	6	7	0	13	324
01:30 PM	160	3	0	163	5	112	0	117	6	5	0	11	291
01:45 PM	179	9	0	188	4	147	0	151	10	5	0	15	354
Total	678	19	0	697	27	508	0	535	28	21	0	49	1281
02:00 PM	146	2	0	148	4	126	0	130	6	4	0	10	288
02:15 PM	156	2	0	158	3	122	0	125	4	2	0	6	289
02:30 PM	172	2	0	174	3	144	0	147	3	3	0	6	327
02:45 PM	166	4	0	170	3	119	0	122	2	5	0	7	299
Total	640	10	0	650	13	511	0	524	15	14	0	29	1203
03:00 PM	184	0	0	184	4	127	0	131	4	1	0	5	320
03:15 PM	159	2	0	161	4	139	0	143	1	3	0	4	308
03:30 PM	144	0	0	144	1	141	0	142	1	3	0	4	290
03:45 PM	141	2	0	143	3	120	0	123	4	3	0	7	273
Total	628	4	0	632	12	527	0	539	10	10	0	20	1191
Grand Total	3911	95	0	4006	119	3055	1	3175	119	110	0	229	7410
Apprch %	97.6	2.4	0		3.7	96.2	0		52	48	0		
Total %	52.8	1.3	0	54.1	1.6	41.2	0	42.8	1.6	1.5	0	3.1	
Lights	3834	95	0	3929	118	2957	1	3076	118	110	0	228	7233
% Lights	98	100	0	98.1	99.2	96.8	100	96.9	99.2	100	0	99.6	97.6
Buses	23	0	0	23	0	17	0	17	0	0	0	0	40
% Buses	0.6	0	0	0.6	0	0.6	0	0.5	0	0	0	0	0.5
Trucks	54	0	0	54	1	81	0	82	1	0	0	1	137
% Trucks	1.4	0	0	1.3	0.8	2.7	0	2.6	0.8	0	0	0.4	1.8

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

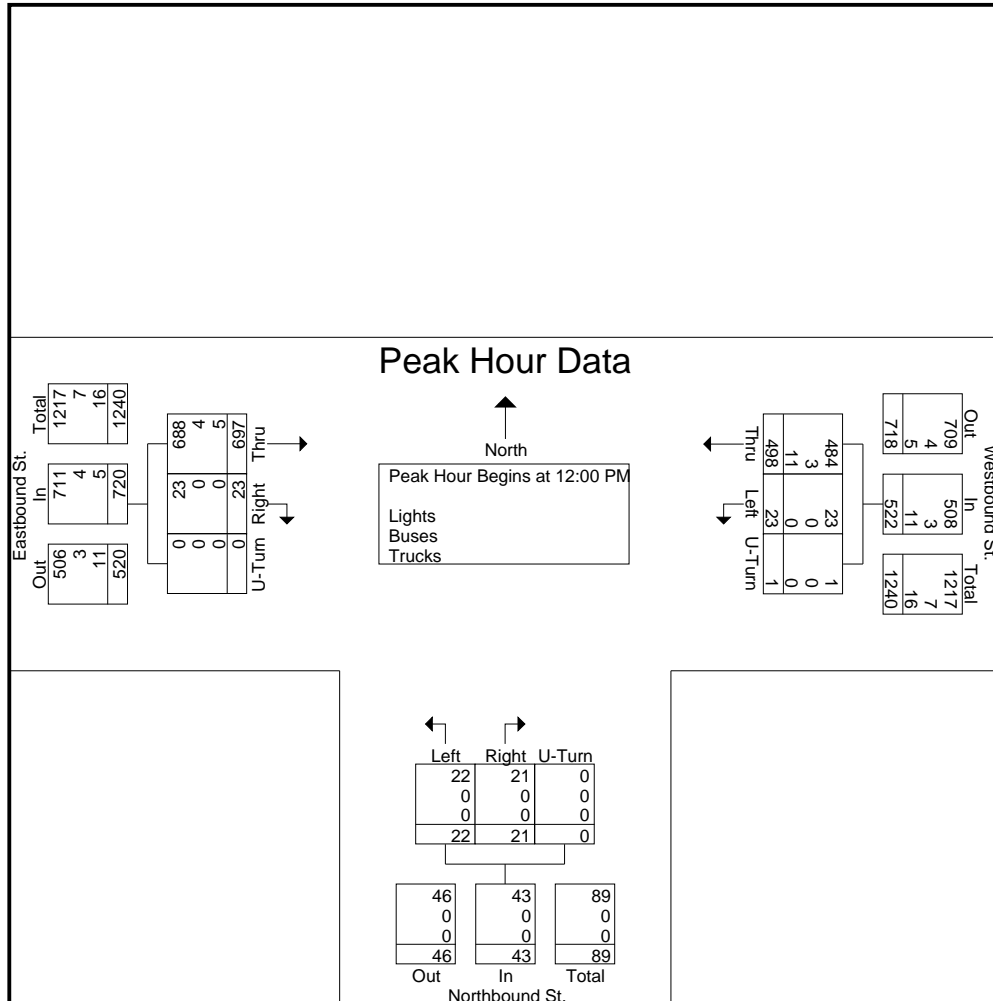
File Name : 4-NYS\_24\_AT\_ENTERPRISE\_ZONE\_DR\_SAT\_245945\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 2

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	178	3	0	181	8	117	0	125	4	6	0	10	316
12:15 PM	173	7	0	180	8	129	0	137	7	4	0	11	328
12:30 PM	169	6	0	175	6	117	1	124	9	5	0	14	313
12:45 PM	177	7	0	184	1	135	0	136	2	6	0	8	328
Total Volume	697	23	0	720	23	498	1	522	22	21	0	43	1285
% App. Total	96.8	3.2	0		4.4	95.4	0.2		51.2	48.8	0		
PHF	.979	.821	.000	.978	.719	.922	.250	.953	.611	.875	.000	.768	.979
Lights	688	23	0	711	23	484	1	508	22	21	0	43	1262
% Lights	98.7	100	0	98.8	100	97.2	100	97.3	100	100	0	100	98.2
Buses	4	0	0	4	0	3	0	3	0	0	0	0	7
% Buses	0.6	0	0	0.6	0	0.6	0	0.6	0	0	0	0	0.5
Trucks	5	0	0	5	0	11	0	11	0	0	0	0	16
% Trucks	0.7	0	0	0.7	0	2.2	0	2.1	0	0	0	0	1.2



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 5-NYS\_24\_AT\_LUDLAM\_AV\_THURS\_245946\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
07:00 AM	173	7	0	180	6	62	0	68	3	19	0	22	270
07:15 AM	169	4	0	173	7	109	0	116	6	7	0	13	302
07:30 AM	143	7	0	150	3	109	0	112	6	16	0	22	284
07:45 AM	129	12	0	141	10	108	0	118	7	7	0	14	273
Total	614	30	0	644	26	388	0	414	22	49	0	71	1129
08:00 AM	132	15	0	147	16	103	0	119	7	18	0	25	291
08:15 AM	119	6	0	125	12	87	0	99	6	6	0	12	236
08:30 AM	104	4	0	108	2	108	0	110	8	6	0	14	232
08:45 AM	118	2	0	120	3	102	0	105	3	5	0	8	233
Total	473	27	0	500	33	400	0	433	24	35	0	59	992
04:00 PM	141	5	0	146	8	116	0	124	4	5	0	9	279
04:15 PM	142	6	0	148	22	123	0	145	7	12	0	19	312
04:30 PM	150	7	0	157	12	128	0	140	5	8	0	13	310
04:45 PM	155	7	0	162	12	119	0	131	5	17	0	22	315
Total	588	25	0	613	54	486	0	540	21	42	0	63	1216
05:00 PM	140	7	0	147	17	100	0	117	2	26	0	28	292
05:15 PM	142	3	0	145	13	93	0	106	7	22	0	29	280
05:30 PM	139	7	0	146	11	111	0	122	11	15	0	26	294
05:45 PM	125	6	0	131	12	70	0	82	6	9	0	15	228
Total	546	23	0	569	53	374	0	427	26	72	0	98	1094
06:00 PM	127	5	0	132	8	74	0	82	6	15	0	21	235
06:15 PM	115	7	0	122	4	72	0	76	7	13	0	20	218
06:30 PM	105	2	0	107	12	82	0	94	7	15	0	22	223
06:45 PM	108	5	0	113	11	85	0	96	9	21	0	30	239
Total	455	19	0	474	35	313	0	348	29	64	0	93	915
Grand Total	2676	124	0	2800	201	1961	0	2162	122	262	0	384	5346
Apprch %	95.6	4.4	0		9.3	90.7	0		31.8	68.2	0		
Total %	50.1	2.3	0	52.4	3.8	36.7	0	40.4	2.3	4.9	0	7.2	
Lights	2556	117	0	2673	191	1842	0	2033	116	255	0	371	5077
% Lights	95.5	94.4	0	95.5	95	93.9	0	94	95.1	97.3	0	96.6	95
Buses	24	7	0	31	4	24	0	28	2	1	0	3	62
% Buses	0.9	5.6	0	1.1	2	1.2	0	1.3	1.6	0.4	0	0.8	1.2
Trucks	96	0	0	96	6	95	0	101	4	6	0	10	207
% Trucks	3.6	0	0	3.4	3	4.8	0	4.7	3.3	2.3	0	2.6	3.9

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

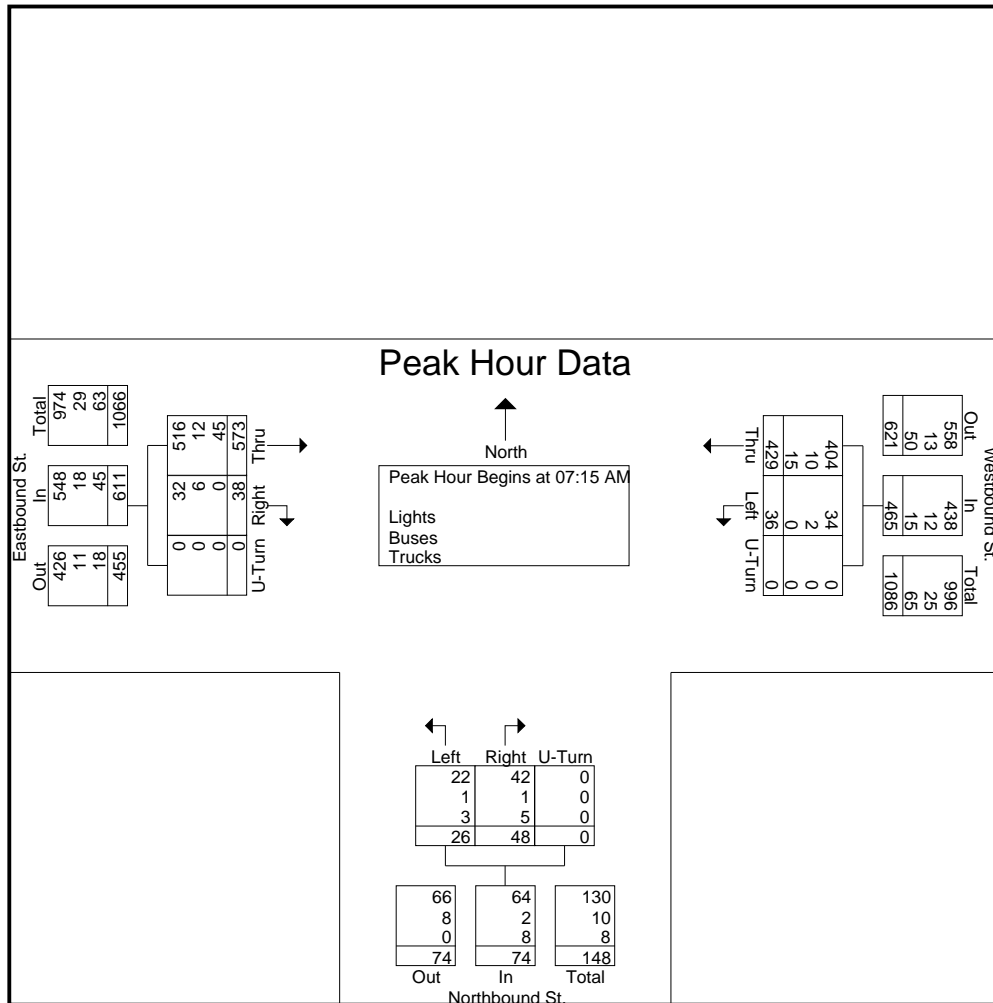
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Site Code :

Start Date : 7/9/2015

Page No : 2

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. 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	169	4	0	173	7	109	0	116	6	7	0	13	302
07:30 AM	143	7	0	150	3	109	0	112	6	16	0	22	284
07:45 AM	129	12	0	141	10	108	0	118	7	7	0	14	273
08:00 AM	132	15	0	147	16	103	0	119	7	18	0	25	291
Total Volume	573	38	0	611	36	429	0	465	26	48	0	74	1150
% App. Total	93.8	6.2	0		7.7	92.3	0		35.1	64.9	0		
PHF	.848	.633	.000	.883	.563	.984	.000	.977	.929	.667	.000	.740	.952
Lights	516	32	0	548	34	404	0	438	22	42	0	64	1050
% Lights	90.1	84.2	0	89.7	94.4	94.2	0	94.2	84.6	87.5	0	86.5	91.3
Buses	12	6	0	18	2	10	0	12	1	1	0	2	32
% Buses	2.1	15.8	0	2.9	5.6	2.3	0	2.6	3.8	2.1	0	2.7	2.8
Trucks	45	0	0	45	0	15	0	15	3	5	0	8	68
% Trucks	7.9	0	0	7.4	0	3.5	0	3.2	11.5	10.4	0	10.8	5.9



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

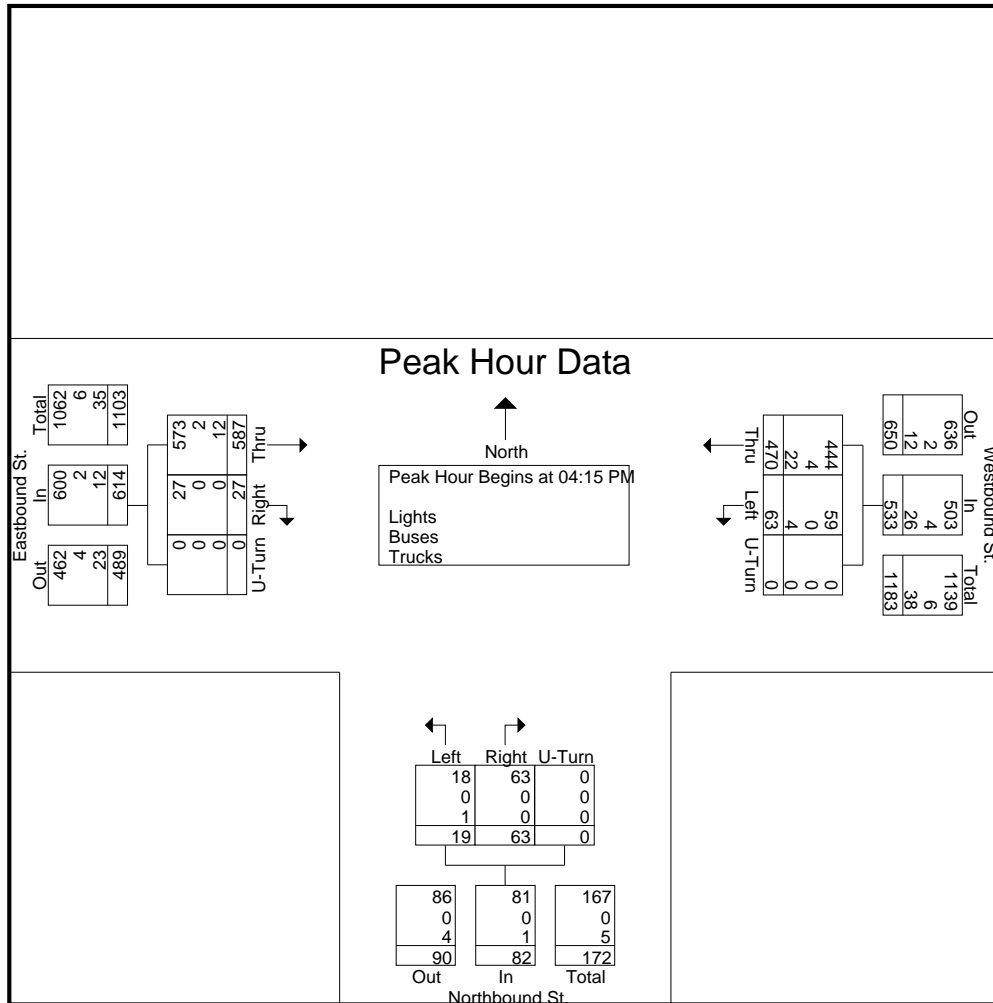
File Name : 5-NYS\_24\_AT\_LUDLAM\_AV\_THURS\_245946\_07-09-2015

Site Code :

Start Date : 7/9/2015

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Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	142	6	0	148	22	123	0	145	7	12	0	19	312
04:30 PM	150	7	0	157	12	128	0	140	5	8	0	13	310
04:45 PM	155	7	0	162	12	119	0	131	5	17	0	22	315
05:00 PM	140	7	0	147	17	100	0	117	2	26	0	28	292
Total Volume	587	27	0	614	63	470	0	533	19	63	0	82	1229
% App. Total	95.6	4.4	0		11.8	88.2	0		23.2	76.8	0		
PHF	.947	.964	.000	.948	.716	.918	.000	.919	.679	.606	.000	.732	.975
Lights	573	27	0	600	59	444	0	503	18	63	0	81	1184
% Lights	97.6	100	0	97.7	93.7	94.5	0	94.4	94.7	100	0	98.8	96.3
Buses	2	0	0	2	0	4	0	4	0	0	0	0	6
% Buses	0.3	0	0	0.3	0	0.9	0	0.8	0	0	0	0	0.5
Trucks	12	0	0	12	4	22	0	26	1	0	0	1	39
% Trucks	2.0	0	0	2.0	6.3	4.7	0	4.9	5.3	0	0	1.2	3.2



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 5-NYS\_24\_AT\_LUDLAM\_AV\_SAT\_245947\_07-11-2015

Site Code :

Start Date : 7/11/2015

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## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
10:00 AM	143	3	0	146	10	115	0	125	4	9	0	13	284
10:15 AM	152	1	0	153	12	108	0	120	5	10	0	15	288
10:30 AM	154	2	0	156	4	125	0	129	8	13	0	21	306
10:45 AM	175	5	0	180	4	112	0	116	2	6	0	8	304
Total	624	11	0	635	30	460	0	490	19	38	0	57	1182
11:00 AM	171	5	0	176	10	115	0	125	7	12	0	19	320
11:15 AM	160	3	0	163	11	127	0	138	5	7	0	12	313
11:30 AM	172	2	0	174	6	126	0	132	11	14	0	25	331
11:45 AM	157	3	0	160	6	140	0	146	6	6	0	12	318
Total	660	13	0	673	33	508	0	541	29	39	0	68	1282
12:00 PM	171	3	0	174	4	130	0	134	9	10	0	19	327
12:15 PM	172	1	0	173	4	135	0	139	3	12	0	15	327
12:30 PM	168	3	0	171	8	117	0	125	8	10	0	18	314
12:45 PM	170	3	0	173	9	123	0	132	3	12	0	15	320
Total	681	10	0	691	25	505	0	530	23	44	0	67	1288
01:00 PM	177	0	0	177	3	120	0	123	6	8	0	14	314
01:15 PM	167	4	0	171	12	134	0	146	2	13	0	15	332
01:30 PM	157	3	0	160	12	115	0	127	7	15	0	22	309
01:45 PM	176	1	0	177	8	135	0	143	6	12	0	18	338
Total	677	8	0	685	35	504	0	539	21	48	0	69	1293
02:00 PM	147	2	0	149	3	124	0	127	3	5	0	8	284
02:15 PM	157	0	0	157	14	123	0	137	5	11	0	16	310
02:30 PM	164	3	0	167	11	133	0	144	6	3	0	9	320
02:45 PM	162	1	0	163	7	121	0	128	2	12	0	14	305
Total	630	6	0	636	35	501	0	536	16	31	0	47	1219
03:00 PM	175	6	0	181	6	127	0	133	7	14	0	21	335
03:15 PM	154	7	0	161	8	134	0	142	6	10	0	16	319
03:30 PM	141	3	0	144	8	141	0	149	0	11	0	11	304
03:45 PM	135	5	0	140	8	125	0	133	5	11	0	16	289
Total	605	21	0	626	30	527	0	557	18	46	0	64	1247
Grand Total	3877	69	0	3946	188	3005	0	3193	126	246	0	372	7511
Apprch %	98.3	1.7	0		5.9	94.1	0		33.9	66.1	0		
Total %	51.6	0.9	0	52.5	2.5	40	0	42.5	1.7	3.3	0	5	
Lights	3801	69	0	3870	185	2911	0	3096	123	245	0	368	7334
% Lights	98	100	0	98.1	98.4	96.9	0	97	97.6	99.6	0	98.9	97.6
Buses	21	0	0	21	0	16	0	16	0	1	0	1	38
% Buses	0.5	0	0	0.5	0	0.5	0	0.5	0	0.4	0	0.3	0.5
Trucks	55	0	0	55	3	78	0	81	3	0	0	3	139
% Trucks	1.4	0	0	1.4	1.6	2.6	0	2.5	2.4	0	0	0.8	1.9

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

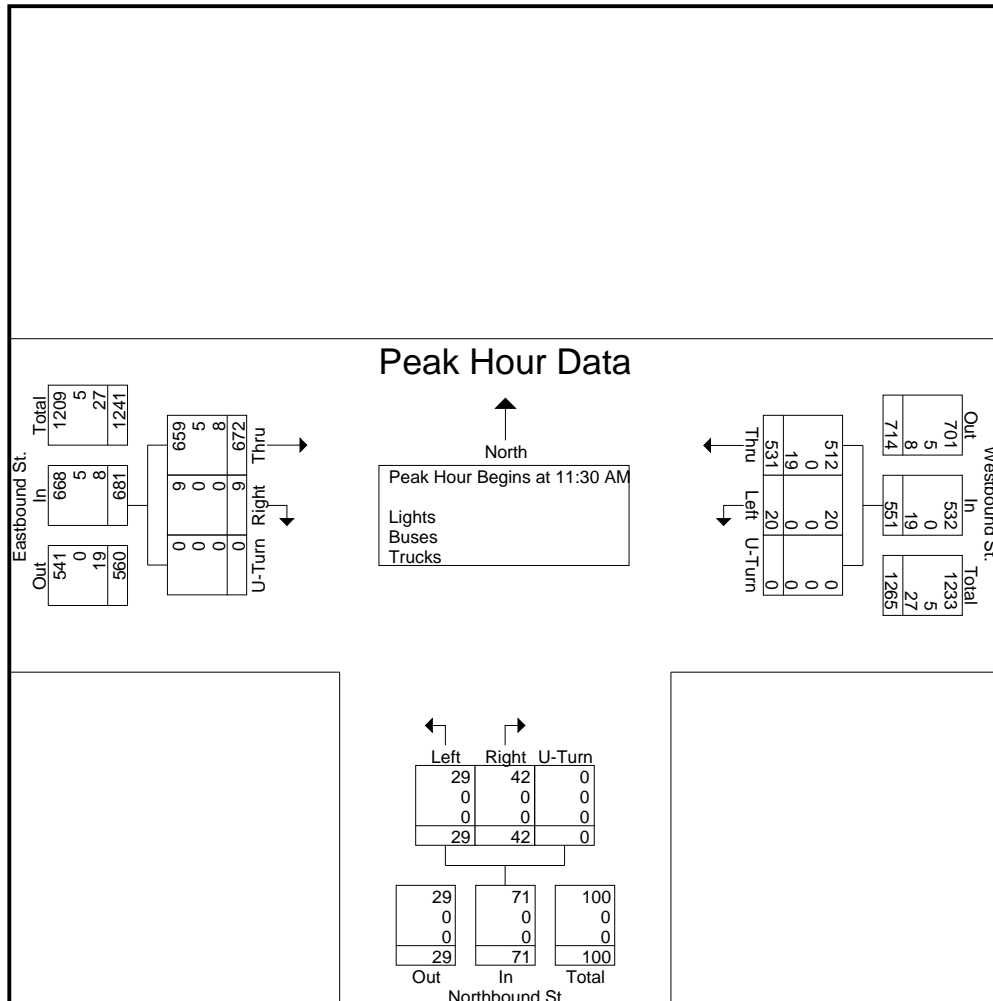
File Name : 5-NYS\_24\_AT\_LUDLAM\_AV\_SAT\_245947\_07-11-2015

Site Code :

Start Date : 7/11/2015

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Start Time	Eastbound St. Eastbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	172	2	0	174	6	126	0	132	11	14	0	25	331
11:45 AM	157	3	0	160	6	140	0	146	6	6	0	12	318
12:00 PM	171	3	0	174	4	130	0	134	9	10	0	19	327
12:15 PM	172	1	0	173	4	135	0	139	3	12	0	15	327
Total Volume	672	9	0	681	20	531	0	551	29	42	0	71	1303
% App. Total	98.7	1.3	0		3.6	96.4	0		40.8	59.2	0		
PHF	.977	.750	.000	.978	.833	.948	.000	.943	.659	.750	.000	.710	.984
Lights	659	9	0	668	20	512	0	532	29	42	0	71	1271
% Lights	98.1	100	0	98.1	100	96.4	0	96.6	100	100	0	100	97.5
Buses	5	0	0	5	0	0	0	0	0	0	0	0	5
% Buses	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0.4
Trucks	8	0	0	8	0	19	0	19	0	0	0	0	27
% Trucks	1.2	0	0	1.2	0	3.6	0	3.4	0	0	0	0	2.1



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 6-NYS\_24\_AT\_CR\_105\_THURS\_245948\_07-09-2015

Site Code :

Start Date : 7/9/2015

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Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
07:00 AM	21	154	1	0	176	10	57	49	0	116	93	43	20	0	156	0	31	6	0	37	485
07:15 AM	30	160	1	0	191	7	88	75	0	170	119	44	27	0	190	1	39	4	1	45	596
07:30 AM	36	122	1	0	159	7	76	80	0	163	100	51	32	0	183	2	57	1	0	60	565
07:45 AM	43	91	6	0	140	13	89	102	0	204	90	88	30	0	208	1	48	3	0	52	604
Total	130	527	9	0	666	37	310	306	0	653	402	226	109	0	737	4	175	14	1	194	2250
08:00 AM	33	112	1	0	146	5	87	63	0	155	103	47	38	0	188	0	42	3	0	45	534
08:15 AM	37	85	0	0	122	7	78	115	0	200	106	51	21	0	178	1	63	4	0	68	568
08:30 AM	36	78	0	0	114	7	90	115	0	212	83	46	25	0	154	1	66	3	0	70	550
08:45 AM	28	91	0	0	119	7	92	101	0	200	85	51	14	0	150	1	55	2	0	58	527
Total	134	366	1	0	501	26	347	394	0	767	377	195	98	0	670	3	226	12	0	241	2179
04:00 PM	41	111	1	0	153	3	107	151	0	261	118	88	18	0	224	1	64	8	0	73	711
04:15 PM	45	114	0	0	159	3	116	148	0	267	140	65	32	0	237	2	87	6	0	95	758
04:30 PM	39	110	1	0	150	7	91	177	0	275	139	119	40	0	298	0	73	8	0	81	804
04:45 PM	51	129	1	0	181	4	106	124	0	234	152	88	32	0	272	5	84	11	0	100	787
Total	176	464	3	0	643	17	420	600	0	1037	549	360	122	0	1031	8	308	33	0	349	3060
05:00 PM	42	121	1	0	164	3	83	89	0	175	175	78	36	0	289	1	63	14	0	78	706
05:15 PM	46	108	3	0	157	19	63	37	0	119	157	80	43	0	280	4	82	19	0	105	661
05:30 PM	33	121	8	0	162	31	100	82	0	213	142	71	34	0	247	2	152	22	0	176	798
05:45 PM	41	80	12	0	133	61	60	63	0	184	113	64	24	0	201	6	127	25	0	158	676
Total	162	430	24	0	616	114	306	271	0	691	587	293	137	0	1017	13	424	80	0	517	2841
06:00 PM	33	109	2	0	144	31	48	30	0	109	129	75	30	0	234	2	124	46	0	172	659
06:15 PM	28	96	1	0	125	48	51	35	0	134	103	61	22	0	186	6	108	27	2	143	588
06:30 PM	34	96	4	0	134	56	59	51	0	166	101	54	27	0	182	5	110	37	0	152	634
06:45 PM	34	80	3	0	117	35	75	52	0	162	87	38	18	0	143	6	106	39	1	152	574
Total	129	381	10	0	520	170	233	168	0	571	420	228	97	0	745	19	448	149	3	619	2455
Grand Total	731	2168	47	0	2946	364	1616	1739	0	3719	2335	1302	563	0	4200	47	1581	288	4	1920	12785
Apprch %	24.8	73.6	1.6	0		9.8	43.5	46.8	0		55.6	31	13.4	0		2.4	82.3	15	0.2		
Total %	5.7	17	0.4	0	23	2.8	12.6	13.6	0	29.1	18.3	10.2	4.4	0	32.9	0.4	12.4	2.3	0	15	
Lights	706	2068	47	0	2821	351	1530	1658	0	3539	2248	1255	533	0	4036	42	1509	276	4	1831	12227
% Lights	96.6	95.4	100	0	95.8	96.4	94.7	95.3	0	95.2	96.3	96.4	94.7	0	96.1	89.4	95.4	95.8	100	95.4	95.6
Buses	5	17	0	0	22	5	21	16	0	42	13	13	5	0	31	2	12	3	0	17	112
% Buses	0.7	0.8	0	0	0.7	1.4	1.3	0.9	0	1.1	0.6	1	0.9	0	0.7	4.3	0.8	1	0	0.9	0.9
Trucks	20	83	0	0	103	8	65	65	0	138	74	34	25	0	133	3	60	9	0	72	446
% Trucks	2.7	3.8	0	0	3.5	2.2	4	3.7	0	3.7	3.2	2.6	4.4	0	3.2	6.4	3.8	3.1	0	3.8	3.5

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

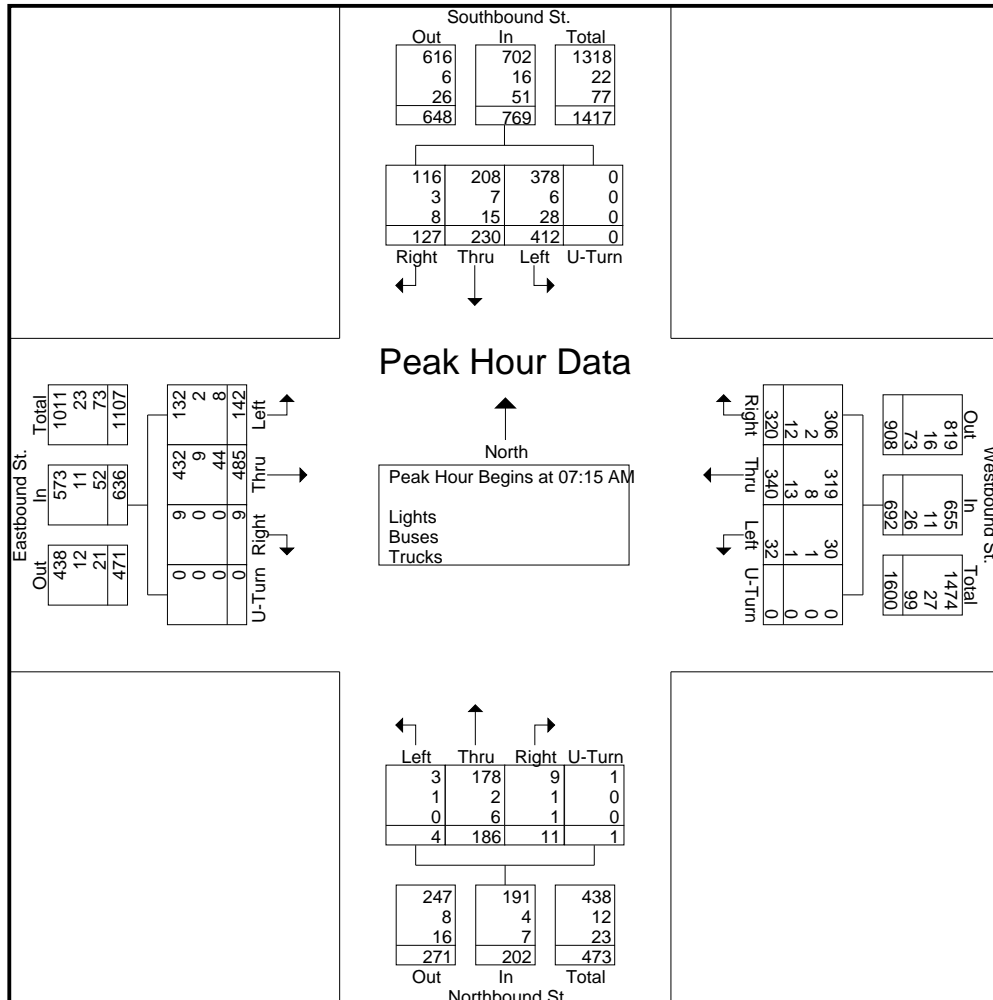
File Name : 6-NYS\_24\_AT\_CR\_105\_THURS\_245948\_07-09-2015

Site Code :

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Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
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	30	160	1	0	191	7	88	75	0	170	119	44	27	0	190	1	39	4	1	45	596
07:30 AM	36	122	1	0	159	7	76	80	0	163	100	51	32	0	183	2	57	1	0	60	565
07:45 AM	43	91	6	0	140	13	89	102	0	204	90	88	30	0	208	1	48	3	0	52	604
08:00 AM	33	112	1	0	146	5	87	63	0	155	103	47	38	0	188	0	42	3	0	45	534
Total Volume	142	485	9	0	636	32	340	320	0	692	412	230	127	0	769	4	186	11	1	202	2299
% App. Total	22.3	76.3	1.4	0		4.6	49.1	46.2	0		53.6	29.9	16.5	0		2	92.1	5.4	0.5		
PHF	.826	.758	.375	.000	.832	.615	.955	.784	.000	.848	.866	.653	.836	.000	.924	.500	.816	.688	.250	.842	.952
Lights	132	432	9	0	573	30	319	306	0	655	378	208	116	0	702	3	178	9	1	191	2121
% Lights	93.0	89.1	100	0	90.1	93.8	93.8	95.6	0	94.7	91.7	90.4	91.3	0	91.3	75.0	95.7	81.8	100	94.6	92.3
Buses	2	9	0	0	11	1	8	2	0	11	6	7	3	0	16	1	2	1	0	4	42
% Buses	1.4	1.9	0	0	1.7	3.1	2.4	0.6	0	1.6	1.5	3.0	2.4	0	2.1	25.0	1.1	9.1	0	2.0	1.8
Trucks	8	44	0	0	52	1	13	12	0	26	28	15	8	0	51	0	6	1	0	7	136
% Trucks	5.6	9.1	0	0	8.2	3.1	3.8	3.8	0	3.8	6.8	6.5	6.3	0	6.6	0	3.2	9.1	0	3.5	5.9



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 6-NYS\_24\_AT\_CR\_105\_THURS\_245948\_07-09-2015

Site Code :

Start Date : 7/9/2015

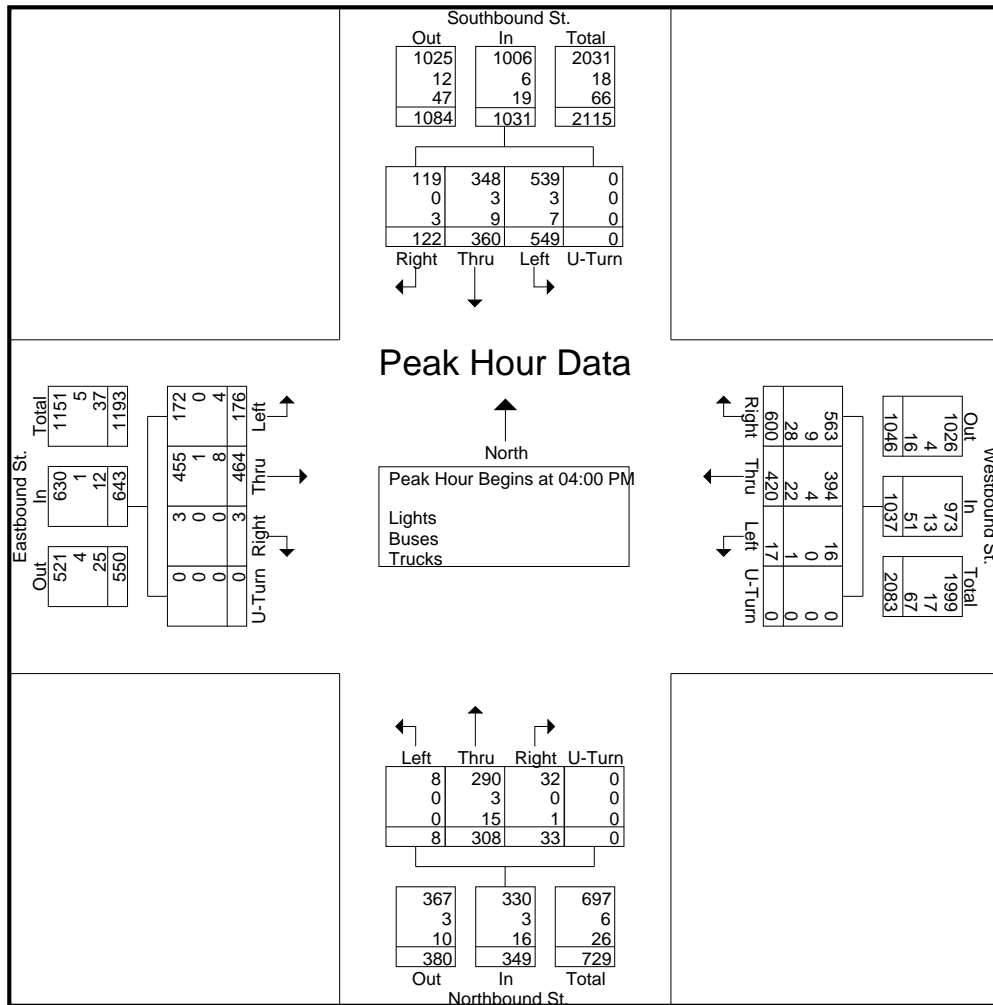
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Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	41	111	1	0	153	3	107	151	0	261	118	88	18	0	224	1	64	8	0	73	711
04:15 PM	45	114	0	0	159	3	116	148	0	267	140	65	32	0	237	2	87	6	0	95	758
04:30 PM	39	110	1	0	150	7	91	177	0	275	139	119	40	0	298	0	73	8	0	81	804
04:45 PM	51	129	1	0	181	4	106	124	0	234	152	88	32	0	272	5	84	11	0	100	787
Total Volume	176	464	3	0	643	17	420	600	0	1037	549	360	122	0	1031	8	308	33	0	349	3060
% App. Total	27.4	72.2	0.5	0		1.6	40.5	57.9	0		53.2	34.9	11.8	0		2.3	88.3	9.5	0		
PHF	.863	.899	.750	.000	.888	.607	.905	.847	.000	.943	.903	.756	.763	.000	.865	.400	.885	.750	.000	.873	.951
Lights	172	455	3	0	630	16	394	563	0	973	539	348	119	0	1006	8	290	32	0	330	2939
% Lights	97.7	98.1	100	0	98.0	94.1	93.8	93.8	0	93.8	98.2	96.7	97.5	0	97.6	100	94.2	97.0	0	94.6	96.0
Buses	0	1	0	0	1	0	4	9	0	13	3	3	0	0	6	0	3	0	0	3	23
% Buses	0	0.2	0	0	0.2	0	1.0	1.5	0	1.3	0.5	0.8	0	0	0.6	0	1.0	0	0	0.9	0.8
Trucks	4	8	0	0	12	1	22	28	0	51	7	9	3	0	19	0	15	1	0	16	98
% Trucks	2.3	1.7	0	0	1.9	5.9	5.2	4.7	0	4.9	1.3	2.5	2.5	0	1.8	0	4.9	3.0	0	4.6	3.2



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 6-NYS\_24\_AT\_CR\_105\_SAT\_245949\_07-11-2015

Site Code :

Start Date : 7/11/2015

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## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
10:00 AM	50	109	9	0	168	6	99	88	0	193	75	50	31	0	156	2	43	2	0	47	564
10:15 AM	52	97	1	0	150	7	88	126	0	221	101	57	29	0	187	4	56	5	0	65	623
10:30 AM	54	107	5	0	166	7	100	112	0	219	96	40	20	0	156	2	78	4	0	84	625
10:45 AM	50	135	5	0	190	1	110	140	0	251	83	61	14	0	158	0	64	5	0	69	668
Total	206	448	20	0	674	21	397	466	0	884	355	208	94	0	657	8	241	16	0	265	2480
11:00 AM	56	125	5	0	186	3	108	99	0	210	106	45	26	0	177	1	62	3	0	66	639
11:15 AM	70	84	2	0	156	2	104	122	0	228	115	35	31	1	182	1	73	4	0	78	644
11:30 AM	61	124	3	0	188	2	96	124	0	222	104	42	37	0	183	1	78	11	0	90	683
11:45 AM	58	99	5	0	162	6	124	132	0	262	105	49	29	0	183	1	67	3	0	71	678
Total	245	432	15	0	692	13	432	477	0	922	430	171	123	1	725	4	280	21	0	305	2644
12:00 PM	61	110	1	0	172	2	108	86	0	196	119	49	18	0	186	3	75	4	0	82	636
12:15 PM	66	123	2	0	191	5	106	121	0	232	100	49	37	0	186	4	75	4	0	83	692
12:30 PM	60	118	0	0	178	5	97	117	0	219	141	54	24	0	219	0	67	6	0	73	689
12:45 PM	60	116	2	0	178	4	104	126	0	234	114	54	35	0	203	1	75	4	0	80	695
Total	247	467	5	0	719	16	415	450	0	881	474	206	114	0	794	8	292	18	0	318	2712
01:00 PM	69	116	1	0	186	6	93	125	0	224	115	50	27	0	192	2	85	8	0	95	697
01:15 PM	60	127	3	0	190	1	112	126	0	239	114	66	32	0	212	2	60	4	0	66	707
01:30 PM	58	111	2	0	171	4	109	139	0	252	121	40	16	0	177	2	91	6	0	99	699
01:45 PM	60	128	3	0	191	4	106	130	0	240	126	69	36	0	231	3	79	8	0	90	752
Total	247	482	9	0	738	15	420	520	0	955	476	225	111	0	812	9	315	26	0	350	2855
02:00 PM	45	99	4	0	148	4	112	106	0	222	113	44	24	0	181	0	61	11	0	72	623
02:15 PM	55	114	4	0	173	4	106	109	0	219	126	68	31	0	225	1	52	5	1	59	676
02:30 PM	47	119	3	0	169	11	115	120	0	246	99	77	40	1	217	2	57	7	0	66	698
02:45 PM	49	124	1	0	174	5	102	100	0	207	116	54	24	0	194	0	66	4	0	70	645
Total	196	456	12	0	664	24	435	435	0	894	454	243	119	1	817	3	236	27	1	267	2642
03:00 PM	50	138	1	0	189	5	91	99	0	195	128	61	35	0	224	3	44	7	0	54	662
03:15 PM	41	118	1	0	160	3	115	141	0	259	139	67	33	1	240	2	61	11	0	74	733
03:30 PM	35	119	0	0	154	2	111	126	0	239	102	54	37	0	193	0	57	3	1	61	647
03:45 PM	45	103	0	0	148	6	102	109	0	217	117	67	33	0	217	3	54	5	0	62	644
Total	171	478	2	0	651	16	419	475	0	910	486	249	138	1	874	8	216	26	1	251	2686
Grand Total	1312	2763	63	0	4138	105	2518	2823	0	5446	2675	1302	699	3	4679	40	1580	134	2	1756	16019
Apprch %	31.7	66.8	1.5	0		1.9	46.2	51.8	0		57.2	27.8	14.9	0.1		2.3	90	7.6	0.1		
Total %	8.2	17.2	0.4	0	25.8	0.7	15.7	17.6	0	34	16.7	8.1	4.4	0	29.2	0.2	9.9	0.8	0	11	
Lights	1286	2716	63	0	4065	104	2443	2751	0	5298	2618	1270	680	3	4571	40	1545	133	2	1720	15654
% Lights	98	98.3	100	0	98.2	99	97	97.4	0	97.3	97.9	97.5	97.3	100	97.7	100	97.8	99.3	100	97.9	97.7
Buses	9	16	0	0	25	0	15	7	0	22	6	3	1	0	10	0	2	0	0	2	59
% Buses	0.7	0.6	0	0	0.6	0	0.6	0.2	0	0.4	0.2	0.2	0.1	0	0.2	0	0.1	0	0	0.1	0.4
Trucks	17	31	0	0	48	1	60	65	0	126	51	29	18	0	98	0	33	1	0	34	306
% Trucks	1.3	1.1	0	0	1.2	1	2.4	2.3	0	2.3	1.9	2.2	2.6	0	2.1	0	2.1	0.7	0	1.9	1.9

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

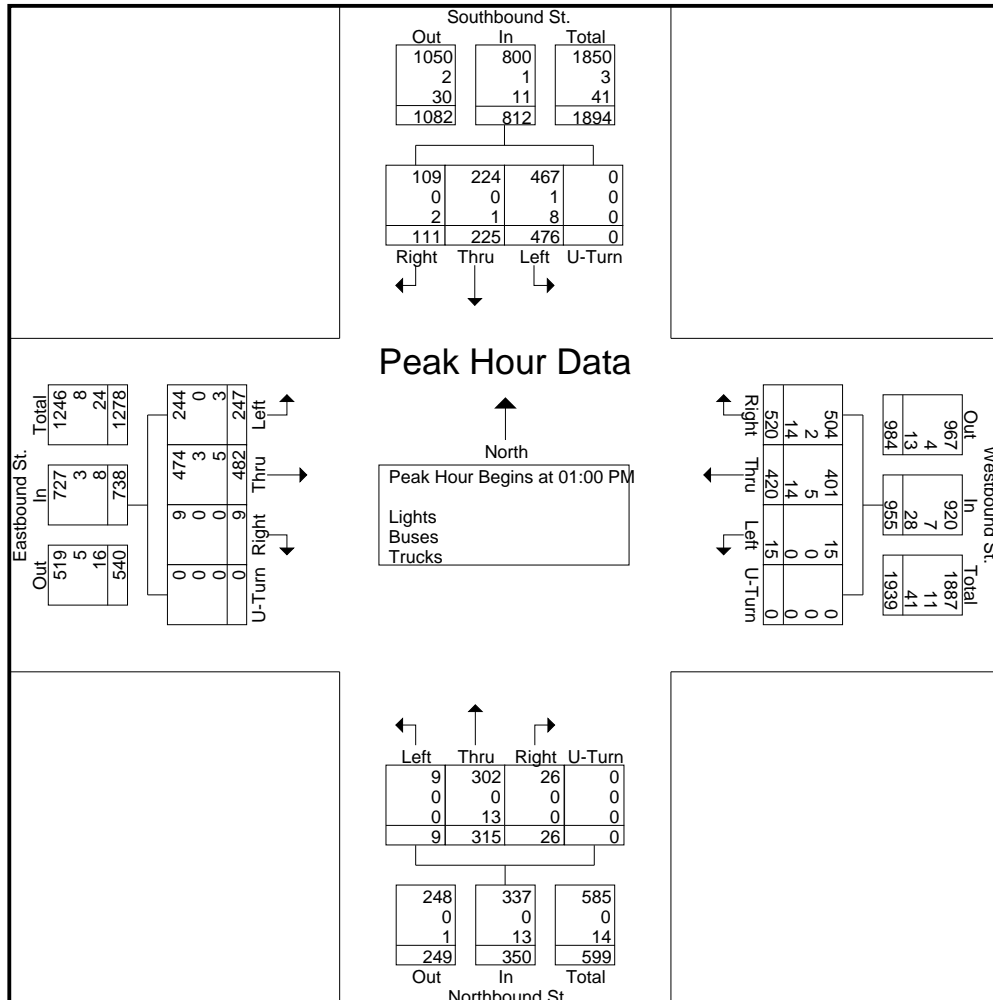
File Name : 6-NYS\_24\_AT\_CR\_105\_SAT\_245949\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 2

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	69	116	1	0	186	6	93	125	0	224	115	50	27	0	192	2	85	8	0	95	697
01:15 PM	60	127	3	0	190	1	112	126	0	239	114	66	32	0	212	2	60	4	0	66	707
01:30 PM	58	111	2	0	171	4	109	139	0	252	121	40	16	0	177	2	91	6	0	99	699
01:45 PM	60	128	3	0	191	4	106	130	0	240	126	69	36	0	231	3	79	8	0	90	752
Total Volume	247	482	9	0	738	15	420	520	0	955	476	225	111	0	812	9	315	26	0	350	2855
% App. Total	33.5	65.3	1.2	0		1.6	44	54.5	0		58.6	27.7	13.7	0		2.6	90	7.4	0		
PHF	.895	.941	.750	.000	.966	.625	.938	.935	.000	.947	.944	.815	.771	.000	.879	.750	.865	.813	.000	.884	.949
Lights	244	474	9	0	727	15	401	504	0	920	467	224	109	0	800	9	302	26	0	337	2784
% Lights	98.8	98.3	100	0	98.5	100	95.5	96.9	0	96.3	98.1	99.6	98.2	0	98.5	100	95.9	100	0	96.3	97.5
Buses	0	3	0	0	3	0	5	2	0	7	1	0	0	0	1	0	0	0	0	0	11
% Buses	0	0.6	0	0	0.4	0	1.2	0.4	0	0.7	0.2	0	0	0	0.1	0	0	0	0	0	0.4
Trucks	3	5	0	0	8	0	14	14	0	28	8	1	2	0	11	0	13	0	0	13	60
% Trucks	1.2	1.0	0	0	1.1	0	3.3	2.7	0	2.9	1.7	0.4	1.8	0	1.4	0	4.1	0	0	3.7	2.1



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 7-CR\_104\_AT\_OLD\_QUOGUE\_RD-LUDLAM\_AV\_THURS\_245950\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Westbound St. Westbound					Southbound St. Southbound					Southwestbound St. Southwestbound					Northbound St. Northbound					Int. Total
	Left	Right	Hard Right	U-Turn	App. Total	Hard Left	Left	Thru	U-Turn	App. Total	Hard Left	Bear Left	Hard Right	U-Turn	App. Total	Thru	Bear Right	Right	U-Turn	App. Total	
07:00 AM	2	2	1	0	5	0	2	65	0	67	0	3	1	0	4	34	0	0	0	34	110
07:15 AM	3	1	2	0	6	0	3	70	0	73	1	1	3	0	5	27	0	1	0	28	112
07:30 AM	5	6	0	0	11	2	3	78	0	83	0	4	3	0	7	56	2	3	0	61	162
07:45 AM	7	3	0	0	10	1	3	83	0	87	0	4	0	0	4	61	1	2	0	64	165
Total	17	12	3	0	32	3	11	296	0	310	1	12	7	0	20	178	3	6	0	187	549
08:00 AM	3	5	0	0	8	0	13	66	0	79	1	2	3	0	6	50	3	4	0	57	150
08:15 AM	3	3	0	0	6	1	2	64	0	67	0	3	2	0	5	51	1	1	0	53	131
08:30 AM	1	3	0	0	4	0	6	63	1	70	0	1	14	0	15	52	3	0	0	55	144
08:45 AM	1	3	0	0	4	1	2	65	0	68	1	0	2	0	3	90	1	0	0	91	166
Total	8	14	0	0	22	2	23	258	1	284	2	6	21	0	29	243	8	5	0	256	591
04:00 PM	1	4	0	0	5	0	5	70	0	75	0	1	1	0	2	92	3	0	0	95	177
04:15 PM	1	10	3	0	14	0	8	79	0	87	0	1	2	0	3	104	5	5	0	114	218
04:30 PM	1	5	4	0	10	1	2	57	0	60	0	5	1	0	6	97	4	1	0	102	178
04:45 PM	2	3	0	0	5	1	4	90	0	95	1	0	1	0	2	103	6	2	0	111	213
Total	5	22	7	0	34	2	19	296	0	317	1	7	5	0	13	396	18	8	0	422	786
05:00 PM	2	4	3	0	9	2	4	67	0	73	2	1	3	0	6	107	4	4	0	115	203
05:15 PM	2	2	1	0	5	6	15	85	0	106	1	0	0	0	1	117	7	7	0	131	243
05:30 PM	2	2	2	0	6	4	11	81	0	96	2	0	1	0	3	123	7	4	0	134	239
05:45 PM	4	5	1	0	10	7	6	81	0	94	0	0	1	0	1	119	24	4	0	147	252
Total	10	13	7	0	30	19	36	314	0	369	5	1	5	0	11	466	42	19	0	527	937
06:00 PM	4	8	1	0	13	2	11	80	0	93	3	2	1	0	6	114	18	3	0	135	247
06:15 PM	3	3	1	0	7	0	11	59	0	70	1	1	0	0	2	140	10	3	0	153	232
06:30 PM	1	4	0	0	5	2	6	66	0	74	1	2	1	0	4	106	16	2	0	124	207
06:45 PM	3	4	0	0	7	4	6	62	0	72	1	1	1	0	3	120	17	6	0	143	225
Total	11	19	2	0	32	8	34	267	0	309	6	6	3	0	15	480	61	14	0	555	911
07:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	51	81	19	0	151	34	123	1431	1	1589	15	32	41	0	88	1763	132	52	0	1947	3775
Apprch %	33.8	53.6	12.6	0		2.1	7.7	90.1	0.1		17	36.4	46.6	0		90.5	6.8	2.7	0		
Total %	1.4	2.1	0.5	0	4	0.9	3.3	37.9	0	42.1	0.4	0.8	1.1	0	2.3	46.7	3.5	1.4	0	51.6	
Lights	50	80	19	0	149	34	118	1356	1	1509	15	29	35	0	79	1691	125	52	0	1868	3605
% Lights	98	98.8	100	0	98.7	100	95.9	94.8	100	95	100	90.6	85.4	0	89.8	95.9	94.7	100	0	95.9	95.5
Buses	0	0	0	0	0	0	2	16	0	18	0	0	5	0	5	8	0	0	0	8	31
% Buses	0	0	0	0	0	0	1.6	1.1	0	1.1	0	0	12.2	0	5.7	0.5	0	0	0	0.4	0.8
Trucks	1	1	0	0	2	0	3	59	0	62	0	3	1	0	4	64	7	0	0	71	139
% Trucks	2	1.2	0	0	1.3	0	2.4	4.1	0	3.9	0	9.4	2.4	0	4.5	3.6	5.3	0	0	3.6	3.7

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

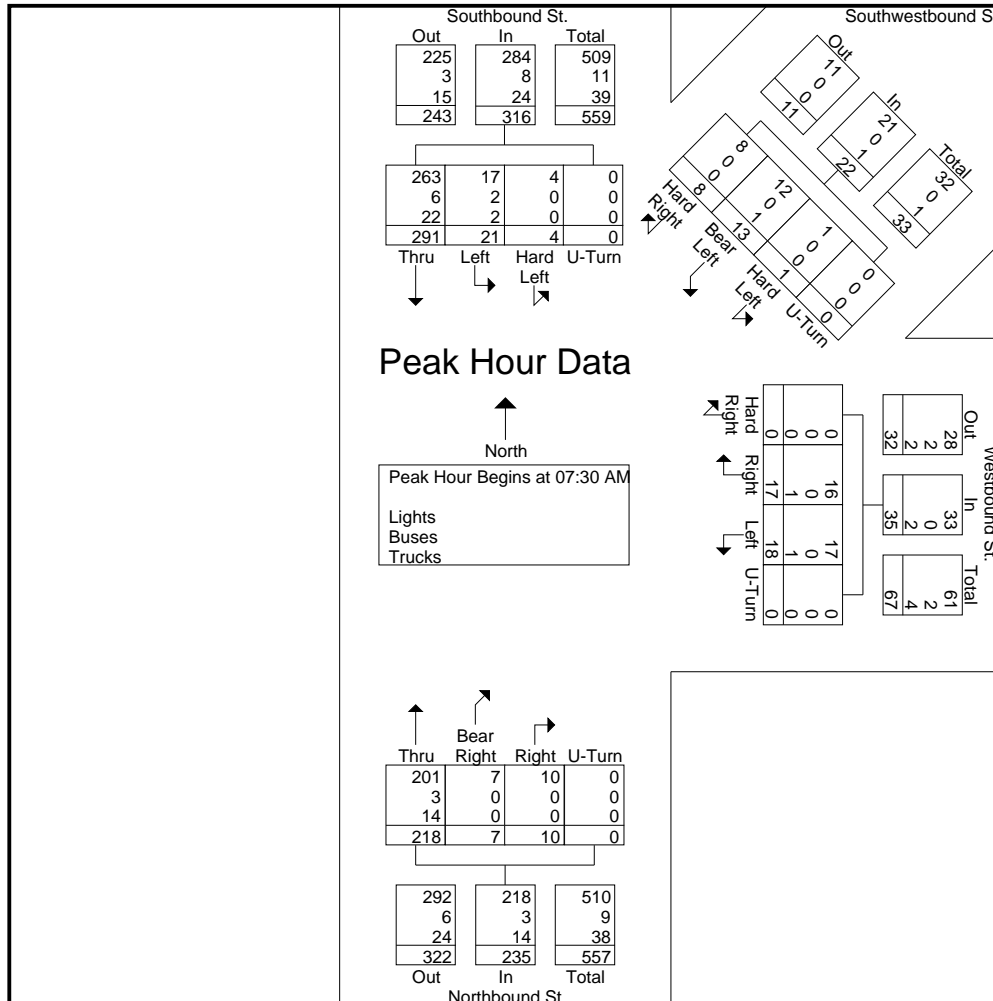
File Name : 7-CR\_104\_AT\_OLD\_QUOGUE\_RD-LUDLAM\_AV\_THURS\_245950\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 2

Start Time	Westbound St. Westbound					Southbound St. Southbound					Southwestbound St. Southwestbound					Northbound St. Northbound					Int. Total
	Left	Right	Hard Right	U-Turn	App. Total	Hard Left	Left	Thru	U-Turn	App. Total	Hard Left	Bear Left	Hard Right	U-Turn	App. Total	Thru	Bear Right	Right	U-Turn	App. 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	5	6	0	0	11	2	3	78	0	83	0	4	3	0	7	56	2	3	0	61	162
07:45 AM	7	3	0	0	10	1	3	83	0	87	0	4	0	0	4	61	1	2	0	64	165
08:00 AM	3	5	0	0	8	0	13	66	0	79	1	2	3	0	6	50	3	4	0	57	150
08:15 AM	3	3	0	0	6	1	2	64	0	67	0	3	2	0	5	51	1	1	0	53	131
Total Volume	18	17	0	0	35	4	21	291	0	316	1	13	8	0	22	218	7	10	0	235	608
% App. Total	51.4	48.6	0	0		1.3	6.6	92.1	0		4.5	59.1	36.4	0		92.8	3	4.3	0		
PHF	.643	.708	.000	.000	.795	.500	.404	.877	.000	.908	.250	.813	.667	.000	.786	.893	.583	.625	.000	.918	.921
Lights	17	16	0	0	33	4	17	263	0	284	1	12	8	0	21	201	7	10	0	218	556
% Lights	94.4	94.1	0	0	94.3	100	81.0	90.4	0	89.9	100	92.3	100	0	95.5	92.2	100	100	0	92.8	91.4
Buses	0	0	0	0	0	0	2	6	0	8	0	0	0	0	0	3	0	0	0	0	3
% Buses	0	0	0	0	0	0	9.5	2.1	0	2.5	0	0	0	0	0	1.4	0	0	0	0	1.3
Trucks	1	1	0	0	2	0	2	22	0	24	0	1	0	0	1	14	0	0	0	14	41
% Trucks	5.6	5.9	0	0	5.7	0	9.5	7.6	0	7.6	0	7.7	0	0	4.5	6.4	0	0	0	6.0	6.7



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 7-CR\_104\_AT\_OLD\_QUOGUE\_RD-LUDLAM\_AV\_THURS\_245950\_07-09-2015

Site Code :

Start Date : 7/9/2015

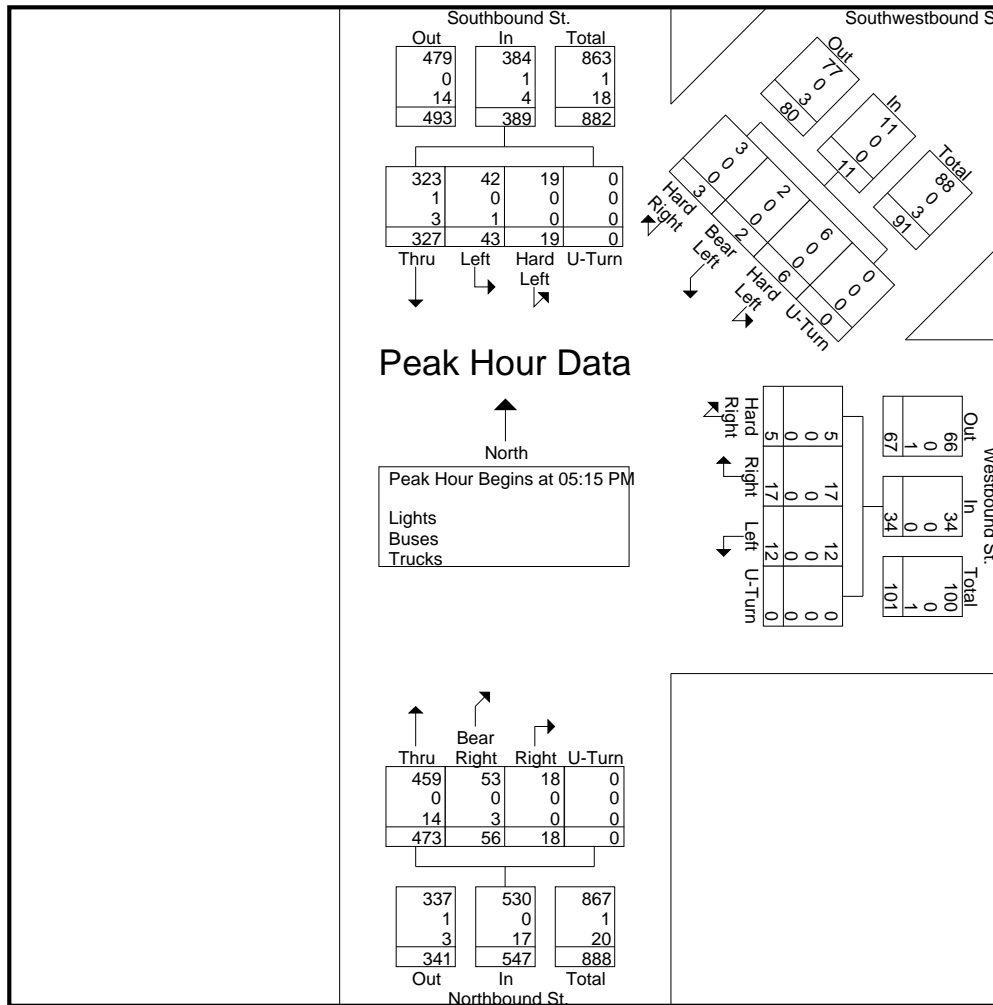
Page No : 3

Start Time	Westbound St. Westbound					Southbound St. Southbound					Southwestbound St. Southwestbound					Northbound St. Northbound					Int. Total
	Left	Right	Hard Right	U-Turn	App. Total	Hard Left	Left	Thru	U-Turn	App. Total	Hard Left	Bear Left	Hard Right	U-Turn	App. Total	Thru	Bear Right	Right	U-Turn	App. Total	

Peak Hour Analysis From 12:00 PM to 07:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	2	2	1	0	5	6	15	85	0	106	1	0	0	0	1	117	7	7	0	131	243
05:30 PM	2	2	2	0	6	4	11	81	0	96	2	0	1	0	3	123	7	4	0	134	239
05:45 PM	4	5	1	0	10	7	6	81	0	94	0	0	1	0	1	119	24	4	0	147	252
06:00 PM	4	8	1	0	13	2	11	80	0	93	3	2	1	0	6	114	18	3	0	135	247
Total Volume	12	17	5	0	34	19	43	327	0	389	6	2	3	0	11	473	56	18	0	547	981
% App. Total	35.3	50	14.7	0		4.9	11.1	84.1	0		54.5	18.2	27.3	0		86.5	10.2	3.3	0		
PHF	.750	.531	.625	.000	.654	.679	.717	.962	.000	.917	.500	.250	.750	.000	.458	.961	.583	.643	.000	.930	.973
Lights	12	17	5	0	34	19	42	323	0	384	6	2	3	0	11	459	53	18	0	530	959
% Lights	100	100	100	0	100	100	97.7	98.8	0	98.7	100	100	100	0	100	97.0	94.6	100	0	96.9	97.8
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	14	3	0	0	17	21
% Trucks	0	0	0	0	0	0	2.3	0.9	0	1.0	0	0	0	0	0	3.0	5.4	0	0	3.1	2.1



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 7-CR\_104\_AT\_OLD\_QUOGUE\_RD-LUDLAM\_AV\_245951\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Westbound St. Westbound					Southbound St. Southbound					Southwestbound St. Southwestbound					Northbound St. Northbound					Int. Total
	Left	Right	Hard Right	U-Turn	App. Total	Hard Left	Left	Thru	U-Turn	App. Total	Hard Left	Bear Left	Hard Right	U-Turn	App. Total	Thru	Bear Right	Right	U-Turn	App. Total	
10:00 AM	1	1	6	0	8	2	0	1	0	3	2	86	0	0	88	0	82	2	0	84	183
10:15 AM	1	1	4	0	6	0	0	2	0	2	3	66	1	1	71	5	90	2	0	97	176
10:30 AM	1	0	0	0	1	2	1	0	0	3	7	68	0	0	75	2	68	1	0	71	150
10:45 AM	1	2	3	0	6	5	0	4	0	9	3	78	0	0	81	1	62	3	0	66	162
Total	4	4	13	0	21	9	1	7	0	17	15	298	1	1	315	8	302	8	0	318	671
11:00 AM	1	0	3	0	4	3	1	2	0	6	2	64	1	0	67	3	63	2	0	68	145
11:15 AM	1	2	2	0	5	3	2	0	0	5	5	57	0	1	63	5	74	0	0	79	152
11:30 AM	3	1	3	0	7	3	0	3	0	6	1	74	1	0	76	6	90	2	0	98	187
11:45 AM	2	0	7	0	9	5	0	0	0	5	4	72	1	0	77	2	75	1	0	78	169
Total	7	3	15	0	25	14	3	5	0	22	12	267	3	1	283	16	302	5	0	323	653
12:00 PM	1	1	3	0	5	5	0	0	0	5	6	83	2	0	91	8	85	3	0	96	197
12:15 PM	2	0	4	0	6	4	1	3	0	8	3	67	1	0	71	6	68	2	0	76	161
12:30 PM	0	2	3	0	5	3	0	0	0	3	2	62	2	0	66	2	67	3	0	72	146
12:45 PM	0	0	4	0	4	0	0	2	0	2	3	74	0	0	77	2	72	1	0	75	158
Total	3	3	14	0	20	12	1	5	0	18	14	286	5	0	305	18	292	9	0	319	662
01:00 PM	0	0	4	0	4	0	0	0	0	0	5	73	0	0	78	3	78	4	0	85	167
01:15 PM	1	0	3	0	4	1	0	0	0	1	5	76	2	0	83	4	84	2	0	90	178
01:30 PM	1	0	4	1	6	2	0	2	0	4	3	79	0	0	82	2	66	0	0	68	160
01:45 PM	1	0	2	0	3	2	1	1	0	4	4	79	0	0	83	2	94	2	0	98	188
Total	3	0	13	1	17	5	1	3	0	9	17	307	2	0	326	11	322	8	0	341	693
02:00 PM	1	2	3	0	6	0	0	1	0	1	6	66	0	1	73	4	65	1	0	70	150
02:15 PM	1	0	5	0	6	0	0	0	0	0	7	63	3	0	73	5	59	3	0	67	146
02:30 PM	0	2	6	0	8	0	0	2	0	2	1	69	3	0	73	3	94	2	0	99	182
02:45 PM	3	0	1	0	4	0	1	2	0	3	3	68	2	0	73	3	87	1	0	91	171
Total	5	4	15	0	24	0	1	5	0	6	17	266	8	1	292	15	305	7	0	327	649
03:00 PM	2	0	2	0	4	0	2	1	0	3	3	64	0	0	67	4	73	1	1	79	153
03:15 PM	3	0	4	0	7	1	1	4	0	6	6	62	3	0	71	1	86	3	0	90	174
03:30 PM	3	0	2	0	5	1	1	2	0	4	4	72	1	0	77	4	68	3	0	75	161
03:45 PM	2	2	2	0	6	1	1	0	0	2	9	60	0	0	69	2	78	2	0	82	159
Total	10	2	10	0	22	3	5	7	0	15	22	258	4	0	284	11	305	9	1	326	647
Grand Total	32	16	80	1	129	43	12	32	0	87	97	1682	23	3	1805	79	1828	46	1	1954	3975
Apprch %	24.8	12.4	62	0.8		49.4	13.8	36.8	0		5.4	93.2	1.3	0.2		4	93.6	2.4	0.1		
Total %	0.8	0.4	2	0	3.2	1.1	0.3	0.8	0	2.2	2.4	42.3	0.6	0.1	45.4	2	46	1.2	0	49.2	
Lights	32	16	79	1	128	43	12	31	0	86	95	1647	23	1	1766	79	1798	45	1	1923	3903
% Lights	100	100	98.8	100	99.2	100	100	96.9	0	98.9	97.9	97.9	100	33.3	97.8	100	98.4	97.8	100	98.4	98.2
Buses	0	0	0	0	0	0	0	1	0	1	0	4	0	2	6	0	4	0	0	4	11
% Buses	0	0	0	0	0	0	0	3.1	0	1.1	0	0.2	0	66.7	0.3	0	0.2	0	0	0.2	0.3
Trucks	0	0	1	0	1	0	0	0	0	0	2	31	0	0	33	0	26	1	0	27	61
% Trucks	0	0	1.2	0	0.8	0	0	0	0	0	2.1	1.8	0	0	1.8	0	1.4	2.2	0	1.4	1.5



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 8-CR\_104\_AT\_PINE\_ST\_THURS\_245952\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	
07:00 AM	1	5	0	6	1	71	0	72	53	1	0	54	132
07:15 AM	1	5	0	6	2	78	0	80	42	0	0	42	128
07:30 AM	0	5	0	5	4	81	0	85	72	0	0	72	162
07:45 AM	1	7	0	8	8	90	0	98	68	0	0	68	174
Total	3	22	0	25	15	320	0	335	235	1	0	236	596
08:00 AM	0	3	0	3	2	77	0	79	61	0	0	61	143
08:15 AM	0	1	0	1	2	73	0	75	73	0	0	73	149
08:30 AM	0	5	0	5	1	68	0	69	72	0	0	72	146
08:45 AM	0	2	0	2	4	74	0	78	111	1	0	112	192
Total	0	11	0	11	9	292	0	301	317	1	0	318	630
04:00 PM	0	3	0	3	4	87	0	91	106	1	0	107	201
04:15 PM	0	3	0	3	7	98	0	105	120	1	0	121	229
04:30 PM	0	1	0	1	2	76	0	78	108	3	0	111	190
04:45 PM	0	8	0	8	10	108	0	118	112	5	0	117	243
Total	0	15	0	15	23	369	0	392	446	10	0	456	863
05:00 PM	1	11	0	12	6	85	0	91	85	4	0	89	192
05:15 PM	0	5	0	5	6	98	0	104	98	3	0	101	210
05:30 PM	0	7	0	7	3	111	0	114	126	4	0	130	251
05:45 PM	1	9	0	10	3	98	0	101	124	2	0	126	237
Total	2	32	0	34	18	392	0	410	433	13	0	446	890
06:00 PM	0	5	0	5	4	85	0	89	121	4	0	125	219
06:15 PM	2	7	0	9	7	81	0	88	144	4	0	148	245
06:30 PM	1	4	0	5	4	78	0	82	127	2	0	129	216
06:45 PM	2	7	0	9	2	79	0	81	116	6	0	122	212
Total	5	23	0	28	17	323	0	340	508	16	0	524	892
Grand Total	10	103	0	113	82	1696	0	1778	1939	41	0	1980	3871
Apprch %	8.8	91.2	0		4.6	95.4	0		97.9	2.1	0		
Total %	0.3	2.7	0	2.9	2.1	43.8	0	45.9	50.1	1.1	0	51.1	
Lights	8	100	0	108	80	1617	0	1697	1855	41	0	1896	3701
% Lights	80	97.1	0	95.6	97.6	95.3	0	95.4	95.7	100	0	95.8	95.6
Buses	1	0	0	1	0	17	0	17	22	0	0	22	40
% Buses	10	0	0	0.9	0	1	0	1	1.1	0	0	1.1	1
Trucks	1	3	0	4	2	62	0	64	62	0	0	62	130
% Trucks	10	2.9	0	3.5	2.4	3.7	0	3.6	3.2	0	0	3.1	3.4

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

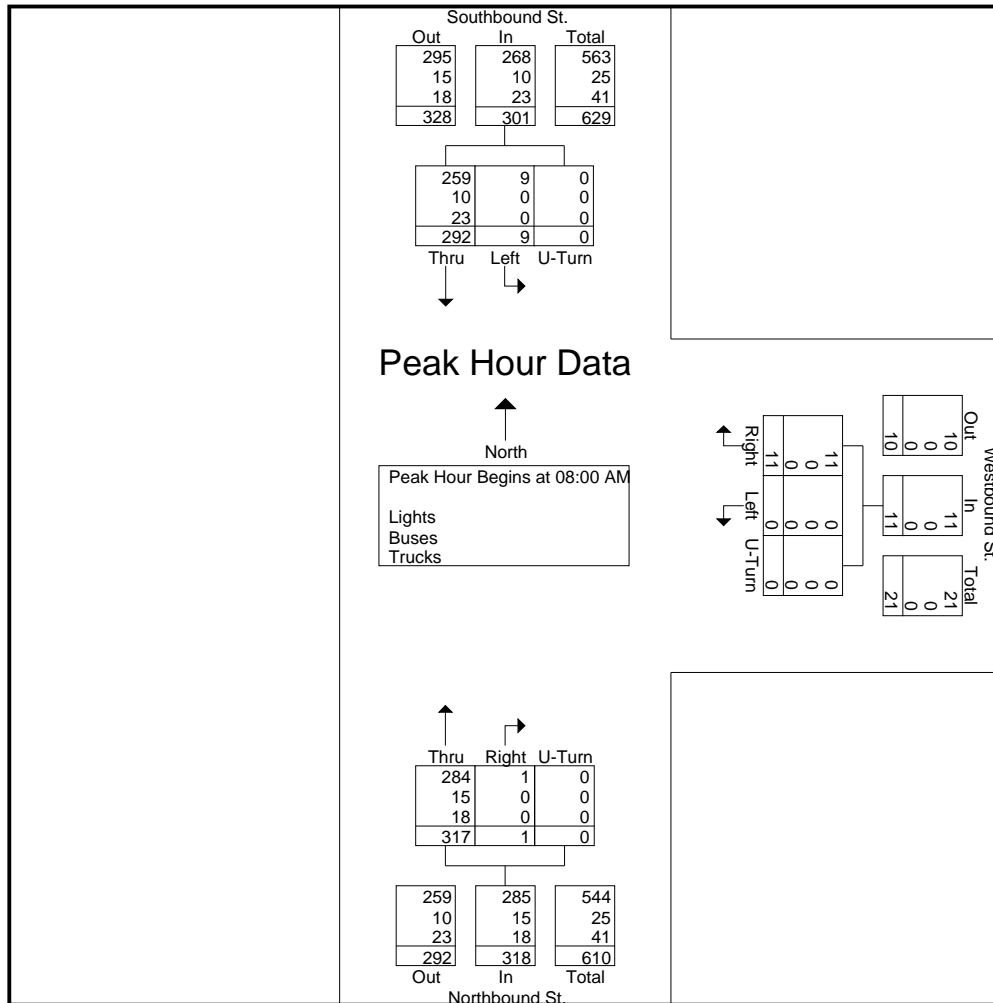
File Name : 8-CR\_104\_AT\_PINE\_ST\_THURS\_245952\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 2

Start Time	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	3	0	3	2	77	0	79	61	0	0	61	143
08:15 AM	0	1	0	1	2	73	0	75	73	0	0	73	149
08:30 AM	0	5	0	5	1	68	0	69	72	0	0	72	146
08:45 AM	0	2	0	2	4	74	0	78	111	1	0	112	192
Total Volume	0	11	0	11	9	292	0	301	317	1	0	318	630
% App. Total	0	100	0		3	97	0		99.7	0.3	0		
PHF	.000	.550	.000	.550	.563	.948	.000	.953	.714	.250	.000	.710	.820
Lights	0	11	0	11	9	259	0	268	284	1	0	285	564
% Lights	0	100	0	100	100	88.7	0	89.0	89.6	100	0	89.6	89.5
Buses	0	0	0	0	0	10	0	10	15	0	0	15	25
% Buses	0	0	0	0	0	3.4	0	3.3	4.7	0	0	4.7	4.0
Trucks	0	0	0	0	0	23	0	23	18	0	0	18	41
% Trucks	0	0	0	0	0	7.9	0	7.6	5.7	0	0	5.7	6.5



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

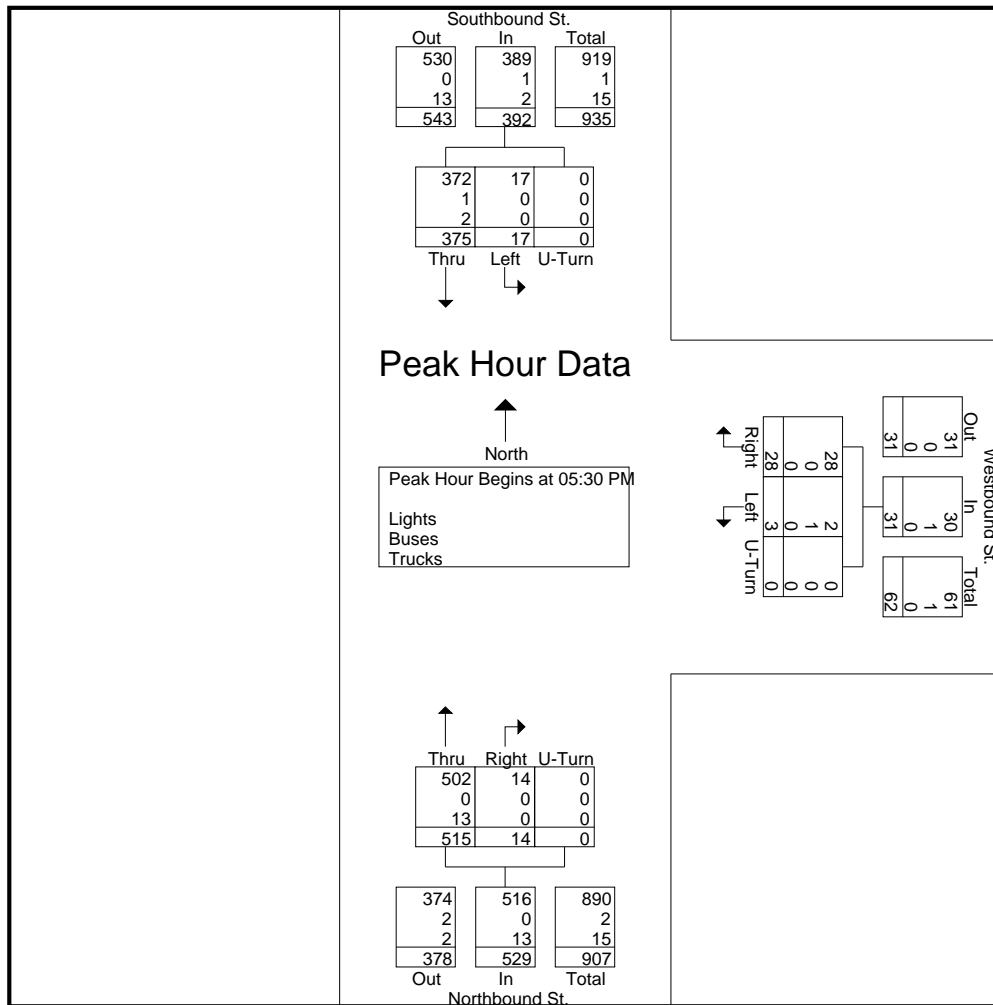
File Name : 8-CR\_104\_AT\_PINE\_ST\_THURS\_245952\_07-09-2015

Site Code :

Start Date : 7/9/2015

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Start Time	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:30 PM													
05:30 PM	0	7	0	7	3	111	0	114	126	4	0	130	251
05:45 PM	1	9	0	10	3	98	0	101	124	2	0	126	237
06:00 PM	0	5	0	5	4	85	0	89	121	4	0	125	219
06:15 PM	2	7	0	9	7	81	0	88	144	4	0	148	245
Total Volume	3	28	0	31	17	375	0	392	515	14	0	529	952
% App. Total	9.7	90.3	0		4.3	95.7	0		97.4	2.6	0		
PHF	.375	.778	.000	.775	.607	.845	.000	.860	.894	.875	.000	.894	.948
Lights	2	28	0	30	17	372	0	389	502	14	0	516	935
% Lights	66.7	100	0	96.8	100	99.2	0	99.2	97.5	100	0	97.5	98.2
Buses	1	0	0	1	0	1	0	1	0	0	0	0	2
% Buses	33.3	0	0	3.2	0	0.3	0	0.3	0	0	0	0	0.2
Trucks	0	0	0	0	0	2	0	2	13	0	0	13	15
% Trucks	0	0	0	0	0	0.5	0	0.5	2.5	0	0	2.5	1.6



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 8-CR\_104\_AT\_PINE\_ST\_SAT\_245953\_07-11-2015

Site Code :

Start Date : 7/11/2015

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## Groups Printed- Lights - Buses - Trucks

Start Time	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	
10:00 AM	1	6	0	7	2	94	0	96	97	2	0	99	202
10:15 AM	0	5	0	5	5	82	0	87	111	0	0	111	203
10:30 AM	1	6	0	7	4	84	0	88	86	1	0	87	182
10:45 AM	1	5	0	6	6	90	0	96	74	1	0	75	177
Total	3	22	0	25	17	350	0	367	368	4	0	372	764
11:00 AM	1	6	0	7	13	84	0	97	89	2	0	91	195
11:15 AM	0	4	0	4	3	78	0	81	99	0	0	99	184
11:30 AM	4	3	0	7	5	89	0	94	107	3	0	110	211
11:45 AM	2	5	0	7	8	88	0	96	96	0	0	96	199
Total	7	18	0	25	29	339	0	368	391	5	0	396	789
12:00 PM	3	6	0	9	10	104	0	114	104	2	0	106	229
12:15 PM	2	13	0	15	5	82	0	87	100	1	0	101	203
12:30 PM	3	2	0	5	5	86	0	91	82	1	0	83	179
12:45 PM	0	4	0	4	5	95	0	100	76	2	0	78	182
Total	8	25	0	33	25	367	0	392	362	6	0	368	793
01:00 PM	1	2	0	3	5	85	1	91	85	2	0	87	181
01:15 PM	1	2	0	3	4	95	0	99	96	3	0	99	201
01:30 PM	4	7	0	11	7	87	0	94	86	2	0	88	193
01:45 PM	0	4	0	4	7	92	0	99	97	1	0	98	201
Total	6	15	0	21	23	359	1	383	364	8	0	372	776
02:00 PM	0	2	0	2	5	83	0	88	70	1	0	71	161
02:15 PM	0	6	0	6	6	80	0	86	86	1	0	87	179
02:30 PM	0	7	0	7	7	88	0	95	95	2	0	97	199
02:45 PM	0	6	0	6	8	81	0	89	98	0	0	98	193
Total	0	21	0	21	26	332	0	358	349	4	0	353	732
03:00 PM	1	4	0	5	2	75	1	78	87	1	0	88	171
03:15 PM	0	1	0	1	8	78	0	86	99	0	0	99	186
03:30 PM	1	5	0	6	10	95	0	105	80	0	0	80	191
03:45 PM	0	7	0	7	2	80	0	82	87	1	0	88	177
Total	2	17	0	19	22	328	1	351	353	2	0	355	725
Grand Total	26	118	0	144	142	2075	2	2219	2187	29	0	2216	4579
Apprch %	18.1	81.9	0		6.4	93.5	0.1		98.7	1.3	0		
Total %	0.6	2.6	0	3.1	3.1	45.3	0	48.5	47.8	0.6	0	48.4	
Lights	26	117	0	143	141	2039	2	2182	2146	28	0	2174	4499
% Lights	100	99.2	0	99.3	99.3	98.3	100	98.3	98.1	96.6	0	98.1	98.3
Buses	0	0	0	0	0	8	0	8	10	0	0	10	18
% Buses	0	0	0	0	0	0.4	0	0.4	0.5	0	0	0.5	0.4
Trucks	0	1	0	1	1	28	0	29	31	1	0	32	62
% Trucks	0	0.8	0	0.7	0.7	1.3	0	1.3	1.4	3.4	0	1.4	1.4

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

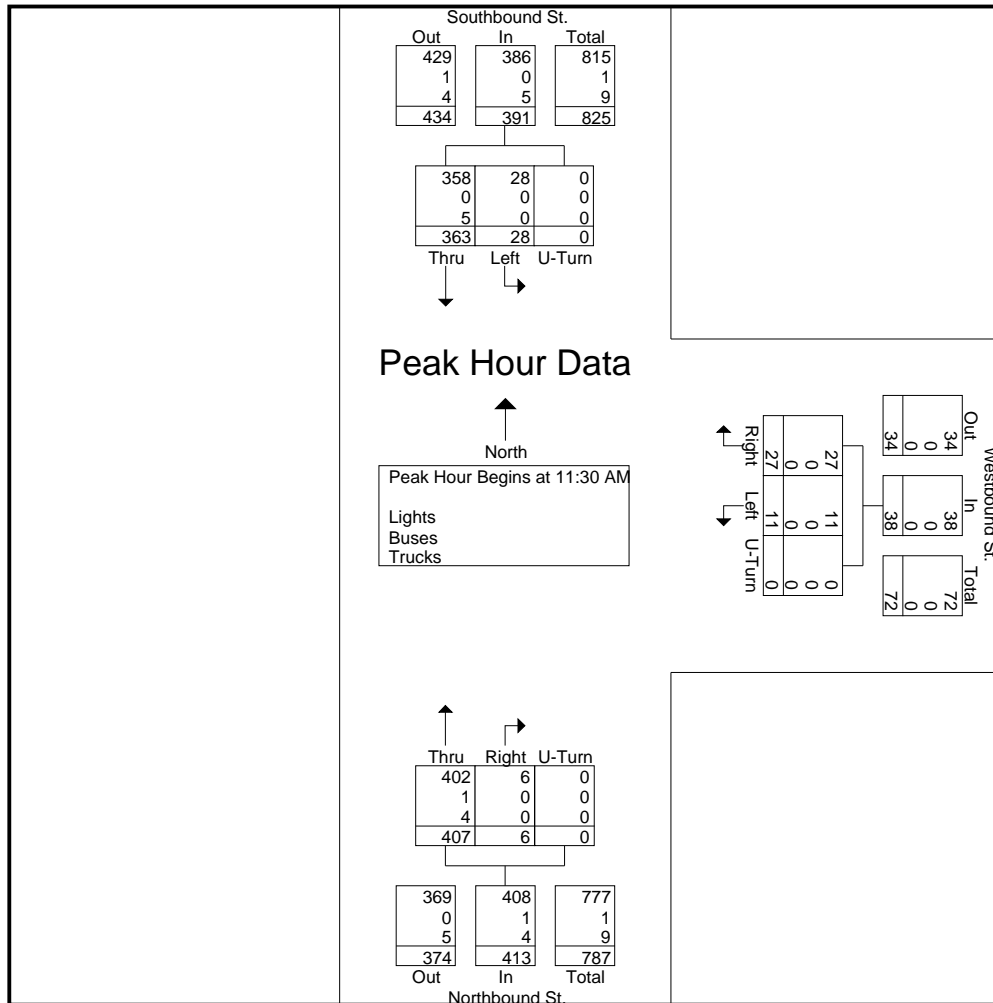
File Name : 8-CR\_104\_AT\_PINE\_ST\_SAT\_245953\_07-11-2015

Site Code :

Start Date : 7/11/2015

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Start Time	Westbound St. Westbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	4	3	0	7	5	89	0	94	107	3	0	110	211
11:45 AM	2	5	0	7	8	88	0	96	96	0	0	96	199
12:00 PM	3	6	0	9	10	104	0	114	104	2	0	106	229
12:15 PM	2	13	0	15	5	82	0	87	100	1	0	101	203
Total Volume	11	27	0	38	28	363	0	391	407	6	0	413	842
% App. Total	28.9	71.1	0		7.2	92.8	0		98.5	1.5	0		
PHF	.688	.519	.000	.633	.700	.873	.000	.857	.951	.500	.000	.939	.919
Lights	11	27	0	38	28	358	0	386	402	6	0	408	832
% Lights	100	100	0	100	100	98.6	0	98.7	98.8	100	0	98.8	98.8
Buses	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0.1
Trucks	0	0	0	0	0	5	0	5	4	0	0	4	9
% Trucks	0	0	0	0	0	1.4	0	1.3	1.0	0	0	1.0	1.1



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 9-PINE\_ST\_AT\_VAIL\_AV\_THURS\_245954\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
07:00 AM	1	2	0	0	3	0	1	0	0	1	0	0	3	0	3	2	1	0	0	3	10
07:15 AM	1	1	0	0	2	0	2	0	0	2	0	2	4	0	6	0	1	1	0	2	12
07:30 AM	2	3	0	0	5	0	2	1	0	3	0	0	2	0	2	1	0	0	0	1	11
07:45 AM	0	8	0	0	8	1	4	0	0	5	0	0	2	0	2	1	0	1	0	2	17
Total	4	14	0	0	18	1	9	1	0	11	0	2	11	0	13	4	2	2	0	8	50
08:00 AM	0	1	1	0	2	0	1	1	0	2	3	1	2	0	6	0	1	0	0	1	11
08:15 AM	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	5
08:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	1	0	0	0	1	6
08:45 AM	3	0	0	0	3	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	5
Total	5	2	1	0	8	0	6	1	0	7	4	1	4	0	9	1	1	1	0	3	27
04:00 PM	0	4	1	0	5	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	9
04:15 PM	1	5	2	0	8	0	3	1	0	4	0	0	1	0	1	0	1	0	0	1	14
04:30 PM	3	3	0	0	6	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	10
04:45 PM	3	8	0	0	11	0	5	0	0	5	1	0	4	0	5	1	0	0	0	1	22
Total	7	20	3	0	30	1	11	3	0	15	1	0	6	0	7	2	1	0	0	3	55
05:00 PM	5	2	3	0	10	0	6	0	0	6	0	0	3	0	3	0	0	0	0	0	19
05:15 PM	4	4	0	0	8	0	1	1	0	2	1	0	2	0	3	0	0	0	0	0	13
05:30 PM	3	4	1	0	8	0	5	3	0	8	0	2	0	0	2	1	0	0	0	1	19
05:45 PM	2	3	1	0	6	0	9	2	0	11	2	1	3	0	6	0	0	0	0	0	23
Total	14	13	5	0	32	0	21	6	0	27	3	3	8	0	14	1	0	0	0	1	74
06:00 PM	4	4	0	0	8	0	3	5	0	8	0	0	1	0	1	0	0	0	0	0	17
06:15 PM	1	6	1	0	8	1	3	1	0	5	1	1	4	0	6	1	2	1	0	4	23
06:30 PM	1	4	1	0	6	1	3	2	0	6	0	0	1	0	1	1	0	0	0	1	14
06:45 PM	5	1	0	0	6	0	8	1	0	9	0	0	1	0	1	0	2	0	0	2	18
Total	11	15	2	0	28	2	17	9	0	28	1	1	7	0	9	2	4	1	0	7	72
Grand Total	41	64	11	0	116	4	64	20	0	88	9	7	36	0	52	10	8	4	0	22	278
Apprch %	35.3	55.2	9.5	0		4.5	72.7	22.7	0		17.3	13.5	69.2	0		45.5	36.4	18.2	0		
Total %	14.7	23	4	0	41.7	1.4	23	7.2	0	31.7	3.2	2.5	12.9	0	18.7	3.6	2.9	1.4	0	7.9	
Lights	41	60	11	0	112	4	62	20	0	86	6	7	32	0	45	10	8	3	0	21	264
% Lights	100	93.8	100	0	96.6	100	96.9	100	0	97.7	66.7	100	88.9	0	86.5	100	100	75	0	95.5	95
Buses	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	22.2	0	2.8	0	5.8	0	0	0	0	0	1.1
Trucks	0	4	0	0	4	0	2	0	0	2	1	0	3	0	4	0	0	1	0	1	11
% Trucks	0	6.2	0	0	3.4	0	3.1	0	0	2.3	11.1	0	8.3	0	7.7	0	0	25	0	4.5	4

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

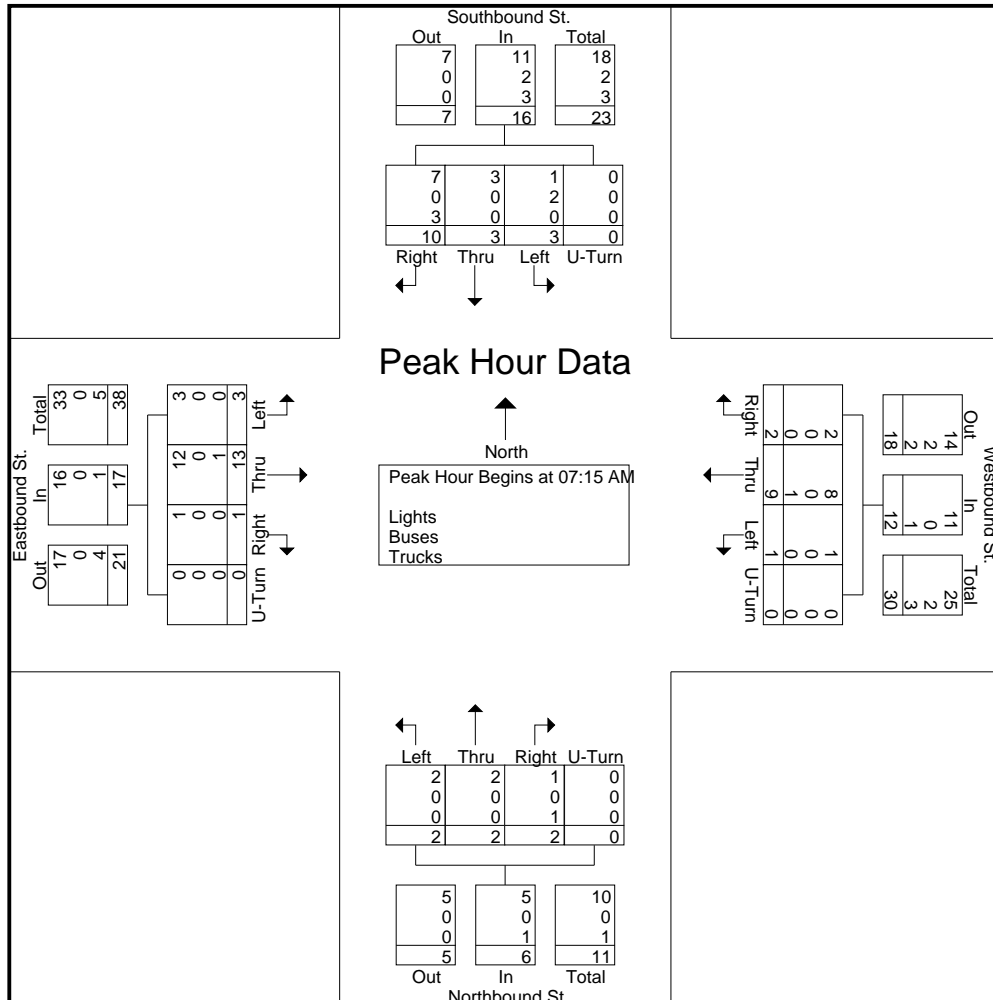
File Name : 9-PINE\_ST\_AT\_VAIL\_AV\_THURS\_245954\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 2

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
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	1	1	0	0	2	0	2	0	0	2	0	2	4	0	6	0	1	1	0	2	12
07:30 AM	2	3	0	0	5	0	2	1	0	3	0	0	2	0	2	1	0	0	0	1	11
07:45 AM	0	8	0	0	8	1	4	0	0	5	0	0	2	0	2	1	0	1	0	2	17
08:00 AM	0	1	1	0	2	0	1	1	0	2	3	1	2	0	6	0	1	0	0	1	11
Total Volume	3	13	1	0	17	1	9	2	0	12	3	3	10	0	16	2	2	2	0	6	51
% App. Total	17.6	76.5	5.9	0		8.3	75	16.7	0		18.8	18.8	62.5	0		33.3	33.3	33.3	0		
PHF	.375	.406	.250	.000	.531	.250	.563	.500	.000	.600	.250	.375	.625	.000	.667	.500	.500	.500	.000	.750	.750
Lights	3	12	1	0	16	1	8	2	0	11	1	3	7	0	11	2	2	1	0	5	43
% Lights	100	92.3	100	0	94.1	100	88.9	100	0	91.7	33.3	100	70.0	0	68.8	100	100	50.0	0	83.3	84.3
Buses	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	66.7	0	0	0	12.5	0	0	0	0	0	3.9
Trucks	0	1	0	0	1	0	1	0	0	1	0	0	3	0	3	0	0	1	0	1	6
% Trucks	0	7.7	0	0	5.9	0	11.1	0	0	8.3	0	0	30.0	0	18.8	0	0	50.0	0	16.7	11.8



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 9-PINE\_ST\_AT\_VAIL\_AV\_THURS\_245954\_07-09-2015

Site Code :

Start Date : 7/9/2015

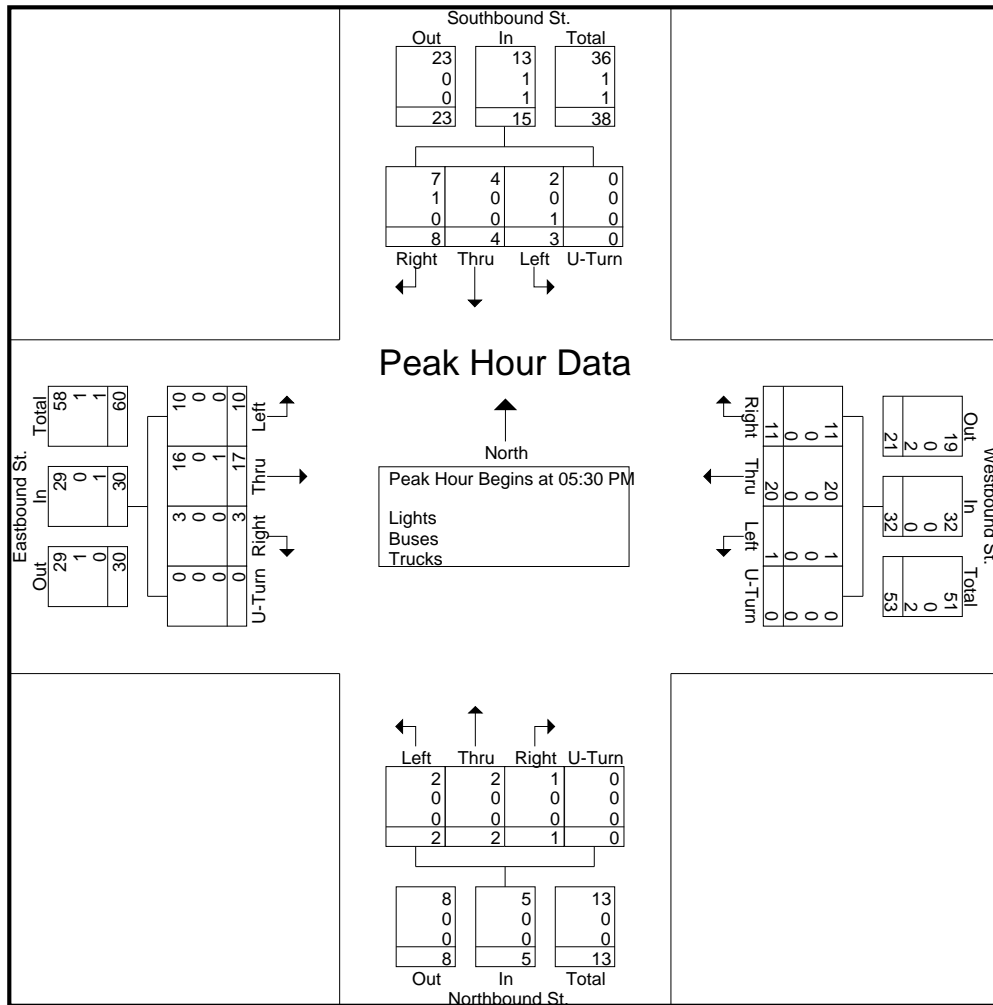
Page No : 3

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	3	4	1	0	8	0	5	3	0	8	0	2	0	0	2	1	0	0	0	1	19
05:45 PM	2	3	1	0	6	0	9	2	0	11	2	1	3	0	6	0	0	0	0	0	23
06:00 PM	4	4	0	0	8	0	3	5	0	8	0	0	1	0	1	0	0	0	0	0	17
06:15 PM	1	6	1	0	8	1	3	1	0	5	1	1	4	0	6	1	2	1	0	4	23
Total Volume	10	17	3	0	30	1	20	11	0	32	3	4	8	0	15	2	2	1	0	5	82
% App. Total	33.3	56.7	10	0		3.1	62.5	34.4	0		20	26.7	53.3	0		40	40	20	0		
PHF	.625	.708	.750	.000	.938	.250	.556	.550	.000	.727	.375	.500	.500	.000	.625	.500	.250	.250	.000	.313	.891
Lights	10	16	3	0	29	1	20	11	0	32	2	4	7	0	13	2	2	1	0	5	79
% Lights	100	94.1	100	0	96.7	100	100	100	0	100	66.7	100	87.5	0	86.7	100	100	100	0	100	96.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	6.7	0	0	0	0	0	1.2
Trucks	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
% Trucks	0	5.9	0	0	3.3	0	0	0	0	0	33.3	0	0	0	6.7	0	0	0	0	0	2.4



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 9-PINE\_ST\_AT\_VAIL\_AV\_SAT\_245955\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
10:00 AM	2	2	0	0	4	0	4	0	0	4	0	0	2	0	2	0	1	0	0	1	11
10:15 AM	0	5	0	0	5	1	4	0	0	5	0	1	0	0	1	1	0	0	0	1	12
10:30 AM	1	3	0	0	4	0	3	0	0	3	0	2	4	0	6	1	0	0	0	1	14
10:45 AM	5	0	2	0	7	1	4	0	0	5	0	1	2	0	3	1	3	0	0	4	19
Total	8	10	2	0	20	2	15	0	0	17	0	4	8	0	12	3	4	0	0	7	56
11:00 AM	3	9	2	1	15	0	5	1	0	6	1	0	0	0	1	0	0	0	0	0	22
11:15 AM	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
11:30 AM	3	4	0	0	7	1	4	1	0	6	1	1	3	0	5	1	0	0	0	1	19
11:45 AM	3	2	2	1	8	0	1	0	0	1	0	1	4	0	5	1	1	1	0	3	17
Total	10	16	5	2	33	1	11	2	0	14	2	2	7	0	11	2	2	1	0	5	63
12:00 PM	4	5	0	0	9	0	0	2	0	2	1	0	3	0	4	4	2	0	0	6	21
12:15 PM	0	4	0	0	4	0	6	1	0	7	0	0	5	0	5	1	3	0	0	4	20
12:30 PM	2	2	1	0	5	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	11
12:45 PM	1	5	0	0	6	0	2	1	0	3	0	1	2	0	3	1	1	0	0	2	14
Total	7	16	1	0	24	0	13	4	0	17	1	1	10	0	12	6	7	0	0	13	66
01:00 PM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	9
01:15 PM	0	5	0	0	5	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	9
01:30 PM	2	3	1	0	6	0	5	1	0	6	2	0	3	0	5	1	0	1	0	2	19
01:45 PM	4	4	0	0	8	2	1	0	0	3	1	1	4	0	6	0	0	0	0	0	17
Total	6	18	1	0	25	2	12	1	0	15	3	1	8	0	12	1	0	1	0	2	54
02:00 PM	4	1	2	0	7	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	12
02:15 PM	3	4	0	1	8	0	3	1	0	4	1	2	2	0	5	0	0	0	0	0	17
02:30 PM	4	6	0	0	10	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	15
02:45 PM	3	3	2	0	8	0	1	1	0	2	1	1	2	0	4	3	0	0	0	3	17
Total	14	14	4	1	33	0	9	2	0	11	2	3	6	0	11	4	2	0	0	6	61
03:00 PM	0	2	1	0	3	0	1	3	0	4	0	0	2	0	2	1	0	0	0	1	10
03:15 PM	5	2	0	0	7	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	9
03:30 PM	1	7	1	0	9	0	2	1	0	3	1	1	3	0	5	0	1	0	0	1	18
03:45 PM	1	2	0	0	3	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	9
Total	7	13	2	0	22	0	8	6	0	14	1	2	5	0	8	1	1	0	0	2	46
Grand Total	52	87	15	3	157	5	68	15	0	88	9	13	44	0	66	17	16	2	0	35	346
Apprch %	33.1	55.4	9.6	1.9		5.7	77.3	17	0		13.6	19.7	66.7	0		48.6	45.7	5.7	0		
Total %	15	25.1	4.3	0.9	45.4	1.4	19.7	4.3	0	25.4	2.6	3.8	12.7	0	19.1	4.9	4.6	0.6	0	10.1	
Lights	52	87	15	3	157	5	68	15	0	88	9	13	44	0	66	17	16	2	0	35	346
% Lights	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

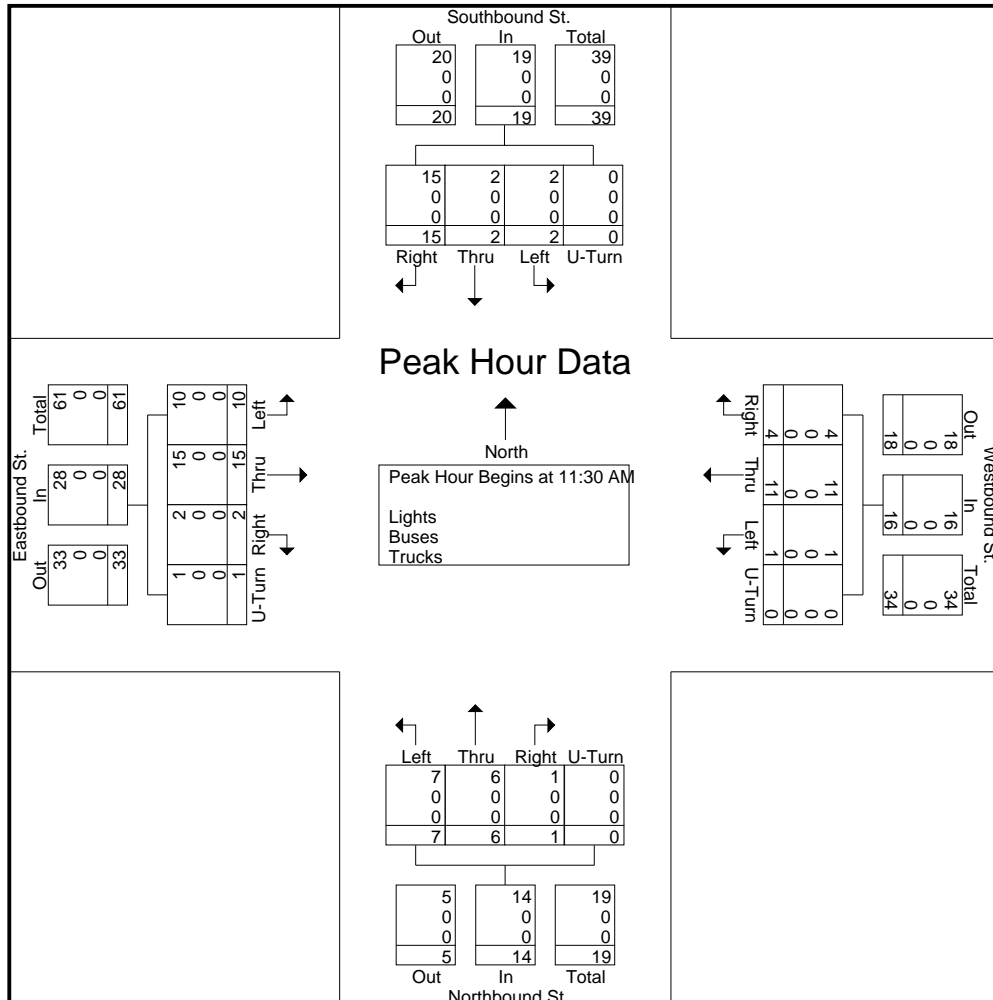
File Name : 9-PINE\_ST\_AT\_VAIL\_AV\_SAT\_245955\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 2

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	3	4	0	0	7	1	4	1	0	6	1	1	3	0	5	1	0	0	0	1	19
11:45 AM	3	2	2	1	8	0	1	0	0	1	0	1	4	0	5	1	1	1	0	3	17
12:00 PM	4	5	0	0	9	0	0	2	0	2	1	0	3	0	4	4	2	0	0	6	21
12:15 PM	0	4	0	0	4	0	6	1	0	7	0	0	5	0	5	1	3	0	0	4	20
Total Volume	10	15	2	1	28	1	11	4	0	16	2	2	15	0	19	7	6	1	0	14	77
% App. Total	35.7	53.6	7.1	3.6		6.2	68.8	25	0		10.5	10.5	78.9	0		50	42.9	7.1	0		
PHF	.625	.750	.250	.250	.778	.250	.458	.500	.000	.571	.500	.500	.750	.000	.950	.438	.500	.250	.000	.583	.917
Lights	10	15	2	1	28	1	11	4	0	16	2	2	15	0	19	7	6	1	0	14	77
% Lights	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 10-PINE\_ST\_AT\_OLD\_QUOGUE\_RD\_THURS\_245956\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	
07:00 AM	1	1	0	2	4	0	0	4	1	4	0	5	11
07:15 AM	0	2	0	2	3	0	0	3	2	6	0	8	13
07:30 AM	1	2	0	3	8	1	0	9	2	12	0	14	26
07:45 AM	3	6	0	9	6	0	1	7	4	3	0	7	23
Total	5	11	0	16	21	1	1	23	9	25	0	34	73
08:00 AM	1	2	0	3	4	1	0	5	0	4	0	4	12
08:15 AM	0	3	0	3	5	0	0	5	1	3	0	4	12
08:30 AM	1	0	0	1	3	1	0	4	3	8	0	11	16
08:45 AM	0	0	0	0	6	0	0	6	0	4	0	4	10
Total	2	5	0	7	18	2	0	20	4	19	0	23	50
04:00 PM	2	3	0	5	5	2	0	7	1	9	0	10	22
04:15 PM	2	2	0	4	4	0	0	4	5	10	0	15	23
04:30 PM	2	2	0	4	8	1	0	9	1	10	0	11	24
04:45 PM	2	4	0	6	6	1	0	7	3	9	0	12	25
Total	8	11	0	19	23	4	0	27	10	38	0	48	94
05:00 PM	2	1	0	3	11	1	0	12	5	7	0	12	27
05:15 PM	1	1	0	2	5	1	0	6	1	18	0	19	27
05:30 PM	2	2	0	4	4	1	0	5	7	8	0	15	24
05:45 PM	2	4	0	6	1	2	0	3	10	28	0	38	47
Total	7	8	0	15	21	5	0	26	23	61	0	84	125
06:00 PM	1	4	0	5	7	1	1	9	5	21	0	26	40
06:15 PM	4	3	0	7	8	0	0	8	4	11	0	15	30
06:30 PM	0	2	0	2	10	0	0	10	6	25	0	31	43
06:45 PM	2	0	0	2	7	0	0	7	6	13	0	19	28
Total	7	9	0	16	32	1	1	34	21	70	0	91	141
Grand Total	29	44	0	73	115	13	2	130	67	213	0	280	483
Apprch %	39.7	60.3	0		88.5	10	1.5		23.9	76.1	0		
Total %	6	9.1	0	15.1	23.8	2.7	0.4	26.9	13.9	44.1	0	58	
Lights	25	41	0	66	108	13	2	123	66	205	0	271	460
% Lights	86.2	93.2	0	90.4	93.9	100	100	94.6	98.5	96.2	0	96.8	95.2
Buses	1	1	0	2	2	0	0	2	0	1	0	1	5
% Buses	3.4	2.3	0	2.7	1.7	0	0	1.5	0	0.5	0	0.4	1
Trucks	3	2	0	5	5	0	0	5	1	7	0	8	18
% Trucks	10.3	4.5	0	6.8	4.3	0	0	3.8	1.5	3.3	0	2.9	3.7

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

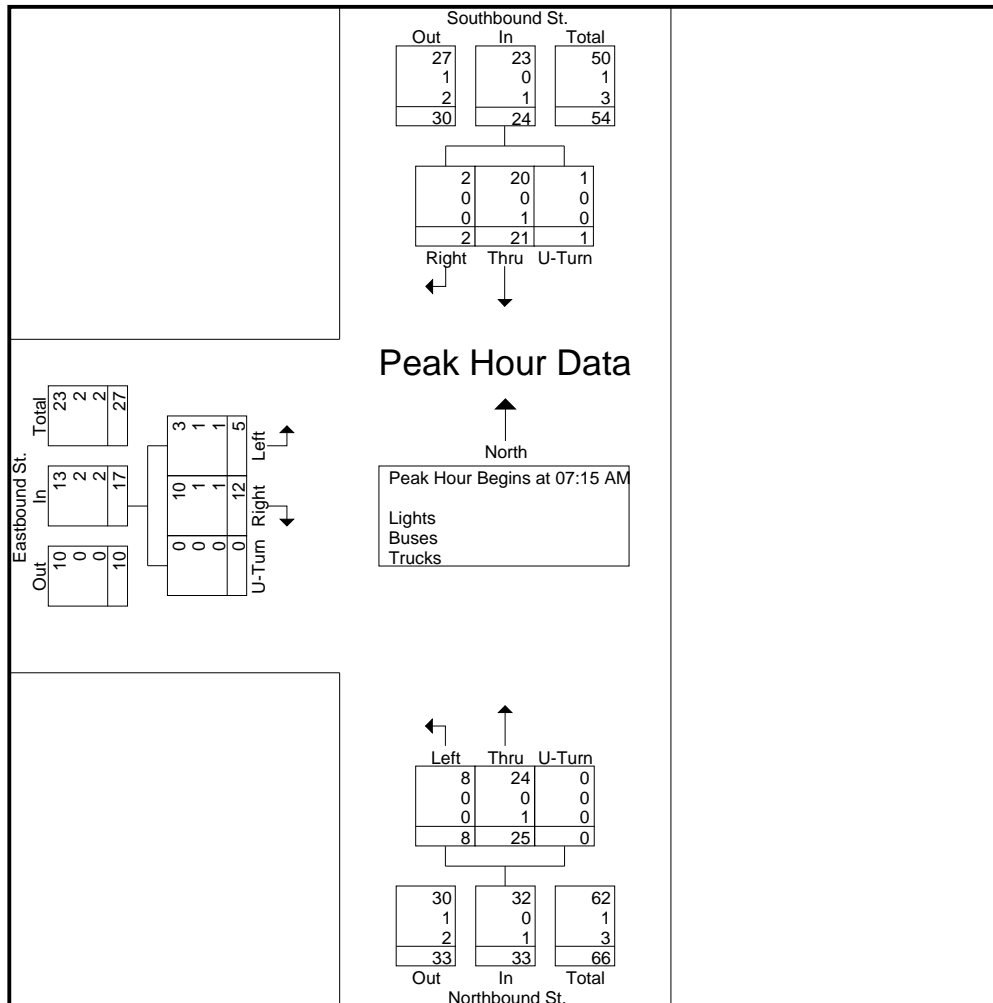
File Name : 10-PINE\_ST\_AT\_OLD\_QUOGUE\_RD\_THURS\_245956\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 2

Start Time	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. 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	2	0	2	3	0	0	3	2	6	0	8	13
07:30 AM	1	2	0	3	8	1	0	9	2	12	0	14	26
07:45 AM	3	6	0	9	6	0	1	7	4	3	0	7	23
08:00 AM	1	2	0	3	4	1	0	5	0	4	0	4	12
Total Volume	5	12	0	17	21	2	1	24	8	25	0	33	74
% App. Total	29.4	70.6	0		87.5	8.3	4.2		24.2	75.8	0		
PHF	.417	.500	.000	.472	.656	.500	.250	.667	.500	.521	.000	.589	.712
Lights	3	10	0	13	20	2	1	23	8	24	0	32	68
% Lights	60.0	83.3	0	76.5	95.2	100	100	95.8	100	96.0	0	97.0	91.9
Buses	1	1	0	2	0	0	0	0	0	0	0	0	2
% Buses	20.0	8.3	0	11.8	0	0	0	0	0	0	0	0	2.7
Trucks	1	1	0	2	1	0	0	1	0	1	0	1	4
% Trucks	20.0	8.3	0	11.8	4.8	0	0	4.2	0	4.0	0	3.0	5.4



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

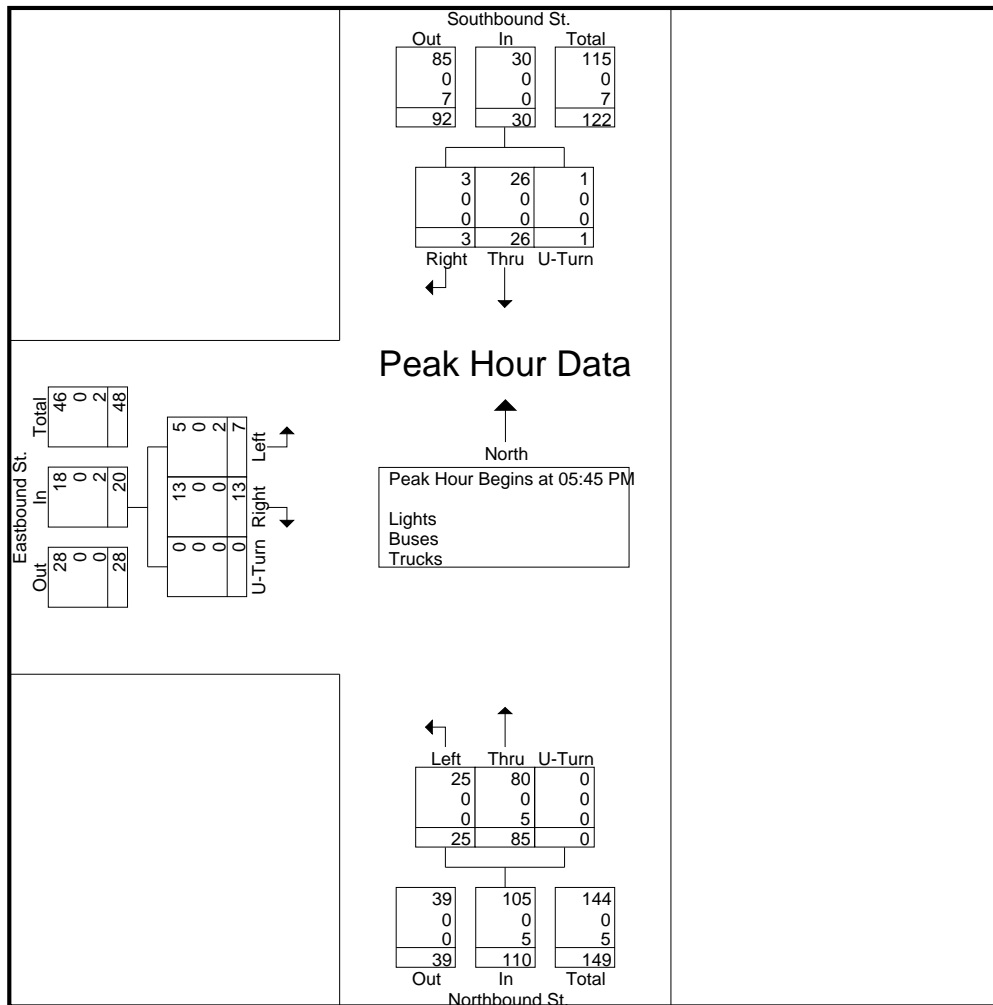
File Name : 10-PINE\_ST\_AT\_OLD\_QUOGUE\_RD\_THURS\_245956\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 3

Start Time	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	
Peak Hour Analysis From 12:00 PM to 07:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:45 PM													
05:45 PM	2	4	0	6	1	2	0	3	10	28	0	38	47
06:00 PM	1	4	0	5	7	1	1	9	5	21	0	26	40
06:15 PM	4	3	0	7	8	0	0	8	4	11	0	15	30
06:30 PM	0	2	0	2	10	0	0	10	6	25	0	31	43
Total Volume	7	13	0	20	26	3	1	30	25	85	0	110	160
% App. Total	35	65	0		86.7	10	3.3		22.7	77.3	0		
PHF	.438	.813	.000	.714	.650	.375	.250	.750	.625	.759	.000	.724	.851
Lights	5	13	0	18	26	3	1	30	25	80	0	105	153
% Lights	71.4	100	0	90.0	100	100	100	100	100	94.1	0	95.5	95.6
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	2	0	0	2	0	0	0	0	0	5	0	5	7
% Trucks	28.6	0	0	10.0	0	0	0	0	0	5.9	0	4.5	4.4



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 10-PINE\_ST\_AT\_OLD\_QUOGUE\_RD\_SAT\_245957\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	
10:00 AM	0	2	0	2	24	1	0	25	3	7	0	10	37
10:15 AM	0	5	0	5	18	3	0	21	3	14	0	17	43
10:30 AM	0	3	0	3	22	2	0	24	1	12	0	13	40
10:45 AM	1	3	0	4	13	3	0	16	6	6	0	12	32
Total	1	13	0	14	77	9	0	86	13	39	0	52	152
11:00 AM	1	7	0	8	12	0	0	12	5	5	0	10	30
11:15 AM	0	1	0	1	5	1	0	6	0	8	0	8	15
11:30 AM	2	3	0	5	12	3	0	15	2	7	0	9	29
11:45 AM	1	2	0	3	5	0	0	5	1	7	0	8	16
Total	4	13	0	17	34	4	0	38	8	27	0	35	90
12:00 PM	5	2	0	7	7	0	0	7	2	48	1	51	65
12:15 PM	2	2	0	4	3	3	0	6	5	36	0	41	51
12:30 PM	0	2	0	2	3	2	0	5	2	10	0	12	19
12:45 PM	6	0	0	6	7	1	0	8	2	4	0	6	20
Total	13	6	0	19	20	6	0	26	11	98	1	110	155
01:00 PM	1	4	0	5	4	1	0	5	2	9	0	11	21
01:15 PM	4	1	1	6	7	0	0	7	2	7	0	9	22
01:30 PM	3	3	0	6	9	0	0	9	5	6	0	11	26
01:45 PM	0	4	0	4	6	1	0	7	2	3	0	5	16
Total	8	12	1	21	26	2	0	28	11	25	0	36	85
02:00 PM	0	2	0	2	5	0	0	5	1	7	0	8	15
02:15 PM	2	2	0	4	4	0	0	4	4	5	0	9	17
02:30 PM	0	6	0	6	6	1	0	7	3	12	0	15	28
02:45 PM	3	1	0	4	5	0	0	5	2	8	0	10	19
Total	5	11	0	16	20	1	0	21	10	32	0	42	79
03:00 PM	0	1	0	1	3	2	0	5	2	6	0	8	14
03:15 PM	0	2	0	2	12	0	0	12	2	5	0	7	21
03:30 PM	1	6	0	7	5	0	0	5	2	7	0	9	21
03:45 PM	1	1	0	2	10	2	0	12	4	8	0	12	26
Total	2	10	0	12	30	4	0	34	10	26	0	36	82
Grand Total	33	65	1	99	207	26	0	233	63	247	1	311	643
Apprch %	33.3	65.7	1		88.8	11.2	0		20.3	79.4	0.3		
Total %	5.1	10.1	0.2	15.4	32.2	4	0	36.2	9.8	38.4	0.2	48.4	
Lights	33	65	1	99	201	26	0	227	63	245	1	309	635
% Lights	100	100	100	100	97.1	100	0	97.4	100	99.2	100	99.4	98.8
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0.2
Trucks	0	0	0	0	5	0	0	5	0	2	0	2	7
% Trucks	0	0	0	0	2.4	0	0	2.1	0	0.8	0	0.6	1.1

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

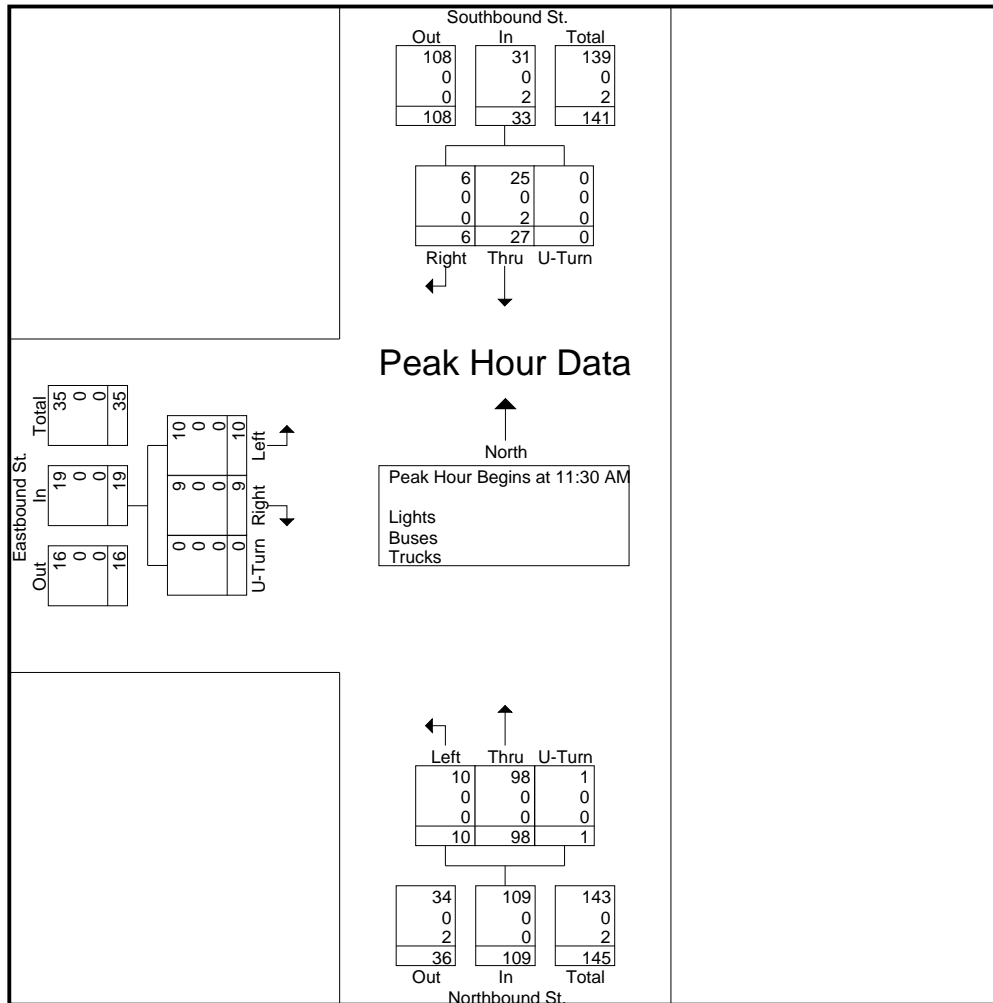
File Name : 10-PINE\_ST\_AT\_OLD\_QUOGUE\_RD\_SAT\_245957\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 2

Start Time	Eastbound St. Eastbound				Southbound St. Southbound				Northbound St. Northbound				Int. Total
	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:30 AM													
11:30 AM	2	3	0	5	12	3	0	15	2	7	0	9	29
11:45 AM	1	2	0	3	5	0	0	5	1	7	0	8	16
12:00 PM	5	2	0	7	7	0	0	7	2	48	1	51	65
12:15 PM	2	2	0	4	3	3	0	6	5	36	0	41	51
Total Volume	10	9	0	19	27	6	0	33	10	98	1	109	161
% App. Total	52.6	47.4	0		81.8	18.2	0		9.2	89.9	0.9		
PHF	.500	.750	.000	.679	.563	.500	.000	.550	.500	.510	.250	.534	.619
Lights	10	9	0	19	25	6	0	31	10	98	1	109	159
% Lights	100	100	0	100	92.6	100	0	93.9	100	100	100	100	98.8
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	0	0	0	0	2	0	0	2	0	0	0	0	2
% Trucks	0	0	0	0	7.4	0	0	6.1	0	0	0	0	1.2



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 11&12-NYS\_25\_AT\_PECONIC\_AV&ROANOKE\_AV\_THURS\_245960\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 1

## Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
07:00 AM	1	15	35	0	51	40	16	1	0	57	0	29	0	0	29	23	47	26	0	96	233
07:15 AM	1	17	35	0	53	30	27	3	0	60	0	28	0	0	28	27	46	35	0	108	249
07:30 AM	3	41	31	0	75	40	33	1	0	74	0	36	1	0	37	29	61	48	0	138	324
07:45 AM	2	73	36	0	111	55	43	5	0	103	0	39	1	0	40	31	53	60	0	144	398
Total	7	146	137	0	290	165	119	10	0	294	0	132	2	0	134	110	207	169	0	486	1204
08:00 AM	0	41	29	0	70	28	27	4	0	59	0	30	3	0	33	33	54	43	0	130	292
08:15 AM	3	54	16	0	73	31	31	2	0	64	0	28	3	0	31	19	63	64	0	146	314
08:30 AM	3	44	16	0	63	34	35	9	0	78	0	32	3	0	35	37	62	64	0	163	339
08:45 AM	1	55	33	0	89	47	54	4	0	105	0	42	3	0	45	50	82	56	0	188	427
Total	7	194	94	0	295	140	147	19	0	306	0	132	12	0	144	139	261	227	0	627	1372
04:00 PM	9	59	69	0	137	81	68	12	0	161	0	57	8	0	65	43	58	42	0	143	506
04:15 PM	4	54	71	0	129	95	73	14	0	182	0	63	5	0	68	51	69	44	0	164	543
04:30 PM	3	69	61	0	133	83	69	6	0	158	1	62	8	0	71	40	58	49	0	147	509
04:45 PM	1	69	75	0	145	105	65	9	0	179	0	72	4	0	76	48	58	41	0	147	547
Total	17	251	276	0	544	364	275	41	0	680	1	254	25	0	280	182	243	176	0	601	2105
05:00 PM	2	66	64	0	132	8	39	3	0	50	0	65	8	0	73	53	51	47	0	151	406
05:15 PM	3	72	71	0	146	29	88	5	0	122	0	41	11	0	52	48	63	51	0	162	482
05:30 PM	4	41	50	0	95	28	55	6	0	89	0	53	6	0	59	45	67	35	0	147	390
05:45 PM	2	57	54	0	113	32	53	9	0	94	0	66	6	0	72	39	64	40	0	143	422
Total	11	236	239	0	486	97	235	23	0	355	0	225	31	0	256	185	245	173	0	603	1700
06:00 PM	5	52	47	0	104	38	50	15	0	103	1	56	5	0	62	44	54	54	0	152	421
06:15 PM	3	49	62	0	114	31	36	3	0	70	0	57	2	0	59	38	70	41	0	149	392
06:30 PM	2	47	40	0	89	36	29	7	0	72	0	44	5	0	49	56	68	41	0	165	375
06:45 PM	3	59	51	0	113	30	49	3	0	82	0	56	1	0	57	44	66	51	0	161	413
Total	13	207	200	0	420	135	164	28	0	327	1	213	13	0	227	182	258	187	0	627	1601
Grand Total	55	1034	946	0	2035	901	940	121	0	1962	2	956	83	0	1041	798	1214	932	0	2944	7982
Apprch %	2.7	50.8	46.5	0		45.9	47.9	6.2	0		0.2	91.8	8	0		27.1	41.2	31.7	0		
Total %	0.7	13	11.9	0	25.5	11.3	11.8	1.5	0	24.6	0	12	1	0	13	10	15.2	11.7	0	36.9	
Lights	53	989	910	0	1952	887	889	118	0	1894	2	939	79	0	1020	761	1196	905	0	2862	7728
% Lights	96.4	95.6	96.2	0	95.9	98.4	94.6	97.5	0	96.5	100	98.2	95.2	0	98	95.4	98.5	97.1	0	97.2	96.8
Buses	0	10	11	0	21	2	11	0	0	13	0	3	0	0	3	7	3	3	0	13	50
% Buses	0	1	1.2	0	1	0.2	1.2	0	0	0.7	0	0.3	0	0	0.3	0.9	0.2	0.3	0	0.4	0.6
Trucks	2	35	25	0	62	12	40	3	0	55	0	14	4	0	18	30	15	24	0	69	204
% Trucks	3.6	3.4	2.6	0	3	1.3	4.3	2.5	0	2.8	0	1.5	4.8	0	1.7	3.8	1.2	2.6	0	2.3	2.6

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

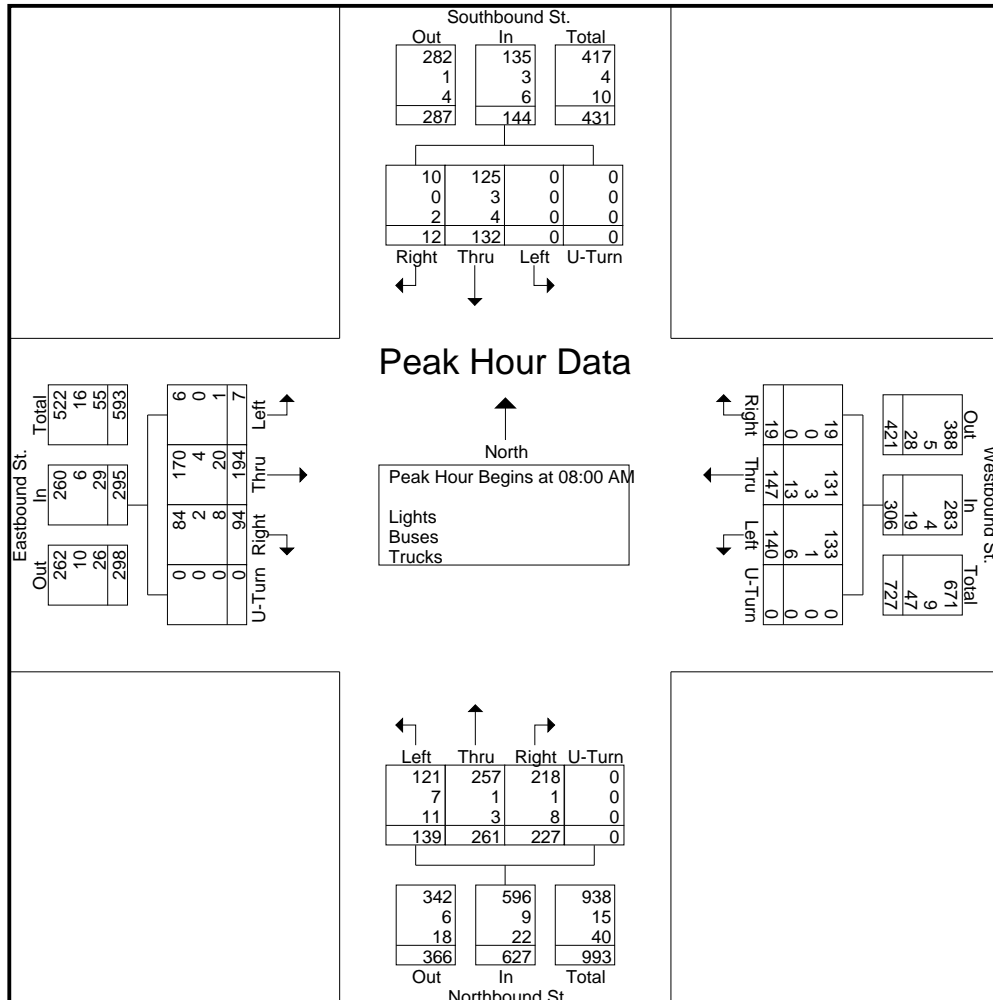
File Name : 11&12-NYS\_25\_AT\_PECONIC\_AV&ROANOKE\_AV\_THURS\_245960\_07-09-2015

Site Code :

Start Date : 7/9/2015

Page No : 2

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	41	29	0	70	28	27	4	0	59	0	30	3	0	33	33	54	43	0	130	292
08:15 AM	3	54	16	0	73	31	31	2	0	64	0	28	3	0	31	19	63	64	0	146	314
08:30 AM	3	44	16	0	63	34	35	9	0	78	0	32	3	0	35	37	62	64	0	163	339
08:45 AM	1	55	33	0	89	47	54	4	0	105	0	42	3	0	45	50	82	56	0	188	427
Total Volume	7	194	94	0	295	140	147	19	0	306	0	132	12	0	144	139	261	227	0	627	1372
% App. Total	2.4	65.8	31.9	0		45.8	48	6.2	0		0	91.7	8.3	0		22.2	41.6	36.2	0		
PHF	.583	.882	.712	.000	.829	.745	.681	.528	.000	.729	.000	.786	1.00	.000	.800	.695	.796	.887	.000	.834	.803
Lights	6	170	84	0	260	133	131	19	0	283	0	125	10	0	135	121	257	218	0	596	1274
% Lights	85.7	87.6	89.4	0	88.1	95.0	89.1	100	0	92.5	0	94.7	83.3	0	93.8	87.1	98.5	96.0	0	95.1	92.9
Buses	0	4	2	0	6	1	3	0	0	4	0	3	0	0	3	7	1	1	0	9	22
% Buses	0	2.1	2.1	0	2.0	0.7	2.0	0	0	1.3	0	2.3	0	0	2.1	5.0	0.4	0.4	0	1.4	1.6
Trucks	1	20	8	0	29	6	13	0	0	19	0	4	2	0	6	11	3	8	0	22	76
% Trucks	14.3	10.3	8.5	0	9.8	4.3	8.8	0	0	6.2	0	3.0	16.7	0	4.2	7.9	1.1	3.5	0	3.5	5.5



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 11&12-NYS\_25\_AT\_PECONIC\_AV&ROANOKE\_AV\_THURS\_245960\_07-09-2015

Site Code :

Start Date : 7/9/2015

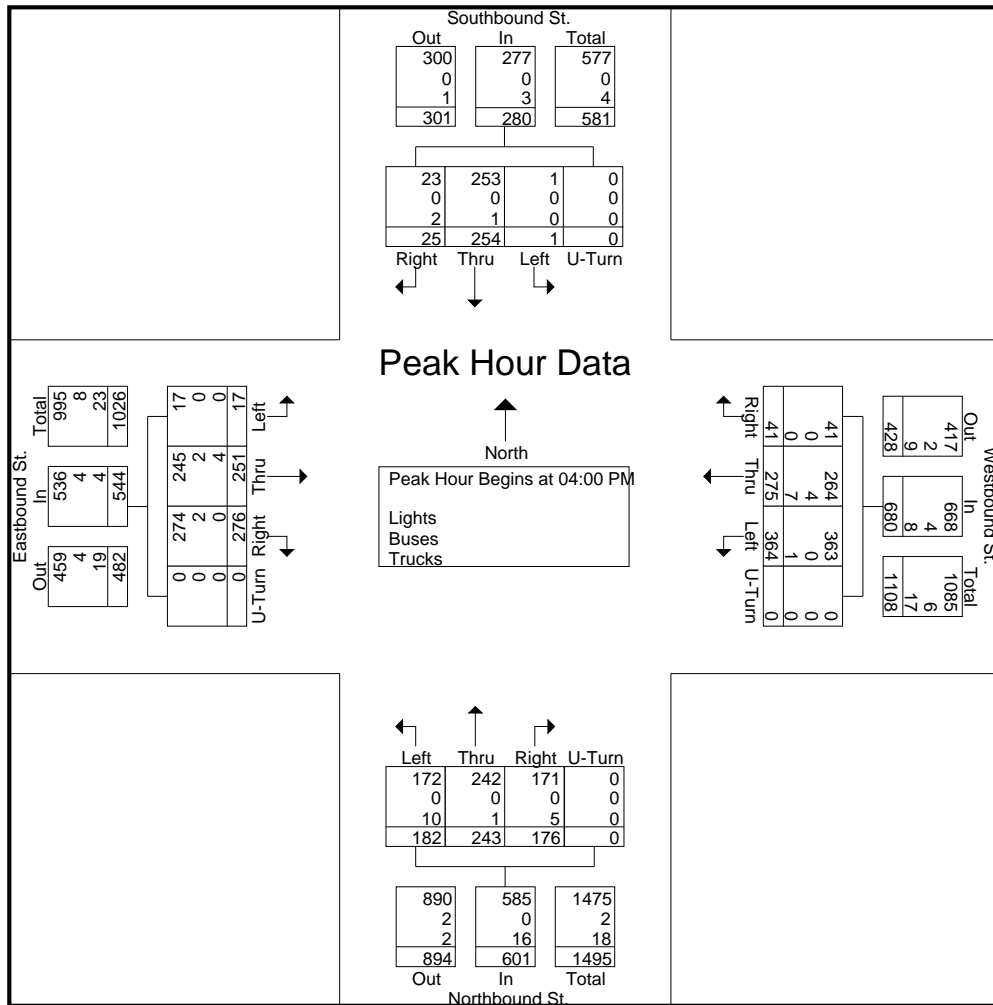
Page No : 3

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	9	59	69	0	137	81	68	12	0	161	0	57	8	0	65	43	58	42	0	143	506	
04:15 PM	4	54	71	0	129	95	73	14	0	182	0	63	5	0	68	51	69	44	0	164	543	
04:30 PM	3	69	61	0	133	83	69	6	0	158	1	62	8	0	71	40	58	49	0	147	509	
04:45 PM	1	69	75	0	145	105	65	9	0	179	0	72	4	0	76	48	58	41	0	147	547	
Total Volume	17	251	276	0	544	364	275	41	0	680	1	254	25	0	280	182	243	176	0	601	2105	
% App. Total	3.1	46.1	50.7	0		53.5	40.4	6	0		0.4	90.7	8.9	0		30.3	40.4	29.3	0			
PHF	.472	.909	.920	.000	.938	.867	.942	.732	.000	.934	.250	.882	.781	.000	.921	.892	.880	.898	.000	.916	.962	
Lights	17	245	274	0	536	363	264	41	0	668	1	253	23	0	277	172	242	171	0	585	2066	
% Lights	100	97.6	99.3	0	98.5	99.7	96.0	100	0	98.2	100	99.6	92.0	0	98.9	94.5	99.6	97.2	0	97.3	98.1	
Buses	0	2	2	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8
% Buses	0	0.8	0.7	0	0.7	0	1.5	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0.4
Trucks	0	4	0	0	4	1	7	0	0	8	0	1	2	0	3	10	1	5	0	16	31	
% Trucks	0	1.6	0	0	0.7	0.3	2.5	0	0	1.2	0	0.4	8.0	0	1.1	5.5	0.4	2.8	0	2.7	1.5	



# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

File Name : 11&12-NYS\_25\_AT\_PECONIC\_AV\_&\_ROANOKE\_AV\_SAT\_245959\_07-11-2015  
 Site Code :  
 Start Date : 7/11/2015  
 Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
10:00 AM	2	40	50	0	92	39	37	7	0	83	0	49	5	0	54	48	61	57	0	166	395
10:15 AM	3	51	46	0	100	35	27	9	0	71	0	40	2	0	42	55	76	47	0	178	391
10:30 AM	2	66	48	0	116	50	42	10	0	102	0	51	1	0	52	48	72	57	0	177	447
10:45 AM	2	86	62	0	150	39	47	8	0	94	0	61	4	0	65	55	62	60	0	177	486
<b>Total</b>	<b>9</b>	<b>243</b>	<b>206</b>	<b>0</b>	<b>458</b>	<b>163</b>	<b>153</b>	<b>34</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>201</b>	<b>12</b>	<b>0</b>	<b>213</b>	<b>206</b>	<b>271</b>	<b>221</b>	<b>0</b>	<b>698</b>	<b>1719</b>
11:00 AM	2	79	69	0	150	31	44	9	0	84	0	50	8	0	58	42	68	48	0	158	450
11:15 AM	6	66	50	0	122	34	45	10	0	89	0	62	6	0	68	53	66	66	0	185	464
11:30 AM	2	63	62	0	127	33	44	6	0	83	0	51	1	0	52	49	46	52	0	147	409
11:45 AM	3	67	59	0	129	36	40	2	0	78	0	64	5	0	69	48	62	61	0	171	447
<b>Total</b>	<b>13</b>	<b>275</b>	<b>240</b>	<b>0</b>	<b>528</b>	<b>134</b>	<b>173</b>	<b>27</b>	<b>0</b>	<b>334</b>	<b>0</b>	<b>227</b>	<b>20</b>	<b>0</b>	<b>247</b>	<b>192</b>	<b>242</b>	<b>227</b>	<b>0</b>	<b>661</b>	<b>1770</b>
12:00 PM	0	93	71	0	164	33	51	14	0	98	0	52	4	0	56	40	79	53	0	172	490
12:15 PM	5	87	77	0	169	26	40	4	0	70	0	55	8	0	63	39	64	70	0	173	475
12:30 PM	2	104	66	0	172	26	31	11	0	68	0	53	3	0	56	55	45	62	0	162	458
12:45 PM	4	103	71	0	178	24	47	8	0	79	0	67	6	0	73	51	64	52	0	167	497
<b>Total</b>	<b>11</b>	<b>387</b>	<b>285</b>	<b>0</b>	<b>683</b>	<b>109</b>	<b>169</b>	<b>37</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>227</b>	<b>21</b>	<b>0</b>	<b>248</b>	<b>185</b>	<b>252</b>	<b>237</b>	<b>0</b>	<b>674</b>	<b>1920</b>
01:00 PM	6	80	46	0	132	38	35	11	0	84	0	51	10	0	61	49	74	53	0	176	453
01:15 PM	9	81	59	1	150	43	47	8	0	98	0	54	4	0	58	40	54	62	0	156	462
01:30 PM	3	82	60	0	145	30	44	6	0	80	0	71	7	0	78	47	48	56	0	151	454
01:45 PM	4	72	54	0	130	31	62	7	0	100	1	54	5	0	60	49	59	45	0	153	443
<b>Total</b>	<b>22</b>	<b>315</b>	<b>219</b>	<b>1</b>	<b>557</b>	<b>142</b>	<b>188</b>	<b>32</b>	<b>0</b>	<b>362</b>	<b>1</b>	<b>230</b>	<b>26</b>	<b>0</b>	<b>257</b>	<b>185</b>	<b>235</b>	<b>216</b>	<b>0</b>	<b>636</b>	<b>1812</b>
02:00 PM	6	76	52	0	134	37	53	11	0	101	0	72	3	0	75	55	59	49	0	163	473
02:15 PM	3	77	63	0	143	33	63	8	0	104	0	60	9	0	69	42	47	40	0	129	445
02:30 PM	8	89	61	0	158	39	53	15	0	107	0	58	5	0	63	46	60	47	0	153	481
02:45 PM	3	59	57	0	119	37	43	4	1	85	0	56	6	0	62	52	63	47	1	163	429
<b>Total</b>	<b>20</b>	<b>301</b>	<b>233</b>	<b>0</b>	<b>554</b>	<b>146</b>	<b>212</b>	<b>38</b>	<b>1</b>	<b>397</b>	<b>0</b>	<b>246</b>	<b>23</b>	<b>0</b>	<b>269</b>	<b>195</b>	<b>229</b>	<b>183</b>	<b>1</b>	<b>608</b>	<b>1828</b>
03:00 PM	4	62	63	0	129	43	69	6	0	118	0	56	7	0	63	45	53	48	0	146	456
03:15 PM	6	55	56	0	117	35	62	10	0	107	0	74	3	0	77	41	60	44	0	145	446
03:30 PM	1	56	51	0	108	43	68	9	0	120	0	56	4	0	60	37	60	47	0	144	432
03:45 PM	1	60	44	0	105	44	53	9	0	106	1	54	6	0	61	40	52	39	0	131	403
<b>Total</b>	<b>12</b>	<b>233</b>	<b>214</b>	<b>0</b>	<b>459</b>	<b>165</b>	<b>252</b>	<b>34</b>	<b>0</b>	<b>451</b>	<b>1</b>	<b>240</b>	<b>20</b>	<b>0</b>	<b>261</b>	<b>163</b>	<b>225</b>	<b>178</b>	<b>0</b>	<b>566</b>	<b>1737</b>
<b>Grand Total</b>	<b>87</b>	<b>1754</b>	<b>1397</b>	<b>1</b>	<b>3239</b>	<b>859</b>	<b>1147</b>	<b>202</b>	<b>1</b>	<b>2209</b>	<b>2</b>	<b>1371</b>	<b>122</b>	<b>0</b>	<b>1495</b>	<b>1126</b>	<b>1454</b>	<b>1262</b>	<b>1</b>	<b>3843</b>	<b>10786</b>
<b>Apprch %</b>	<b>2.7</b>	<b>54.2</b>	<b>43.1</b>	<b>0</b>	<b>38.9</b>	<b>51.9</b>	<b>9.1</b>	<b>0</b>	<b>0.1</b>	<b>91.7</b>	<b>8.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.3</b>	<b>37.8</b>	<b>32.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.3</b>
<b>Total %</b>	<b>0.8</b>	<b>16.3</b>	<b>13</b>	<b>0</b>	<b>30</b>	<b>8</b>	<b>10.6</b>	<b>1.9</b>	<b>0</b>	<b>20.5</b>	<b>0</b>	<b>12.7</b>	<b>1.1</b>	<b>0</b>	<b>13.9</b>	<b>10.4</b>	<b>13.5</b>	<b>11.7</b>	<b>0</b>	<b>35.6</b>	
<b>Lights</b>	<b>86</b>	<b>1715</b>	<b>1376</b>	<b>1</b>	<b>3178</b>	<b>847</b>	<b>1126</b>	<b>201</b>	<b>1</b>	<b>2175</b>	<b>2</b>	<b>1350</b>	<b>120</b>	<b>0</b>	<b>1472</b>	<b>1106</b>	<b>1445</b>	<b>1250</b>	<b>1</b>	<b>3802</b>	<b>10627</b>
<b>% Lights</b>	<b>98.9</b>	<b>97.8</b>	<b>98.5</b>	<b>100</b>	<b>98.1</b>	<b>98.6</b>	<b>98.2</b>	<b>99.5</b>	<b>100</b>	<b>98.5</b>	<b>100</b>	<b>98.5</b>	<b>98.4</b>	<b>0</b>	<b>98.5</b>	<b>98.2</b>	<b>99.4</b>	<b>99</b>	<b>100</b>	<b>98.9</b>	<b>98.5</b>
<b>Buses</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>36</b>
<b>% Buses</b>	<b>0</b>	<b>0.9</b>	<b>0.2</b>	<b>0</b>	<b>0.6</b>	<b>0.1</b>	<b>0.7</b>	<b>0.5</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0.1</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0.1</b>	<b>0.3</b>
<b>Trucks</b>	<b>1</b>	<b>23</b>	<b>18</b>	<b>0</b>	<b>42</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>19</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>38</b>	<b>123</b>
<b>% Trucks</b>	<b>1.1</b>	<b>1.3</b>	<b>1.3</b>	<b>0</b>	<b>1.3</b>	<b>1.3</b>	<b>1.1</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>0</b>	<b>1.2</b>	<b>1.6</b>	<b>0</b>	<b>1.3</b>	<b>1.7</b>	<b>0.6</b>	<b>0.8</b>	<b>0</b>	<b>1</b>	<b>1.1</b>

# NELSON & POPE

572 Walt Whitman Road  
Melville, NY, 11747

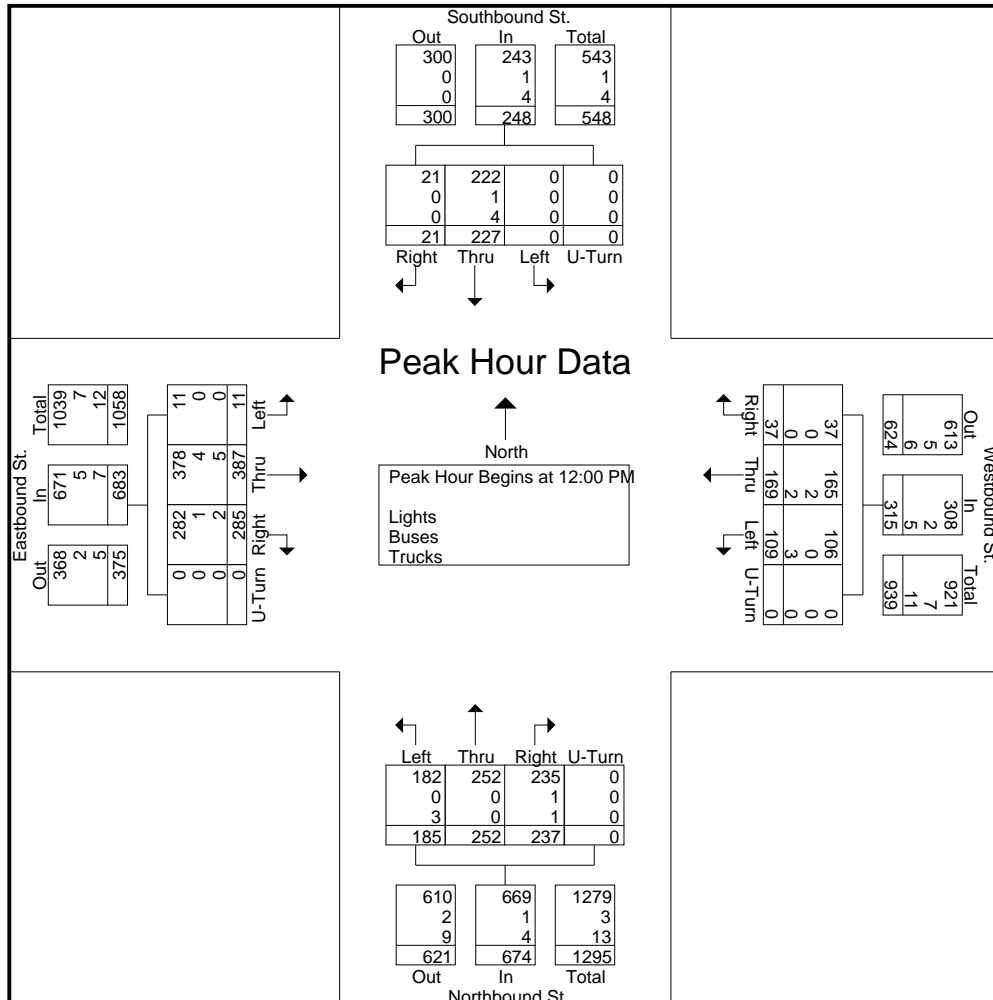
File Name : 11&12-NYS\_25\_AT\_PECONIC\_AV\_&\_ROANOKE\_AV\_SAT\_245959\_07-11-2015

Site Code :

Start Date : 7/11/2015

Page No : 2

Start Time	Eastbound St. Eastbound					Westbound St. Westbound					Southbound St. Southbound					Northbound St. Northbound					Int. Total
	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	
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	93	71	0	164	33	51	14	0	98	0	52	4	0	56	40	79	53	0	172	490
12:15 PM	5	87	77	0	169	26	40	4	0	70	0	55	8	0	63	39	64	70	0	173	475
12:30 PM	2	104	66	0	172	26	31	11	0	68	0	53	3	0	56	55	45	62	0	162	458
12:45 PM	4	103	71	0	178	24	47	8	0	79	0	67	6	0	73	51	64	52	0	167	497
Total Volume	11	387	285	0	683	109	169	37	0	315	0	227	21	0	248	185	252	237	0	674	1920
% App. Total	1.6	56.7	41.7	0		34.6	53.7	11.7	0		0	91.5	8.5	0		27.4	37.4	35.2	0		
PHF	.550	.930	.925	.000	.959	.826	.828	.661	.000	.804	.000	.847	.656	.000	.849	.841	.797	.846	.000	.974	.966
Lights	11	378	282	0	671	106	165	37	0	308	0	222	21	0	243	182	252	235	0	669	1891
% Lights	100	97.7	98.9	0	98.2	97.2	97.6	100	0	97.8	0	97.8	100	0	98.0	98.4	100	99.2	0	99.3	98.5
Buses	0	4	1	0	5	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	9
% Buses	0	1.0	0.4	0	0.7	0	1.2	0	0	0.6	0	0.4	0	0	0.4	0	0	0.4	0	0.1	0.5
Trucks	0	5	2	0	7	3	2	0	0	5	0	4	0	0	4	3	0	1	0	4	20
% Trucks	0	1.3	0.7	0	1.0	2.8	1.2	0	0	1.6	0	1.8	0	0	1.6	1.6	0	0.4	0	0.6	1.0



# Traffic Databank LLC

716 S Sixth Ave  
Mt. Vernon, NY 10550

Site Code:  
Station ID:  
RT 24 EB W of Vail Ave

Latitude: 0' 0.0000 Undefined

Start Time	Mon 06-Jul-15	Tue 07-Jul-15	Wed 08-Jul-15	Thu 09-Jul-15	Fri 10-Jul-15	Average Day	Sat 11-Jul-15	Sun 12-Jul-15	Week Average
12:00 AM									
01:00			59	72	68	66	123	147	94
02:00			33	27	39	33	68	78	49
03:00			25	24	24	24	47	55	35
04:00			13	18	18	18	37	52	27
05:00			61	48	54	52	55	56	53
06:00			401	392	387	398	184	90	311
07:00			576	571	592	573	372	157	470
08:00			<b>612</b>	<b>645</b>	<b>668</b>	<b>647</b>	451	264	550
09:00			507	529	512	509	433	345	489
10:00			467	507	470	485	581	474	499
11:00			439	436	441	462	689	<b>577</b>	519
12:00 PM			510	515	511	539	<b>693</b>	567	<b>570</b>
01:00			523	512	560	550	703	<b>722</b>	604
02:00			523	552	567	560	<b>713</b>	678	605
03:00			524	550	554	560	668	655	594
04:00			557	594	571	582	657	555	590
05:00			605	<b>622</b>	<b>648</b>	<b>630</b>	621	532	<b>612</b>
06:00			<b>613</b>	615	621	624	623	552	612
07:00			576	556	506	558	536	508	546
08:00			544	459	488	517	485	455	501
09:00			463	467	497	480	481	471	478
10:00			396	356	450	440	481	374	436
11:00			278	217	256	283	326	200	276
Day Total	0	9306	9411	9617	10531	9745	10246	8685	9660
% Avg WkDay	0.0%	95.5%	96.6%	98.7%	108.1%	100.9%	106.1%	89.9%	
% Avg Week	0.0%	96.3%	97.4%	99.6%	109.0%	100.9%	106.1%	89.9%	
AM Peak Vol	-	07:00 612	07:00 645	07:00 668	07:00 663	-	07:00 647	-	11:00 570
PM Peak Vol	-	17:00 613	16:00 622	16:00 648	17:00 647	-	16:00 630	-	16:00 612

# Traffic Databank LLC

716 S Sixth Ave  
 Mt. Vernon, NY 10550

Site Code:  
 Station ID:  
 RT 24 EB W of Veil Ave

Latitude: 0 0.0000 Undefined

Start Time	Mon 13-Jul-15	Tue 14-Jul-15	Wed 15-Jul-15	Thu 16-Jul-15	Fri 17-Jul-15	Average Day	Sat 18-Jul-15	Sun 19-Jul-15	Week Average
12:00 AM	81	68	80	47	85	72	120	0	80
01:00	42	35	33	31	47	38	74	0	44
02:00	31	18	14	28	31	24	39	0	27
03:00	27	17	19	23	22	22	39	0	24
04:00	63	57	62	60	59	60	38	0	56
05:00	342	376	353	357	369	359	160	0	326
06:00	532	600	543	588	558	564	363	0	531
07:00	<b>676</b>	<b>669</b>	<b>663</b>	<b>696</b>	<b>642</b>	<b>669</b>	<b>426</b>	0	<b>629</b>
08:00	487	481	499	529	499	499	218	0	452
09:00	432	506	452	490	528	482	0	0	482
10:00	497	445	444	542	530	492	0	0	492
11:00	593	573	503	538	568	555	0	0	555
12:00 PM	566	572	540	612	625	583	0	0	583
01:00	556	550	545	541	612	561	0	0	561
02:00	526	540	549	558	626	580	0	0	580
03:00	584	562	589	589	655	596	0	0	596
04:00	<b>609</b>	550	<b>660</b>	601	640	612	0	0	612
05:00	575	<b>654</b>	602	586	640	615	0	0	<b>615</b>
06:00	549	554	532	528	636	560	0	0	560
07:00	534	511	519	532	579	535	0	0	535
08:00	436	409	430	522	536	467	0	0	467
09:00	429	432	404	483	517	453	0	0	453
10:00	219	245	205	291	367	265	0	0	265
11:00	132	120	130	114	219	143	0	0	143
Day Total	9518	9544	9370	9886	10608	9786	1477	0	9648
% Avg-WkDay	97.3%	97.5%	95.7%	101.0%	108.4%				
% Avg-Week	98.7%	98.9%	97.1%	102.5%	110.0%	101.4%	15.3%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00	-	07:00
Vol	676	689	663	696	642	669	426	-	629
PM Peak	16:00	17:00	16:00	12:00	17:00	17:00	-	-	17:00
Vol	609	654	660	612	658	615	-	-	615

Grand Total	9518	18850	18781	19503	21139	19531	11723	8685	19308
ADT	ADT 9,742		AAOT 9,742						

# Traffic Databank LLC

716 S Sixth Ave  
 Mt. Vernon, NY 10550

Site Code:  
 Station ID:  
 RT 24 WB

Latitude: 0 0.0000 Undefined

Start Time	Mon 06-Jul-15	Tue 07-Jul-15	Wed 08-Jul-15	Thu 09-Jul-15	Fri 10-Jul-15	Average Day	Sat 11-Jul-15	Sun 12-Jul-15	Week Average
12:00 AM									
01:00	*	*	60	61	55	59	115	170	92
02:00	*	*	25	31	25	27	69	92	48
03:00	*	*	14	20	33	22	39	43	30
04:00	*	*	16	14	19	15	42	42	24
05:00	*	*	54	51	55	56	61	55	56
06:00	*	*	187	184	184	188	120	63	156
07:00	*	*	376	357	320	348	243	141	296
08:00	*	*	420	428	422	429	318	248	380
09:00	*	*	454	440	478	456	393	328	424
10:00	*	*	464	468	478	466	519	472	476
11:00	*	*	501	496	476	494	524	472	516
12:00 PM	*	<b>527</b>	478	<b>507</b>	<b>533</b>	<b>511</b>	<b>558</b>	<b>580</b>	<b>530</b>
01:00	*	494	520	498	555	517	590	619	546
02:00	*	462	520	489	500	493	565	584	520
03:00	*	481	503	531	519	508	557	608	533
04:00	*	539	508	530	<b>562</b>	535	551	<b>684</b>	562
05:00	*	558	<b>558</b>	<b>542</b>	549	<b>552</b>	<b>600</b>	651	<b>576</b>
06:00	*	573	550	472	552	537	590	630	561
07:00	*	<b>601</b>	543	396	545	521	537	613	539
08:00	*	526	466	427	522	485	594	612	524
09:00	*	419	440	439	470	442	489	501	460
10:00	*	293	271	285	327	294	391	393	327
11:00	*	159	195	213	269	209	337	221	232
Day Total	0	8235	8209	8002	8645	8300	9058	9071	8563
% Avg. WkDay	0.0%	99.2%	98.9%	96.4%	104.2%				
% Avg. Week	0.0%	96.2%	95.9%	93.4%	101.0%	96.9%	105.8%	105.9%	
AM Peak Vol	-	11:00 527	10:00 503	11:00 507	11:00 533	11:00 511	11:00 558	10:00 593	11:00 530
PM Peak Vol	-	18:00 601	16:00 558	16:00 542	15:00 562	16:00 552	16:00 600	15:00 684	16:00 576

# Traffic Databank LLC

716 S Sixth Ave  
Mt. Vernon, NY 10550

Site Code:  
Station ID:  
RT 24 WB

Latitude: 0 0.0000 Undefined

Start Time	Mon 13-Jul-15	Tue 14-Jul-15	Wed 15-Jul-15	Thu 16-Jul-15	Fri 17-Jul-15	Average Day	Sat 18-Jul-15	Sun 19-Jul-15	Week Average
12:00 AM	94	50	47	50	72	63	107	0	60
01:00	40	30	29	26	23	30	72	0	31
02:00	28	15	13	16	13	17	38	0	18
03:00	18	16	24	22	24	21	32	0	19
04:00	72	60	64	54	56	61	50	0	51
05:00	180	194	163	183	183	181	107	0	144
06:00	321	350	305	340	339	331	201	0	266
07:00	416	440	427	444	405	426	<b>318</b>	0	350
08:00	469	467	469	451	454	462	228	0	363
09:00	498	470	457	460	432	463	0	0	331
10:00	525	491	<b>510</b>	447	473	489	0	0	349
11:00	<b>543</b>	<b>534</b>	472	<b>509</b>	<b>498</b>	<b>511</b>	0	0	<b>365</b>
12:00 PM	540	543	451	495	514	509	0	0	363
01:00	563	519	364	444	494	477	0	0	341
02:00	560	502	501	519	495	515	0	0	430
03:00	553	551	<b>569</b>	<b>525</b>	<b>553</b>	<b>550</b>	0	0	<b>458</b>
04:00	550	538	543	409	538	516	0	0	430
05:00	518	546	466	384	464	476	0	0	396
06:00	<b>568</b>	<b>556</b>	488	424	357	479	0	0	399
07:00	532	547	474	293	473	464	0	0	366
08:00	456	389	398	432	527	440	0	0	367
09:00	329	290	265	356	362	300	0	0	267
10:00	172	164	151	209	262	192	0	0	160
11:00	94	103	102	119	199	123	0	0	103
Day Total	8639	8365	7752	7612	8210	8116	1153	0	6446
% Avg-WKDay	106.4%	103.1%	95.5%	93.8%	101.2%				
% Avg-Week	134.0%	129.8%	120.3%	118.1%	127.4%	125.9%	17.9%	0.0%	
AM Peak Vol	11:00 543	11:00 534	10:00 510	11:00 509	11:00 498	11:00 511	07:00 318	-	11:00 365
PM Peak Vol	18:00 568	18:00 556	15:00 569	15:00 525	15:00 553	15:00 550	-	-	15:00 458

Grand Total	8639	16600	15961	15614	16856	15416	10211	9071	15009
ADT		ADT 7,702		AAOT 7,702					

# Traffic Databank LLC

716 S Sixth Ave  
Mt. Vernon, NY 10550

Site Code:  
Station ID:  
CR 63

Latitude: 0' 0.0000 Undefined

Start Time	06-Jul-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	21	28	20	29	25	31	22	29	42	64	93	75
01:00	*	*	*	*	11	5	10	12	13	16	11	11	21	33	52	36
02:00	*	*	*	*	1	5	11	5	9	9	7	6	8	12	46	32
03:00	*	*	*	*	9	3	9	2	10	5	10	5	10	18	25	23
04:00	*	*	*	*	25	10	30	14	29	11	28	11	11	16	26	16
05:00	*	*	*	*	101	54	101	50	107	70	104	59	77	37	58	26
06:00	*	*	*	*	246	120	106	108	230	105	244	110	129	63	66	32
07:00	*	*	*	*	276	139	318	172	290	160	298	160	174	95	104	69
08:00	*	*	*	*	358	168	314	153	292	150	324	155	209	108	147	122
09:00	*	*	*	*	301	165	251	145	314	163	296	163	245	169	220	141
10:00	*	*	*	*	238	147	245	144	236	176	236	160	281	190	260	174
11:00	*	*	*	*	263	193	230	199	249	182	251	196	289	214	242	211
12:00 PM	*	*	*	*	230	197	236	205	255	223	232	209	270	249	228	217
01:00	*	*	*	*	261	225	268	197	264	207	264	210	272	213	273	226
02:00	*	*	*	*	252	251	244	250	255	243	245	253	269	285	231	243
03:00	*	*	*	*	267	271	279	270	289	265	274	264	252	260	214	242
04:00	*	*	*	*	268	270	263	272	274	293	271	285	243	254	206	227
05:00	*	*	*	*	242	275	278	275	297	287	286	282	242	256	197	241
06:00	*	*	*	*	205	287	250	246	297	250	253	256	230	254	207	235
07:00	*	*	*	*	213	233	213	263	209	244	213	238	180	240	188	196
08:00	*	*	*	*	150	185	169	191	199	223	171	205	171	192	166	192
09:00	*	*	*	*	118	149	137	171	148	223	129	178	160	219	103	143
10:00	*	*	*	*	92	113	86	108	117	152	95	123	104	167	89	113
11:00	*	*	*	*	59	64	43	80	87	105	60	81	78	142	52	64
Total Day	0	0	4185	3632	4354	3656	4226	3561	4497	3795	4325	3649	3877	3758	3493	3296
AM Peak Vol	-	-	08:00-11:00 358 193	7717	08:00-11:00 334 209	8010	07:00-11:00 318 199	7787	08:00-11:00 314 182	8292	06:00-11:00 324 195	7974	10:00-11:00 291 214	7735	10:00-11:00 260 211	6789
PM Peak Vol	-	-	16:00-18:00 268 287		17:00-18:00 326 304		15:00-17:00 279 275		17:00-17:00 297 297	16:00-17:00 293 293	06:00-17:00 286 285	13:00-14:00 272 265	13:00-13:00 273	14:00-14:00 243		

# Traffic Databank LLC

716 S Sixth Ave  
Mt. Vernon, NY 10550

Site Code:  
Station ID:  
CR 63

Latitude: 0 0.0000 Undefined

Start Time	13-Jul-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	34	41	20	25	23	26	24	23	32	47	27	32	55	51	0	0
01:00	19	22	11	14	7	8	13	13	14	11	13	14	26	32	0	0
02:00	11	6	5	4	6	3	8	8	10	7	8	6	6	19	0	0
03:00	7	3	7	5	14	13	11	10	9	3	10	7	8	11	0	0
04:00	30	16	25	11	26	17	27	11	23	20	26	15	21	0	0	
05:00	99	57	97	64	92	44	91	47	105	48	97	52	54	29	0	
06:00	223	101	253	126	245	111	248	126	126	127	241	118	161	73	0	
07:00	283	152	291	151	292	139	305	146	294	142	293	148	171	86	0	
08:00	340	147	319	151	299	139	320	144	281	144	312	145	176	111	0	
09:00	265	143	266	166	288	164	266	161	322	156	285	158	5	2	0	
10:00	223	182	247	175	248	162	269	167	241	189	246	175	0	0	0	
11:00	241	171	227	181	235	227	253	168	236	175	238	184	0	0	0	
12:00 PM	236	207	254	236	272	238	253	203	259	208	253	218	0	0	0	
01:00	250	190	249	222	264	217	226	214	242	212	248	211	0	1	0	
02:00	252	223	232	245	259	214	271	250	254	243	254	235	2	1	0	
03:00	240	235	218	217	255	251	244	265	271	240	246	242	0	0	0	
04:00	257	292	273	275	269	259	279	302	261	276	268	261	0	0	0	
05:00	290	289	313	260	287	306	307	300	327	315	305	286	0	0	0	
06:00	270	254	255	296	251	280	243	277	293	275	262	276	0	0	0	
07:00	208	214	185	268	190	250	216	254	212	229	202	243	0	0	0	
08:00	151	182	149	181	156	180	188	210	195	235	168	205	0	0	0	
09:00	121	174	119	159	104	150	129	202	138	203	122	178	0	0	0	
10:00	65	99	82	117	84	107	93	113	101	155	85	118	0	0	0	
11:00	63	68	61	65	47	53	57	84	81	86	62	71	0	0	0	
Total Day	4188	3517	4178	3614	4213	3558	4331	3698	4435	3745	4271	3626	685	427	0	0
AM Peak	06:00	10:00	06:00	11:00	06:00	11:00	06:00	11:00	06:00	11:00	06:00	11:00	06:00	08:00	08:00	-
Vol.	340	182	319	181	299	227	320	168	322	189	312	184	176	111	-	-
PM Peak	17:00	17:00	17:00	18:00	17:00	17:00	17:00	16:00	17:00	17:00	17:00	17:00	14:00	13:00	-	-
Vol.	290	299	313	296	287	306	307	302	327	315	305	296	2	1	-	-
Comb. Total	7705	7705	7792	7792	7771	7771	8029	7897	8181	7897	7897	8181	8847	8847	6799	6799
ADT	ADT 6,692	ADT 6,692	AAOT 6,692	15781	15781	15781	15816	15816	16473	16473	15871	15871	8847	8847	6799	6799

# Traffic Databank LLC

716 S South Ave  
Mt Vernon, NY 10550

Site Code:  
Station ID:  
CR 104

Latitude: 0' 0.0000 Undefined

Start Time	06-Jul-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	0	0	4841	5153	4868	5243	4857	5663	5133	5287	4957	5345	4344	4607	3500	4143
01:00	0	0	17	9	15	7	11	7	12	14	13	9	24	13	34	33
02:00	0	0	8	10	11	13	15	9	6	3	12	8	17	18	15	13
03:00	0	0	16	14	14	11	11	13	17	18	12	13	17	14	18	20
04:00	0	0	197	14	16	12	16	17	20	16	17	15	24	15	28	20
05:00	0	0	321	44	194	42	213	53	190	44	198	46	83	28	25	18
06:00	0	0	296	129	326	128	312	123	299	122	314	126	160	88	59	41
07:00	0	0	251	177	313	188	309	199	301	187	305	188	190	133	89	101
08:00	0	0	224	277	280	305	278	280	279	293	267	289	199	226	135	131
09:00	0	0	240	337	257	404	239	363	261	304	245	360	274	298	213	240
10:00	0	0	269	330	291	377	246	302	296	345	268	336	316	328	221	291
11:00	0	0	305	355	264	379	294	339	304	338	283	353	280	333	288	311
12:00 PM	0	0	317	369	305	366	310	374	314	367	308	366	310	313	290	304
01:00	0	0	353	392	313	337	328	363	338	305	324	349	323	338	283	286
02:00	0	0	374	386	332	356	331	345	342	341	340	357	289	322	261	303
03:00	0	0	359	418	321	362	344	405	324	403	341	394	281	327	243	302
04:00	0	0	320	422	310	433	316	419	326	401	328	419	300	326	237	326
05:00	0	0	283	411	327	459	368	493	327	388	336	438	239	323	224	385
06:00	0	0	210	375	266	385	297	501	246	417	273	420	206	321	207	297
07:00	0	0	196	302	242	291	219	544	221	350	223	372	194	228	182	213
08:00	0	0	154	188	187	157	194	248	238	232	204	206	166	197	163	174
09:00	0	0	86	101	143	119	84	118	123	151	119	122	200	163	112	107
10:00	0	0	45	67	95	70	84	81	136	114	100	83	111	113	75	86
11:00	0	0	4841	40	51	43	27	45	81	79	51	52	82	88	49	53
Total Day	0	0	9994	5153	10111	5243	10620	5663	5133	5287	10302	5345	4344	4607	3500	4143
AM Peak Vol	-	-	06:00	11:00	06:00	09:00	06:00	09:00	11:00	10:00	06:00	09:00	10:00	11:00	11:00	11:00
	-	-	321	355	326	404	312	363	304	345	314	360	315	333	288	311
PM Peak Vol	-	-	15:00	16:00	14:00	17:00	17:00	19:00	14:00	18:00	15:00	17:00	13:00	13:00	13:00	17:00
	-	-	374	422	332	459	368	544	342	417	341	438	323	338	293	385



# Traffic Databank LLC

716 S Sixth Ave  
Mt. Vernon, NY 10550

Site Code:  
Station ID:  
Old Quogue Rd

Latitude: 0' 0.0000 Undefined

Start Time	06-Jul-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	198	158	608	421	573	475	560	434	534	470	522	478
Day	0	0	0	0	366	158	1029	421	1043	475	994	434	1004	470	1000	478
AM Peak	-	-	-	-	-	-	09:00	06:00	09:00	06:00	09:00	06:00	10:00	11:00	11:00	11:00
Vol	-	-	-	-	-	-	31	24	31	22	31	23	39	38	35	30
PM Peak	-	-	-	-	17:00	16:00	17:00	20:00	17:00	16:00	17:00	16:00	16:00	18:00	16:00	12:00
Vol	-	-	-	-	46	32	79	40	56	44	60	35	42	36	41	41

# Traffic Databank LLC

716 S Sixth Ave  
ML Vernon, NY 10550

Site Code:  
Station ID:  
Old Quogue Rd

Latitude: 0' 0.0000 Undefined

Start Time	13-Jul-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	4	8	2	6	7	4	4	7	3	3	4	6	7	5	0	0
01:00	4	3	3	3	3	2	3	4	4	2	3	3	0	3	0	0
02:00	0	1	2	1	0	1	2	0	2	1	1	1	4	2	0	0
03:00	1	0	1	1	0	0	2	3	3	1	1	1	2	4	0	0
04:00	4	3	3	2	3	2	5	2	2	1	3	2	5	3	0	0
05:00	12	8	16	12	18	13	14	14	15	7	15	10	12	7	0	0
06:00	25	18	23	23	22	24	17	14	21	25	22	22	15	9	0	0
07:00	17	12	13	8	20	12	14	13	21	12	17	11	18	15	0	0
08:00	20	23	22	20	15	18	24	20	20	19	20	20	8	6	0	0
09:00	23	17	23	18	18	16	20	18	15	11	20	16	0	0	0	0
10:00	20	24	22	15	20	17	20	14	15	18	19	18	0	0	0	0
11:00	21	27	19	16	30	21	25	17	26	16	24	19	0	0	0	0
12:00 PM	30	26	22	21	23	21	24	25	26	26	25	23	0	0	0	0
01:00	23	32	23	17	18	22	17	26	28	21	22	24	0	0	1	0
02:00	36	14	24	21	23	18	26	15	26	26	27	19	2	1	0	0
03:00	22	20	26	19	27	30	38	30	44	44	28	25	0	0	0	0
04:00	39	28	43	30	49	32	38	22	44	30	43	28	0	0	0	0
05:00	55	28	53	31	49	25	66	34	50	39	55	31	0	0	0	0
06:00	44	46	68	40	39	31	47	40	47	39	49	39	0	0	0	0
07:00	32	27	39	28	36	32	42	29	41	35	38	30	0	0	0	0
08:00	37	28	17	21	30	36	35	33	33	40	30	32	0	0	0	0
09:00	22	30	28	30	21	18	28	30	34	32	27	28	0	0	0	0
10:00	7	10	11	18	15	13	16	21	17	25	13	17	0	0	0	0
11:00	6	10	5	3	10	10	7	2	13	9	8	7	0	0	0	0
Total	504	443	508	404	495	418	525	430	540	467	514	432	73	55	1	0
Day	947		912		914		955		1007		946		128		1	
AM Peak	06:00	11:00	06:00	06:00	11:00	06:00	11:00	08:00	11:00	06:00	11:00	06:00	07:00	07:00	-	-
Vol	25	27	23	23	30	24	25	20	26	25	24	22	18	15	-	-
PM Peak	17:00	18:00	18:00	18:00	16:00	20:00	17:00	18:00	17:00	20:00	17:00	18:00	14:00	14:00	-	-
Vol	55	45	68	40	49	35	65	40	50	40	55	39	2	1	-	-
Comb. Total	947		912		1270		1984		2065		1940		1132		1001	
ADT	ADT 813		AAOT 813		1270		1984		2065		1940		1132		1001	

# Traffic Databank LLC

716 S Sixth Ave  
Mt. Vernon, NY 10550

Site Code:  
Station ID:  
Ludlam Ave

Latitude: 0' 0.0000 Undefined

Start Time	06-Jul-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	0	0	456	456	489	447	514	486	501	520	493	474	463	453	385	454
01:00	0	0	912	912	995	447	960	486	1021	520	967	474	916	453	839	454
02:00	0	0	31	39	32	27	32	29	26	28	26	26	26	25	24	28
03:00	0	0	16:00	15:00	17:00	17:00	18:00	17:00	17:00	18:00	17:00	17:00	16:00	18:00	18:00	17:00
04:00	0	0	40	40	45	47	60	40	44	52	45	42	41	41	36	43
05:00	0	0														
06:00	0	0														
07:00	0	0														
08:00	0	0														
09:00	0	0														
10:00	0	0														
11:00	0	0														
12:00 PM	0	0														
01:00	0	0	22	21	18	21	21	21	25	20	21	23	29	24	34	23
02:00	0	0	27	24	31	25	26	18	35	27	30	24	22	28	32	27
03:00	0	0	31	40	36	26	24	21	19	30	28	29	35	28	17	27
04:00	0	0	40	32	39	35	27	35	33	37	35	35	41	34	23	32
05:00	0	0	35	31	45	47	56	40	44	49	45	42	30	37	29	43
06:00	0	0	33	28	34	22	60	28	44	52	43	32	36	41	36	37
07:00	0	0	28	35	41	32	43	30	39	37	38	34	29	32	19	29
08:00	0	0	22	23	20	33	32	30	34	19	27	26	21	14	21	23
09:00	0	0	13	14	22	21	21	22	21	32	19	22	17	20	13	22
10:00	0	0	13	22	17	18	15	17	19	21	16	20	19	15	16	17
11:00	0	0	5	9	14	7	2	8	16	23	9	12	11	13	8	10
Total	0	0	456	456	489	447	514	486	501	520	493	474	463	453	385	454
Day	0	0	912	912	995	447	960	486	1021	520	967	474	916	453	839	454
AM Peak	-	-	09:00	08:00	08:00	08:00	06:00	06:00	06:00	06:00	06:00	06:00	10:00	11:00	11:00	10:00
Vol	-	-	31	39	32	27	32	29	26	28	26	26	26	25	24	28
PM Peak	-	-	16:00	15:00	17:00	17:00	18:00	17:00	17:00	18:00	17:00	17:00	16:00	18:00	18:00	17:00
Vol	-	-	40	40	45	47	60	40	44	52	45	42	41	41	36	43

# Traffic Databank LLC

716 S Sixth Ave  
 Mt. Vernon, NY 10550

Site Code:  
 Station ID:  
 Ludlum Ave

Latitude: 0' 0.0000 Undefined

Start Time	13-Jul-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	6	3	6	2	8	4	8	2	4	5	6	3	6	5	0	0
01:00	6	4	6	1	4	3	3	1	3	0	4	2	3	6	0	0
02:00	3	1	4	2	1	0	4	2	1	1	3	2	4	5	0	0
03:00	3	1	1	3	1	0	4	4	0	0	1	2	1	0	0	0
04:00	3	2	1	1	3	0	4	1	3	0	3	3	3	0	0	0
05:00	21	12	16	20	18	11	14	15	18	11	17	17	14	10	0	0
06:00	15	21	14	26	14	23	17	24	25	11	17	26	13	15	0	0
07:00	17	27	25	19	17	22	22	22	19	15	20	21	15	14	0	0
08:00	25	19	28	31	23	21	31	32	27	19	27	24	7	4	0	0
09:00	25	20	32	16	21	16	24	16	13	16	16	17	0	0	0	0
10:00	13	21	17	20	17	19	16	16	14	14	15	19	0	0	0	0
11:00	24	35	21	22	27	28	23	22	27	20	24	27	0	0	0	0
12:00 PM	11	21	19	22	32	21	21	24	19	19	21	22	0	0	0	0
01:00	18	21	17	27	18	15	21	18	24	24	20	21	0	0	0	0
02:00	12	18	27	24	18	18	28	23	30	23	20	28	1	1	0	0
03:00	23	30	27	39	30	30	16	27	22	24	24	30	0	0	0	0
04:00	29	35	49	35	32	32	25	34	42	42	34	42	0	0	0	0
05:00	33	40	42	36	47	34	47	47	45	43	43	40	0	0	0	0
06:00	37	33	33	19	38	31	41	42	46	42	39	33	0	0	0	0
07:00	25	23	30	20	26	41	46	36	37	26	33	29	0	0	0	0
08:00	22	28	19	18	28	27	46	30	28	24	25	25	0	0	0	0
09:00	21	19	25	24	23	21	22	21	18	22	22	21	0	0	0	0
10:00	11	20	14	15	22	16	19	18	15	16	16	18	0	0	0	0
11:00	10	3	5	9	12	8	13	9	14	11	11	8	0	0	0	0
Total	413	457	478	451	480	448	492	492	494	478	472	465	60	61	2	3
Day	870		929		928		964		972		937		121			
AM Peak	06:00	11:00	09:00	08:00	11:00	11:00	06:00	06:00	06:00	06:00	06:00	06:00	07:00	06:00	-	-
Vol	25	35	32	31	27	28	31	32	27	27	35	27	16	15	-	-
PM Peak	16:00	17:00	16:00	15:00	17:00	15:00	17:00	17:00	18:00	17:00	17:00	17:00	14:00	14:00	13:00	13:00
Vol	37	40	49	39	47	41	47	47	46	43	43	40	1	1	2	1
Comb. Total	870	1841	1864	1964	1993	1904	1037	842								
ADT	ADT 802		AADT 802													

## **Appendix B: Distribution Sheets**

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

GROWTH FACTOR: 1.00%  
NO. OF YEARS: 10  
GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME	
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	0	0	0	
	SB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	144	147	163	
	EB	LEFT	268	273	302	
		THROUGH	421	428	473	
		RIGHT	0	0	0	
	WB	LEFT	0	0	0	
		THROUGH	287	292	323	
		RIGHT	19	20	23	
NYS 25 AT PECONIC AVE  2	NB	LEFT	139	142	157	
		THROUGH	0	0	0	
		RIGHT	488	496	549	
	SB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	0	0	0	
	EB	LEFT	0	0	0	
		THROUGH	201	205	227	
		RIGHT	94	96	107	
	WB	LEFT	272	277	307	
		THROUGH	159	162	180	
		RIGHT	0	0	0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0	
		CR 94	20	21	24	
		PECONIC	194	198	219	
	NYS 24	NYS 24	115	117	130	
		CR 104	27	28	31	
		CR 104	0	0	0	
	CR 63	U-TURN	18	19	21	
		CR 94	132	135	150	
		PECONIC	116	118	131	
	NYS 24	NYS 24	21	22	25	
		NYS 24	U-TURN	1	2	3
		CR 104	12	13	15	
	CR 63	CR 63	64	65	72	
		CR 94	270	275	304	
		PECONIC	133	136	151	
	PECONIC	U-TURN	4	5	6	
		NYS 24	125	127	141	
		CR 104	93	95	105	
	CR 63	CR 63	110	112	124	
		CR 94	82	84	93	
		CR 94	U-TURN	8	9	10
	CR 94	PECONIC	141	144	160	
		NYS 24	350	356	394	
		CR 104	183	186	206	
	CR 63	CR 63	12	13	15	
		NB	LEFT	4	5	6
		THROUGH	0	0	0	
	RIGHT	RIGHT	5	6	7	
		SB	LEFT	0	0	0
		THROUGH	0	0	0	
RIGHT	RIGHT	0	0	0		
	EB	LEFT	0	0	0	
	THROUGH	629	639	707		
RIGHT	RIGHT	7	8	9		
	WB	LEFT	10	11	13	
	THROUGH	449	456	504		
RIGHT	RIGHT	0	0	0		

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

GROWTH FACTOR: 1.00%  
NO. OF YEARS: 10  
GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	22	23	26
		THROUGH	0	0	0
		RIGHT	13	14	16
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	598	608	672
		RIGHT	22	23	26
	WB	LEFT	3	4	5
		THROUGH	443	450	498
		RIGHT	0	0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	4	5	6
		THROUGH	0	0	0
		RIGHT	6	7	8
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	597	607	671
		RIGHT	16	17	19
	WB	LEFT	6	7	8
		THROUGH	438	445	492
		RIGHT	0	0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT	26	27	30
		THROUGH	0	0	0
		RIGHT	48	49	55
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	573	582	644
		RIGHT	38	39	44
	WB	LEFT	36	37	41
		THROUGH	429	436	482
		RIGHT	0	0	0
NYS 24 AT CR 105  8	NB	LEFT	4	5	6
		THROUGH	186	189	209
		RIGHT	11	12	14
	SB	LEFT	412	419	463
		THROUGH	230	234	259
		RIGHT	127	129	143
	EB	LEFT	142	145	161
		THROUGH	485	493	545
		RIGHT	9	10	12
	WB	LEFT	32	33	37
		THROUGH	340	346	383
		RIGHT	320	325	360
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	218	222	246
		BEAR RIGHT	7	8	9
		RIGHT	10	11	13
	SB - CR104	THROUGH	291	296	328
		LEFT	21	22	25
		HARD LEFT	4	5	6
	SWB	HARD RIGHT	8	9	10
		BEAR LEFT	13	14	16
		HARD LEFT	1	2	3
	WB	LEFT	18	19	21
		RIGHT	17	18	20
		HARD RIGHT	0	0	0

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
 N&P Project No. 15128

GROWTH FACTOR: 1.00%  
 NO. OF YEARS: 10  
 GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0
		THROUGH	317	322	356
		RIGHT	1	2	3
	SB	LEFT	9	10	12
		THROUGH	292	297	329
		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	11	12	14
PINE ST AT VAIL AVE  11	NB	LEFT	2	3	4
		THROUGH	2	3	4
		RIGHT	2	3	4
	SB	LEFT	3	4	5
		THROUGH	3	4	5
		RIGHT	10	11	13
	EB	LEFT	3	4	5
		THROUGH	13	14	16
		RIGHT	1	2	3
	WB	LEFT	1	2	3
		THROUGH	9	10	12
		RIGHT	2	3	4
PINE ST AT OLD QUOGE RD  12	NB	LEFT	8	9	10
		THROUGH	25	26	29
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	21	22	25
		RIGHT	2	3	4
	EB	LEFT	5	6	7
		THROUGH	0	0	0
		RIGHT	12	13	15
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

OTHER  
PLANNED  
PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
VOL		VOL		
ENTER	5	ENTER	28	
EXIT	22	EXIT	73	
TOTAL	27	TOTAL	101	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	5		0			0	0
	EB	LEFT		5	1			0	1
		THROUGH		5	1	85		24	25
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH	5		0		85	62	62	
	RIGHT			0		10	7	7	
NYS 25 AT PECONIC AVE  2	NB	LEFT	35		2			0	2
		THROUGH			0			0	0
		RIGHT			0	70		20	20
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		10	2	15		4	6
		RIGHT		45	10			0	10
	WB	LEFT			0		70	51	51
	THROUGH	10		1		15	11	12	
	RIGHT			0			0	0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0	0
		CR 94			0			0	0
		PECONIC	15		1	15		4	5
		NYS 24			0			0	0
		CR 104			0			0	0
	CR 104	U-TURN			0			0	0
		CR 63			0			0	0
		CR 94			0			0	0
		PECONIC	10		1	10		3	4
		NYS 24			0			0	0
	NYS 24	U-TURN			0			0	0
		CR 104			0			0	0
		CR 63			0			0	0
		CR 94			0			0	0
		PECONIC	10		1	15		4	5
	PECONIC	U-TURN			0			0	0
		NYS 24		10	2		30	22	24
		CR 104		10	2		10	7	9
		CR 63		15	3		15	11	14
		CR 94		10	2		15	11	13
CR 94	U-TURN			0			0	0	
	PECONIC			0	30		8	8	
	NYS 24			0			0	0	
	CR 104			0			0	0	
	CR 63			0			0	0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		10	2		15	11	13
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH	10		1	15		4	5	
	RIGHT			0			0	0	

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

OTHER  
PLANNED  
PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
VOL		VOL		
ENTER	5	ENTER	28	
EXIT	22	EXIT	73	
TOTAL	27	TOTAL	101	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL	
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0			0	0	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	SB	LEFT			0			0	0	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	EB	LEFT			0			0	0	
		THROUGH		10	2		15	11	13	
		RIGHT			0			0	0	
	WB	LEFT			0			0	0	
THROUGH			10	1		15	4	5		
RIGHT				0			0	0		
NYS 24 AT ENTERPRISE ZONE DR  6	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		10	2		15	11	13	
		RIGHT			0			0	0	
	WB	LEFT			0			0	0	
THROUGH			10	1		15	4	5		
RIGHT				0			0	0		
NYS 24 AT LUDLAM AVE  7	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		10	2		15	11	13	
		RIGHT			0			0	0	
	WB	LEFT			0			0	0	
THROUGH			10	1		15	4	5		
RIGHT				0			0	0		
NYS 24 AT CR 105  8	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		10	2		15	11	13	
		RIGHT			0			0	0	
	WB	LEFT			0			0	0	
THROUGH			10	1		15	4	5		
RIGHT				0			0	0		
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	10		1	10		3	4	
		BEAR RIGHT			0			0	0	
		RIGHT			0			0	0	
	SB - CR104	THROUGH		10		2		10	7	9
		LEFT				0			0	0
		HARD LEFT				0			0	0
	SWB	HARD RIGHT				0			0	0
		BEAR LEFT				0			0	0
		HARD LEFT				0			0	0
	WB	LEFT				0			0	0
RIGHT					0			0	0	
HARD RIGHT					0			0	0	

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

OTHER  
PLANNED  
PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL		VOL	
ENTER	5	ENTER	28	
EXIT	22	EXIT	73	
TOTAL	27	TOTAL	101	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0			0	0
		THROUGH	10		1	10		3	4
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH		10	2		10	7	9
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
PINE ST AT VAIL AVE  11	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			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
PINE ST AT OLD QUOGE RD  12	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			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	163	0	163
	EB	LEFT	302	1	303
		THROUGH	473	25	498
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	323	62	385
		RIGHT	23	7	30
NYS 25 AT PECONIC AVE  2	NB	LEFT	157	2	159
		THROUGH	0	0	0
		RIGHT	549	20	569
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	227	6	233
		RIGHT	107	10	117
	WB	LEFT	307	51	358
		THROUGH	180	12	192
		RIGHT	0	0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0
		CR 94	24	0	24
		PECONIC	219	5	224
		NYS 24	130	0	130
		CR 104	31	0	31
	CR 104	U-TURN	0	0	0
		CR 63	21	0	21
		CR 94	150	0	150
		PECONIC	131	4	135
		NYS 24	25	0	25
	NYS 24	U-TURN	3	0	3
		CR 104	15	0	15
		CR 63	72	0	72
		CR 94	304	0	304
		PECONIC	151	5	156
	PECONIC	U-TURN	6	0	6
		NYS 24	141	24	165
		CR 104	105	9	114
		CR 63	124	14	138
		CR 94	93	13	106
	CR 94	U-TURN	10	0	10
		PECONIC	160	8	168
		NYS 24	394	0	394
		CR 104	206	0	206
CR 63		15	0	15	
NYS 24 AT VAIL AVE  4	NB	LEFT	6	0	6
		THROUGH	0	0	0
		RIGHT	7	0	7
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	707	13	720
		RIGHT	9	0	9
	WB	LEFT	13	0	13
		THROUGH	504	5	509
		RIGHT	0	0	0

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	26	0	26
		THROUGH	0	0	0
		RIGHT	16	0	16
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	672	13	685
		RIGHT	26	0	26
	WB	LEFT	5	0	5
		THROUGH	498	5	503
		RIGHT	0	0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	6	0	6
		THROUGH	0	0	0
		RIGHT	8	0	8
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	671	13	684
		RIGHT	19	0	19
	WB	LEFT	8	0	8
		THROUGH	492	5	497
		RIGHT	0	0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT	30	0	30
		THROUGH	0	0	0
		RIGHT	55	0	55
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	644	13	657
		RIGHT	44	0	44
	WB	LEFT	41	0	41
		THROUGH	482	5	487
		RIGHT	0	0	0
NYS 24 AT CR 105  8	NB	LEFT	6	0	6
		THROUGH	209	0	209
		RIGHT	14	0	14
	SB	LEFT	463	0	463
		THROUGH	259	0	259
		RIGHT	143	0	143
	EB	LEFT	161	0	161
		THROUGH	545	13	558
		RIGHT	12	0	12
	WB	LEFT	37	0	37
		THROUGH	383	5	388
		RIGHT	360	0	360
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	246	4	250
		BEAR RIGHT	9	0	9
		RIGHT	13	0	13
	SB - CR104	THROUGH	328	9	337
		LEFT	25	0	25
		HARD LEFT	6	0	6
	SWB	HARD RIGHT	10	0	10
		BEAR LEFT	16	0	16
		HARD LEFT	3	0	3
	WB	LEFT	21	0	21
		RIGHT	20	0	20
		HARD RIGHT	0	0	0

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0
		THROUGH	356	4	360
		RIGHT	3	0	3
	SB	LEFT	12	0	12
		THROUGH	329	9	338
		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	14	0	14
PINE ST AT VAIL AVE  11	NB	LEFT	4	0	4
		THROUGH	4	0	4
		RIGHT	4	0	4
	SB	LEFT	5	0	5
		THROUGH	5	0	5
		RIGHT	13	0	13
	EB	LEFT	5	0	5
		THROUGH	16	0	16
		RIGHT	3	0	3
	WB	LEFT	3	0	3
		THROUGH	12	0	12
		RIGHT	4	0	4
PINE ST AT OLD QUOGE RD  12	NB	LEFT	10	0	10
		THROUGH	29	0	29
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	25	0	25
		RIGHT	4	0	4
	EB	LEFT	7	0	7
		THROUGH	0	0	0
		RIGHT	15	0	15
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

PASS-BY% 0%		PECONIC AVE USES	PASS-BY% 0%		NY24 Corridor	PASS-BY% 0%		Vail Ave		
		VOL			VOL			VOL		
ENTER		3			ENTER	84			ENTER	3
EXIT		2			EXIT	70			EXIT	9
TOTAL		5			TOTAL	154			TOTAL	12

LOCATION	DIR	MVMT								
NYS 25 AT ROANOKE AVE  1	NB	LEFT		0		0		0		0
		THROUGH		0		0		0		0
		RIGHT		0		0		0		0
	SB	LEFT		0		0		0		0
		THROUGH		0		0		0		0
		RIGHT	5	5	0	5	4	10	10	0
	EB	LEFT		5	0	5	4	10	10	1
		THROUGH		5	0	5	4			0
		RIGHT		0		0				0
	WB	LEFT		0		0				0
		THROUGH	5	0	5	4				0
		RIGHT		0		0				0
NYS 25 AT PECONIC AVE  2	NB	LEFT		10	0	10	7	15	1	
		THROUGH		0		0		0	0	
		RIGHT		10	0	10	7	10	1	
	SB	LEFT		0		0		0	0	
		THROUGH		0		0		0	0	
		RIGHT		0		0		0	0	
	EB	LEFT		0		0		0	0	
		THROUGH		0		0		0	0	
		RIGHT	10	0	10	8	15		0	
	WB	LEFT	10	0	10	8	10		0	
		THROUGH		0		0		0	0	
		RIGHT		0		0		0	0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN		0		0		0	0	
		CR 94		0		0		0	0	
		PECONIC	15	0		0		0	0	
	NYS 24	U-TURN		0	15	13	10		0	
		CR 104		0		0			0	
		CR 63		0		0			0	
	CR 104	U-TURN		0		0			0	
		CR 63		0		0			0	
		CR 94		0		0		10	1	
	PECONIC	U-TURN	15	0		0		10	1	
		NYS 24		0	5	4			0	
		CR 63		0		0			0	
	NYS 24	U-TURN		0		0			0	
		CR 104		0		15	11		0	
		CR 63		0		15	11		10	
	CR 94	U-TURN		0		25	18		20	
		PECONIC	25	0		20	14		15	
		NYS 24		0		0			1	
	PECONIC	U-TURN		0		0			0	
		NYS 24		25	0	20	17	15	0	
		CR 104		15	0		0	10	0	
	CR 63	U-TURN		15	0		0		0	
		CR 94		25	0		0		0	
		CR 104		0		0			0	
CR 94	U-TURN		0		0			0		
	PECONIC	25	0		0			0		
	NYS 24		0	25	21	20		1		
CR 104	U-TURN		0		0		10	0		
	CR 63		0		0			0		
	CR 94		0		0			0		
NYS 24 AT VAIL AVE  4	NB	LEFT	5	0	5	4		40	4	
		THROUGH		0		0			0	
		RIGHT		0		0		20	2	
	SB	LEFT		0		0			0	
		THROUGH		0		0			0	
		RIGHT		0		0			0	
	EB	LEFT		0		0			0	
		THROUGH		20	0	20	14		0	
		RIGHT		5	0	5	4	40	1	
	WB	LEFT		0		0		20	1	
		THROUGH	20	0	20	17			0	
		RIGHT		0		0			0	

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Pine St			Hotel			CR 104		
PASS-BY% 0%			PASS-BY% 0%			PASS-BY% 0%		
		VOL			VOL			VOL
ENTER		1	ENTER		16	ENTER		68
EXIT		2	EXIT		28	EXIT		41
TOTAL		3	TOTAL		44	TOTAL		109

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	10		0	5		1	10	7	
	EB	LEFT		10	0		5	1		10	4
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	0		15	4		15	6
		THROUGH			0		0			0	
		RIGHT		10	0		5	1		10	4
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	15		0	15		2	15		10
	WB	LEFT	10		0	5		1	10		7
		THROUGH			0			0			0
		RIGHT			0			0			0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0			0
		CR 94			0			0			0
		PECONIC			0			0			0
	NYS 24	CR 104	10		0			0	10		7
		CR 63		10	0			0		10	4
		CR 94		30	1		30	8		30	12
	PECONIC	PECONIC		25	1		20	6		25	10
		NYS 24			0		5	1			0
		NYS 24			0			0			0
	CR 104	U-TURN			0			0			0
		CR 63			0	20		3			0
		CR 94			0			0			0
	PECONIC	PECONIC			0			0			0
		U-TURN			0			0			0
		NYS 24			0			0			0
	CR 104	CR 104	25		0			0	25		17
		CR 63			0	20		3			0
		CR 94			0			0			0
	CR 94	U-TURN			0			0			0
		PECONIC			0			0			0
		NYS 24			0			0			0
	CR 104	CR 104	30		0			0	30		20
		CR 63			0	30		5			0
		NYS 24 AT VAIL AVE  4	NB	LEFT			0			0	
THROUGH					0			0		0	
RIGHT	20				0			0	20		8
SB	LEFT				0			0			0
	THROUGH				0			0			0
	RIGHT				0			0			0
EB	LEFT				0			0			0
	THROUGH				0		20	6			0
	RIGHT				0			0			0
WB	LEFT		20		0			0	20		14
	THROUGH				0	20		3			0
	RIGHT				0			0			0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

PASS-BY% 0%	Old Queue	
	VOL	
	ENTER	4
	EXIT	5
TOTAL		9

LOCATION	DIR	MVMT				SUBTOTAL TRAFFIC GENERATED
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		0	12
	EB	LEFT		10	1	11
		THROUGH			0	4
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	4
		RIGHT			0	0
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	1	19
		THROUGH			0	0
		RIGHT		10	1	14
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	15		1	21
	WB	LEFT	10		0	16
		THROUGH			0	0
		RIGHT			0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0	0
		CR 94			0	0
		PECONIC			0	0
	NYS 24	U-TURN	10		0	13
		CR 104			0	7
		CR 63			0	4
	CR 104	U-TURN			0	0
		CR 63			0	22
		PECONIC			0	18
	NYS 24	U-TURN			0	5
		CR 104			0	11
		CR 63		10	1	16
	PECONIC	U-TURN			30	22
		CR 94		25	1	16
		PECONIC			0	0
	NYS 24	U-TURN	25		1	18
		CR 104			0	17
		CR 63			0	3
	CR 94	U-TURN			0	0
		PECONIC			0	0
		NYS 24	30		1	23
	CR 104	U-TURN			0	20
		PECONIC			0	5
		CR 63			0	0
NYS 24 AT VAIL AVE  4	NB	LEFT			0	8
		THROUGH			0	0
		RIGHT			0	10
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	65		3	23
		RIGHT			0	5
	WB	LEFT			0	15
		THROUGH		65	3	23
		RIGHT			0	0

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

PASS-BY% 0%		PECONIC AVE USES	PASS-BY% 0%		NY24 Corridor	PASS-BY% 0%		Vail Ave	
		VOL			VOL			VOL	
ENTER		3			ENTER	84		ENTER	3
EXIT		2			EXIT	70		EXIT	9
TOTAL		5			TOTAL	154		TOTAL	12

LOCATION	DIR	MVMT							
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	5	0	5	4	0		
		THROUGH		0		0			
		RIGHT		0		0			
	SB	LEFT		0		0			
		THROUGH		0		0			
		RIGHT		0		0			
	EB	LEFT		0		0			
		THROUGH		15	0	15	11	20	2
		RIGHT		5	0	5	4		0
	WB	LEFT		0		0			
		THROUGH		15	0	15	13	20	1
		RIGHT			0		0		0
NYS 24 AT ENTERPRISE ZONE DR  6	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		15	0	15	11	20	2
		RIGHT			0		0		0
	WB	LEFT		0		0			0
		THROUGH		15	0	15	13	20	1
		RIGHT			0		0		0
NYS 24 AT LUDLAM AVE  7	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		15	0	15	11	20	2
		RIGHT			0		0		0
	WB	LEFT		0		0			0
		THROUGH		15	0	15	13	20	1
		RIGHT			0		0		0
NYS 24 AT CR 105  8	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	5		0
	EB	LEFT		0		0		5	0
		THROUGH		15	0	15	11	15	1
		RIGHT			0		0		0
	WB	LEFT		0		0			0
		THROUGH		15	0	15	13	15	0
		RIGHT			0		0		0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	15	0	10	8	15	0	
		BEAR RIGHT		0		0		0	
		RIGHT		0		0		0	
	SB - CR104	THROUGH	15	0	10	7	15	1	
		LEFT		0		0		0	
		HARD LEFT		0		0		0	
	SWB	HARD RIGHT		0		0		0	
		BEAR LEFT		0		0		0	
		HARD LEFT		0		0		0	
	WB	LEFT		0		0		0	
		RIGHT		0		0		0	
		HARD RIGHT		0		0		0	

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Pine St			Hotel			CR 104		
PASS-BY% 0%			PASS-BY% 0%			PASS-BY% 0%		
		VOL			VOL			VOL
ENTER		1	ENTER		16	ENTER		68
EXIT		2	EXIT		28	EXIT		41
TOTAL		3	TOTAL		44	TOTAL		109

LOCATION	DIR	MVMT									
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH		20	0		20	6		20	8
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH		20	0		20	3		20	14
		RIGHT			0			0		0	
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH		20	0		20	6		20	8
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH		20	0		20	3		20	14
		RIGHT			0			0		0	
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH		20	0		20	6		20	8
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH		20	0		20	3		20	14
		RIGHT			0			0		0	
NYS 24 AT CR 105  8	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT		5	0		5	1		5	3
	EB	LEFT			5		5	1		5	2
		THROUGH		15	0		15	4		15	6
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH		15	0		15	2		15	10
		RIGHT			0			0		0	
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH		15		15		2		15	10
		BEAR RIGHT			0			0			0
		RIGHT			0			0			0
	SB - CR104	THROUGH		15	0		15	4		15	6
		LEFT			0			0			0
		HARD LEFT			0			0			0
	SWB	HARD RIGHT			0			0			0
		BEAR LEFT			0			0			0
		HARD LEFT			0			0			0
	WB	LEFT			0			0			0
		RIGHT			0			0			0
		HARD RIGHT			0			0			0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

PASS-BY% 0%	Old Queue	
	VOL	
	ENTER	4
	EXIT	5
TOTAL		9

LOCATION	DIR	MVMT				SUBTOTAL TRAFFIC GENERATED
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	65	3	7	
		THROUGH		0	0	
		RIGHT	20	1	1	
	SB	LEFT		0	0	
		THROUGH		0	0	
		RIGHT		0	0	
	EB	LEFT		0	0	
		THROUGH		0	27	
		RIGHT	65	3	7	
	WB	LEFT	20	1	1	
		THROUGH		0	31	
		RIGHT		0	0	
NYS 24 AT ENTERPRISE ZONE DR  6	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	20	1	28	
		RIGHT		0	0	
	WB	LEFT		0	0	
		THROUGH	20	1	32	
		RIGHT		0	0	
NYS 24 AT LUDLAM AVE  7	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	20	1	28	
		RIGHT		0	0	
	WB	LEFT		0	0	
		THROUGH	20	1	32	
		RIGHT		0	0	
NYS 24 AT CR 105  8	NB	LEFT		0	0	
		THROUGH		0	0	
		RIGHT		0	0	
	SB	LEFT		0	0	
		THROUGH		0	0	
		RIGHT	5	0	4	
	EB	LEFT		5	0	3
		THROUGH	15	1	23	
		RIGHT		0	0	
	WB	LEFT		0	0	
		THROUGH	15	1	26	
		RIGHT		0	0	
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH		0	20	
		BEAR RIGHT	15	1	1	
		RIGHT		0	0	
	SB - CR104	THROUGH		0	18	
		LEFT		0	0	
		HARD LEFT		0	0	
	SWB	HARD RIGHT		0	0	
		BEAR LEFT	15	1	1	
		HARD LEFT		0	0	
	WB	LEFT		0	0	
		RIGHT		0	0	
		HARD RIGHT		0	0	

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

PASS-BY% 0%		PECONIC AVE USES	PASS-BY% 0%		NY24 Corridor	PASS-BY% 0%		Vail Ave	
		VOL			VOL			VOL	
ENTER		3			ENTER		84	ENTER	3
EXIT		2			EXIT		70	EXIT	9
TOTAL		5			TOTAL		154	TOTAL	12

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH	15		0	15		13		0	
		RIGHT			0			0	15		0
	SB	LEFT			0			0	25		1
		THROUGH		15	0		15	11			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0		15	1
		THROUGH			0			0			0
		RIGHT			0			0		25	2
PINE ST AT VAIL AVE  11	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			0			0			0
		RIGHT			0			0			0
WB	LEFT			0			0			0	
	THROUGH			0			0			0	
	RIGHT			0			0			0	
PINE ST AT OLD QUOGE RD  12	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			0			0			0
		RIGHT			0			0			0
WB	LEFT			0			0			0	
	THROUGH			0			0			0	
	RIGHT			0			0			0	

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Pine St		Hotel		CR 104	
PASS-BY%	0%	PASS-BY%	0%	PASS-BY%	0%
	VOL		VOL		VOL
ENTER	1	ENTER	16	ENTER	68
EXIT	2	EXIT	28	EXIT	41
TOTAL	3	TOTAL	44	TOTAL	109

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH			0	15		2		0	
		RIGHT	15		0			0		10	4
	SB	LEFT		65		1			0		4
		THROUGH				0		15	4		0
		RIGHT				0		0			0
	EB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	WB	LEFT			15	0			0	10	7
		THROUGH				0			0		0
		RIGHT			65	1			0	10	7
PINE ST AT VAIL AVE  11	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0			0
	SB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT	20		0			0	20		14
	EB	LEFT		20		0			0	20	8
		THROUGH				0			0		0
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
PINE ST AT OLD QUOGE RD  12	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				0			0		0
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0

# NELSON & POPE

**AM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%	Old Queue	
	VOL	
	ENTER	4
	EXIT	5
TOTAL		9

SUBTOTAL  
TRAFFIC  
GENERATED

LOCATION	DIR	MVMT				SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0	0
		THROUGH			0	15
		RIGHT			0	4
	SB	LEFT			0	6
		THROUGH			0	15
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	8
		THROUGH			0	0
		RIGHT			0	10
PINE ST AT VAIL AVE  11	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	14
	EB	LEFT			0	8
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
PINE ST AT OLD QUOGE RD  12	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

Project Name: Riverside BOA  
N&P Project No. 15128

Group 1			Group 2			Group 3		
		VOL			VOL			VOL
ENTER		9	ENTER		75	ENTER		12
EXIT		19	EXIT		123	EXIT		38
TOTAL		28	TOTAL		198	TOTAL		50

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0	0		
		THROUGH			0			0	0		
		RIGHT			0			0	0		
	SB	LEFT			0			0	0		
		THROUGH			0			0	0		
		RIGHT	10		1	5		4	5	1	
	EB	LEFT			0		5	6	5	2	
		THROUGH			0		5	6		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH		10	2	5		4		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	3		5	6	10	4	
		THROUGH			0		0			0	
		RIGHT		10	2		10	12		5	2
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	15		1	5		4	10		1
	WB	LEFT	10		1	10		8	5		1
		THROUGH			0			0			0
		RIGHT			0			0			0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0	
		CR 94			0			0		0	
		PECONIC	15		1			0			0
	NYS 24	U-TURN			0	20		15			0
		CR 104			0			0			0
		CR 104			0			0			0
	CR 104	U-TURN			0			0			0
		CR 63			0			0			0
		CR 94			0			0			0
	PECONIC	PECONIC	10		1			0			0
		NYS 24			0			0			0
		NYS 24			0			0			0
	NYS 24	U-TURN			0		30	37			0
		CR 104			0			0			0
		CR 63			0		20	25			0
	CR 94	CR 94			0		15	18		20	8
		PECONIC	25		2		15	18		15	6
		U-TURN			0			0			0
	PECONIC	NYS 24		25	5	15		11	15		2
		CR 104		10	2			0			0
		CR 63		15	3			0			0
	CR 94	CR 94		25	5			0			0
		U-TURN	7		1			0			0
		PECONIC	25		2			0			0
NYS 24	NYS 24			0	15		11	20		2	
	CR 104			0			0			0	
	CR 63			0			0			0	
CR 94	CR 94			0			0			0	
	U-TURN			0			0			0	
	CR 63			0			0			0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	5		30	37	45		5
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH		25	2	50		38		45	17
		RIGHT			0			0			0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Group 4			Group 5			Group 6		
		VOL			VOL			VOL
ENTER		200	ENTER		86	ENTER		16
EXIT		268	EXIT		140	EXIT		63
TOTAL		468	TOTAL		226	TOTAL		79

LOCATION	DIR	MVMT												
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0				
		THROUGH			0			0		0				
		RIGHT			0			0		0				
	SB	LEFT			0			0		0				
		THROUGH			0			0		0				
		RIGHT	5		10	5		4	5	1				
	EB	LEFT		5	13		5	7		5	3			
		THROUGH			0			0		0				
		RIGHT			0			0		0				
	WB	LEFT			0			0		0				
		THROUGH			0			0		0				
		RIGHT			0			0		0				
NYS 25 AT PECONIC AVE  2	NB	LEFT		10		27		10		14	10	6		
		THROUGH			0			0		0		0		
		RIGHT		5		13		5		7		5	3	
	SB	LEFT			0				0		0		0	
		THROUGH			0				0		0		0	
		RIGHT			0			0		0		0		
	EB	LEFT			0				0		0		0	
		THROUGH			0				0		0		0	
		RIGHT	10		20	10		9	10				2	
	WB	LEFT	5		10	5		4	5				1	
		THROUGH			0			0			0		0	
		RIGHT			0			0			0		0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0				0		
		CR 94			0		10		14			0		
		PECONIC			0		10		14			0		
	NYS 24	U-TURN			0				0				0	
		CR 104			0				0				0	
		PECONIC			0				0				0	
	CR 104	U-TURN			0				0				0	
		CR 63			0				0				0	
		CR 94			20		54		10		14		20	13
	PECONIC	U-TURN			10		27		5		7		15	9
		NYS 24			0				0				0	
		U-TURN			0				0				0	
	NYS 24	U-TURN			0				0				0	
		CR 104			0				0				0	
		CR 63			0				0				0	
	CR 94	PECONIC			5		13		0				0	
		U-TURN			0				0				0	
		NYS 24			5		10		0				0	
	CR 104	U-TURN			10		20		5		4		15	2
		CR 63			0		10		9				0	
		CR 94			0				0				0	
	CR 94	U-TURN			0				0				0	
		PECONIC			0				0				0	
		NYS 24			10		20		0				0	
CR 104	U-TURN			10		20		10		9		20	3	
	CR 63			0		10		9				0		
	CR 94			0				0				0		
NYS 24 AT VAIL AVE  4	NB	LEFT		5		13				0		0		
		THROUGH			0				0			0		
		RIGHT		20		54		20		28		20	13	
	SB	LEFT			0				0				0	
		THROUGH			0				0				0	
		RIGHT			0				0				0	
	EB	LEFT			0				0				0	
		THROUGH			0				0				0	
		RIGHT			5		10		0				0	
	WB	LEFT		20		40		20		17		20	3	
		THROUGH			0				0				0	
		RIGHT			0				0				0	

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Group 7			Group 8			Group 9		
		VOL			VOL			VOL
ENTER		9	ENTER		32	ENTER		101
EXIT		33	EXIT		103	EXIT		254
TOTAL		42	TOTAL		135	TOTAL		355

LOCATION	DIR	MVMT								
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	SB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT	5		0	5		2	5	5
	EB	LEFT		5	2		5	5	5	13
		THROUGH			0			0		0
		RIGHT			0			0		0
	WB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
NYS 25 AT PECONIC AVE  2	NB	LEFT		10	3		10	10		25
		THROUGH			0		0			0
		RIGHT		5	2		5	5		13
	SB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	EB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT	10		1	10		3	10	10
	WB	LEFT	5		0	5		2	5	5
		THROUGH			0			0		0
		RIGHT			0			0		0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0
		CR 94			0		0		0	
		PECONIC			0		0		0	
	NYS 24	CR 104			0			0		0
		U-TURN			0			0		0
		CR 63			0			0		0
	CR 104	CR 94		15	5		10	10		0
		PECONIC		10	3		10	10		0
		NYS 24			0			0		0
	NYS 24	U-TURN			0			0		0
		CR 104			0			0		0
		CR 63			0			0		0
	CR 94	CR 94		5	2		5	5		20
		PECONIC		5	2		10	10		15
		U-TURN			0			0		0
	PECONIC	NYS 24	5		0	5		2	15	15
		CR 104	10		1	10		3		0
		CR 63			0			0		0
	CR 94	CR 94			0			0		0
		PECONIC			0			0		0
		NYS 24	5		0	10		3	20	20
	CR 104	CR 104	15		1	10		3		0
		CR 63			0			0		0
		CR 63			0			0		0
NYS 24 AT VAIL AVE  4	NB	LEFT			0		15	15		0
		THROUGH			0		0			0
		RIGHT			0		15	15		0
	SB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	EB	LEFT			0			0		0
		THROUGH	10		1			0	35	35
		RIGHT			0	15		5		0
	WB	LEFT			0	15		5		0
		THROUGH		10	3			0		35
		RIGHT			0			0		0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	17	
EXIT	12	
TOTAL	29	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	5		1	29
	EB	LEFT			1	52
		THROUGH			0	6
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	6
		RIGHT			0	0
NYS 25 AT PECONIC AVE  2	NB	LEFT		5	1	99
		THROUGH			0	0
		RIGHT		5	1	60
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	5		1	52
	WB	LEFT	5		1	33
		THROUGH			0	0
		RIGHT			0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0	0
		CR 94			0	14
		PECONIC			0	15
	NYS 24	U-TURN	10		2	17
		CR 104			0	0
		CR 63			0	0
	CR 104	U-TURN			0	0
		CR 63			0	0
		CR 94			0	96
	PECONIC	U-TURN			0	57
		NYS 24			0	0
		CR 104			0	37
	NYS 24	U-TURN			0	0
		CR 104			0	0
		CR 63		10	1	26
	CR 94	U-TURN			6	90
		PECONIC			10	90
		NYS 24			0	0
	PECONIC	U-TURN			0	0
		NYS 24	10		2	47
		CR 104			0	32
	CR 63	U-TURN			0	12
		CR 94			0	5
		CR 94			0	1
CR 94	U-TURN			0	2	
	PECONIC			9	65	
	NYS 24	50		0	36	
CR 104	U-TURN			0	36	
	PECONIC			0	9	
	CR 63			0	9	
NYS 24 AT VAIL AVE  4	NB	LEFT			0	28
		THROUGH			0	0
		RIGHT			0	110
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	70		12	95
		RIGHT			0	15
	WB	LEFT			0	65
		THROUGH		70	8	157
		RIGHT			0	0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Group 1		Group 2		Group 3	
		VOL		VOL	
ENTER	9	ENTER	75	ENTER	12
EXIT	19	EXIT	123	EXIT	38
TOTAL	28	TOTAL	198	TOTAL	50

LOCATION	DIR	MVMT									
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		0	20		15		45	17	
		THROUGH		0			0			0	
		RIGHT		0			0		20	8	
	SB	LEFT		0			0				0
		THROUGH		0			0				0
		RIGHT		0			0				0
	EB	LEFT		0			0				0
		THROUGH		25	5		30	37			0
		RIGHT			0			0	45		5
	WB	LEFT		0			0		20		2
		THROUGH		25	2	30		23			0
		RIGHT			0			0			0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT		0	5		4			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		25	5		25	31		20	8
		RIGHT			0		5	6			0
	WB	LEFT		0			0				0
		THROUGH		25	2	25		19	20		2
		RIGHT			0			0			0
NYS 24 AT LUDLAM AVE  7	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		25	5		25	31		20	8
		RIGHT			0			0			0
	WB	LEFT		0			0				0
		THROUGH		25	2	25		19	20		2
		RIGHT			0			0			0
NYS 24 AT CR 105  8	NB	LEFT		0			0			0	
		THROUGH		0			0			0	
		RIGHT		0			0				0
	SB	LEFT		0			0				0
		THROUGH		0			0				0
		RIGHT		5	0	5		4	5		1
	EB	LEFT		5	1		5	6		5	2
		THROUGH		20	4		20	25		15	6
		RIGHT			0			0			0
	WB	LEFT		0			0				0
		THROUGH		20	2	20		15	15		2
		RIGHT			0			0			0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	10	1			0			0	
		BEAR RIGHT		0	20		15	25			3
		RIGHT		0			0				0
	SB - CR104	THROUGH	10	2		20	25				0
		LEFT		0			0				0
		HARD LEFT		0			0				0
	SWB	HARD RIGHT		0			0				0
		BEAR LEFT		0			0		25		10
		HARD LEFT		0			0				0
	WB	LEFT		0			0				0
		RIGHT		0			0				0
		HARD RIGHT		0			0				0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	Group 4			Group 5			Group 6		
			ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		20	54		20	28		20	13
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH		20	40	20		17	20		3
		RIGHT			0			0			0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		20	54		20	28		20	13
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH		20	40	20		17	20		3
		RIGHT			0			0			0
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		20	54		20	28		20	13
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH		20	40	20		17	20		3
		RIGHT			0			0			0
NYS 24 AT CR 105  8	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		5	10	5		4	5		1
	EB	LEFT		5	13		5	7		5	3
		THROUGH		15	40		15	21		15	9
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH		15	30	15		13	15		2
		RIGHT			0			0			0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH		25	50	25		22	25		4
		BEAR RIGHT			0			0			0
		RIGHT			0			0			0
	SB - CR104	THROUGH		25	67		25	35		25	16
		LEFT			0			0			0
		HARD LEFT			0			0			0
	SWB	HARD RIGHT			0			0			0
		BEAR LEFT			0			0			0
		HARD LEFT			0			0			0
	WB	LEFT			0			0			0
		RIGHT			0			0			0
		HARD RIGHT			0			0			0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 7			Group 8			Group 9		
		VOL			VOL			VOL
ENTER		9	ENTER		32	ENTER		101
EXIT		33	EXIT		103	EXIT		254
TOTAL		42	TOTAL		135	TOTAL		355

LOCATION	DIR	MVMT									
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		10	3		0		15	38	
		THROUGH			0		0			0	
		RIGHT			0		5	5		0	
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0		15	15	20		20
		RIGHT	10		1			0	15		15
	WB	LEFT			0	5		2			0
		THROUGH			0	15		5		20	51
		RIGHT			0			0			0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0		0		20	51	
		THROUGH			0		0			0	
		RIGHT			0			0	15		38
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0		20	21			0
		RIGHT			0			0	20		20
	WB	LEFT			0			0	15		15
		THROUGH			0	20		6			0
		RIGHT			0			0			0
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0		0			0	
		THROUGH			0		0			0	
		RIGHT		20	7			0		5	13
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0		20	21		15	38
		RIGHT			0			0			0
	WB	LEFT		20	2			0	5		5
		THROUGH			0	20		6	15		15
		RIGHT			0			0			0
NYS 24 AT CR 105  8	NB	LEFT			0		0			0	
		THROUGH			0		0			0	
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	5		0	5		2	5		5
	EB	LEFT		5	2		5	5		5	13
		THROUGH		15	5		15	15		15	38
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	15		1	15		5	15		15
		RIGHT			0			0			0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	20		2	20		6		0	
		BEAR RIGHT	25		2	15		5	25		25
		RIGHT			0			0	10		10
	SB - CR104	THROUGH		20	7		20	21			0
		LEFT			0			0			0
		HARD LEFT			0			0			0
	SWB	HARD RIGHT			0			0			0
		BEAR LEFT		25	8		15	15		25	64
		HARD LEFT			0			0			0
	WB	LEFT			0			0		10	25
		RIGHT			0			0			0
		HARD RIGHT			0			0			0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	17	
EXIT	12	
TOTAL	29	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0	73
		THROUGH			0	0
		RIGHT	10		2	15
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	70		12	184
		RIGHT			0	21
	WB	LEFT		10	1	5
		THROUGH		70	8	149
		RIGHT			0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0	55
		THROUGH			0	0
		RIGHT			0	38
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH		20	2	162
		RIGHT			0	26
	WB	LEFT			0	15
		THROUGH	20		3	92
		RIGHT			0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	20
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH		20	2	200
		RIGHT			0	0
	WB	LEFT			0	7
		THROUGH	20		3	107
		RIGHT			0	0
NYS 24 AT CR 105  8	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		2	29
	EB	LEFT		10	1	53
		THROUGH		10	1	164
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	10		2	87
		RIGHT			0	0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH			0	85
		BEAR RIGHT	10		2	52
		RIGHT			0	10
	SB - CR104	THROUGH			0	173
		LEFT			0	0
		HARD LEFT			0	0
	SWB	HARD RIGHT			0	0
		BEAR LEFT		10	1	98
		HARD LEFT			0	0
	WB	LEFT			0	25
		RIGHT			0	0
		HARD RIGHT			0	0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 1		Group 2		Group 3	
VOL		VOL		VOL	
ENTER	9	ENTER	75	ENTER	12
EXIT	19	EXIT	123	EXIT	38
TOTAL	28	TOTAL	198	TOTAL	50

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH	10		1			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0	20		2
		THROUGH		10	2		20	25			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			0			0	20		8
PINE ST AT VAIL AVE  11	NB	LEFT			0					0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0	20		8
	EB	LEFT			0			0	20		2
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0					0	
		THROUGH			0	20		15	25		3
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0		25	10
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Group 4		Group 5		Group 6	
	VOL		VOL		VOL
ENTER	200	ENTER	86	ENTER	16
EXIT	268	EXIT	140	EXIT	63
TOTAL	468	TOTAL	226	TOTAL	79

LOCATION	DIR	MVMT										
CR 104 AT PINE ST  10	NB	LEFT			0			0		0		
		THROUGH	15		30	25		22		20	13	
		RIGHT	10		20			0		10	6	
	SB	LEFT			0		20		28		0	
		THROUGH		15	40		25	35	35		6	
		RIGHT			0			0			0	
	EB	LEFT			0				0	15	9	
		THROUGH			0				0	10	6	
		RIGHT			0				0		0	
	WB	LEFT		10	27				0	20	3	
		THROUGH			0				0		0	
		RIGHT			0	20			17		0	
PINE ST AT VAIL AVE  11	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0			0	
	SB	LEFT			0				0		0	
		THROUGH			0				0		0	
		RIGHT			0	20			17	20	3	
	EB	LEFT			0		20		28		20	13
		THROUGH			0				0		0	
		RIGHT			0				0		0	
WB	LEFT			0				0		0		
	THROUGH			0				0		0		
	RIGHT			0				0		0		
PINE ST AT OLD QUOGE RD  12	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			0				0		0	
		RIGHT			0				0		0	
WB	LEFT			0				0		0		
	THROUGH			0				0		0		
	RIGHT			0				0		0		

# NELSON & POPE

AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 7			Group 8			Group 9		
		VOL			VOL			VOL
ENTER		9	ENTER		32	ENTER		101
EXIT		33	EXIT		103	EXIT		254
TOTAL		42	TOTAL		135	TOTAL		355

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH		25	8		25	26		0	
		RIGHT			0			0		0	
	SB	LEFT			0	5		2	10		10
		THROUGH		25	2	25		8			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			0		5	5		10	25
PINE ST AT VAIL AVE  11	NB	LEFT			0			0		0	
		THROUGH			0		30	31		0	
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0	30		10			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0	10		10
		RIGHT			0			0			0
WB	LEFT			0			0			0	
	THROUGH			0			0		10	25	
	RIGHT			0			0			0	
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0				10	25	
		THROUGH		10	3		5	5	15	38	
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		10	1	5		2	15		15
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0	10		10
WB	LEFT			0			0			0	
	THROUGH			0			0			0	
	RIGHT			0			0			0	

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA  
 N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	17	
EXIT	12	
TOTAL	29	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0	0
		THROUGH			0	100
		RIGHT			0	26
	SB	LEFT			0	42
		THROUGH			0	118
		RIGHT			0	0
	EB	LEFT			0	9
		THROUGH			0	6
		RIGHT			0	0
	WB	LEFT			0	30
		THROUGH			0	0
		RIGHT			0	55
PINE ST AT VAIL AVE  11	NB	LEFT			0	0
		THROUGH			0	31
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	10
		RIGHT			0	28
	EB	LEFT			0	43
		THROUGH			0	10
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	25
		RIGHT			0	0
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0	25
		THROUGH	10		2	66
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH		10	1	29
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	10
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	163	12	29	180
	EB	LEFT	303	11	52	344
		THROUGH	498	4	6	500
		RIGHT	0	0	0	0
	WB	LEFT	0	0	0	0
		THROUGH	385	4	6	387
		RIGHT	30	0	0	30
NYS 25 AT PECONIC AVE  2	NB	LEFT	159	19	99	239
		THROUGH	0	0	0	0
		RIGHT	569	14	60	615
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	233	0	0	233
		RIGHT	117	21	52	148
	WB	LEFT	358	16	33	375
		THROUGH	192	0	0	192
		RIGHT	0	0	0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0	0
		CR 94	24	0	14	38
		PECONIC	224	0	15	239
		NYS 24	130	13	17	134
	CR 104	CR 104	31	7	0	24
		U-TURN	0	0	0	0
		CR 63	21	4	0	17
		CR 94	150	22	96	224
		PECONIC	135	18	57	174
		NYS 24	25	5	0	20
		NYS 24	3	0	37	40
		CR 104	15	11	0	4
		CR 63	72	16	26	82
		CR 94	304	22	90	372
		PECONIC	156	16	90	230
		PECONIC	6	0	0	6
		NYS 24	165	18	47	194
		CR 104	114	17	32	129
		CR 63	138	3	12	147
		CR 94	106	0	5	111
	CR 94	U-TURN	10	0	1	11
		PECONIC	168	0	2	170
		NYS 24	394	23	65	436
		CR 104	206	20	36	222
	CR 63	15	5	9	19	
		0	0			
	NB	LEFT	6	8	28	26
		THROUGH	0	0	0	0
RIGHT		7	10	110	107	
SB	LEFT	0	0	0	0	
	THROUGH	0	0	0	0	
	RIGHT	0	0	0	0	
EB	LEFT	0	0	0	0	
	THROUGH	720	23	95	792	
	RIGHT	9	5	15	19	
WB	LEFT	13	15	65	63	
	THROUGH	509	23	157	643	
	RIGHT	0	0	0	0	
NYS 24 AT VAIL AVE  4						

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	0	0		
		THROUGH	26	7	73	92
		RIGHT	0	0	0	0
	SB	LEFT	16	1	15	30
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	685	27	184	842
	WB	LEFT	26	7	21	40
		THROUGH	5	1	5	9
		RIGHT	503	31	149	621
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	0	0		
		THROUGH	6	0	55	61
		RIGHT	0	0	0	0
	SB	LEFT	8	0	38	46
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	684	28	162	818
	WB	LEFT	19	0	26	45
		THROUGH	8	0	15	23
		RIGHT	497	32	92	557
NYS 24 AT LUDLAM AVE  7	NB	LEFT	0	0		
		THROUGH	30	0	0	30
		RIGHT	0	0	0	0
	SB	LEFT	55	0	20	75
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	657	28	200	829
	WB	LEFT	44	0	0	44
		THROUGH	41	0	7	48
		RIGHT	487	32	107	562
NYS 24 AT CR 105  8	NB	LEFT	0	0		
		THROUGH	6	0	0	6
		RIGHT	209	0	0	209
	SB	LEFT	14	0	0	14
		THROUGH	463	0	0	463
		RIGHT	259	0	0	259
	EB	LEFT	143	4	29	168
		THROUGH	161	3	53	211
		RIGHT	558	23	164	699
	WB	LEFT	12	0	0	12
		THROUGH	37	0	0	37
		RIGHT	388	26	87	449
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	360	0	0	360
		BEAR RIGHT	0	0		
		RIGHT	250	20	85	315
	SB - CR104	THROUGH	9	1	52	60
		LEFT	13	0	10	23
		HARD LEFT	337	18	173	492
	SWB	THROUGH	25	0	0	25
		HARD RIGHT	6	0	0	6
		BEAR LEFT	10	0	0	10
	WB	THROUGH	16	1	98	113
		HARD LEFT	3	0	0	3
		LEFT	21	0	25	46
	RIGHT	20	0	0	20	
	HARD RIGHT	0	0	0	0	
		0	0	0	0	

# NELSON & POPE

## AM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0	0
		THROUGH	360	15	100	445
		RIGHT	3	4	26	25
	SB	LEFT	12	6	42	48
		THROUGH	338	15	118	441
		RIGHT	0	0	0	0
	EB	LEFT	0	0	9	9
		THROUGH	0	0	6	6
		RIGHT	0	0	0	0
	WB	LEFT	0	8	30	22
		THROUGH	0	0	0	0
		RIGHT	14	10	55	59
PINE ST AT VAIL AVE  11	NB	LEFT	4	0	0	4
		THROUGH	4	0	31	35
		RIGHT	4	0	0	4
	SB	LEFT	5	0	0	5
		THROUGH	5	0	10	15
		RIGHT	13	14	28	27
	EB	LEFT	5	8	43	40
		THROUGH	16	0	10	26
		RIGHT	3	0	0	3
	WB	LEFT	3	0	0	3
		THROUGH	12	0	25	37
		RIGHT	4	0	0	4
PINE ST AT OLD QUOGE RD  12	NB	LEFT	10	0	25	35
		THROUGH	29	0	66	95
		RIGHT	0	0	0	0
	SB	LEFT	0	0	0	0
		THROUGH	25	0	29	54
		RIGHT	4	0	0	4
	EB	LEFT	7	0	0	7
		THROUGH	0	0	0	0
		RIGHT	15	0	10	25
	WB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

GROWTH FACTOR: 1.00%  
NO. OF YEARS: 10  
GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME	
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	0	0	0	
	SB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	279	282	312	
	EB	LEFT	260	263	291	
		THROUGH	427	432	478	
		RIGHT	0	0	0	
	WB	LEFT	0	0	0	
		THROUGH	639	646	714	
		RIGHT	41	42	47	
NYS 25 AT PECONIC AVE  2	NB	LEFT	182	184	204	
		THROUGH	0	0	0	
		RIGHT	419	424	469	
	SB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	0	0	0	
	EB	LEFT	0	0	0	
		THROUGH	268	271	300	
		RIGHT	276	279	309	
	WB	LEFT	618	625	691	
		THROUGH	300	303	335	
		RIGHT	0	0	0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0	
		CR 94	19	20	23	
		PECONIC	128	130	144	
		NYS 24	84	85	94	
		CR 104	23	24	27	
	CR 104	U-TURN	0	0	0	
		CR 63	16	17	19	
		CR 94	200	202	224	
		PECONIC	185	187	207	
		NYS 24	8	9	10	
	NYS 24	U-TURN	4	5	6	
		CR 104	10	11	13	
		CR 63	80	81	90	
		CR 94	266	269	298	
		PECONIC	191	193	214	
	PECONIC	U-TURN	1	2	3	
		NYS 24	245	248	275	
		CR 104	188	190	210	
		CR 63	191	193	214	
		CR 94	89	90	100	
	CR 94	U-TURN	7	8	9	
		PECONIC	92	93	103	
		NYS 24	307	311	344	
		CR 104	167	169	187	
		CR 63	13	14	16	
	NYS 24 AT VAIL AVE  4	NB	LEFT	12	13	15
			THROUGH	0	0	0
RIGHT			7	8	9	
SB		LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	0	0	0	
EB		LEFT	0	0	0	
		THROUGH	650	657	726	
		RIGHT	5	6	7	
WB		LEFT	12	13	15	
		THROUGH	508	514	568	
		RIGHT	0	0	0	

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

GROWTH FACTOR: 1.00%  
NO. OF YEARS: 10  
GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	34	35	39
		THROUGH	0	0	0
		RIGHT	20	21	24
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	619	626	692
		RIGHT	37	38	42
	WB	LEFT	6	7	8
		THROUGH	490	495	547
		RIGHT	0	0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	25	26	29
		THROUGH	0	0	0
		RIGHT	24	25	28
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	618	625	691
		RIGHT	16	17	19
	WB	LEFT	22	23	26
		THROUGH	467	472	522
		RIGHT	0	0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT	19	20	23
		THROUGH	0	0	0
		RIGHT	63	64	71
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	587	593	656
		RIGHT	27	28	31
	WB	LEFT	63	64	71
		THROUGH	470	475	525
		RIGHT	0	0	0
NYS 24 AT CR 105  8	NB	LEFT	8	9	10
		THROUGH	308	312	345
		RIGHT	33	34	38
	SB	LEFT	549	555	614
		THROUGH	360	364	403
		RIGHT	122	124	138
	EB	LEFT	176	178	197
		THROUGH	464	469	519
		RIGHT	3	4	5
	WB	LEFT	17	18	20
		THROUGH	420	425	470
		RIGHT	600	606	670
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	473	478	529
		BEAR RIGHT	56	57	63
		RIGHT	18	19	21
	SB	THROUGH	327	331	366
		LEFT	43	44	49
		HARD LEFT	19	20	23
	SWB	HARD RIGHT	3	4	5
		BEAR LEFT	2	3	4
		HARD LEFT	6	7	8
	WB	LEFT	12	13	15
		RIGHT	17	18	20
		HARD RIGHT	5	6	7

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA  
 N&P Project No. 15128

GROWTH FACTOR: 1.00%  
 NO. OF YEARS: 10  
 GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0
		THROUGH	515	521	576
		RIGHT	14	15	17
	SB	LEFT	17	18	20
		THROUGH	375	379	419
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	3	4	5
		THROUGH	0	0	0
		RIGHT	28	29	33
PINE ST AT VAIL AVE  11	NB	LEFT	2	3	4
		THROUGH	2	3	4
		RIGHT	1	2	3
	SB	LEFT	3	4	5
		THROUGH	4	5	6
		RIGHT	8	9	10
	EB	LEFT	10	11	13
		THROUGH	17	18	20
		RIGHT	3	4	5
	WB	LEFT	1	2	3
		THROUGH	20	21	24
		RIGHT	11	12	14
PINE ST AT OLD QUOGE RD  12	NB	LEFT	25	26	29
		THROUGH	85	86	96
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	26	27	30
		RIGHT	3	4	5
	EB	LEFT	7	8	9
		THROUGH	0	0	0
		RIGHT	13	14	16
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
N&P Project No. 15128

OTHER  
PLANNED  
PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
VOL		VOL		
ENTER	29	ENTER	105	
EXIT	15	EXIT	75	
TOTAL	44	TOTAL	180	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	5		1			0	1
	EB	LEFT		5	1			0	1
		THROUGH		5	1	85		89	90
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH	5		1	85		64	65	
	RIGHT			0		10	8	8	
NYS 25 AT PECONIC AVE  2	NB	LEFT	35		10			0	10
		THROUGH			0			0	0
		RIGHT			0	70		74	74
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		10	2	15		16	18
		RIGHT			7			0	7
	WB	LEFT			0	70		53	53
	THROUGH	10		3	15		11	14	
	RIGHT			0			0	0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0	0
		CR 94			0			0	0
		PECONIC	15		4	15		16	20
		NYS 24			0			0	0
		CR 104			0			0	0
	CR 104	U-TURN			0			0	0
		CR 63			0			0	0
		CR 94			0			0	0
		PECONIC	10		3	10		11	14
		NYS 24			0			0	0
	NYS 24	U-TURN			0			0	0
		CR 104			0			0	0
		CR 63			0			0	0
		CR 94			0			0	0
		PECONIC	10		3	15		16	19
	PECONIC	U-TURN			0			0	0
		NYS 24		10	2		30	23	25
		CR 104			2		10	8	10
		CR 63			2		15	11	13
		CR 94			2		15	11	13
CR 94	U-TURN	7		2			0	2	
	PECONIC			0	30		32	32	
	NYS 24			0			0	0	
	CR 104			0			0	0	
	CR 63			0			0	0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		10	2		15	11	13
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH	10		3	15		16	19	
	RIGHT			0			0	0	

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

OTHER  
PLANNED  
PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
VOL		VOL		
ENTER	29	ENTER	105	
EXIT	15	EXIT	75	
TOTAL	44	TOTAL	180	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		10	2		15	11	13
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		10	3		15	16	19	
	RIGHT			0			0	0	
NYS 24 AT ENTERPRISE ZONE DR  6	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		10	2		15	11	13
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		10	3		15	16	19	
	RIGHT			0			0	0	
NYS 24 AT LUDLAM AVE  7	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		10	2		15	11	13
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		10	3		15	16	19	
	RIGHT			0			0	0	
NYS 24 AT CR 105  8	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		10	2		15	11	13
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH		10	3		15	16	19	
	RIGHT			0			0	0	
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	10		3	10		11	14
		BEAR RIGHT			0			0	0
		RIGHT			0			0	0
	SB	THROUGH		10	2		10	8	10
		LEFT			0			0	0
		HARD LEFT			0			0	0
	SWB	HARD RIGHT			0			0	0
		BEAR LEFT			0			0	0
		HARD LEFT			0			0	0
	WB	LEFT			0			0	0
	RIGHT			0			0	0	
	HARD RIGHT			0			0	0	

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
N&P Project No. 15128

OTHER  
PLANNED  
PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL		VOL	
ENTER	29	ENTER	105	
EXIT	15	EXIT	75	
<b>TOTAL</b>	<b>44</b>	<b>TOTAL</b>	<b>180</b>	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0			0	0
		THROUGH	10		3	10		11	14
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH		10	2		10	8	10
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
PINE ST AT VAIL AVE  11	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			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
PINE ST AT OLD QUOGE RD  12	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			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	312	1	313
	EB	LEFT	291	1	292
		THROUGH	478	90	568
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	714	65	779
		RIGHT	47	8	55
NYS 25 AT PECONIC AVE  2	NB	LEFT	204	10	214
		THROUGH	0	0	0
		RIGHT	469	74	543
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	300	18	318
		RIGHT	309	7	316
	WB	LEFT	691	53	744
		THROUGH	335	14	349
		RIGHT	0	0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0
		CR 94	23	0	23
		PECONIC	144	20	164
		NYS 24	94	0	94
		CR 104	27	0	27
	CR 104	U-TURN	0	0	0
		CR 63	19	0	19
		CR 94	224	0	224
		PECONIC	207	14	221
		NYS 24	10	0	10
	NYS 24	U-TURN	6	0	6
		CR 104	13	0	13
		CR 63	90	0	90
		CR 94	298	0	298
		PECONIC	214	19	233
	PECONIC	U-TURN	3	0	3
		NYS 24	275	25	300
		CR 104	210	10	220
		CR 63	214	13	227
		CR 94	100	13	113
	CR 94	U-TURN	7	2	9
		PECONIC	103	32	135
		NYS 24	344	0	344
		CR 104	187	0	187
CR 63		16	0	16	
NYS 24 AT VAIL AVE  4	NB	LEFT	15	0	15
		THROUGH	0	0	0
		RIGHT	9	0	9
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	726	13	739
		RIGHT	7	0	7
	WB	LEFT	15	0	15
		THROUGH	568	19	587
		RIGHT	0	0	0

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	39	0	39
		THROUGH	0	0	0
		RIGHT	24	0	24
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	692	13	705
		RIGHT	42	0	42
	WB	LEFT	8	0	8
		THROUGH	547	19	566
		RIGHT	0	0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	29	0	29
		THROUGH	0	0	0
		RIGHT	28	0	28
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	691	13	704
		RIGHT	19	0	19
	WB	LEFT	26	0	26
		THROUGH	522	19	541
		RIGHT	0	0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT	23	0	23
		THROUGH	0	0	0
		RIGHT	71	0	71
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	656	13	669
		RIGHT	31	0	31
	WB	LEFT	71	0	71
		THROUGH	525	19	544
		RIGHT	0	0	0
NYS 24 AT CR 105  8	NB	LEFT	10	0	10
		THROUGH	345	0	345
		RIGHT	38	0	38
	SB	LEFT	614	0	614
		THROUGH	403	0	403
		RIGHT	138	0	138
	EB	LEFT	197	0	197
		THROUGH	519	13	532
		RIGHT	5	0	5
	WB	LEFT	20	0	20
		THROUGH	470	19	489
		RIGHT	670	0	670
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	529	14	543
		BEAR RIGHT	63	0	63
		RIGHT	21	0	21
	SB	THROUGH	366	10	376
		LEFT	49	0	49
		HARD LEFT	23	0	23
	SWB	HARD RIGHT	5	0	5
		BEAR LEFT	4	0	4
		HARD LEFT	8	0	8
	WB	LEFT	15	0	15
		RIGHT	20	0	20
		HARD RIGHT	7	0	7

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0
		THROUGH	576	14	590
		RIGHT	17	0	17
	SB	LEFT	20	0	20
		THROUGH	419	10	429
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	5	0	5
		THROUGH	0	0	0
		RIGHT	33	0	33
PINE ST AT VAIL AVE  11	NB	LEFT	4	0	4
		THROUGH	4	0	4
		RIGHT	3	0	3
	SB	LEFT	5	0	5
		THROUGH	6	0	6
		RIGHT	10	0	10
	EB	LEFT	13	0	13
		THROUGH	20	0	20
		RIGHT	5	0	5
	WB	LEFT	3	0	3
		THROUGH	24	0	24
		RIGHT	14	0	14
PINE ST AT OLD QUOGE RD  12	NB	LEFT	29	0	29
		THROUGH	96	0	96
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	30	0	30
		RIGHT	5	0	5
	EB	LEFT	9	0	9
		THROUGH	0	0	0
		RIGHT	16	0	16
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%		PECONIC AVE USES	PASS-BY% 0%		NY24 Corridor	PASS-BY% 0%		Vail Ave	
		VOL			VOL			VOL	
ENTER		10			ENTER		66	ENTER	10
EXIT		11			EXIT		67	EXIT	6
TOTAL		21			TOTAL		133	TOTAL	16

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	5		0	5		3	10	1	
	EB	LEFT		5	0		5	3		10	1
		THROUGH		5	0		5	3		0	0
		RIGHT			0			0		0	0
	WB	LEFT			0			0		0	0
		THROUGH	5		0	5		3		0	0
		RIGHT			0			0		0	0
NYS 25 AT PECONIC AVE  2	NB	LEFT		10	0		10	7		15	1
		THROUGH			0			0			0
		RIGHT		10	0		10	7		10	1
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	10		0	10		7	15		2
	WB	LEFT	10		0	10		7	10		1
		THROUGH			0			0			0
		RIGHT			0			0			0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0			0
	CR 94				0			0			0
		PECONIC	15		0			0			0
		NYS 24			0	15		10	10		1
		CR 104			0			0			0
	CR 104	U-TURN			0			0			0
		CR 63			0			0			0
		CR 94			0			0		10	1
		PECONIC	15		0			0		10	1
		NYS 24			0	5		3			0
	NYS 24	U-TURN			0			0			0
		CR 104			0		15	10			0
		CR 63			0		15	10		10	1
		CR 94			0		25	17		20	1
		PECONIC	25		0		20	13		15	1
	PECONIC	U-TURN			0			0			0
		NYS 24		25	0	20		13	15		2
		CR 104		15	0			0	10		1
		CR 63		15	0			0			0
		CR 94		25	0			0			0
	CR 94	U-TURN	7		0			0			0
		PECONIC	25		0			0			0
		NYS 24			0	25		17	20		2
		CR 104			0			0	10		1
	CR 63			0			0			0	
NYS 24 AT VAIL AVE  4	NB	LEFT	5		0	5		3		40	2
		THROUGH			0			0			0
		RIGHT			0			0		20	1
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		20	0		20	13			0
		RIGHT		5	0		5	3	40		4
	WB	LEFT			0			0	20		2
		THROUGH	20		0	20		13			0
		RIGHT			0			0			0

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

Pine St			Hotel			CR 104		
PASS-BY%			PASS-BY%			PASS-BY%		
0%			0%			0%		
		VOL			VOL			VOL
	ENTER	3		ENTER	21		ENTER	62
	EXIT	1		EXIT	18		EXIT	68
	TOTAL	4		TOTAL	39		TOTAL	130

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	10		0	5		1	10	6	
	EB	LEFT		10	0		5	1		10	7
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	0		15	3		15	10
		THROUGH			0			0			0
		RIGHT		10	0		5	1		10	7
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	15		0	15		3	15		9
	WB	LEFT	10		0	5		1	10		6
		THROUGH			0			0			0
		RIGHT			0			0			0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0			0
	CR 94				0			0			0
		PECONIC			0			0			0
		NYS 24			0			0			0
		CR 104	10		0			0	10		6
	CR 104	U-TURN			0			0			0
		CR 63		10	0					10	7
		CR 94		30	0		30	5		30	20
		PECONIC		25	0		20	4		25	17
		NYS 24			0		5	1			0
	NYS 24	U-TURN			0			0			0
		CR 104			0			0			0
		CR 63			0	20		4			0
		CR 94			0			0			0
		PECONIC			0			0			0
	PECONIC	U-TURN			0			0			0
		NYS 24			0			0			0
		CR 104	25		1			0	25		16
		CR 63			0	20		4			0
		CR 94			0			0			0
	CR 94	U-TURN			0			0			0
		PECONIC			0			0			0
		NYS 24			0			0			0
		CR 104	30		1			0	30		19
	CR 63			0	30		6			0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		20	0			0		20	14
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0		20	4			0
		RIGHT			0			0			0
	WB	LEFT	20		1			0	20		12
		THROUGH			0	20		4			0
		RIGHT			0			0			0

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%	Old Queue		SUBTOTAL TRAFFIC GENERATED
	VOL		
	ENTER	6	
	EXIT	5	
TOTAL		11	

LOCATION	DIR	MVMT				SUBTOTAL VOL
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		1	12
	EB	LEFT		10	1	13
		THROUGH			0	3
		RIGHT			0	0
WB	LEFT			0	0	
	THROUGH			0	3	
	RIGHT			0	0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	1	22
		THROUGH			0	0
		RIGHT		10	1	17
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	15		1	22
WB	LEFT	10		1	16	
	THROUGH			0	0	
	RIGHT			0	0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0	0
		CR 94			0	0
		PECONIC			0	0
	NYS 24	U-TURN	10		1	12
		CR 104			0	6
		CR 104			0	0
	CR 63	U-TURN			0	7
		CR 94			0	26
		PECONIC			0	22
	NYS 24	U-TURN			0	4
		CR 104			0	10
		CR 63		10	1	16
	CR 94	U-TURN			0	0
		PECONIC			0	0
		CR 104			0	18
	PECONIC	U-TURN			0	0
		NYS 24	25		2	17
		CR 104			0	18
	CR 63	U-TURN			0	4
		CR 94			0	0
		U-TURN			0	0
CR 94	PECONIC			0	0	
	NYS 24	30		2	21	
	CR 104			0	21	
CR 63	U-TURN			0	6	
	PECONIC			0	0	
	NYS 24			0	0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0	5
		THROUGH			0	0
		RIGHT			0	15
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	65		4	21
		RIGHT			0	7
WB	LEFT			0	15	
	THROUGH		65	3	20	
	RIGHT			0	0	

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY%	PECONIC AVE USES	PASS-BY%	NY24 Corridor	PASS-BY%	Vail Ave
0%		0%		0%	
	VOL		VOL		VOL
	ENTER 10		ENTER 66		ENTER 10
	EXIT 11		EXIT 67		EXIT 6
	TOTAL 21		TOTAL 133		TOTAL 16

LOCATION	DIR	MVMT							
NYS 24 AT OLD QUOGUE RD 5	NB	LEFT	5	0	5	3		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		15	0	15	10	20	1
		RIGHT		5	0	5	3		0
	WB	LEFT		0		0		0	
		THROUGH		15	0	15	10	20	2
		RIGHT		0		0		0	
NYS 24 AT ENTERPRISE ZONE DR 6	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		15	0	15	10	20	1
		RIGHT		0		0		0	
	WB	LEFT		0		0		0	
		THROUGH		15	0	15	10	20	2
		RIGHT		0		0		0	
NYS 24 AT LUDLAM AVE 7	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		15	0	15	10	20	1
		RIGHT		0		0		0	
	WB	LEFT		0		0		0	
		THROUGH		15	0	15	10	20	2
		RIGHT		0		0		0	
NYS 24 AT CR 105 8	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	5	1	
	EB	LEFT		0		0		5	0
		THROUGH		15	0	15	10	15	1
		RIGHT		0		0		0	
	WB	LEFT		0		0		0	
		THROUGH		15	0	15	10	15	2
		RIGHT		0		0		0	
CR 104 AT OLD QUOGUE RD/LUDLAM AVE 9	NB - CR104	THROUGH	15	0	10	7	15	2	
		BEAR RIGHT		0		0		0	
		RIGHT		0		0		0	
	SB - CR104	THROUGH		15	0	10	7	15	1
		LEFT		0		0		0	
		HARD LEFT		0		0		0	
	SWB	HARD RIGHT		0		0		0	
		BEAR LEFT		0		0		0	
		HARD LEFT		0		0		0	
	WB	LEFT		0		0		0	
		RIGHT		0		0		0	
		HARD RIGHT		0		0		0	

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

Pine St		Hotel		CR 104	
PASS-BY%	0%	PASS-BY%	0%	PASS-BY%	0%
	VOL		VOL		VOL
ENTER	3	ENTER	21	ENTER	62
EXIT	1	EXIT	18	EXIT	68
TOTAL	4	TOTAL	39	TOTAL	130

LOCATION	DIR	MVMT							
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	0	20	4	20	14
		RIGHT			0		0		0
	WB	LEFT			0			0	0
		THROUGH		20	1	20	4	20	12
		RIGHT			0		0		0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	0	20	4	20	14
		RIGHT			0		0		0
	WB	LEFT			0			0	0
		THROUGH		20	1	20	4	20	12
		RIGHT			0		0		0
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		20	0	20	4	20	14
		RIGHT			0		0		0
	WB	LEFT			0			0	0
		THROUGH		20	1	20	4	20	12
		RIGHT			0		0		0
NYS 24 AT CR 105  8	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT		5	0	5	1	5	3
	EB	LEFT		5	0	5	1	5	3
		THROUGH		15	0	15	3	15	10
		RIGHT			0		0		0
	WB	LEFT			0			0	0
		THROUGH		15	0	15	3	15	9
		RIGHT			0		0		0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH		15	0	15	3	15	9
		BEAR RIGHT			0		0		0
		RIGHT			0		0		0
	SB - CR104	THROUGH		15	0	15	3	15	10
		LEFT			0		0		0
		HARD LEFT			0		0		0
	SWB	HARD RIGHT			0		0		0
		BEAR LEFT			0		0		0
		HARD LEFT			0		0		0
	WB	LEFT			0			0	0
		RIGHT			0		0		0
		HARD RIGHT			0		0		0

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%	Old Quogue		SUBTOTAL TRAFFIC GENERATED
	VOL		
	ENTER	6	
	EXIT	5	
	TOTAL	11	

LOCATION	DIR	MVMT				SUBTOTAL VOL
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		65	3	6
		THROUGH			0	0
		RIGHT		20	1	1
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	29
		RIGHT	65		4	7
WB	LEFT	20		1	1	
	THROUGH			0	29	
	RIGHT			0	0	
NYS 24 AT ENTERPRISE ZONE DR  6	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		20	1	30
		RIGHT			0	0
WB	LEFT			0	0	
	THROUGH	20		1	30	
	RIGHT			0	0	
NYS 24 AT LUDLAM AVE  7	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		20	1	30
		RIGHT			0	0
WB	LEFT			0	0	
	THROUGH	20		1	30	
	RIGHT			0	0	
NYS 24 AT CR 105  8	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	5		0	5
	EB	LEFT		5	0	4
		THROUGH		15	1	25
		RIGHT			0	0
WB	LEFT			0	0	
	THROUGH	15		1	25	
	RIGHT			0	0	
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH			0	21
		BEAR RIGHT	15		1	1
		RIGHT			0	0
	SB - CR104	THROUGH			0	21
		LEFT			0	0
		HARD LEFT			0	0
	SWB	HARD RIGHT			0	0
		BEAR LEFT		15	1	1
		HARD LEFT			0	0
	WB	LEFT			0	0
		RIGHT			0	0
		HARD RIGHT			0	0

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%		PECONIC AVE USES	PASS-BY% 0%		NY24 Corridor	PASS-BY% 0%		Vail Ave	
		VOL			VOL			VOL	
ENTER		10	ENTER		66	ENTER		10	
EXIT		11	EXIT		67	EXIT		6	
TOTAL		21	TOTAL		133	TOTAL		16	

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH	15		0	15		10		0	
		RIGHT			0			0	15	2	
	SB	LEFT			0			0	25	3	
		THROUGH		15	0		15	10		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		15	1
		THROUGH			0			0		0	
		RIGHT			0			0		25	2
PINE ST AT VAIL AVE  11	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			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
PINE ST AT OLD QUOGE RD  12	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			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

Pine St			Hotel			CR 104		
PASS-BY%	0%		PASS-BY%	0%		PASS-BY%	0%	
	VOL			VOL			VOL	
ENTER	3		ENTER	21		ENTER	62	
EXIT	1		EXIT	18		EXIT	68	
TOTAL	4		TOTAL	39		TOTAL	130	

LOCATION	DIR	MVMT								
CR 104 AT PINE ST  10	NB	LEFT			0			0		0
		THROUGH			0	15		3		0
		RIGHT	15		0			0	10	7
	SB	LEFT	65		2			0	10	7
		THROUGH			0	15		3		0
		RIGHT			0			0		0
	EB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	WB	LEFT		15	0			0	10	6
	THROUGH			0			0		0	
	RIGHT		65	1			0	10	6	
PINE ST AT VAIL AVE  11	NB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	SB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT	20		1			0	20	12
	EB	LEFT		20	0			0	20	14
		THROUGH			0			0		0
		RIGHT			0			0		0
	WB	LEFT			0			0		0
	THROUGH			0			0		0	
	RIGHT			0			0		0	
PINE ST AT OLD QUOGE RD  12	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			0			0		0
		RIGHT			0			0		0
	WB	LEFT			0			0		0
	THROUGH			0			0		0	
	RIGHT			0			0		0	

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%	Old Quogue		SUBTOTAL TRAFFIC GENERATED
	VOL		
	ENTER	6	
	EXIT	5	
TOTAL		11	

LOCATION	DIR	MVMT				SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0	0
		THROUGH			0	13
		RIGHT			0	9
	SB	LEFT			0	12
		THROUGH			0	13
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	7
		THROUGH			0	0
		RIGHT			0	9
PINE ST AT VAIL AVE  11	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	13
	EB	LEFT			0	14
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
PINE ST AT OLD QUOGE RD  12	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

Project Name: Riverside BOA  
N&P Project No. 15128

Group 1			Group 2			Group 3		
		VOL			VOL			VOL
ENTER		24	ENTER		124	ENTER		43
EXIT		14	EXIT		85	EXIT		25
TOTAL		38	TOTAL		209	TOTAL		68

LOCATION	DIR	MVMT								
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	SB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT	10		2	5		6	5	2
	EB	LEFT			0		5	4	5	1
		THROUGH			0		5	4		0
		RIGHT			0			0		0
	WB	LEFT			0			0		0
		THROUGH		10	1	5		6		0
		RIGHT			0			0		0
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	2		5	4	10	3
		THROUGH			0			0		0
		RIGHT		10	1		10	9	5	1
	SB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	EB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT	15		4	5		6	10	4
	WB	LEFT	10		2	10		12	5	2
		THROUGH			0			0		0
		RIGHT			0			0		0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0
		CR 94			0			0		0
		PECONIC	15		4			0		0
	NYS 24	U-TURN			0	20		25		0
		CR 104			0			0		0
		CR 104			0			0		0
	CR 104	U-TURN			0			0		0
		CR 63			0			0		0
		CR 94			0			0		0
	PECONIC	PECONIC	10		2			0		0
		NYS 24			0			0		0
		NYS 24			0			0		0
	NYS 24	U-TURN			0		30	26		0
		CR 104			0			0		0
		CR 63			0		20	17		0
	CR 94	CR 94			0		15	13	20	5
		PECONIC	25		6		15	13	15	4
		U-TURN			0			0		0
	PECONIC	NYS 24		25	4	15		19	15	6
		CR 104		10	1			0		0
		CR 63		15	2			0		0
	CR 94	CR 94		25	4			0		0
		U-TURN	7		2			0		0
		PECONIC	25		6			0		0
NYS 24	NYS 24			0	15		19	20	9	
	CR 104			0			0		0	
	CR 63			0			0		0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	SB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	EB	LEFT			0			0		0
		THROUGH		25	4		30	26	45	19
		RIGHT			0			0		0
	WB	LEFT			0			0		0
		THROUGH		25	6	50		62	45	11
		RIGHT			0			0		0

# NELSON & POPE

PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 4			Group 5			Group 6		
		VOL			VOL			VOL
ENTER		325	ENTER		172	ENTER		64
EXIT		346	EXIT		133	EXIT		34
TOTAL		671	TOTAL		305	TOTAL		98

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	5		16	5		9	5	3	
	EB	LEFT		5	17		5	7		5	2
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		10		35		10		13	
		THROUGH			0			0		0	
		RIGHT		5		17		5		7	5
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	10		33	10		17	10		6
	WB	LEFT	5		16	5		9	5		3
		THROUGH			0			0		0	
		RIGHT			0			0		0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0	
		CR 94			0		10		13	0	
		PECONIC			0		10		13	0	
	NYS 24	CR 104			0				0		0
		CR 104			0				0		0
		U-TURN			0				0		0
	CR 104	CR 63			0				0		0
		CR 94			20		69		10		13
		PECONIC		10		35		5		7	15
	NYS 24	CR 104			0				0		0
		U-TURN			0				0		0
		CR 104			0				0		0
	CR 63	CR 63			0				0		0
		CR 94			0				0		0
		PECONIC		5		17			0		0
	PECONIC	U-TURN			0				0		0
		NYS 24		5		16			0		0
		CR 104		10		33		5		9	15
	CR 63	CR 63			0		10		17		0
		CR 94			0				0		0
		U-TURN			0				0		0
	CR 94	PECONIC			0				0		0
		NYS 24		10		33			0		0
		CR 104		10		33		10		17	20
CR 63	CR 63			0		10		17		0	
	CR 94			0				0		0	
	U-TURN			0				0		0	
NYS 24 AT VAIL AVE  4	NB	LEFT		5		17		0		0	
		THROUGH			0			0		0	
		RIGHT		20		69		20		27	20
	SB	LEFT			0				0		0
		THROUGH			0				0		0
		RIGHT			0				0		0
	EB	LEFT			0				0		0
		THROUGH			0				0		0
		RIGHT		5		16			0		0
	WB	LEFT		20		65		20		34	20
		THROUGH			0				0		0
		RIGHT			0				0		0

# NELSON & POPE

PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 7		Group 8		Group 9	
		VOL		VOL	
ENTER	38	ENTER	108	ENTER	353
EXIT	21	EXIT	66	EXIT	293
TOTAL	59	TOTAL	174	TOTAL	646

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	5		2	5		5	5	18	
	EB	LEFT		5	1		5	3		5	15
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		10		2		10	7	10	29
		THROUGH			0			0		0	
		RIGHT		5	1		5	3		5	15
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	10		4	10		11	10		35
	WB	LEFT	5		2	5		5	5		18
		THROUGH			0			0		0	
		RIGHT			0			0		0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0	
		CR 94			0			0		0	
		PECONIC			0			0		0	
	NYS 24	CR 104			0			0		0	
		CR 104			0			0		0	
		U-TURN			0			0		0	
	CR 104	CR 63			0			0		0	
		CR 94		15	3		10	7		0	
		PECONIC		10	2		10	7		0	
	NYS 24	NYS 24			0			0		0	
		U-TURN			0			0		0	
		CR 104			0			0		0	
	CR 63	CR 63			0			0		0	
		CR 94		5	1		5	3		20	59
		PECONIC		5	1		10	7		15	44
	PECONIC	U-TURN			0			0		0	
		NYS 24	5		2	5		5	15		53
		CR 104	10		4	10		11			0
	CR 63	CR 63			0			0		0	
		CR 94			0			0		0	
		PECONIC			0			0		0	
	NYS 24	NYS 24	5		2	10		11	20		71
		CR 104	15		6	10		11			0
		CR 63			0			0			0
CR 94	U-TURN			0			0		0		
	PECONIC			0			0		0		
	NYS 24	5		2	10		11	20		71	
NYS 24 AT VAIL AVE  4	NB	LEFT			0		15	10		0	
		THROUGH			0			0		0	
		RIGHT			0		15	10		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH	10		4			0	35		124
		RIGHT			0	15		16			0
	WB	LEFT			0	15		16			0
		THROUGH		10	2			0		35	103
		RIGHT			0			0			0

# NELSON & POPE

PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	15	
EXIT	16	
TOTAL	31	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	5		1	64
	EB	LEFT			1	51
		THROUGH			0	4
		RIGHT		5	0	0
	WB	LEFT			0	0
		THROUGH			0	7
		RIGHT			0	0
NYS 25 AT PECONIC AVE  2	NB	LEFT		5	1	99
		THROUGH			0	0
		RIGHT		5	1	57
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	5		1	121
	WB	LEFT	5		1	70
		THROUGH			0	0
		RIGHT			0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0	0
		CR 94			0	13
		PECONIC			0	17
	NYS 24	U-TURN	10		2	27
		CR 104			0	0
		CR 63			0	0
	CR 104	U-TURN			0	0
		CR 63			0	0
		CR 94			0	99
	PECONIC	U-TURN			0	58
		NYS 24			0	0
		CR 104			0	26
	NYS 24	U-TURN			0	0
		CR 104			0	0
		CR 63		10	2	19
	PECONIC	U-TURN			8	89
		CR 94		50	2	94
		CR 104		10	0	0
	CR 94	U-TURN			0	0
		PECONIC			0	0
		NYS 24		50	8	153
	CR 104	U-TURN			0	80
		PECONIC			0	17
		CR 63			0	0
NYS 24 AT VAIL AVE  4	NB	LEFT			0	27
		THROUGH			0	0
		RIGHT			0	113
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	70		11	188
		RIGHT			0	32
	WB	LEFT			0	128
		THROUGH		70	11	195
		RIGHT			0	0

# NELSON & POPE

PM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Group 1		Group 2		Group 3	
		VOL		VOL	
ENTER	24	ENTER	124	ENTER	43
EXIT	14	EXIT	85	EXIT	25
TOTAL	38	TOTAL	209	TOTAL	68

LOCATION	DIR	MVMT									
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		0	20		25		45	11	
		THROUGH		0			0			0	
		RIGHT		0			0		20	5	
	SB	LEFT		0			0				0
		THROUGH		0			0				0
		RIGHT		0			0				0
	EB	LEFT		0			0				0
		THROUGH		25	4		30	26			0
		RIGHT		0			0		45		19
	WB	LEFT		0			0		20		9
		THROUGH		25	6	30		37			0
		RIGHT			0			0			0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT		0	5		6			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		25	4		25	21		20	5
		RIGHT		0			5	4			0
	WB	LEFT		0			0				0
		THROUGH		25	6	25		31	20		9
		RIGHT			0			0			0
NYS 24 AT LUDLAM AVE  7	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		25	4		25	21		20	5
		RIGHT		0			0				0
	WB	LEFT		0			0				0
		THROUGH		25	6	25		31	20		9
		RIGHT			0			0			0
NYS 24 AT CR 105  8	NB	LEFT		0			0			0	
		THROUGH		0			0			0	
		RIGHT		0			0				0
	SB	LEFT		0			0				0
		THROUGH		0			0				0
		RIGHT		5	1	5		6	5		2
	EB	LEFT		5	1		5	4		5	1
		THROUGH		20	3		20	17		15	4
		RIGHT		0			0				0
	WB	LEFT		0			0				0
		THROUGH		20	5	20		25	15		6
		RIGHT			0			0			0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	10	2			0			0	
		BEAR RIGHT		0	20		25	25			11
		RIGHT		0			0				0
	SB	THROUGH		10	1		20	17			0
		LEFT			0			0			0
		HARD LEFT			0			0			0
	SWB	HARD RIGHT			0			0			0
		BEAR LEFT			0			0		25	6
		HARD LEFT			0			0			0
	WB	LEFT			0			0			0
		RIGHT			0			0			0
		HARD RIGHT			0			0			0

# NELSON & POPE

PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 4			Group 5			Group 6		
		VOL			VOL			VOL
ENTER		325	ENTER		172	ENTER		64
EXIT		346	EXIT		133	EXIT		34
TOTAL		671	TOTAL		305	TOTAL		98

LOCATION	DIR	MVMT										
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	SB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	EB	LEFT			0			0		0		
		THROUGH		20	69		20	27		20	7	
		RIGHT			0			0		0		
	WB	LEFT			0			0		0		
		THROUGH		20	65		20	34		20	13	
		RIGHT			0			0		0		
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	SB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	EB	LEFT			0			0		0		
		THROUGH		20	69		20	27		20	7	
		RIGHT			0			0		0		
	WB	LEFT			0			0		0		
		THROUGH		20	65		20	34		20	13	
		RIGHT			0			0		0		
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	SB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	EB	LEFT			0			0		0		
		THROUGH		20	69		20	27		20	7	
		RIGHT			0			0		0		
	WB	LEFT			0			0		0		
		THROUGH		20	65		20	34		20	13	
		RIGHT			0			0		0		
NYS 24 AT CR 105  8	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	SB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT		5	16		5	9		5	3	
	EB	LEFT			5	17		5	7		5	2
		THROUGH			15	52		15	20		15	5
		RIGHT			0			0			0	
	WB	LEFT			0			0			0	
		THROUGH		15	49		15	26		15	10	
		RIGHT			0			0			0	
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH		25		25		43		25	16	
		BEAR RIGHT			0			0			0	
		RIGHT			0			0			0	
	SB	THROUGH			25		25		33		25	9
		LEFT			0			0			0	
		HARD LEFT			0			0			0	
	SWB	HARD RIGHT			0			0			0	
		BEAR LEFT			0			0			0	
		HARD LEFT			0			0			0	
	WB	LEFT			0			0			0	
		RIGHT			0			0			0	
		HARD RIGHT			0			0			0	

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
N&P Project No. 15128

Group 7		Group 8		Group 9	
VOL		VOL		VOL	
ENTER	38	ENTER	108	ENTER	353
EXIT	21	EXIT	66	EXIT	293
TOTAL	59	TOTAL	174	TOTAL	646

LOCATION	DIR	MVMT										
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		10	2			0		15	44	
		THROUGH			0			0			0	
		RIGHT			0		5	3			0	
	SB	LEFT			0			0				0
		THROUGH			0			0				0
		RIGHT			0			0				0
	EB	LEFT			0			0				0
		THROUGH			0		15	10	20			71
		RIGHT	10		4			0	15			53
	WB	LEFT			0	5		5				0
		THROUGH			0	15		16		20		59
		RIGHT			0			0				0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0					20	59	
		THROUGH			0			0			0	
		RIGHT			0			0		15	44	
	SB	LEFT			0			0				0
		THROUGH			0			0				0
		RIGHT			0			0				0
	EB	LEFT			0			0				0
		THROUGH			0		20	13				0
		RIGHT			0			0	20			71
	WB	LEFT			0			0	15			53
		THROUGH			0	20		22				0
		RIGHT			0			0				0
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0						0	
		THROUGH			0			0			0	
		RIGHT		20	4			0		5	15	
	SB	LEFT			0			0				0
		THROUGH			0			0				0
		RIGHT			0			0				0
	EB	LEFT			0			0				0
		THROUGH			0		20	13		15	44	
		RIGHT			0			0			0	
	WB	LEFT		20	8			0	5			18
		THROUGH			0	20		22	15			53
		RIGHT			0			0				0
NYS 24 AT CR 105  8	NB	LEFT			0						0	
		THROUGH			0			0			0	
		RIGHT			0			0			0	
	SB	LEFT			0			0				0
		THROUGH			0			0				0
		RIGHT	5		2	5		5	5			18
	EB	LEFT		5	1		5	3		5	15	
		THROUGH		15	3		15	10		15	44	
		RIGHT			0			0			0	
	WB	LEFT			0			0				0
		THROUGH	15		6	15		16	15			53
		RIGHT			0			0				0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	20		8	20		22			0	
		BEAR RIGHT	25		10	15		16	25		88	
		RIGHT			0			0	10		35	
	SB	THROUGH		20	4		20	13				0
		LEFT			0			0				0
		HARD LEFT			0			0				0
	SWB	HARD RIGHT			0			0				0
		BEAR LEFT		25	5		15	10		25	73	
		HARD LEFT			0			0			0	
	WB	LEFT			0			0		10	29	
		RIGHT			0			0			0	
		HARD RIGHT			0			0			0	

# NELSON & POPE

PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	15	
EXIT	16	
TOTAL	31	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0	82
		THROUGH			0	0
		RIGHT	10		2	10
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	70		11	225
		RIGHT			0	76
	WB	LEFT		10	2	16
		THROUGH		70	11	241
		RIGHT			0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0	65
		THROUGH			0	0
		RIGHT			0	44
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH		20	3	149
		RIGHT			0	75
	WB	LEFT			0	53
		THROUGH	20		3	183
		RIGHT			0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	19
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH		20	3	193
		RIGHT			0	0
	WB	LEFT			0	26
		THROUGH	20		3	236
		RIGHT			0	0
NYS 24 AT CR 105  8	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		2	64
	EB	LEFT		10	2	53
		THROUGH		10	2	160
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	10		2	198
		RIGHT			0	0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH			0	172
		BEAR RIGHT	10		2	152
		RIGHT			0	35
	SB	THROUGH			0	164
		LEFT			0	0
		HARD LEFT			0	0
	SWB	HARD RIGHT			0	0
		BEAR LEFT		10	2	96
		HARD LEFT			0	0
	WB	LEFT			0	29
		RIGHT			0	0
		HARD RIGHT			0	0

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

Group 1		Group 2		Group 3	
	VOL		VOL		VOL
ENTER	24	ENTER	124	ENTER	43
EXIT	14	EXIT	85	EXIT	25
TOTAL	38	TOTAL	209	TOTAL	68

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH	10		2			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0	20		9
		THROUGH		10	1		20	17			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			0			0	20		5
PINE ST AT VAIL AVE  11	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	20		5
	EB	LEFT			0			0	20		9
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0			0		0	
		THROUGH			0	20		25	25		11
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0		25	6
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

# NELSON & POPE

PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 4		Group 5		Group 6	
	VOL		VOL		VOL
ENTER	325	ENTER	172	ENTER	64
EXIT	346	EXIT	133	EXIT	34
TOTAL	671	TOTAL	305	TOTAL	98

LOCATION	DIR	MVMT										
CR 104 AT PINE ST  10	NB	LEFT			0			0		0		
		THROUGH	15		49	25		43		20	7	
		RIGHT	10		33			0		10	3	
	SB	LEFT			0		20		27		0	
		THROUGH		15	52		25	33	35		22	
		RIGHT			0			0			0	
	EB	LEFT			0					15	5	
		THROUGH			0					10	3	
		RIGHT			0						0	
	WB	LEFT		10	35					20	13	
		THROUGH			0						0	
		RIGHT			0	20		34			0	
PINE ST AT VAIL AVE  11	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0			0	
	SB	LEFT			0						0	
		THROUGH			0						0	
		RIGHT			0	20		34	20		13	
	EB	LEFT			0		20		27		20	7
		THROUGH			0				0		0	
		RIGHT			0				0		0	
	WB	LEFT			0				0		0	
		THROUGH			0				0		0	
		RIGHT			0				0		0	
PINE ST AT OLD QUOGE RD  12	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			0				0		0	
		RIGHT			0				0		0	
	WB	LEFT			0				0		0	
		THROUGH			0				0		0	
		RIGHT			0				0		0	

# NELSON & POPE

PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

Group 7		Group 8		Group 9	
VOL		VOL		VOL	
ENTER	38	ENTER	108	ENTER	353
EXIT	21	EXIT	66	EXIT	293
TOTAL	59	TOTAL	174	TOTAL	646

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH		25	5		25	17		0	
		RIGHT			0			0		0	
	SB	LEFT			0	5		5	10		35
		THROUGH		25	10	25		27			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			0		5	3		10	29
PINE ST AT VAIL AVE  11	NB	LEFT			0			0		0	
		THROUGH			0		30	20		0	
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0	30		32			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0	10		35
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0		10	29
		RIGHT			0			0			0
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0				10	29	
		THROUGH		10	2		5	3	15	44	
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH		10	4	5		5	15		53
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0	10		35
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

# NELSON & POPE

**PM PEAK HOUR**

Project Name: Riverside BOA  
 N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	15	
EXIT	16	
TOTAL	31	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0	0
		THROUGH			0	123
		RIGHT			0	36
	SB	LEFT			0	76
		THROUGH			0	162
		RIGHT			0	0
	EB	LEFT			0	5
		THROUGH			0	3
		RIGHT			0	0
	WB	LEFT			0	48
		THROUGH			0	0
		RIGHT			0	71
PINE ST AT VAIL AVE  11	NB	LEFT			0	0
		THROUGH			0	20
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	32
		RIGHT			0	52
	EB	LEFT			0	43
		THROUGH			0	35
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	29
		RIGHT			0	0
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0	29
		THROUGH	10		2	87
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH		10	2	70
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	35
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	313	12	64	365
	EB	LEFT	292	13	51	330
		THROUGH	568	3	4	569
		RIGHT	0	0	0	0
	WB	LEFT	0	0	0	0
		THROUGH	779	3	7	783
		RIGHT	55	0	0	55
NYS 25 AT PECONIC AVE  2	NB	LEFT	214	22	99	291
		THROUGH	0	0	0	0
		RIGHT	543	17	57	583
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	318	0	0	318
		RIGHT	316	22	121	415
	WB	LEFT	744	16	70	798
		THROUGH	349	0	0	349
		RIGHT	0	0	0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0	0
		CR 94	23	0	13	36
		PECONIC	164	0	17	181
		NYS 24	94	12	27	109
	CR 104	CR 104	27	6	0	21
		U-TURN	0	0	0	0
		CR 63	19	7	0	12
		CR 94	224	26	99	297
	PECONIC	PECONIC	221	22	58	257
		NYS 24	10	4	0	6
		NYS 24	6	0	26	32
		U-TURN	6	0	26	32
	NYS 24	CR 104	13	10	0	3
		CR 63	90	16	19	93
		CR 94	298	20	89	367
		PECONIC	233	15	94	312
	PECONIC	U-TURN	3	0	0	3
		NYS 24	300	17	107	390
		CR 104	220	18	68	270
		CR 63	227	4	19	242
	CR 94	CR 94	113	0	4	117
		U-TURN	7	0	2	9
		PECONIC	135	0	6	141
		NYS 24	344	21	153	476
CR 104	CR 104	187	21	80	246	
	CR 63	16	6	17	27	
	CR 63	16	6	17	27	
	CR 63	16	6	17	27	
NYS 24 AT VAIL AVE  4	NB	LEFT	15	5	27	37
		THROUGH	0	0	0	0
		RIGHT	9	15	113	107
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	739	21	188	906
		RIGHT	7	7	32	32
	WB	LEFT	15	15	128	128
		THROUGH	587	20	195	762
		RIGHT	0	0	0	0

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	39	6	82	115
		THROUGH	0	0	0	0
		RIGHT	24	1	10	33
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	705	29	225	901
		RIGHT	42	7	76	111
	WB	LEFT	8	1	16	23
		THROUGH	566	29	241	778
		RIGHT	0	0	0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	29	0	65	94
		THROUGH	0	0	0	0
		RIGHT	28	0	44	72
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	704	30	149	823
		RIGHT	19	0	75	94
	WB	LEFT	26	0	53	79
		THROUGH	541	30	183	694
		RIGHT	0	0	0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT	23	0	0	23
		THROUGH	0	0	0	0
		RIGHT	71	0	19	90
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	669	30	193	832
		RIGHT	31	0	0	31
	WB	LEFT	71	0	26	97
		THROUGH	544	30	236	750
		RIGHT	0	0	0	0
NYS 24 AT CR 105  8	NB	LEFT	10	0	0	10
		THROUGH	345	0	0	345
		RIGHT	38	0	0	38
	SB	LEFT	614	0	0	614
		THROUGH	403	0	0	403
		RIGHT	138	5	64	197
	EB	LEFT	197	4	53	246
		THROUGH	532	25	160	667
		RIGHT	5	0	0	5
	WB	LEFT	20	0	0	20
		THROUGH	489	25	198	662
		RIGHT	670	0	0	670
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	543	21	172	694
		BEAR RIGHT	63	1	152	214
		RIGHT	21	0	35	56
	SB	THROUGH	376	21	164	519
		LEFT	49	0	0	49
		HARD LEFT	23	0	0	23
	SWB	HARD RIGHT	5	0	0	5
		BEAR LEFT	4	1	96	99
		HARD LEFT	8	0	0	8
	WB	LEFT	15	0	29	44
		RIGHT	20	0	0	20
		HARD RIGHT	7	0	0	7

# NELSON & POPE

## PM PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0	0
		THROUGH	590	13	123	700
		RIGHT	17	9	36	44
	SB	LEFT	20	12	76	84
		THROUGH	429	13	162	578
		RIGHT	0	0	0	0
	EB	LEFT	0	0	5	5
		THROUGH	0	0	3	3
		RIGHT	0	0	0	0
	WB	LEFT	5	7	48	46
		THROUGH	0	0	0	0
		RIGHT	33	9	71	95
PINE ST AT VAIL AVE  11	NB	LEFT	4	0	0	4
		THROUGH	4	0	20	24
		RIGHT	3	0	0	3
	SB	LEFT	5	0	0	5
		THROUGH	6	0	32	38
		RIGHT	10	13	52	49
	EB	LEFT	13	14	43	42
		THROUGH	20	0	35	55
		RIGHT	5	0	0	5
	WB	LEFT	3	0	0	3
		THROUGH	24	0	29	53
		RIGHT	14	0	0	14
PINE ST AT OLD QUOGE RD  12	NB	LEFT	29	0	29	58
		THROUGH	96	0	87	183
		RIGHT	0	0	0	0
	SB	LEFT	0	0	0	0
		THROUGH	30	0	70	100
		RIGHT	5	0	0	5
	EB	LEFT	9	0	0	9
		THROUGH	0	0	0	0
		RIGHT	16	0	35	51
	WB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0

# NELSON & POPE

## SATURDAY PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

GROWTH FACTOR: 1.00%  
 NO. OF YEARS: 10  
 GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME	
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	0	0	0	
	SB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	248	256	283	
	EB	LEFT	263	271	300	
		THROUGH	624	643	711	
		RIGHT	0	0	0	
	WB	LEFT	0	0	0	
		THROUGH	278	287	318	
		RIGHT	37	39	44	
NYS 25 AT PECONIC AVE  2	NB	LEFT	185	191	212	
		THROUGH	0	0	0	
		RIGHT	189	195	216	
	SB	LEFT	0	0	0	
		THROUGH	0	0	0	
		RIGHT	0	0	0	
	EB	LEFT	0	0	0	
		THROUGH	398	410	454	
		RIGHT	285	294	325	
	WB	LEFT	336	347	384	
		THROUGH	190	196	217	
		RIGHT	0	0	0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0	
		CR 94	14	15	17	
		PECONIC	143	148	164	
		NYS 24	100	103	114	
		CR 104	33	34	38	
	CR 104	U-TURN	0	0	0	
		CR 63	14	15	17	
		CR 94	160	165	183	
		PECONIC	167	173	192	
		NYS 24	25	26	29	
	NYS 24	U-TURN	9	10	12	
		CR 104	17	18	20	
		CR 63	79	82	91	
		CR 94	311	321	355	
		PECONIC	189	195	216	
	PECONIC	U-TURN	4	5	6	
		NYS 24	205	212	235	
		CR 104	112	116	129	
		CR 63	198	204	226	
		CR 94	115	119	132	
	CR 94	U-TURN	0	0	0	
		PECONIC	112	116	129	
		NYS 24	351	362	401	
		CR 104	147	152	168	
		CR 63	21	22	25	
	NYS 24 AT VAIL AVE  4	NB	LEFT	9	10	12
			THROUGH	0	0	0
			RIGHT	13	14	16
		SB	LEFT	0	0	0
			THROUGH	0	0	0
RIGHT			0	0	0	
EB		LEFT	0	0	0	
		THROUGH	683	704	778	
		RIGHT	8	9	10	
WB		LEFT	16	17	19	
		THROUGH	599	617	682	
		RIGHT	0	0	0	

# NELSON & POPE

## SATURDAY PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

GROWTH FACTOR: 1.00%

NO. OF YEARS: 10

GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	75	78	87
		THROUGH	0	0	0
		RIGHT	37	39	44
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	690	711	786
		RIGHT	20	21	24
	WB	LEFT	13	14	16
		THROUGH	512	528	584
		RIGHT	0	0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	22	23	26
		THROUGH	0	0	0
		RIGHT	21	22	25
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	697	718	794
		RIGHT	23	24	27
	WB	LEFT	23	24	27
		THROUGH	498	513	567
		RIGHT	0	0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT	29	30	34
		THROUGH	0	0	0
		RIGHT	42	44	49
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	672	693	766
		RIGHT	9	10	12
	WB	LEFT	20	21	24
		THROUGH	531	547	605
		RIGHT	0	0	0
NYS 24 AT CR 105  8	NB	LEFT	9	10	12
		THROUGH	315	325	360
		RIGHT	26	27	30
	SB	LEFT	476	491	543
		THROUGH	225	232	257
		RIGHT	111	115	128
	EB	LEFT	247	255	282
		THROUGH	482	497	550
		RIGHT	9	10	12
	WB	LEFT	15	16	18
		THROUGH	420	433	479
		RIGHT	520	536	593
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	318	328	363
		BEAR RIGHT	22	23	26
		RIGHT	8	9	10
	SB	THROUGH	296	305	338
		LEFT	14	15	17
		HARD LEFT	5	6	7
	SWB	HARD RIGHT	17	18	20
		BEAR LEFT	6	7	8
		HARD LEFT	1	2	3
	WB	LEFT	8	9	10
		RIGHT	17	18	20
		HARD RIGHT	2	3	4

# NELSON & POPE

## SATURDAY PEAK HOUR

Project Name: Riverside BOA

N&P Project No. 15128

GROWTH FACTOR: 1.00%  
 NO. OF YEARS: 10  
 GROWTH RATE: 1.105

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0
		THROUGH	407	420	465
		RIGHT	6	7	8
	SB	LEFT	28	29	33
		THROUGH	363	374	414
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	11	12	14
		THROUGH	0	0	0
		RIGHT	27	28	31
PINE ST AT VAIL AVE  11	NB	LEFT	7	8	9
		THROUGH	6	7	8
		RIGHT	1	2	3
	SB	LEFT	2	3	4
		THROUGH	2	3	4
		RIGHT	15	16	18
	EB	LEFT	10	11	13
		THROUGH	15	16	18
		RIGHT	2	3	4
	WB	LEFT	1	2	3
		THROUGH	11	12	14
		RIGHT	4	5	6
PINE ST AT OLD QUOGE RD  12	NB	LEFT	10	11	13
		THROUGH	98	101	112
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	27	28	31
		RIGHT	6	7	8
	EB	LEFT	10	11	13
		THROUGH	0	0	0
		RIGHT	9	10	12
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

OTHER  
 PLANNED  
 PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
VOL		VOL		
ENTER	20	ENTER	93	
EXIT	19	EXIT	88	
TOTAL	39	TOTAL	181	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT	5		1			0	1
	EB	LEFT		5	1			0	1
		THROUGH		5	1	85		79	80
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH	5		1	85		75	76	
	RIGHT			0		10	9	9	
NYS 25 AT PECONIC AVE  2	NB	LEFT	35		7			0	7
		THROUGH			0			0	0
		RIGHT			0	70		65	65
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		10	2	15		14	16
		RIGHT			9			0	9
	WB	LEFT			0	70		62	62
	THROUGH	10		2	15		13	15	
	RIGHT			0			0	0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0	0
		CR 94			0			0	0
		PECONIC	15		3	15		14	17
		NYS 24			0			0	0
		CR 104			0			0	0
	CR 104	U-TURN			0			0	0
		CR 63			0			0	0
		CR 94			0			0	0
		PECONIC	10		2	10		9	11
		NYS 24			0			0	0
	NYS 24	U-TURN			0			0	0
		CR 104			0			0	0
		CR 63			0			0	0
		CR 94			0			0	0
		PECONIC	10		2	15		14	16
	PECONIC	U-TURN			0			0	0
		NYS 24		10	2		30	26	28
		CR 104			2		10	9	11
		CR 63			3		15	13	16
		CR 94			2		15	13	15
CR 94	U-TURN			0			0	0	
	PECONIC			0	30		28	28	
	NYS 24			0			0	0	
	CR 104			0			0	0	
	CR 63			0			0	0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH		10	2	15		13	15
		RIGHT			0			0	0
	WB	LEFT			0			0	0
	THROUGH	10		2	15		14	16	
	RIGHT			0			0	0	

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

OTHER  
 PLANNED  
 PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
VOL		VOL		
ENTER	20	ENTER	93	
EXIT	19	EXIT	88	
TOTAL	39	TOTAL	181	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL	
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0			0	0	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	SB	LEFT			0			0	0	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	EB	LEFT			0			0	0	
		THROUGH		10	2		15	13	15	
		RIGHT			0			0	0	
	WB	LEFT			0			0	0	
THROUGH			10	2		15	14	16		
RIGHT				0			0	0		
NYS 24 AT ENTERPRISE ZONE DR  6	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		10	2		15	13	15	
		RIGHT			0			0	0	
	WB	LEFT			0			0	0	
THROUGH			10	2		15	14	16		
RIGHT				0			0	0		
NYS 24 AT LUDLAM AVE  7	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		10	2		15	13	15	
		RIGHT			0			0	0	
	WB	LEFT			0			0	0	
THROUGH			10	2		15	14	16		
RIGHT				0			0	0		
NYS 24 AT CR 105  8	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		10	2		15	13	15	
		RIGHT			0			0	0	
	WB	LEFT			0			0	0	
THROUGH			10	2		15	14	16		
RIGHT				0			0	0		
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	10		2	10		9	11	
		BEAR RIGHT			0			0	0	
		RIGHT			0			0	0	
	SB	THROUGH		10		2		10	9	11
		LEFT				0			0	0
		HARD LEFT				0			0	0
	SWB	HARD RIGHT				0			0	0
		BEAR LEFT				0			0	0
		HARD LEFT				0			0	0
	WB	LEFT				0			0	0
RIGHT					0			0	0	
HARD RIGHT					0			0	0	

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

OTHER  
 PLANNED  
 PROJECTS

Apartments 48 Units		Apartments 160 Units Retail 20,000 SF		SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL		VOL	
ENTER	20	ENTER	93	
EXIT	19	EXIT	88	
TOTAL	39	TOTAL	181	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	2 VOL	SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0			0	0
		THROUGH	10		2	10		9	11
		RIGHT			0			0	0
	SB	LEFT			0			0	0
		THROUGH		10	2		10	9	11
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
PINE ST AT VAIL AVE  11	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			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0
PINE ST AT OLD QUOGE RD  12	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			0			0	0
		RIGHT			0			0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	283	1	284
	EB	LEFT	300	1	301
		THROUGH	711	80	791
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	318	76	394
		RIGHT	44	9	53
NYS 25 AT PECONIC AVE  2	NB	LEFT	212	7	219
		THROUGH	0	0	0
		RIGHT	216	65	281
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	454	16	470
		RIGHT	325	9	334
	WB	LEFT	384	62	446
		THROUGH	217	15	232
		RIGHT	0	0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0
		CR 94	17	0	17
		PECONIC	164	17	181
		NYS 24	114	0	114
	CR 104	CR 104	38	0	38
		U-TURN	0	0	0
		CR 63	17	0	17
		CR 94	183	0	183
		PECONIC	192	11	203
		NYS 24	29	0	29
		U-TURN	12	0	12
		CR 104	20	0	20
		CR 63	91	0	91
		CR 94	355	0	355
		PECONIC	216	16	232
		U-TURN	6	0	6
		NYS 24	235	28	263
		CR 104	129	11	140
		CR 63	226	16	242
		CR 94	132	15	147
	CR 94	U-TURN	0	0	0
		PECONIC	129	28	157
		NYS 24	401	0	401
		CR 104	168	0	168
	CR 63	25	0	25	
	U-TURN	0	0	0	
	CR 63	25	0	25	
	CR 63	25	0	25	
NYS 24 AT VAIL AVE  4	NB	LEFT	12	0	12
		THROUGH	0	0	0
		RIGHT	16	0	16
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	778	15	793
		RIGHT	10	0	10
	WB	LEFT	19	0	19
		THROUGH	682	16	698
		RIGHT	0	0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	87	0	87
		THROUGH	0	0	0
		RIGHT	44	0	44
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	786	15	801
		RIGHT	24	0	24
	WB	LEFT	16	0	16
		THROUGH	584	16	600
		RIGHT	0	0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	26	0	26
		THROUGH	0	0	0
		RIGHT	25	0	25
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	794	15	809
		RIGHT	27	0	27
	WB	LEFT	27	0	27
		THROUGH	567	16	583
		RIGHT	0	0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT	34	0	34
		THROUGH	0	0	0
		RIGHT	49	0	49
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	766	15	781
		RIGHT	12	0	12
	WB	LEFT	24	0	24
		THROUGH	605	16	621
		RIGHT	0	0	0
NYS 24 AT CR 105  8	NB	LEFT	12	0	12
		THROUGH	360	0	360
		RIGHT	30	0	30
	SB	LEFT	543	0	543
		THROUGH	257	0	257
		RIGHT	128	0	128
	EB	LEFT	282	0	282
		THROUGH	550	15	565
		RIGHT	12	0	12
	WB	LEFT	18	0	18
		THROUGH	479	16	495
		RIGHT	593	0	593
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	363	11	374
		BEAR RIGHT	26	0	26
		RIGHT	10	0	10
	SB	THROUGH	338	11	349
		LEFT	17	0	17
		HARD LEFT	7	0	7
	SWB	HARD RIGHT	20	0	20
		BEAR LEFT	8	0	8
		HARD LEFT	3	0	3
	WB	LEFT	10	0	10
		RIGHT	20	0	20
		HARD RIGHT	4	0	4

# NELSON & POPE

**SATURDAY PEAK HOUR**  
 Project Name: Riverside BOA  
 N&P Project No. 15128

LOCATION	DIR	MVMT	AMBIENT NO BUILD VOLUME	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS	SUBTOTAL NO BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0
		THROUGH	465	11	476
		RIGHT	8	0	8
	SB	LEFT	33	0	33
		THROUGH	414	11	425
		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	31	0	31
PINE ST AT VAIL AVE  11	NB	LEFT	9	0	9
		THROUGH	8	0	8
		RIGHT	3	0	3
	SB	LEFT	4	0	4
		THROUGH	4	0	4
		RIGHT	18	0	18
	EB	LEFT	13	0	13
		THROUGH	18	0	18
		RIGHT	4	0	4
	WB	LEFT	3	0	3
		THROUGH	14	0	14
		RIGHT	6	0	6
PINE ST AT OLD QUOGE RD  12	NB	LEFT	13	0	13
		THROUGH	112	0	112
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	31	0	31
		RIGHT	8	0	8
	EB	LEFT	13	0	13
		THROUGH	0	0	0
		RIGHT	12	0	12
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%		PECONIC AVE USES	PASS-BY% 0%		NY24 Corridor	PASS-BY% 0%		Vail Ave	
		VOL			VOL			VOL	
ENTER		18	ENTER		112	ENTER		8	
EXIT		17	EXIT		108	EXIT		7	
TOTAL		35	TOTAL		220	TOTAL		15	

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	5		0	5		6	10	1	
	EB	LEFT		5	0		5	5		10	1
		THROUGH		5	0		5	5		0	
		RIGHT			0		0	0		0	
	WB	LEFT			0			0		0	
		THROUGH	5		0	5		6		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		10	0		10	11		15	1
		THROUGH			0			0		0	
		RIGHT		10	0		10	11		10	1
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	10		0	10		11	15		1
	WB	LEFT	10		0	10		11	10		1
		THROUGH			0			0			0
		RIGHT			0			0			0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0	
		CR 94			0			0		0	
		PECONIC	15		0			0		0	
		NYS 24			0	15		17	10		1
	CR 104	CR 104			0			0			0
		U-TURN			0			0			0
		CR 63			0			0			0
		CR 94			0			0		10	1
	PECONIC	PECONIC	15		0			0		10	1
		NYS 24			0	5		6			0
		U-TURN			0			0			0
		CR 104			0		15	16			0
	NYS 24	CR 63			0		15	16		10	1
		CR 94			0		25	27		20	1
		PECONIC	25		0		20	22		15	1
		U-TURN			0			0			0
	PECONIC	NYS 24		25	0	20		22	15		1
		CR 104		15	0			0	10		1
		CR 63		15	0			0			0
		CR 94		25	0			0			0
	CR 94	U-TURN			0			0			0
		PECONIC	25		0			0			0
		NYS 24			0	25		28	20		2
		CR 104			0			0	10		1
CR 63	CR 63			0			0			0	
	CR 94			0			0			0	
	U-TURN			0			0			0	
	PECONIC	25		0			0			0	
NYS 24 AT VAIL AVE  4	NB	LEFT	5		0	5		6		40	3
		THROUGH			0			0			0
		RIGHT			0			0		20	1
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		20	0		20	22			0
		RIGHT		5	0		5	5	40		3
	WB	LEFT			0			0	20		2
		THROUGH	20		0	20		22			0
		RIGHT			0			0			0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Pine St		Hotel		CR 104	
PASS-BY%	0%	PASS-BY%	0%	PASS-BY%	0%
	VOL		VOL		VOL
ENTER	2	ENTER	23	ENTER	91
EXIT	2	EXIT	29	EXIT	91
TOTAL	4	TOTAL	52	TOTAL	182

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	10		0	5		1	10	9	
	EB	LEFT		10	0		5	1		10	9
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	0		15	4		15	14
		THROUGH			0			0		0	
		RIGHT		10	0		5	1		10	9
	SB	LEFT			0			0			0
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0			0
		THROUGH			0			0		0	
		RIGHT	15		0	15		3	15		14
	WB	LEFT	10		0	5		1	10		9
		THROUGH			0			0		0	
		RIGHT			0			0		0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0	
		CR 94			0			0		0	
		PECONIC			0			0		0	
		NYS 24			0			0		0	
		CR 104	10		0			0	10	9	
	CR 104	U-TURN			0			0		0	
		CR 63		10	0					10	9
		CR 94		30	1		30	9		30	27
		PECONIC		25	1		20	6		25	23
		NYS 24			0		5	1			0
	NYS 24	U-TURN			0			0			0
		CR 104			0			0			0
		CR 63			0	20		5			0
		CR 94			0			0			0
		PECONIC			0			0			0
	PECONIC	U-TURN			0			0			0
		NYS 24			0			0			0
		CR 104	25		1			0	25		23
		CR 63			0	20		5			0
		CR 94			0			0			0
	CR 94	U-TURN			0			0			0
		PECONIC			0			0			0
		NYS 24			0			0			0
		CR 104	30		1			0	30		27
CR 63				0	30		7			0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT		20	0			0		20	18
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0		20	6			0
		RIGHT			0			0			0
	WB	LEFT	20		0			0	20		18
		THROUGH			0	20		5			0
		RIGHT			0			0			0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%	Old Quogue		SUBTOTAL TRAFFIC GENERATED
	VOL		
	ENTER	18	
	EXIT	9	
TOTAL		27	

LOCATION	DIR	MVMT				SUBTOTAL VOL
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		2	19
	EB	LEFT		10	1	17
		THROUGH			0	5
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	6
		RIGHT			0	0
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	1	31
		THROUGH			0	0
		RIGHT		10	1	23
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	15		3	32
	WB	LEFT	10		2	24
		THROUGH			0	0
		RIGHT			0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0	0
		CR 94			0	0
		PECONIC			0	0
		NYS 24	10		2	20
		CR 104			0	9
	CR 104	U-TURN			0	0
		CR 63			0	9
		CR 94			0	38
		PECONIC			0	31
		NYS 24			0	7
	NYS 24	U-TURN			0	0
		CR 104			0	16
		CR 63		10	1	23
		CR 94		30	3	31
		PECONIC		25	2	25
	PECONIC	U-TURN			0	0
		NYS 24	25		5	28
		CR 104			0	25
		CR 63			0	5
		CR 94			0	0
	CR 94	U-TURN			0	0
		PECONIC			0	0
		NYS 24	30		5	35
		CR 104			0	29
	CR 63			0	7	
NYS 24 AT VAIL AVE  4	NB	LEFT			0	9
		THROUGH			0	0
		RIGHT			0	19
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	65		12	40
		RIGHT			0	8
	WB	LEFT			0	20
		THROUGH		65	6	33
		RIGHT			0	0

# NELSON & POPE

## SATURDAY PEAK HOUR

Project Name: Riverside BOA  
N&P Project No. 15128

PASS-BY% 0%		PECONIC AVE USES	PASS-BY% 0%		NY24 Corridor	PASS-BY% 0%		Vail Ave	
		VOL			VOL			VOL	
ENTER		18	ENTER		112	ENTER		8	
EXIT		17	EXIT		108	EXIT		7	
TOTAL		35	TOTAL		220	TOTAL		15	

LOCATION	DIR	MVMT									
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	5		0	5		6		0	
		THROUGH			0		0		0		
		RIGHT			0		0		0		
	SB	LEFT			0		0		0		0
		THROUGH			0		0		0		0
		RIGHT			0		0		0		0
	EB	LEFT			0		0		0		0
		THROUGH		15	0		15	16		20	1
		RIGHT		5	0		5	5			0
	WB	LEFT			0		0		0		0
		THROUGH		15	0	15	17	20			2
		RIGHT			0		0				0
NYS 24 AT ENTERPRISE ZONE DR  6	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		15	0		15	16		20	1
		RIGHT			0		0				0
	WB	LEFT			0		0				0
		THROUGH		15	0	15	17	20			2
		RIGHT			0		0				0
NYS 24 AT LUDLAM AVE  7	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		15	0		15	16		20	1
		RIGHT			0		0				0
	WB	LEFT			0		0				0
		THROUGH		15	0	15	17	20			2
		RIGHT			0		0				0
NYS 24 AT CR 105  8	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	5			0
	EB	LEFT			0		0		5		0
		THROUGH		15	0		15	16		15	1
		RIGHT			0		0				0
	WB	LEFT			0		0				0
		THROUGH		15	0	15	17	15			1
		RIGHT			0		0				0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	15		0	10	11	15		1	
		BEAR RIGHT			0		0				0
		RIGHT			0		0				0
	SB - CR104	THROUGH		15	0		10	11		15	1
		LEFT			0		0				0
		HARD LEFT			0		0				0
	SWB	HARD RIGHT			0		0				0
		BEAR LEFT			0		0				0
		HARD LEFT			0		0				0
	WB	LEFT			0		0				0
		RIGHT			0		0				0
		HARD RIGHT			0		0				0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Pine St		Hotel		CR 104	
PASS-BY% 0%		PASS-BY% 0%		PASS-BY% 0%	
	VOL		VOL		VOL
ENTER	2	ENTER	23	ENTER	91
EXIT	2	EXIT	29	EXIT	91
TOTAL	4	TOTAL	52	TOTAL	182

LOCATION	DIR	MVMT								
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		0		0		0		
		THROUGH		0		0		0		
		RIGHT		0		0		0		
	SB	LEFT		0		0		0		
		THROUGH		0		0		0		
		RIGHT		0		0		0		
	EB	LEFT		0		0		0		
		THROUGH	20	0		20	6		20	18
		RIGHT		0		0		0		0
	WB	LEFT		0		0		0		0
		THROUGH	20	0		20	5		20	18
		RIGHT		0		0		0		0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT		0		0		0		
		THROUGH		0		0		0		
		RIGHT		0		0		0		
	SB	LEFT		0		0		0		
		THROUGH		0		0		0		
		RIGHT		0		0		0		
	EB	LEFT		0		0		0		
		THROUGH	20	0		20	6		20	18
		RIGHT		0		0		0		0
	WB	LEFT		0		0		0		0
		THROUGH	20	0		20	5		20	18
		RIGHT		0		0		0		0
NYS 24 AT LUDLAM AVE  7	NB	LEFT		0		0		0		
		THROUGH		0		0		0		
		RIGHT		0		0		0		
	SB	LEFT		0		0		0		
		THROUGH		0		0		0		
		RIGHT		0		0		0		
	EB	LEFT		0		0		0		
		THROUGH	20	0		20	6		20	18
		RIGHT		0		0		0		0
	WB	LEFT		0		0		0		0
		THROUGH	20	0		20	5		20	18
		RIGHT		0		0		0		0
NYS 24 AT CR 105  8	NB	LEFT		0		0		0		
		THROUGH		0		0		0		
		RIGHT		0		0		0		
	SB	LEFT		0		0		0		
		THROUGH		0		0		0		
		RIGHT	5	0		5	1		5	5
	EB	LEFT		5	0	5	1		5	5
		THROUGH		15	0	15	4		15	14
		RIGHT		0		0		0		0
	WB	LEFT		0		0		0		0
		THROUGH	15	0		15	3		15	14
		RIGHT		0		0		0		0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH	15	0	15	3		15	14	
		BEAR RIGHT		0		0		0		
		RIGHT		0		0		0		
	SB - CR104	THROUGH		15	0	15	4		15	14
		LEFT		0		0		0		0
		HARD LEFT		0		0		0		0
	SWB	HARD RIGHT		0		0		0		0
		BEAR LEFT		0		0		0		0
		HARD LEFT		0		0		0		0
	WB	LEFT		0		0		0		0
		RIGHT		0		0		0		0
		HARD RIGHT		0		0		0		0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%	Old Quogue		SUBTOTAL TRAFFIC GENERATED
		VOL	
	ENTER	18	
	EXIT	9	
	TOTAL	27	

LOCATION	DIR	MVMT				SUBTOTAL VOL	
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		65	6	12	
		THROUGH			0	0	
		RIGHT		20	2	2	
	SB	LEFT				0	0
		THROUGH				0	0
		RIGHT				0	0
	EB	LEFT				0	0
		THROUGH				0	41
		RIGHT	65			12	17
	WB	LEFT	20			4	4
		THROUGH				0	42
		RIGHT				0	0
NYS 24 AT ENTERPRISE ZONE DR  6	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		20		2	43
		RIGHT				0	0
	WB	LEFT				0	0
		THROUGH	20			4	46
		RIGHT				0	0
NYS 24 AT LUDLAM AVE  7	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		20		2	43
		RIGHT				0	0
	WB	LEFT				0	0
		THROUGH	20			4	46
		RIGHT				0	0
NYS 24 AT CR 105  8	NB	LEFT			0	0	
		THROUGH			0	0	
		RIGHT			0	0	
	SB	LEFT				0	0
		THROUGH				0	0
		RIGHT	5			1	7
	EB	LEFT		5		0	6
		THROUGH		15		1	36
		RIGHT				0	0
	WB	LEFT				0	0
		THROUGH	15			3	38
		RIGHT				0	0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB - CR104	THROUGH			0	29	
		BEAR RIGHT	15		3	3	
		RIGHT			0	0	
	SB - CR104	THROUGH				0	30
		LEFT				0	0
		HARD LEFT				0	0
	SWB	HARD RIGHT				0	0
		BEAR LEFT		15		1	1
		HARD LEFT				0	0
	WB	LEFT				0	0
		RIGHT				0	0
		HARD RIGHT				0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%		PECONIC AVE USES	PASS-BY% 0%		NY24 Corridor	PASS-BY% 0%		Vail Ave	
		VOL			VOL			VOL	
ENTER		18	ENTER		112	ENTER		8	
EXIT		17	EXIT		108	EXIT		7	
TOTAL		35	TOTAL		220	TOTAL		15	

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH	15		0	15		17		0	
		RIGHT			0			0	15	1	
	SB	LEFT			0			0	25	2	
		THROUGH		15	0		15	16		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		15	1
		THROUGH			0			0		0	
		RIGHT			0			0		25	2
PINE ST AT VAIL AVE  11	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			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
PINE ST AT OLD QUOGE RD  12	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			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Pine St		Hotel		CR 104	
PASS-BY%	0%	PASS-BY%	0%	PASS-BY%	0%
	VOL		VOL		VOL
ENTER	2	ENTER	23	ENTER	91
EXIT	2	EXIT	29	EXIT	91
TOTAL	4	TOTAL	52	TOTAL	182

LOCATION	DIR	MVMT								
CR 104 AT PINE ST  10	NB	LEFT			0			0		0
		THROUGH			0	15		3		0
		RIGHT	15		0			0	10	9
	SB	LEFT	65		1			0	10	9
		THROUGH			0	15		4		0
		RIGHT			0			0		0
	EB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	WB	LEFT		15	0			0	10	9
		THROUGH			0			0		0
		RIGHT		65	1			0	10	9
PINE ST AT VAIL AVE  11	NB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
	SB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT	20		0			0	20	18
	EB	LEFT		20	0			0	20	18
		THROUGH			0			0		0
		RIGHT			0			0		0
	WB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0
PINE ST AT OLD QUOGE RD  12	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			0			0		0
		RIGHT			0			0		0
	WB	LEFT			0			0		0
		THROUGH			0			0		0
		RIGHT			0			0		0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

PASS-BY% 0%	Old Quogue		SUBTOTAL TRAFFIC GENERATED
		VOL	
	ENTER	18	
	EXIT	9	
	TOTAL	27	

LOCATION	DIR	MVMT				SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0	0
		THROUGH			0	20
		RIGHT			0	10
	SB	LEFT			0	12
		THROUGH			0	20
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	10
		THROUGH			0	0
		RIGHT			0	12
PINE ST AT VAIL AVE  11	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	18
	EB	LEFT			0	18
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
PINE ST AT OLD QUOGE RD  12	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  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 1		Group 2		Group 3	
VOL		VOL		VOL	
ENTER	21	ENTER	122	ENTER	30
EXIT	20	EXIT	113	EXIT	30
TOTAL	41	TOTAL	235	TOTAL	60

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	10		2	5		6	5	2	
	EB	LEFT			0		5	6	5	2	
		THROUGH			0		5	6		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH		10	2	5		6		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		15	3		5	6	10	3	
		THROUGH			0			0		0	
		RIGHT		10	2		10	11		5	2
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	15		3	5		6	10		3
	WB	LEFT	10		2	10		12	5		2
		THROUGH			0			0			0
		RIGHT			0			0			0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0	
		CR 94			0			0		0	
		PECONIC	15		3			0			0
	NYS 24	U-TURN			0	20		24			0
		CR 104			0			0			0
		CR 104			0			0			0
	CR 104	U-TURN			0			0			0
		CR 63			0			0			0
		CR 94			0			0			0
	PECONIC	PECONIC	10		2			0			0
		NYS 24			0			0			0
		NYS 24			0			0			0
	NYS 24	U-TURN			0		30	34			0
		CR 104			0			0			0
		CR 63			0		20	23			0
	CR 94	CR 94			0		15	17		20	6
		PECONIC	25		5		15	17		15	5
		U-TURN			0			0			0
	PECONIC	NYS 24		25	5	15		18	15		5
		CR 104		10	2			0			0
		CR 63		15	3			0			0
	CR 94	CR 94		25	5			0			0
		U-TURN	7		1			0			0
		PECONIC	25		5			0			0
NYS 24	NYS 24			0	15		18	20		6	
	CR 104			0			0			0	
	CR 63			0			0			0	
NYS 24 AT VAIL AVE  4	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH		25	5		30	34	45		14
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH		25	5	50		61		45	14
		RIGHT			0			0			0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 4			Group 5			Group 6		
		VOL			VOL			VOL
ENTER		327	ENTER		195	ENTER		39
EXIT		304	EXIT		185	EXIT		39
TOTAL		631	TOTAL		380	TOTAL		78

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	5		16	5		10	5	2	
	EB	LEFT		5	15		5	9		5	2
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		10		30		10		19	
		THROUGH			0			0		0	
		RIGHT		5	15		5	9		5	2
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	10		33	10		20	10	4	
	WB	LEFT	5		16	5		10	5	2	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0	
		CR 94			0		10	19		0	
		PECONIC			0		10	19		0	
	NYS 24	CR 104			0			0		0	
		U-TURN			0			0		0	
		CR 63			0			0		0	
	CR 104	CR 94		20	61		10	19		20	8
		PECONIC		10	30		5	9		15	6
		NYS 24			0			0		0	
	NYS 24	U-TURN			0			0		0	
		CR 104			0			0		0	
		CR 63			0			0		0	
	CR 94	CR 94			0			0		0	
		PECONIC		5	15			0		0	
		U-TURN			0			0		0	
	PECONIC	NYS 24		5	16			0		0	
		CR 104		10	33	5		10	15	6	
		CR 63			0	10		20		0	
	CR 94	CR 94			0			0		0	
		U-TURN			0			0		0	
		PECONIC			0			0		0	
	NYS 24	NYS 24		10	33			0		0	
		CR 104		10	33	10		20	20	8	
		CR 63			0	10		20		0	
NYS 24 AT VAIL AVE  4	NB	LEFT		5		15		0		0	
		THROUGH			0			0		0	
		RIGHT		20	61		20	37		20	8
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	5		16			0		0	
	WB	LEFT	20		65	20		39	20	8	
		THROUGH			0			0		0	
		RIGHT			0			0		0	

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 7			Group 8			Group 9		
		VOL			VOL			VOL
ENTER		24	ENTER		80	ENTER		259
EXIT		24	EXIT		77	EXIT		282
TOTAL		48	TOTAL		157	TOTAL		541

LOCATION	DIR	MVMT									
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	5		1	5		4	5	13	
	EB	LEFT		5	1		5	4		5	14
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
NYS 25 AT PECONIC AVE  2	NB	LEFT		10	2		10	8		28	
		THROUGH			0		0			0	
		RIGHT		5	1		5	4		14	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT	10		2	10		8	10	26	
	WB	LEFT	5		1	5		4	5	13	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0			0		0	
		CR 94			0		0		0		
		PECONIC			0		0		0		
	NYS 24	CR 104			0			0		0	
		U-TURN			0			0		0	
		CR 63			0			0		0	
	CR 104	U-TURN			0			0		0	
		CR 63			0			0		0	
		CR 94		15	4		10	8		0	
	PECONIC	U-TURN		10	2		10	8		0	
		NYS 24			0			0		0	
		U-TURN			0			0		0	
	NYS 24	CR 104			0			0		0	
		CR 63			0			0		0	
		CR 94		5	1		5	4		20	
	PECONIC	U-TURN		5	1		10	8		15	
		NYS 24	5		1	5		4	15	39	
		CR 104	10		2	10		8		0	
	CR 63	U-TURN			0			0		0	
		CR 94			0			0		0	
		PECONIC			0			0		0	
	NYS 24	CR 104	5		1	10		8	20	52	
		CR 104	15		4	10		8		0	
		CR 63			0			0		0	
CR 94	U-TURN			0			0		0		
	PECONIC			0			0		0		
	NYS 24	5		1	10		8	20	52		
CR 104	U-TURN			0			0		0		
	PECONIC			0			0		0		
	NYS 24	5		1	10		8	20	52		
CR 63	U-TURN			0			0		0		
	PECONIC			0			0		0		
	NYS 24	5		1	10		8	20	52		
NYS 24 AT VAIL AVE  4	NB	LEFT			0		15	12		0	
		THROUGH			0		0			0	
		RIGHT			0		15	12		0	
	SB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH	10		2			0	35	91	
		RIGHT			0	15		12		0	
	WB	LEFT			0	15		12		0	
		THROUGH		10	2			0		35	
		RIGHT			0			0		0	

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	19	
EXIT	19	
TOTAL		38

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
NYS 25 AT ROANOKE AVE  1	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	5		1	57
	EB	LEFT			1	54
		THROUGH			0	6
		RIGHT		5	0	0
	WB	LEFT			0	0
		THROUGH			0	8
		RIGHT			0	0
NYS 25 AT PECONIC AVE  2	NB	LEFT		5	1	104
		THROUGH			0	0
		RIGHT		5	1	61
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	5		1	106
	WB	LEFT		5	1	63
		THROUGH			0	0
		RIGHT			0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN			0	0
		CR 94			0	19
		PECONIC			0	22
	NYS 24	U-TURN	10		2	26
		CR 104			0	0
		CR 63			0	0
	CR 104	U-TURN			0	0
		CR 63			0	0
		CR 94			0	100
	PECONIC	U-TURN			0	57
		NYS 24			0	0
		CR 104			0	34
	NYS 24	U-TURN			0	0
		CR 63		10	2	25
		CR 94		50	10	94
	PECONIC	U-TURN		10	2	95
		NYS 24	10		2	90
		CR 104			0	61
	CR 63	U-TURN			0	23
		CR 94			0	5
		U-TURN			0	1
	CR 94	PECONIC			0	5
		NYS 24	50		10	128
		CR 104			0	73
CR 63	U-TURN			0	20	
	CR 94			0	5	
	U-TURN			0	1	
NYS 24 AT VAIL AVE  4	NB	LEFT			0	27
		THROUGH			0	0
		RIGHT			0	118
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	70		13	159
		RIGHT			0	28
	WB	LEFT			0	124
		THROUGH		70	13	194
		RIGHT			0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 1		Group 2		Group 3	
VOL		VOL		VOL	
ENTER	21	ENTER	122	ENTER	30
EXIT	20	EXIT	113	EXIT	30
TOTAL	41	TOTAL	235	TOTAL	60

LOCATION	DIR	MVMT									
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		0	20		24		45	14	
		THROUGH		0			0			0	
		RIGHT		0			0		20	6	
	SB	LEFT		0			0				0
		THROUGH		0			0				0
		RIGHT		0			0				0
	EB	LEFT		0			0				0
		THROUGH		25	5		30	34			0
		RIGHT		0			0		45		14
	WB	LEFT		0			0		20		6
		THROUGH		25	5	30		37			0
		RIGHT			0			0			0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT		0	5		6			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		25	5		25	28		20	6
		RIGHT		0			5	6			0
	WB	LEFT		0			0				0
		THROUGH		25	5	25		31	20		6
		RIGHT			0			0			0
NYS 24 AT LUDLAM AVE  7	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		25	5		25	28		20	6
		RIGHT		0			0				0
	WB	LEFT		0			0				0
		THROUGH		25	5	25		31	20		6
		RIGHT			0			0			0
NYS 24 AT CR 105  8	NB	LEFT		0			0			0	
		THROUGH		0			0			0	
		RIGHT		0			0				0
	SB	LEFT		0			0				0
		THROUGH		0			0				0
		RIGHT		5	1	5		6	5		2
	EB	LEFT		5	1		5	6		5	2
		THROUGH		20	4		20	23		15	5
		RIGHT		0			0				0
	WB	LEFT		0			0				0
		THROUGH		20	4	20		24	15		5
		RIGHT			0			0			0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	10	2			0			0	
		BEAR RIGHT		0	20		24	25			8
		RIGHT		0			0				0
	SB	THROUGH		10	2		20	23			0
		LEFT		0			0				0
		HARD LEFT		0			0				0
	SWB	HARD RIGHT		0			0				0
		BEAR LEFT		0			0		25		8
		HARD LEFT		0			0				0
	WB	LEFT		0			0				0
		RIGHT		0			0				0
		HARD RIGHT		0			0				0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 4			Group 5			Group 6		
		VOL			VOL			VOL
ENTER		327	ENTER		195	ENTER		39
EXIT		304	EXIT		185	EXIT		39
TOTAL		631	TOTAL		380	TOTAL		78

LOCATION	DIR	MVMT										
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	SB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	EB	LEFT			0			0		0		
		THROUGH		20	61		20	37		20	8	
		RIGHT			0			0		0		
	WB	LEFT			0			0		0		
		THROUGH		20	65		20	39		20	8	
		RIGHT			0			0		0		
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	SB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	EB	LEFT			0			0		0		
		THROUGH		20	61		20	37		20	8	
		RIGHT			0			0		0		
	WB	LEFT			0			0		0		
		THROUGH		20	65		20	39		20	8	
		RIGHT			0			0		0		
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	SB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	EB	LEFT			0			0		0		
		THROUGH		20	61		20	37		20	8	
		RIGHT			0			0		0		
	WB	LEFT			0			0		0		
		THROUGH		20	65		20	39		20	8	
		RIGHT			0			0		0		
NYS 24 AT CR 105  8	NB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT			0			0		0		
	SB	LEFT			0			0		0		
		THROUGH			0			0		0		
		RIGHT		5	16		5	10		5	2	
	EB	LEFT			5	15		5	9		5	2
		THROUGH			15	46		15	28		15	6
		RIGHT			0			0			0	
	WB	LEFT			0			0			0	
		THROUGH		15	49		15	29		15	6	
		RIGHT			0			0			0	
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH		25		25		49		25	10	
		BEAR RIGHT			0			0			0	
		RIGHT			0			0			0	
	SB	THROUGH			25	76		25	46		25	10
		LEFT			0			0			0	
		HARD LEFT			0			0			0	
	SWB	HARD RIGHT			0			0			0	
		BEAR LEFT			0			0			0	
		HARD LEFT			0			0			0	
	WB	LEFT			0			0			0	
		RIGHT			0			0			0	
		HARD RIGHT			0			0			0	

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 7			Group 8			Group 9		
		VOL			VOL			VOL
ENTER		24	ENTER		80	ENTER		259
EXIT		24	EXIT		77	EXIT		282
TOTAL		48	TOTAL		157	TOTAL		541

LOCATION	DIR	MVMT									
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT		10	2			0		15	42
		THROUGH			0			0			0
		RIGHT			0		5	4			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0		15	12	20		52
		RIGHT	10		2			0	15		39
	WB	LEFT			0	5		4			0
		THROUGH			0	15		12		20	56
		RIGHT			0			0			0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0			0		20	56
		THROUGH			0			0			0
		RIGHT			0			0		15	42
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0		20	15			0
		RIGHT			0			0	20		52
	WB	LEFT			0			0	15		39
		THROUGH			0	20		16			0
		RIGHT			0			0			0
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT		20	5			0		5	14
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0		20	15		15	42
		RIGHT			0			0			0
	WB	LEFT		20	5			0	5		13
		THROUGH			0	20		16	15		39
		RIGHT			0			0			0
NYS 24 AT CR 105  8	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT	5		1	5		4	5		13
	EB	LEFT		5	1		5	4		5	14
		THROUGH		15	4		15	12		15	42
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH	15		4	15		12	15		39
		RIGHT			0			0			0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	20		5	20		16			0
		BEAR RIGHT	25		6	15		12	25		65
		RIGHT			0			0	10		26
	SB	THROUGH		20	5		20	15			0
		LEFT			0			0			0
		HARD LEFT			0			0			0
	SWB	HARD RIGHT			0			0			0
		BEAR LEFT		25	6		15	12		25	71
		HARD LEFT			0			0			0
	WB	LEFT			0			0		10	28
		RIGHT			0			0			0
		HARD RIGHT			0			0			0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	19	
EXIT	19	
TOTAL	38	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT			0	82
		THROUGH			0	0
		RIGHT	10		2	12
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	70		13	222
		RIGHT			0	55
	WB	LEFT		10	2	12
		THROUGH		70	13	235
		RIGHT			0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT			0	62
		THROUGH			0	0
		RIGHT			0	42
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH		20	4	164
		RIGHT			0	58
	WB	LEFT			0	39
		THROUGH	20		4	174
		RIGHT			0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	19
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH		20	4	206
		RIGHT			0	0
	WB	LEFT			0	18
		THROUGH	20		4	213
		RIGHT			0	0
NYS 24 AT CR 105  8	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT	10		2	57
	EB	LEFT		10	2	56
		THROUGH		10	2	172
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH	10		2	174
		RIGHT			0	0
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH			0	164
		BEAR RIGHT	10		2	117
		RIGHT			0	26
	SB	THROUGH			0	177
		LEFT			0	0
		HARD LEFT			0	0
	SWB	HARD RIGHT			0	0
		BEAR LEFT		10	2	99
		HARD LEFT			0	0
	WB	LEFT			0	28
		RIGHT			0	0
		HARD RIGHT			0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 1		Group 2		Group 3	
	VOL		VOL		VOL
ENTER	21	ENTER	122	ENTER	30
EXIT	20	EXIT	113	EXIT	30
TOTAL	41	TOTAL	235	TOTAL	60

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH	10		2			0		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0	20		6
		THROUGH		10	2		20	23			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			0			0	20		6
PINE ST AT VAIL AVE  11	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	20		6
	EB	LEFT			0			0	20		6
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0			0		0	
		THROUGH			0	20		24	25		8
		RIGHT			0			0			0
	SB	LEFT			0			0			0
		THROUGH			0			0		25	8
		RIGHT			0			0			0
	EB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 4		Group 5		Group 6	
	VOL		VOL		VOL
ENTER	327	ENTER	195	ENTER	39
EXIT	304	EXIT	185	EXIT	39
TOTAL	631	TOTAL	380	TOTAL	78

LOCATION	DIR	MVMT										
CR 104 AT PINE ST  10	NB	LEFT			0			0		0		
		THROUGH	15		49	25		49		20	8	
		RIGHT	10		33			0		10	4	
	SB	LEFT			0		20		37		0	
		THROUGH		15	46		25		46	35	14	
		RIGHT			0				0		0	
	EB	LEFT			0				0		15	6
		THROUGH			0				0		10	4
		RIGHT			0				0			0
	WB	LEFT		10	30				0	20		8
		THROUGH			0				0			0
		RIGHT			0	20			39			0
PINE ST AT VAIL AVE  11	NB	LEFT			0			0			0	
		THROUGH			0			0			0	
		RIGHT			0				0			0
	SB	LEFT			0				0			0
		THROUGH			0				0			0
		RIGHT			0	20			39	20		8
	EB	LEFT			0		20		37		20	8
		THROUGH			0				0			0
		RIGHT			0				0			0
WB	LEFT			0				0			0	
	THROUGH			0				0			0	
	RIGHT			0				0			0	
PINE ST AT OLD QUOGE RD  12	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			0				0			0
		RIGHT			0				0			0
WB	LEFT			0				0			0	
	THROUGH			0				0			0	
	RIGHT			0				0			0	

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 7		Group 8		Group 9	
	VOL		VOL		VOL
ENTER	24	ENTER	80	ENTER	259
EXIT	24	EXIT	77	EXIT	282
TOTAL	48	TOTAL	157	TOTAL	541

LOCATION	DIR	MVMT									
CR 104 AT PINE ST  10	NB	LEFT			0			0		0	
		THROUGH		25	6		25	19		0	
		RIGHT			0			0		0	
	SB	LEFT			0	5		4	10	26	
		THROUGH	25		6	25		20		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			0		5	4		10	28
PINE ST AT VAIL AVE  11	NB	LEFT			0			0		0	
		THROUGH			0		30	23		0	
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH			0	30		24		0	
		RIGHT			0			0		0	
	EB	LEFT			0			0		0	
		THROUGH			0			0	10	26	
		RIGHT			0			0		0	
	WB	LEFT			0			0		0	
		THROUGH			0			0		10	28
		RIGHT			0			0		0	
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0				10	28	
		THROUGH		10	2		5	4		15	42
		RIGHT			0			0		0	
	SB	LEFT			0			0		0	
		THROUGH	10		2	5		4	15		39
		RIGHT			0			0			0
	EB	LEFT			0			0		0	
		THROUGH			0			0			0
		RIGHT			0			0	10		26
	WB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

Group 10		SUBTOTAL TRAFFIC GENERATED
	VOL	
ENTER	19	
EXIT	19	
TOTAL	38	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
CR 104 AT PINE ST  10	NB	LEFT			0	0
		THROUGH			0	133
		RIGHT			0	37
	SB	LEFT			0	73
		THROUGH			0	157
		RIGHT			0	0
	EB	LEFT			0	6
		THROUGH			0	4
		RIGHT			0	0
	WB	LEFT			0	38
		THROUGH			0	0
		RIGHT			0	77
PINE ST AT VAIL AVE  11	NB	LEFT			0	0
		THROUGH			0	23
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	24
		RIGHT			0	53
	EB	LEFT			0	51
		THROUGH			0	26
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	28
		RIGHT			0	0
PINE ST AT OLD QUOGE RD  12	NB	LEFT			0	28
		THROUGH	10		2	82
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH		10	2	55
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	26
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS 25 AT ROANOKE AVE  1	NB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	284	19	57	322
	EB	LEFT	301	17	54	338
		THROUGH	791	5	6	792
		RIGHT	0	0	0	0
	WB	LEFT	0	0	0	0
		THROUGH	394	6	8	396
		RIGHT	53	0	0	53
NYS 25 AT PECONIC AVE  2	NB	LEFT	219	31	104	292
		THROUGH	0	0	0	0
		RIGHT	281	23	61	319
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	470	0	0	470
		RIGHT	334	32	106	408
	WB	LEFT	446	24	63	485
		THROUGH	232	0	0	232
		RIGHT	0	0	0	0
C4 94 AT PECONIC AVE/CR 63/CR 104/ NYS 24  3	CR 63	U-TURN	0	0	0	0
		CR 94	17	0	19	36
		PECONIC	181	0	22	203
		NYS 24	114	20	26	120
	CR 104	CR 104	38	9	0	29
		U-TURN	0	0	0	0
		CR 63	17	9	0	8
		CR 94	183	38	100	245
		PECONIC	203	31	57	229
		NYS 24	29	7	0	22
		U-TURN	12	0	34	46
		CR 104	20	16	0	4
		CR 63	91	23	25	93
		CR 94	355	31	94	418
		PECONIC	232	25	95	302
		U-TURN	6	0	0	6
	PECONIC	NYS 24	263	28	90	325
		CR 104	140	25	61	176
		CR 63	242	5	23	260
		CR 94	147	0	5	152
	CR 94	U-TURN	0	0	1	1
		PECONIC	157	0	5	162
		NYS 24	401	35	128	494
		CR 104	168	29	73	212
	CR 63	25	7	20	38	
NYS 24 AT VAIL AVE  4	NB	LEFT	12	9	27	30
		THROUGH	0	0	0	0
		RIGHT	16	19	118	115
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	793	40	159	912
		RIGHT	10	8	28	30
	WB	LEFT	19	20	124	123
		THROUGH	698	33	194	859
		RIGHT	0	0	0	0

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
NYS 24 AT OLD QUOGUE RD  5	NB	LEFT	87	12	82	157
		THROUGH	0	0	0	0
		RIGHT	44	2	12	54
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	801	41	222	982
		RIGHT	24	17	55	62
	WB	LEFT	16	4	12	24
		THROUGH	600	42	235	793
		RIGHT	0	0	0	0
NYS 24 AT ENTERPRISE ZONE DR  6	NB	LEFT	26	0	62	88
		THROUGH	0	0	0	0
		RIGHT	25	0	42	67
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	809	43	164	930
		RIGHT	27	0	58	85
	WB	LEFT	27	0	39	66
		THROUGH	583	46	174	711
		RIGHT	0	0	0	0
NYS 24 AT LUDLAM AVE  7	NB	LEFT	34	0	0	34
		THROUGH	0	0	0	0
		RIGHT	49	0	19	68
	SB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0
	EB	LEFT	0	0	0	0
		THROUGH	781	43	206	944
		RIGHT	12	0	0	12
	WB	LEFT	24	0	18	42
		THROUGH	621	46	213	788
		RIGHT	0	0	0	0
NYS 24 AT CR 105  8	NB	LEFT	12	0	0	12
		THROUGH	360	0	0	360
		RIGHT	30	0	0	30
	SB	LEFT	543	0	0	543
		THROUGH	257	0	0	257
		RIGHT	128	7	57	178
	EB	LEFT	282	6	56	332
		THROUGH	565	36	172	701
		RIGHT	12	0	0	12
	WB	LEFT	18	0	0	18
		THROUGH	495	38	174	631
		RIGHT	593	0	0	593
CR 104 AT OLD QUOGUE RD/LUDLAM AVE  9	NB	THROUGH	374	29	164	509
		BEAR RIGHT	26	3	117	140
		RIGHT	10	0	26	36
	SB	THROUGH	349	30	177	496
		LEFT	17	0	0	17
		HARD LEFT	7	0	0	7
	SWB	HARD RIGHT	20	0	0	20
		BEAR LEFT	8	1	99	106
		HARD LEFT	3	0	0	3
	WB	LEFT	10	0	28	38
		RIGHT	20	0	0	20
		HARD RIGHT	4	0	0	4

# NELSON & POPE

SATURDAY PEAK HOUR  
 Project Name: Riverside BOA  
 N&P Project No. 15128

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	EXISTING TRAFFIC TO BE REMOVED	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
CR 104 AT PINE ST  10	NB	LEFT	0	0	0	0
		THROUGH	476	20	133	589
		RIGHT	8	10	37	35
	SB	LEFT	33	12	73	94
		THROUGH	425	20	157	562
		RIGHT	0	0	0	0
	EB	LEFT	0	0	6	6
		THROUGH	0	0	4	4
		RIGHT	0	0	0	0
	WB	LEFT	14	10	38	42
		THROUGH	0	0	0	0
		RIGHT	31	12	77	96
PINE ST AT VAIL AVE  11	NB	LEFT	9	0	0	9
		THROUGH	8	0	23	31
		RIGHT	3	0	0	3
	SB	LEFT	4	0	0	4
		THROUGH	4	0	24	28
		RIGHT	18	18	53	53
	EB	LEFT	13	18	51	46
		THROUGH	18	0	26	44
		RIGHT	4	0	0	4
	WB	LEFT	3	0	0	3
		THROUGH	14	0	28	42
		RIGHT	6	0	0	6
PINE ST AT OLD QUOGE RD  12	NB	LEFT	13	0	28	41
		THROUGH	112	0	82	194
		RIGHT	0	0	0	0
	SB	LEFT	0	0	0	0
		THROUGH	31	0	55	86
		RIGHT	8	0	0	8
	EB	LEFT	13	0	0	13
		THROUGH	0	0	0	0
		RIGHT	12	0	26	38
	WB	LEFT	0	0	0	0
		THROUGH	0	0	0	0
		RIGHT	0	0	0	0

## **Appendix C: Trip Generation**

**Detailed Land Use Data**

For 1.13 Gross Floor Area 1000 SF of CLUBATHELETIC 2  
( 493 ) Athletic Club

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Saturday Peak Hour of Generator	8	0	6.67	3.69	8.6		17	49	51	False		

Source : Trip Generation Manual 9th Edition

**Detailed Land Use Data**

For 5.65 Gross Leasable Area 1000 SF of CENTERSHOPPING 1  
( 820 ) Shopping Center

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

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	5	0	0.96	0.1	9.05	1.31	310	62	38	False	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	21	7	3.71	0.68	29.27	2.74	376	48	52	False	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	27	0	4.82	1.46	18.32	3.1	458	52	48	False	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 5.04 Occupied Gross Leasable Area 1000 SF of AUTOCARE 2  
( 942 ) Automobile Care Center

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	11	0	2.25	1.2	5.29	1.99	17	66	34	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	16	0	3.11	1.87	5.64	1.98	17	48	52	False	T = 2.41(X) + 11.79	0.83

**Detailed Land Use Data**

For 3.42 Gross Floor Area 1000 SF of STOREFURNITURE 1  
( 890 ) Furniture Store

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	1	0	0.17	0.03	0.45	0.44	64	69	31	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	2	1	0.45	0.06	1.7	0.74	69	48	52	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	3	0	0.95	0.15	2.79	1.13	77	54	46	False		

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 7.37 Gross Floor Area 1000 SF of SALES AUTO 1  
( 841 ) Automobile Sales

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	14	0	1.92	0.59	6.17	1.72	30	75	25	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	19	0	2.62	0.94	5.81	1.9	33	40	60	False	$T = 1.91(X) + 23.74$	0.59
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	30	0	4.02	1.41	5.64	2.58	21	50	50	False	$T = 8.56(X) - 95.28$	0.92

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 1.06 Gross Floor Area 1000 SF of HAIRSALON 1  
( 918 ) Hair Salon

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	1	0	1.21				4	100	0	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	2	0	1.45				4	17	83	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	5	0	5.08				4	36	64	False		

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 0.46 Gross Floor Area 1000 SF of HAIRSALON 2  
( 918 ) Hair Salon

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	1	0	1.21				4	100	0	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	1	0	1.45				4	17	83	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	2	0	5.08				4	36	64	False		

**Detailed Land Use Data**

For 3.52 Gross Floor Area 1000 SF of FASTFOODDT 1  
( 934 ) Fast-Food Restaurant with Drive-Thru

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	160	78	45.42	1.02	163.33	28.63	4	51	49	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	115	58	32.65	7.96	117.15	19.73	3	52	48	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	208	0	59	19.21	122.49	22.89	4	51	49	False		

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 7 Dwelling Units of SFHOUSE 1  
 ( 210 ) Single-Family Detached Housing

Project: Riverside BOA

Open Date: 8/24/2015  
 Analysis Date: 8/24/2015

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	5	0	0.75	0.33	2.27	0.9	194	25	75	False	$T = 0.70(X) + 9.74$	0.89
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	7	0	1	0.42	2.98	1.05	207	63	37	False	$\ln(T) = 0.90 \ln(X) + 0.51$	0.91
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	7	0	0.93	0.5	1.75	0.99	215	54	46	False	$T = 0.89(X) + 8.77$	0.91

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 4 Dwelling Units of SFHOUSE 2  
 ( 210 ) Single-Family Detached Housing

Project: Riverside BOA

Open Date: 8/24/2015  
 Analysis Date: 8/24/2015

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	3	0	0.75	0.33	2.27	0.9	194	25	75	False	$T = 0.70(X) + 9.74$	0.89
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	4	0	1	0.42	2.98	1.05	207	63	37	False	$\ln(T) = 0.90 \ln(X) + 0.51$	0.91
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	4	0	0.93	0.5	1.75	0.99	215	54	46	False	$T = 0.89(X) + 8.77$	0.91

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 16 Dwelling Units of SFHOUSE 3  
 ( 210 ) Single-Family Detached Housing

Open Date: 8/24/2015  
 Analysis Date: 8/24/2015

Project: Riverside BOA

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	12	0	0.75	0.33	2.27	0.9	194	25	75	False	$T = 0.70(X) + 9.74$	0.89
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	16	0	1	0.42	2.98	1.05	207	63	37	False	$\ln(T) = 0.90 \ln(X) + 0.51$	0.91
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	15	0	0.93	0.5	1.75	0.99	215	54	46	False	$T = 0.89(X) + 8.77$	0.91

**Detailed Land Use Data**  
 For 8 Dwelling Units of SFHOUSE 4  
 ( 210 ) Single-Family Detached Housing

Project: Riverside BOA

Open Date: 8/24/2015  
 Analysis Date: 8/24/2015

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	6	0	0.75	0.33	2.27	0.9	194	25	75	False	$T = 0.70(X) + 9.74$	0.89
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	8	0	1	0.42	2.98	1.05	207	63	37	False	$\ln(T) = 0.90 \ln(X) + 0.51$	0.91
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	7	0	0.93	0.5	1.75	0.99	215	54	46	False	$T = 0.89(X) + 8.77$	0.91

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 5.66 Gross Floor Area 1000 SF of CHURCH 1  
 ( 560 ) Church

Project: Riverside BOA

Open Date: 8/24/2015  
 Analysis Date: 8/24/2015

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	3	0	0.56	0.08	6.61	1.45	30	62	38	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	3	0	0.55	0.21	2.1	0.87	26	48	52	False	T = 0.34(X) + 5.24	0.55
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	20	0	3.54	0.4	23.32	6.87	19	71	29	False		

**Detailed Land Use Data**

For 2.41 Gross Leasable Area 1000 SF of CENTERSHOPPING 3  
( 820 ) Shopping Center

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

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	2	0	0.96	0.1	9.05	1.31	310	62	38	False	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	9	3	3.71	0.68	29.27	2.74	376	48	52	False	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	12	0	4.82	1.46	18.32	3.1	458	52	48	False	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 2.26 Gross Leasable Area 1000 SF of CENTERSHOPPING 4  
( 820 ) Shopping Center

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

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	2	0	0.96	0.1	9.05	1.31	310	62	38	False	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	8	3	3.71	0.68	29.27	2.74	376	48	52	False	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	11	0	4.82	1.46	18.32	3.1	458	52	48	False	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 2.26 Gross Floor Area 1000 SF of OFFICEGENERAL 1  
( 710 ) General Office Building

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

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	4	0	1.56	0.6	5.98	1.4	222	88	12	False	$\ln(T) = 0.80 \ln(X) + 1.57$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	3	0	1.49	0.49	6.39	1.37	215	17	83	False	$T = 1.12(X) + 78.45$	0.82
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	1	0	0.43	0.16	1.77	0.72	90	54	46	False		

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 5.14 Occupied Gross Leasable Area 1000 SF of AUTOCARE 1  
( 942 ) Automobile Care Center

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	12	0	2.25	1.2	5.29	1.99	17	66	34	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	16	0	3.11	1.87	5.64	1.98	17	48	52	False	T = 2.41(X) + 11.79	0.83
Saturday Average Daily Trips Source : Trip Generation Manual 9th Edition	122	0	23.72	15.86	28.2		31	50	50	False		

**Detailed Land Use Data**  
 For 14 Dwelling Units of SFHOUSE 5  
 ( 210 ) Single-Family Detached Housing

Project: Riverside BOA

Open Date: 8/24/2015  
 Analysis Date: 8/24/2015

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	11	0	0.75	0.33	2.27	0.9	194	25	75	False	$T = 0.70(X) + 9.74$	0.89
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	14	0	1	0.42	2.98	1.05	207	63	37	False	$\ln(T) = 0.90 \ln(X) + 0.51$	0.91
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	13	0	0.93	0.5	1.75	0.99	215	54	46	False	$T = 0.89(X) + 8.77$	0.91

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 1.06 Gross Floor Area 1000 SF of FASTFOOD 1  
( 933 ) Fast-Food Restaurant without Drive-Thru

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	47	0	43.87	42	45.45		3	60	40	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	28	0	26.15	14.28	36.36	10.51	4	51	49	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	58	0	54.55				5	49	51	False		

**Detailed Land Use Data**

For 13.5 Gross Floor Area 1000 SF of SALES AUTO 2  
( 841 ) Automobile Sales

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

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	26	0	1.92	0.59	6.17	1.72	30	75	25	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	35	0	2.62	0.94	5.81	1.9	33	40	60	False	$T = 1.91(X) + 23.74$	0.59
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	54	0	4.02	1.41	5.64	2.58	21	50	50	False	$T = 8.56(X) - 95.28$	0.92

**Detailed Land Use Data**  
 For 68 Occupied Rooms of MOTEL 1  
 ( 320 ) Motel

Project: Riverside BOA

Open Date: 8/24/2015  
 Analysis Date: 8/24/2015

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	44	0	0.64	0.35	1.56	0.84	134	36	64	False	$\ln(T) = 0.90 \ln(X) - 0.01$	0.72
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	39	0	0.58	0.26	1.33	0.78	133	53	47	False	$T = 0.53(X) + 5.95$	0.66
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	52	0	0.76	0.45	1.94	0.93	124	45	55	False	$\ln(T) = 0.61 \ln(X) + 1.62$	0.62

**Detailed Land Use Data**

For 2.26 Occupied Gross Leasable Area 1000 SF of AUTOCARE 4  
( 942 ) Automobile Care Center

Open Date: 8/24/2015  
Analysis Date: 8/24/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	5	0	2.25	1.2	5.29	1.99	17	66	34	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	17	0	3.11	1.87	5.64	1.98	17	48	52	True	T = 2.41(X) + 11.79	0.83

**Detailed Land Use Data**

For 2.48 Gross Leasable Area 1000 SF of CENTERSHOPPING 1  
( 820 ) Shopping Center

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

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	2	0	0.96	0.1	9.05	1.31	310	62	38	False	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	9	3	3.71	0.68	29.27	2.74	376	48	52	False	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	12	0	4.82	1.46	18.32	3.1	458	52	48	False	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 28 Dwelling Units of APT 1  
 ( 220 ) Apartment

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

Project: Riverside BOA

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	17	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	33	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	31	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**

For 1.2 Gross Floor Area 1000 SF of RESTAURANTHT 1  
( 932 ) High-Turnover (Sit-Down) Restaurant

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	13	0	10.81	2.32	25.6	6.59	6	55	45	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	12	5	9.85	0.92	62	8.54	6	60	40	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	17	0	14.07	4.44	50.4	12.19	4	53	47	False		

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 28.28 Gross Leasable Area 1000 SF of CENTERSHOPPING 2  
( 820 ) Shopping Center

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

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	27	0	0.96	0.1	9.05	1.31	310	62	38	False	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	105	36	3.71	0.68	29.27	2.74	376	48	52	False	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	136	0	4.82	1.46	18.32	3.1	458	52	48	False	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 216 Dwelling Units of APT 2  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	110	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	136	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	108	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**

For 9 Gross Floor Area 1000 SF of RESTAURANTHT 2  
( 932 ) High-Turnover (Sit-Down) Restaurant

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	97	0	10.81	2.32	25.6	6.59	6	55	45	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	89	38	9.85	0.92	62	8.54	6	60	40	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	127	0	14.07	4.44	50.4	12.19	4	53	47	False		

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**

For 11.03 Gross Floor Area 1000 SF of MUSEUM 1  
( 580 ) Museum

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	3	0	0.28				176	86	14	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	2	0	0.18				176	16	84	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	7	0	0.66				176	71	29	False		

**Detailed Land Use Data**  
 For 3 Gross Leasable Area 1000 SF of CENTERSHOPPING 3  
 ( 820 ) Shopping Center

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	3	0	0.96	0.1	9.05	1.31	310	62	38	False	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	11	4	3.71	0.68	29.27	2.74	376	48	52	False	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	14	0	4.82	1.46	18.32	3.1	458	52	48	False	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 90 Dwelling Units of APT 3  
 ( 220 ) Apartment

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

Project: Riverside BOA

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	48	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	67	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	56	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**

For 45.18 Gross Leasable Area 1000 SF of CENTERSHOPPING 4  
( 820 ) Shopping Center

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

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	96	0	0.96	0.1	9.05	1.31	310	62	38	True	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	352	120	3.71	0.68	29.27	2.74	376	48	52	True	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	522	0	4.82	1.46	18.32	3.1	458	52	48	True	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 559 Dwelling Units of APT 4  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	278	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	325	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	248	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**

For 1.58 Gross Floor Area 1000 SF of RESTAURANTHT 3  
( 932 ) High-Turnover (Sit-Down) Restaurant

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	17	0	10.81	2.32	25.6	6.59	6	55	45	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	16	7	9.85	0.92	62	8.54	6	60	40	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	22	0	14.07	4.44	50.4	12.19	4	53	47	False		

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 37 Gross Floor Area 1000 SF of OFFICEGENERAL 1  
 ( 710 ) General Office Building

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	86	0	1.56	0.6	5.98	1.4	222	88	12	True	$\ln(T) = 0.80 \ln(X) + 1.57$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	120	0	1.49	0.49	6.39	1.37	215	17	83	True	$T = 1.12(X) + 78.45$	0.82
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	16	0	0.43	0.16	1.77	0.72	90	54	46	False		

**Detailed Land Use Data**

For 25 Gross Floor Area 1000 SF of OFFICEMEDICAL 1  
( 720 ) Medical-Dental Office Building

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	60	0	2.39	0.85	4.79	1.89	41	79	21	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	89	0	3.57	0.97	8.86	2.47	31	28	72	False	$\ln(T) = 0.90 \ln(X) + 1.53$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	91	0	3.63	3.08	4.02	1.93	28	57	43	False		

**Detailed Land Use Data**

For 25.42 Gross Leasable Area 1000 SF of CENTERSHOPPING 5  
( 820 ) Shopping Center

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

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	68	0	0.96	0.1	9.05	1.31	310	62	38	True	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	239	81	3.71	0.68	29.27	2.74	376	48	52	True	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	359	0	4.82	1.46	18.32	3.1	458	52	48	True	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 247 Dwelling Units of APT 5  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	125	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	154	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	121	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**

For 1.57 Gross Floor Area 1000 SF of RESTAURANTHT 4  
( 932 ) High-Turnover (Sit-Down) Restaurant

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	17	0	10.81	2.32	25.6	6.59	6	55	45	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	15	6	9.85	0.92	62	8.54	6	60	40	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	22	0	14.07	4.44	50.4	12.19	4	53	47	False		

**Detailed Land Use Data**  
 For 53 Occupied Rooms of HOTEL 1  
 ( 310 ) Hotel

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	36	0	0.67	0.35	1.1	0.84	256	58	42	False	T = 0.78(X) - 29.80	0.69
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	37	0	0.7	0.25	1.11	0.87	243	49	51	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	46	0	0.87	0.65	1.05	0.94	250	50	50	False		

**Detailed Land Use Data**  
 For 157 Dwelling Units of APT 6  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	81	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	104	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	84	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**  
 For 80 Dwelling Units of APT 7  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	43	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	62	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	52	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**  
 For 15.8 Gross Leasable Area 1000 SF of CENTERSHOPPING 6  
 ( 820 ) Shopping Center

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	15	0	0.96	0.1	9.05	1.31	310	62	38	False	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	59	20	3.71	0.68	29.27	2.74	376	48	52	False	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	76	0	4.82	1.46	18.32	3.1	458	52	48	False	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

**Detailed Land Use Data**  
 For 249 Dwelling Units of APT 8  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	126	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	155	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	121	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**  
 For 635 Dwelling Units of APT 9  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	315	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	367	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	280	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**

For 30.9 Gross Floor Area 1000 SF of GINDUSTRIAL 1  
( 110 ) General Light Industrial

Open Date: 8/6/2015  
Analysis Date: 8/6/2015

Project: Riverside BOA

<u>Day / Period</u>	<u>Total Trips</u>	<u>Pass-By Trips</u>	<u>Avg Rate</u>	<u>Min Rate</u>	<u>Max Rate</u>	<u>Std Dev</u>	<u>Avg Size</u>	<u>% Enter</u>	<u>% Exit</u>	<u>Use Eq.</u>	<u>Equation</u>	<u>R2</u>
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	28	0	0.92	0.17	4	1.07	336	88	12	False	T = 1.18(X) - 89.28	0.92
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	30	0	0.97	0.08	4.5	1.16	345	12	88	False	T = 1.43(X) - 157.36	0.88
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	4	0	0.14	0.08	0.94	0.41	410	47	53	False		

**Detailed Land Use Data**  
 For 120 Occupied Beds of ASSISTLIVE 1  
 ( 254 ) Assisted Living

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	22	0	0.18	0.17	0.2		69	68	32	False		
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	35	0	0.29	0.29	0.3		69	50	50	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	43	0	0.36	0.28	0.46	0.6	117	51	49	False	$\ln(T) = 0.72 \ln(X) + 0.32$	0.79

**Detailed Land Use Data**  
 For 100 Gross Floor Area 1000 SF of RINKICE 1  
 ( 465 ) Ice Skating Rink

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

Project: Riverside BOA

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Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	236	0	2.36				70	45	55	False		

**Detailed Land Use Data**  
 For 44 Occupied Rooms of HOTEL 2  
 ( 310 ) Hotel

Project: Riverside BOA

Open Date: 8/6/2015  
 Analysis Date: 8/6/2015

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	29	0	0.67	0.35	1.1	0.84	256	58	42	False	T = 0.78(X) - 29.80	0.69
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	31	0	0.7	0.25	1.11	0.87	243	49	51	False		
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	38	0	0.87	0.65	1.05	0.94	250	50	50	False		

**Detailed Land Use Data**

For 20 Gross Leasable Area 1000 SF of CENTERSHOPPING 1  
( 820 ) Shopping Center

Open Date: 6/15/2015  
Analysis Date: 6/15/2015

Project: Riverside BOA

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	19	0	0.96	0.1	9.05	1.31	310	62	38	False	$\ln(T) = 0.61 \ln(X) + 2.24$	0.56
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	74	0	3.71	0.68	29.27	2.74	376	48	52	False	$\ln(T) = 0.67 \ln(X) + 3.31$	0.81
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	96	0	4.82	1.46	18.32	3.1	458	52	48	False	$\ln(T) = 0.65 \ln(X) + 3.78$	0.83

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**Detailed Land Use Data**  
 For 160 Dwelling Units of APT 1  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 6/15/2015  
 Analysis Date: 6/15/2015

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	82	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	106	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	85	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

**Detailed Land Use Data**  
 For 48 Dwelling Units of APT 3  
 ( 220 ) Apartment

Project: Riverside BOA

Open Date: 6/15/2015  
 Analysis Date: 6/15/2015

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	27	0	0.51	0.1	1.02	0.73	235	20	80	True	$T = 0.49(X) + 3.73$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	44	0	0.62	0.1	1.64	0.82	233	65	35	True	$T = 0.55(X) + 17.65$	0.77
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	39	0	0.52	0.26	1.05	0.74	178	50	50	True	$T = 0.41(X) + 19.23$	0.56

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

**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	≤ 10 seconds per vehicle
Level of Service B	> 10 and ≤ 15 seconds per vehicle
Level of Service C	> 15 and ≤ 25 seconds per vehicle
Level of Service D	> 25 and ≤ 35 seconds per vehicle
Level of Service E	> 35 and ≤ 50 seconds per vehicle
Level of Service F	> 50 seconds per vehicle

## **Appendix E: Capacity Analysis/Level of Service Worksheets**

## **Existing Capacity Analyses**

# Timings

## 1: Peconic Ave & W Main St

9/4/2015

	→	↘	↙	←	↖	↗					
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↗	↘	↑	↘	↗					
Traffic Volume (vph)	205	96	277	162	142	496					
Future Volume (vph)	205	96	277	162	142	496					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effect Green (s)	88.6	119.4	140.2	124.9	24.9	81.0					
Actuated g/C Ratio	0.49	0.66	0.78	0.69	0.14	0.45					
v/c Ratio	0.30	0.12	0.40	0.20	0.78	0.67					
Control Delay	32.2	2.6	10.0	2.7	96.9	17.3					
Queue Delay	0.0	0.0	0.8	0.5	0.0	0.1					
Total Delay	32.2	2.6	10.8	3.2	96.9	17.5					
LOS	C	A	B	A	F	B					
Approach Delay	22.7			8.0	35.1						
Approach LOS	C			A	D						

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 23.1

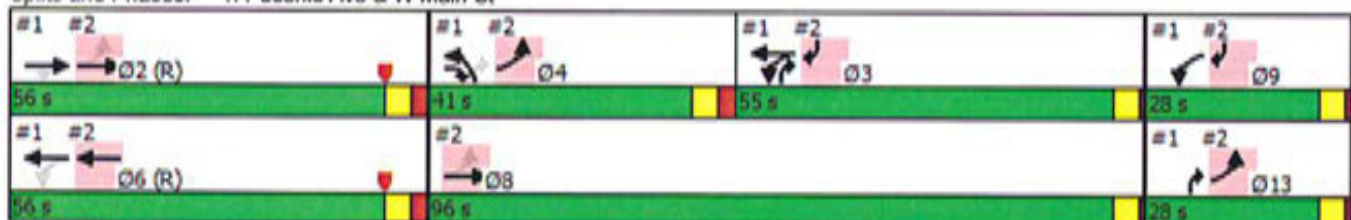
Intersection LOS: C

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

### Splits and Phases: 1: Peconic Ave & W Main St



# Timings

## 2: W Main St & Roanoke

9/4/2015



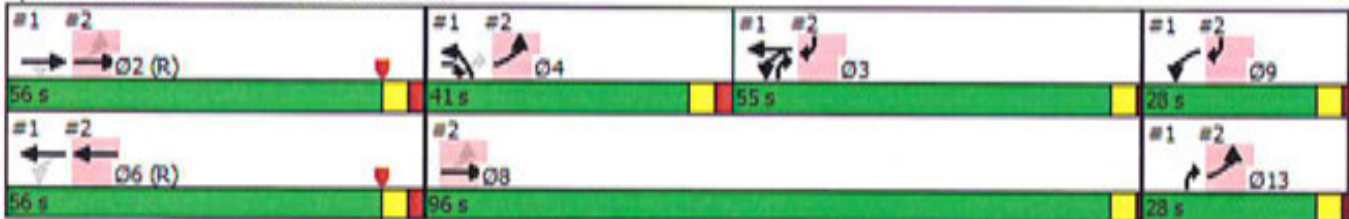
Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations	↘	↑	↗	↗						
Traffic Volume (vph)	273	428	292	147						
Future Volume (vph)	273	428	292	147						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effect Green (s)	162.3	162.9	88.6	50.2						
Actuated g/C Ratio	0.90	0.90	0.49	0.28						
v/c Ratio	0.34	0.29	0.28	0.22						
Control Delay	1.1	1.1	30.2	0.6						
Queue Delay	0.5	0.6	0.0	0.0						
Total Delay	1.6	1.6	30.2	0.7						
LOS	A	A	C	A						
Approach Delay		1.6	30.2							
Approach LOS		A	C							

### Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 9.9  
 Intersection Capacity Utilization 33.7%  
 Analysis Period (min) 15

Intersection LOS: A  
 ICU Level of Service A

### Splits and Phases: 2: W Main St & Roanoke



# Timings

## 3: CR 105 & NY Route 24

9/4/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	493	10	33	346	325	5	189	12	419	234	129
Future Volume (vph)	145	493	10	33	346	325	5	189	12	419	234	129
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effct Green (s)	66.7	64.7	64.7	43.2	43.2	43.2	6.4	50.4	50.4	25.8	84.0	84.0
Actuated g/C Ratio	0.40	0.39	0.39	0.26	0.26	0.26	0.04	0.30	0.30	0.15	0.50	0.50
v/c Ratio	0.77	0.90	0.02	0.41	0.88	0.56	0.11	0.22	0.03	0.91	0.15	0.17
Control Delay	57.3	66.3	0.0	68.0	81.2	7.6	87.6	46.8	0.1	93.8	24.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	66.3	0.0	68.0	81.2	7.6	87.6	46.8	0.1	93.8	24.5	4.3
LOS	E	E	A	E	F	A	F	D	A	F	C	A
Approach Delay		63.3			46.6			45.1			58.3	
Approach LOS		E			D			D			E	

### Intersection Summary

Cycle Length: 185

Actuated Cycle Length: 167.6

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 55.0

Intersection LOS: D

Intersection Capacity Utilization 94.3%

ICU Level of Service F

Analysis Period (min) 15

### Splits and Phases: 3: CR 105 & NY Route 24



HCM Unsignalized Intersection Capacity Analysis  
4: Ludlam Ave & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	↘
Traffic Volume (veh/h)	582	39	37	436	27	49
Future Volume (Veh/h)	582	39	37	436	27	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.98	0.98	0.74	0.74
Hourly flow rate (vph)	661	44	38	445	36	66
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWTL			TWTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			705		1204	683
vC1, stage 1 conf vol					683	
vC2, stage 2 conf vol					521	
vCu, unblocked vol			705		1204	683
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)					5.5	
tF (s)			2.3		3.6	3.4
p0 queue free %			96		91	85
cM capacity (veh/h)			875		390	431
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	705	38	445	102		
Volume Left	0	38	0	36		
Volume Right	44	0	0	66		
cSH	1700	875	1700	415		
Volume to Capacity	0.41	0.04	0.26	0.25		
Queue Length 95th (ft)	0	3	0	24		
Control Delay (s)	0.0	9.3	0.0	16.5		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.7		16.5		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			1.6			
Intersection Capacity Utilization			44.2%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Enterprise Zone Dr & NY Route 24







9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (veh/h)	607	17	7	445	5	7
Future Volume (Veh/h)	607	17	7	445	5	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.42	0.42
Hourly flow rate (vph)	667	19	7	473	12	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			686		1154	667
vC1, stage 1 conf vol					667	
vC2, stage 2 conf vol					487	
vCu, unblocked vol			686		1154	667
tC, single (s)			4.1		6.4	6.4
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.5
p0 queue free %			99		97	96
cM capacity (veh/h)			917		433	434
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	667	19	7	473	12	17
Volume Left	0	0	7	0	12	0
Volume Right	0	19	0	0	0	17
cSH	1700	1700	917	1700	433	434
Volume to Capacity	0.39	0.01	0.01	0.28	0.03	0.04
Queue Length 95th (ft)	0	0	1	0	2	3
Control Delay (s)	0.0	0.0	9.0	0.0	13.6	13.6
Lane LOS			A		B	B
Approach Delay (s)	0.0		0.1		13.6	
Approach LOS					B	
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			41.9%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Old Quogue Rd & NY Route 24

9/4/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Volume (veh/h)	608	23	4	450	23	14
Future Volume (Veh/h)	608	23	4	450	23	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.99	0.99	0.63	0.63
Hourly flow rate (vph)	668	25	4	455	37	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWLTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			668		1144	680
vC1, stage 1 conf vol					680	
vC2, stage 2 conf vol					463	
vCu, unblocked vol			668		1144	680
tC, single (s)			4.4		6.4	6.4
tC, 2 stage (s)					5.4	
tF (s)			2.5		3.5	3.4
p0 queue free %			99		91	95
cM capacity (veh/h)			792		434	429

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	693	4	455	59
Volume Left	0	4	0	37
Volume Right	25	0	0	22
cSH	1700	792	1700	432
Volume to Capacity	0.41	0.01	0.27	0.14
Queue Length 95th (ft)	0	0	0	12
Control Delay (s)	0.0	9.6	0.0	14.7
Lane LOS		A		B
Approach Delay (s)	0.0	0.1		14.7
Approach LOS				B

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		43.4%	ICU Level of Service
Analysis Period (min)		15	A

# HCM Unsignalized Intersection Capacity Analysis










## 7: Vail Ave & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	↘
Traffic Volume (veh/h)	639	8	11	456	5	6
Future Volume (Veh/h)	639	8	11	456	5	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.88	0.88	0.56	0.56
Hourly flow rate (vph)	702	9	13	518	9	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			711		1250	706
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			711		1250	706
IC, single (s)			4.4		6.4	6.2
IC, 2 stage (s)						
IF (s)			2.5		3.5	3.3
p0 queue free %			98		95	97
cM capacity (veh/h)			772		189	439
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	711	13	518	20		
Volume Left	0	13	0	9		
Volume Right	9	0	0	11		
cSH	1700	772	1700	275		
Volume to Capacity	0.42	0.02	0.30	0.07		
Queue Length 95th (ft)	0	1	0	6		
Control Delay (s)	0.0	9.7	0.0	19.1		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.2		19.1		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			44.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
8: CR 104 & Pine St

9/4/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	12	322	2	10	297
Future Volume (Veh/h)	0	12	322	2	10	297
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.55	0.55	0.71	0.71	0.95	0.95
Hourly flow rate (vph)	0	22	454	3	11	313
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	790	456			457	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	790	456			457	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			99	
cM capacity (veh/h)	358	609			1114	
<b>Direction, Lane #</b>						
	WB 1	NB 1	SB 1			
Volume Total	22	457	324			
Volume Left	0	0	11			
Volume Right	22	3	0			
cSH	609	1700	1114			
Volume to Capacity	0.04	0.27	0.01			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	11.1	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	11.1	0.0	0.4			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.5			
Intersection Capacity Utilization			33.7%	ICU Level of Service		A
Analysis Period (min)			15			

1: Peconic Ave & W Main St Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	11.1	2.1	24.0	14.3

2: W Main St & Roanoke Performance by approach

Approach	EB	WB	SB	All
Stop Del/Veh (s)	1.0	15.7	56.4	12.3

3: CR 105 & NY Route 24 Performance by approach

Approach	EB	WB	NB	SB	All
Stop Del/Veh (s)	38.7	31.4	36.5	38.8	36.3

4: Ludlam Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.3	10.4	0.9

5: Enterprise Zone Dr & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.1	9.2	0.1

6: Old Quogue Rd & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.0	10.6	0.3

7: Vail Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	1.1	0.0	5.2	0.7

8: CR 104 & Pine St Performance by approach

Approach	WB	NB	SB	All
Stop Del/Veh (s)	3.4	0.1	0.9	0.6













9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

Approach	WB	SB	SE	NW	All
Stop Del/Veh (s)	2.8	3.7	0.3	0.0	0.7

# HCM Unsignalized Intersection Capacity Analysis

## 10: Vail Ave & Pine St

9/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	4	14	2	2	10	3	3	3	3	4	4	11
Future Volume (Veh/h)	4	14	2	2	10	3	3	3	3	4	4	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.53	0.53	0.53	0.60	0.60	0.60	0.75	0.75	0.75	0.67	0.67	0.67
Hourly flow rate (vph)	8	26	4	3	17	5	4	4	4	6	6	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	54	42	14	57	48	6	22			8		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	54	42	14	57	48	6	22			8		
tC, single (s)	7.1	6.6	6.2	7.1	6.6	6.2	4.1			4.8		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.1	3.3	2.2			2.8		
p0 queue free %	99	97	100	100	98	100	100			100		
cM capacity (veh/h)	925	832	1072	914	820	1083	1607			1275		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	38	25	12	28								
Volume Left	8	3	4	6								
Volume Right	4	5	4	16								
cSH	871	873	1607	1275								
Volume to Capacity	0.04	0.03	0.00	0.00								
Queue Length 95th (ft)	3	2	0	0								
Control Delay (s)	9.3	9.2	2.4	1.7								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.3	9.2	2.4	1.7								
Approach LOS	A	A										
<b>Intersection Summary</b>												
Average Delay			6.4									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 11: Old Quogue Rd & Pine St

9/4/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	6	13	9	26	22	3
Future Volume (vph)	6	13	9	26	22	3
Peak Hour Factor	0.47	0.47	0.59	0.59	0.67	0.67
Hourly flow rate (vph)	13	28	15	44	33	4

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	41	59	37
Volume Left (vph)	13	15	0
Volume Right (vph)	28	0	4
Hadj (s)	0.07	0.10	0.01
Departure Headway (s)	4.2	4.1	4.1
Degree Utilization, x	0.05	0.07	0.04
Capacity (veh/h)	839	851	871
Control Delay (s)	7.4	7.4	7.2
Approach Delay (s)	7.4	7.4	7.2
Approach LOS	A	A	A

Intersection Summary			
Delay		7.4	
Level of Service		A	
Intersection Capacity Utilization	18.5%		ICU Level of Service
Analysis Period (min)	15		A

# Timings

## 1: Peconic Ave & W Main St

9/4/2015

	→	↘	↙	←	↖	↗					
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↗	↘	↑	↘	↗					
Traffic Volume (vph)	271	279	625	303	184	424					
Future Volume (vph)	271	279	625	303	184	424					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effect Green (s)	65.3	98.0	138.3	118.9	26.8	104.3					
Actuated g/C Ratio	0.36	0.54	0.77	0.66	0.15	0.58					
v/c Ratio	0.43	0.31	0.68	0.29	0.79	0.45					
Control Delay	48.4	6.2	45.0	3.3	94.7	7.8					
Queue Delay	0.1	0.0	52.5	1.6	0.0	0.0					
Total Delay	48.5	6.2	97.4	5.0	94.7	7.9					
LOS	D	A	F	A	F	A					
Approach Delay	27.0			67.2	34.1						
Approach LOS	C			E	C						

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 47.0

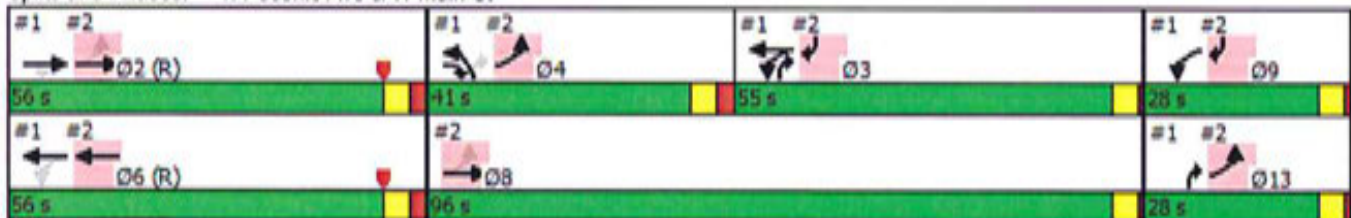
Intersection LOS: D

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 1: Peconic Ave & W Main St



# Timings

## 2: W Main St & Roanoke

9/4/2015



Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	263	432	646	282						
Future Volume (vph)	263	432	646	282						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effct Green (s)	162.3	158.9	65.3	71.6						
Actuated g/C Ratio	0.90	0.88	0.36	0.40						
v/c Ratio	0.37	0.25	0.63	0.33						
Control Delay	3.9	1.3	52.3	1.0						
Queue Delay	0.5	0.5	1.5	0.1						
Total Delay	4.4	1.9	53.8	1.0						
LOS	A	A	D	A						
Approach Delay		2.8	53.8							
Approach LOS		A	D							

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 23.6

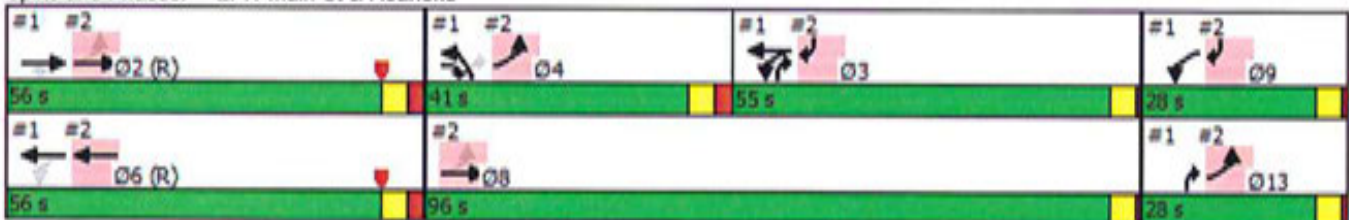
Intersection LOS: C

Intersection Capacity Utilization 45.3%

ICU Level of Service A

Analysis Period (min) 15

### Splits and Phases: 2: W Main St & Roanoke



# Timings

## 3: CR 105 & NY Route 24

9/4/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	469	4	18	425	606	9	312	34	555	364	124
Future Volume (vph)	178	469	4	18	425	606	9	312	34	555	364	124
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effct Green (s)	72.6	70.6	70.6	48.5	48.5	48.5	6.6	50.1	50.1	34.7	89.5	89.5
Actuated g/C Ratio	0.40	0.39	0.39	0.27	0.27	0.27	0.04	0.28	0.28	0.19	0.49	0.49
v/c Ratio	0.97	0.73	0.01	0.13	0.95	0.85	0.15	0.38	0.07	0.97	0.24	0.17
Control Delay	95.0	54.8	0.0	54.1	94.3	27.5	90.9	55.4	0.3	101.5	28.2	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.0	54.8	0.0	54.1	94.3	27.5	90.9	55.4	0.3	101.5	28.2	4.5
LOS	F	D	A	D	F	C	F	E	A	F	C	A
Approach Delay		65.5			55.0			51.0			64.4	
Approach LOS		E			E			D			E	

### Intersection Summary

Cycle Length: 185

Actuated Cycle Length: 181.9

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 60.0

Intersection LOS: E

Intersection Capacity Utilization 96.4%

ICU Level of Service F

Analysis Period (min) 15







### Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

## 4: Ludlam Ave & NY Route 24

9/4/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↓	↑	↓	
Traffic Volume (veh/h)	593	28	64	475	20	64
Future Volume (Veh/h)	593	28	64	475	20	64
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.73	0.73
Hourly flow rate (vph)	624	29	70	516	27	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			653		1294	638
vC1, stage 1 conf vol					638	
vC2, stage 2 conf vol					656	
vCu, unblocked vol			653		1294	638
IC, single (s)			4.2		6.4	6.2
IC, 2 stage (s)					5.4	
IF (s)			2.3		3.5	3.3
p0 queue free %			92		93	82
cM capacity (veh/h)			915		374	480
<b>Direction, Lane #</b>						
	EB 1	WB 1	WB 2	NB 1		
Volume Total	653	70	516	115		
Volume Left	0	70	0	27		
Volume Right	29	0	0	88		
cSH	1700	915	1700	450		
Volume to Capacity	0.38	0.08	0.30	0.26		
Queue Length 95th (ft)	0	6	0	25		
Control Delay (s)	0.0	9.3	0.0	15.7		
Lane LOS		A		C		
Approach Delay (s)	0.0	1.1		15.7		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			1.8			
Intersection Capacity Utilization			51.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
5: Enterprise Zone Dr & NY Route 24











9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	625	17	23	472	26	25
Future Volume (Veh/h)	625	17	23	472	26	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.94	0.94	0.77	0.77
Hourly flow rate (vph)	644	18	24	502	34	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			662		1194	644
vC1, stage 1 conf vol					644	
vC2, stage 2 conf vol					550	
vCu, unblocked vol			662		1194	644
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)					5.4	
IF (s)			2.2		3.5	3.3
p0 queue free %			97		92	93
cM capacity (veh/h)			936		421	469
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	644	18	24	502	34	32
Volume Left	0	0	24	0	34	0
Volume Right	0	18	0	0	0	32
cSH	1700	1700	936	1700	421	469
Volume to Capacity	0.38	0.01	0.03	0.30	0.08	0.07
Queue Length 95th (ft)	0	0	2	0	7	5
Control Delay (s)	0.0	0.0	8.9	0.0	14.3	13.2
Lane LOS			A		B	B
Approach Delay (s)	0.0		0.4		13.8	
Approach LOS					B	
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			42.9%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis







## 6: Old Quogue Rd & NY Route 24

9/4/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	626	38	7	495	35	21
Future Volume (Veh/h)	626	38	7	495	35	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.95	0.95	0.90	0.90
Hourly flow rate (vph)	645	39	7	521	39	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		TWLTL			
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			645		1200	664
vC1, stage 1 conf vol	664					
vC2, stage 2 conf vol	535					
vCu, unblocked vol			645		1200	664
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)	5.4					
tF (s)			2.2		3.5	3.3
p0 queue free %			99		91	95
cM capacity (veh/h)			950		417	464
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	684	7	521	62		
Volume Left	0	7	0	39		
Volume Right	39	0	0	23		
cSH	1700	950	1700	434		
Volume to Capacity	0.40	0.01	0.31	0.14		
Queue Length 95th (ft)	0	1	0	12		
Control Delay (s)	0.0	8.8	0.0	14.7		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.1		14.7		
Approach LOS				B		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			45.2%	ICU Level of Service	A	
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis  
7: Vail Ave & NY Route 24

9/4/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↓	↑	↓	
Traffic Volume (veh/h)	657	6	13	514	13	8
Future Volume (Veh/h)	657	6	13	514	13	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.91	0.91	0.68	0.68
Hourly flow rate (vph)	684	6	14	565	19	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			690		1280	687
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			690		1280	687
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		90	97
cM capacity (veh/h)			914		182	450
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	690	14	565	31		
Volume Left	0	14	0	19		
Volume Right	6	0	0	12		
cSH	1700	914	1700	236		
Volume to Capacity	0.41	0.02	0.33	0.13		
Queue Length 95th (ft)	0	1	0	11		
Control Delay (s)	0.0	9.0	0.0	22.5		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.2		22.5		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			0.6			
Intersection Capacity Utilization			44.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
8: CR 104 & Pine St

9/4/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	29	521	15	18	379
Future Volume (Veh/h)	4	29	521	15	18	379
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.89	0.89	0.86	0.86
Hourly flow rate (vph)	5	37	585	17	21	441
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1076	594			602	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1076	594			602	
tC, single (s)	6.7	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.8	3.3			2.2	
p0 queue free %	98	93			98	
cM capacity (veh/h)	207	509			985	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	42	602	462			
Volume Left	5	0	21			
Volume Right	37	17	0			
cSH	434	1700	985			
Volume to Capacity	0.10	0.35	0.02			
Queue Length 95th (ft)	8	0	2			
Control Delay (s)	14.2	0.0	0.6			
Lane LOS	B		A			
Approach Delay (s)	14.2	0.0	0.6			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.8			
Intersection Capacity Utilization		44.6%		ICU Level of Service		A
Analysis Period (min)			15			

1: Peconic Ave & W Main St Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	20.8	7.4	24.5	16.9

2: W Main St & Roanoke Performance by approach

Approach	EB	WB	SB	All
Stop Del/Veh (s)	1.4	94.1	52.2	40.3

3: CR 105 & NY Route 24 Performance by approach

Approach	EB	WB	NB	SB	All
Stop Del/Veh (s)	40.7	27.1	44.4	42.1	37.1

4: Ludlam Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.4	7.6	0.6

5: Enterprise Zone Dr & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.1	9.1	0.4

6: Old Quogue Rd & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.0	9.2	0.7

7: Vail Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	1.2	0.1	14.7	1.0

8: CR 104 & Pine St Performance by approach

Approach	WB	NB	SB	All
Stop Del/Veh (s)	92.8	56.8	1.2	37.3













9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

Approach	WB	SB	SE	NW	All
Stop Del/Veh (s)	4.0	5.3	0.9	0.0	0.8

# HCM Unsignalized Intersection Capacity Analysis

## 10: Vail Ave & Pine St

9/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	11	18	4	2	21	12	3	3	2	4	5	9
Future Volume (Veh/h)	11	18	4	2	21	12	3	3	2	4	5	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.73	0.73	0.73	0.31	0.31	0.31	0.63	0.63	0.63
Hourly flow rate (vph)	12	19	4	3	29	16	10	10	6	6	8	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	90	63	15	74	67	13	22			16		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	90	63	15	74	67	13	22			16		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.5		
p0 queue free %	99	98	100	100	96	99	99			100		
cM capacity (veh/h)	855	812	1070	895	819	1073	1607			1421		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	35	48	26	28								
Volume Left	12	3	10	6								
Volume Right	4	16	6	14								
cSH	850	894	1607	1421								
Volume to Capacity	0.04	0.05	0.01	0.00								
Queue Length 95th (ft)	3	4	0	0								
Control Delay (s)	9.4	9.3	2.8	1.6								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.4	9.3	2.8	1.6								
Approach LOS	A	A										
<b>Intersection Summary</b>												
Average Delay			6.5									
Intersection Capacity Utilization			15.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 11: Old Quogue Rd & Pine St

9/4/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	8	14	26	86	27	4
Future Volume (vph)	8	14	26	86	27	4
Peak Hour Factor	0.71	0.71	0.72	0.72	0.75	0.75
Hourly flow rate (vph)	11	20	36	119	36	5

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	31	155	41
Volume Left (vph)	11	36	0
Volume Right (vph)	20	0	5
Hadj (s)	-0.14	0.12	-0.07
Departure Headway (s)	4.2	4.1	4.0
Degree Utilization, x	0.04	0.18	0.05
Capacity (veh/h)	818	854	873
Control Delay (s)	7.3	8.0	7.2
Approach Delay (s)	7.3	8.0	7.2
Approach LOS	A	A	A

Intersection Summary			
Delay		7.8	
Level of Service		A	
Intersection Capacity Utilization	22.6%		ICU Level of Service
Analysis Period (min)	15		A

# Timings

## 1: Peconic Ave & W Main St

9/4/2015

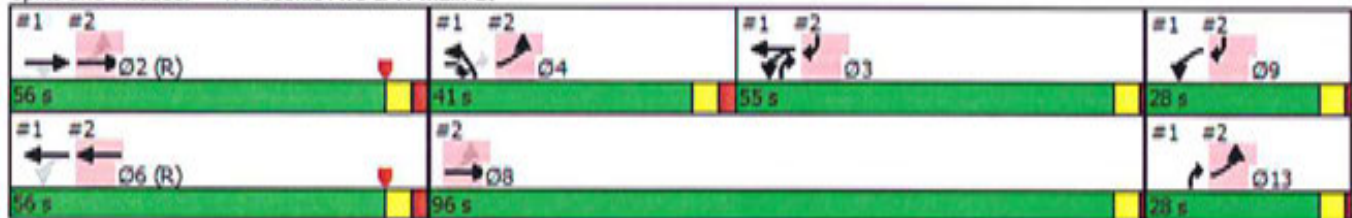
	→	↘	↙	←	↖	↗	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	↑	↗	↙	↑	↘	↗					
Traffic Volume (vph)	410	294	347	196	191	195					
Future Volume (vph)	410	294	347	196	191	195					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effect Green (s)	81.7	113.6	139.1	124.2	26.0	87.9					
Actuated g/C Ratio	0.45	0.63	0.77	0.69	0.14	0.49					
v/c Ratio	0.51	0.29	0.52	0.20	0.77	0.24					
Control Delay	40.5	4.9	23.5	3.5	93.3	6.8					
Queue Delay	0.0	0.0	1.6	0.7	0.0	0.0					
Total Delay	40.5	4.9	25.1	4.2	93.3	6.8					
LOS	D	A	C	A	F	A					
Approach Delay	25.6			17.6	49.6						
Approach LOS	C			B	D						

### Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 27.9  
 Intersection Capacity Utilization 65.0%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

### Splits and Phases: 1: Peconic Ave & W Main St



# Timings

## 2: W Main St & Roanoke

9/4/2015



Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations	↖	↑	↗	↘						
Traffic Volume (vph)	271	643	287	256						
Future Volume (vph)	271	643	287	256						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effect Green (s)	162.3	163.4	81.7	56.0						
Actuated g/C Ratio	0.90	0.91	0.45	0.31						
v/c Ratio	0.29	0.35	0.28	0.34						
Control Delay	0.9	1.0	33.2	1.0						
Queue Delay	0.6	0.6	0.0	0.1						
Total Delay	1.5	1.6	33.2	1.1						
LOS	A	A	C	A						
Approach Delay		1.6	33.2							
Approach LOS		A	C							

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 9.3

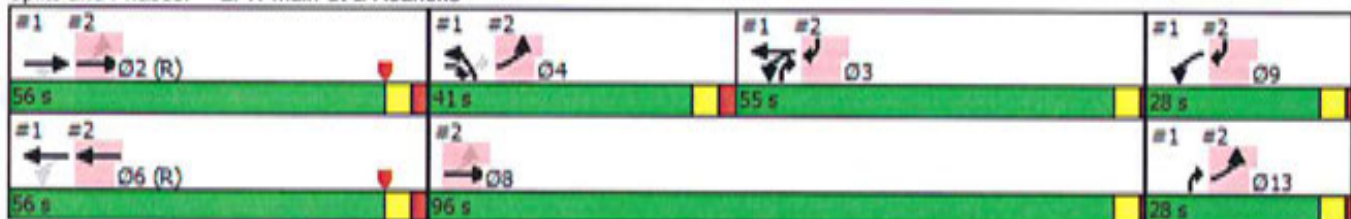
Intersection LOS: A

Intersection Capacity Utilization 37.6%

ICU Level of Service A

Analysis Period (min) 15

### Splits and Phases: 2: W Main St & Roanoke



# Timings

## 3: CR 105 & NY Route 24

9/4/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	497	10	16	433	536	10	325	27	491	232	115
Future Volume (vph)	255	497	10	16	433	536	10	325	27	491	232	115
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	72.0	70.0	70.0	48.0	48.0	48.0	6.7	50.1	50.1	30.5	85.4	85.4
Actuated g/C Ratio	0.41	0.40	0.40	0.27	0.27	0.27	0.04	0.28	0.28	0.17	0.48	0.48
v/c Ratio	1.22	0.70	0.01	0.10	0.93	0.74	0.16	0.38	0.05	0.94	0.15	0.16
Control Delay	169.3	51.3	0.0	51.7	89.4	17.2	90.2	53.4	0.2	98.0	27.3	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	169.3	51.3	0.0	51.7	89.4	17.2	90.2	53.4	0.2	98.0	27.3	4.6
LOS	F	D	A	D	F	B	F	D	A	F	C	A
Approach Delay		90.2			49.5			50.4			65.6	
Approach LOS		F			D			D			E	

### Intersection Summary

Cycle Length: 185  
 Actuated Cycle Length: 177.2  
 Natural Cycle: 100  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.22  
 Intersection Signal Delay: 64.4  
 Intersection Capacity Utilization 96.0%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service F

### Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

## 4: Ludlam Ave & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↘	
Traffic Volume (veh/h)	693	10	21	547	30	44
Future Volume (Veh/h)	693	10	21	547	30	44
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.94	0.94	0.71	0.71
Hourly flow rate (vph)	707	10	22	582	42	62
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			717		1338	712
vC1, stage 1 conf vol					712	
vC2, stage 2 conf vol					626	
vCu, unblocked vol			717		1338	712
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			98		89	86
cM capacity (veh/h)			893		383	436
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	717	22	582	104		
Volume Left	0	22	0	42		
Volume Right	10	0	0	62		
cSH	1700	893	1700	413		
Volume to Capacity	0.42	0.02	0.34	0.25		
Queue Length 95th (ft)	0	2	0	25		
Control Delay (s)	0.0	9.1	0.0	16.6		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.3		16.6		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			1.4			
Intersection Capacity Utilization			48.1%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Enterprise Zone Dr & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (veh/h)	718	24	24	513	23	22
Future Volume (Veh/h)	718	24	24	513	23	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.95	0.95	0.77	0.77
Hourly flow rate (vph)	733	24	25	540	30	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			757		1323	733
vC1, stage 1 conf vol					733	
vC2, stage 2 conf vol					590	
vCu, unblocked vol			757		1323	733
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)					5.4	
IF (s)			2.2		3.5	3.3
p0 queue free %			97		92	93
cM capacity (veh/h)			863		385	424
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	733	24	25	540	30	29
Volume Left	0	0	25	0	30	0
Volume Right	0	24	0	0	0	29
cSH	1700	1700	863	1700	385	424
Volume to Capacity	0.43	0.01	0.03	0.32	0.08	0.07
Queue Length 95th (ft)	0	0	2	0	6	5
Control Delay (s)	0.0	0.0	9.3	0.0	15.2	14.1
Lane LOS			A		C	B
Approach Delay (s)	0.0		0.4		14.6	
Approach LOS					B	
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			47.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Old Quogue Rd & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	
Traffic Volume (veh/h)	711	21	14	528	78	39
Future Volume (Veh/h)	711	21	14	528	78	39
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.62	0.62
Hourly flow rate (vph)	756	22	15	562	126	63
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			756		1359	767
vC1, stage 1 conf vol					767	
vC2, stage 2 conf vol					592	
vCu, unblocked vol			756		1359	767
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.3		3.5	3.3
p0 queue free %			98		66	84
cM capacity (veh/h)			828		375	405
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	778	15	562	189		
Volume Left	0	15	0	126		
Volume Right	22	0	0	63		
cSH	1700	828	1700	385		
Volume to Capacity	0.46	0.02	0.33	0.49		
Queue Length 95th (ft)	0	1	0	65		
Control Delay (s)	0.0	9.4	0.0	23.1		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.2		23.1		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			2.9			
Intersection Capacity Utilization			52.1%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 7: Vail Ave & NY Route 24










9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↘	
Traffic Volume (veh/h)	704	9	17	617	10	14
Future Volume (Veh/h)	704	9	17	617	10	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.91	0.91	0.79	0.79
Hourly flow rate (vph)	726	9	19	678	13	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			735		1446	730
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			735		1446	730
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		91	96
cM capacity (veh/h)			879		143	425
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	735	19	678	31		
Volume Left	0	19	0	13		
Volume Right	9	0	0	18		
cSH	1700	879	1700	233		
Volume to Capacity	0.43	0.02	0.40	0.13		
Queue Length 95th (ft)	0	2	0	11		
Control Delay (s)	0.0	9.2	0.0	22.8		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.3		22.8		
Approach LOS				C		
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			47.6%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 8: CR 104 & Pine St

9/4/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	28	420	7	29	374
Future Volume (Veh/h)	12	28	420	7	29	374
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.63	0.94	0.94	0.86	0.86
Hourly flow rate (vph)	19	44	447	7	34	435
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	954	450			454	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	954	450			454	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	93			97	
cM capacity (veh/h)	281	613			1117	
<b>Direction, Lane #</b>						
	WB 1	NB 1	SB 1			
Volume Total	63	454	469			
Volume Left	19	0	34			
Volume Right	44	7	0			
cSH	452	1700	1117			
Volume to Capacity	0.14	0.27	0.03			
Queue Length 95th (ft)	12	0	2			
Control Delay (s)	14.3	0.0	0.9			
Lane LOS	B		A			
Approach Delay (s)	14.3	0.0	0.9			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			1.3			
Intersection Capacity Utilization			53.6%	ICU Level of Service		A
Analysis Period (min)			15			

9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

Approach	WB	SB	SE	NW	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	5.3	4.3	0.6	2.7

10: Vail Ave & Pine St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	3.6	5.4	1.0	0.5	2.8

11: Old Quogue Rd & Pine St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Del/Veh (s)	4.7	6.1	11.4	6.8

24: CR 63/Peconic Ave & CR 104 & CR 94/NY Route 24 Performance by approach

Approach	EB	WB	NB	SB	NW	All
Denied Del/Veh (s)	149.3	0.2	18.3	26.9	0.0	45.2
Total Del/Veh (s)	111.7	85.2	170.5	137.8	107.9	117.6

















Total Network Performance

Denied Del/Veh (s)	46.0
Total Del/Veh (s)	114.1

# HCM Unsignalized Intersection Capacity Analysis

## 10: Vail Ave & Pine St

9/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	16	3	2	12	5	8	7	2	3	3	16
Future Volume (Veh/h)	11	16	3	2	12	5	8	7	2	3	3	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.57	0.57	0.57	0.58	0.58	0.58	0.95	0.95	0.95
Hourly flow rate (vph)	14	21	4	4	21	9	14	12	3	3	3	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	78	60	12	74	68	14	20			15		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	78	60	12	74	68	14	20			15		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	100	100	97	99	99			100		
cM capacity (veh/h)	883	825	1075	893	818	1072	1609			1616		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	39	34	29	23								
Volume Left	14	4	14	3								
Volume Right	4	9	3	17								
cSH	866	882	1609	1616								
Volume to Capacity	0.05	0.04	0.01	0.00								
Queue Length 95th (ft)	4	3	1	0								
Control Delay (s)	9.4	9.2	3.5	1.0								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.4	9.2	3.5	1.0								
Approach LOS	A	A										
<b>Intersection Summary</b>												
Average Delay			6.4									
Intersection Capacity Utilization			14.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 11: Old Quogue Rd & Pine St

9/4/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	11	10	11	101	28	7
Future Volume (vph)	11	10	11	101	28	7
Peak Hour Factor	0.68	0.68	0.53	0.53	0.55	0.55
Hourly flow rate (vph)	16	15	21	191	51	13

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	31	212	64
Volume Left (vph)	16	21	0
Volume Right (vph)	15	0	13
Hadj (s)	-0.19	0.02	-0.03
Departure Headway (s)	4.3	4.1	4.1
Degree Utilization, x	0.04	0.24	0.07
Capacity (veh/h)	784	871	851
Control Delay (s)	7.5	8.3	7.5
Approach Delay (s)	7.5	8.3	7.5
Approach LOS	A	A	A

Intersection Summary			
Delay		8.1	
Level of Service		A	
Intersection Capacity Utilization		22.6%	ICU Level of Service
Analysis Period (min)		15	A

## Operational Results

### 2015 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Peconic Avenue	None	423		539		601	864		0.5010	
2	CR 94	None	708		438		524	928		0.7924	
3	CR 63	None	364		936		209	678		0.5560	
4	CR 104	Yield	272	22	978	978	322	555	387	0.5093	0.0592
5	NYS 24	None	491		649		624	783		0.6481	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic Avenue	None	7.63		7.63	3.01		A		A
2	CR 94	None	14.65		14.65	11.09		B		B
3	CR 63	None	10.80		10.80	4.05		B		B
4	CR 104	Yield	12.00	9.78	11.83	3.35	0.20	B	A	B
5	NYS 24	None	11.41		11.41	5.66		B		B

## Operational Results

### 2015 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Peconic Avenue	None	723		612		604	828		0.9336	
2	CR 94	None	595		745		588	773		0.8060	
3	CR 63	None	259		1034		304	629		0.4253	
4	CR 104	Yield	406	9	900	900	393	590	211	0.7226	0.0455
5	NYS 24	None	559		658		656	778		0.7476	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic Avenue	None	28.35		28.35	25.59		D		D
2	CR 94	None	18.14		18.14	11.97		C		C
3	CR 63	None	9.21		9.21	2.33		A		A
4	CR 104	Yield	18.06	17.67	18.05	8.16	0.15	C	C	C
5	NYS 24	None	14.96		14.96	8.98		B		B

## Operational Results

### 2015 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)				
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR		
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass	
1	Peconic Avenue	None	656		625		636	822		0.8378		
2	CR 94	None	652		661		619	816		0.8399		
3	CR 63	None	300		989		322	651		0.4757		
4	CR 104	Yield	353	26	969	969	319	550	242	0.6745	0.1143	
5	NYS 24	None	626		636		712	789		0.8341		

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic Avenue	None	19.27		19.27	14.46		C		C
2	CR 94	None	19.59		19.59	14.76		C		C
3	CR 63	None	9.66		9.66	2.88		A		A
4	CR 104	Yield	17.11	16.55	17.08	6.71	0.43	C	C	C
5	NYS 24	None	19.69		19.69	14.15		C		C

## **No Build Capacity Analyses**

# Timings

## 1: Peconic Ave & W Main St

9/4/2015



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↑	↓	↑	↓	↑					
Traffic Volume (vph)	233	107	358	192	159	569					
Future Volume (vph)	233	107	358	192	159	569					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effect Green (s)	73.9	107.1	137.9	121.2	27.2	95.7					
Actuated g/C Ratio	0.41	0.60	0.77	0.67	0.15	0.53					
v/c Ratio	0.41	0.15	0.53	0.24	0.80	0.71					
Control Delay	43.7	3.1	27.5	2.8	96.2	19.7					
Queue Delay	0.0	0.0	4.2	0.7	0.0	0.2					
Total Delay	43.7	3.1	31.7	3.5	96.2	20.0					
LOS	D	A	C	A	F	B					
Approach Delay	30.9			21.9	36.6						
Approach LOS	C			C	D						

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 30.0

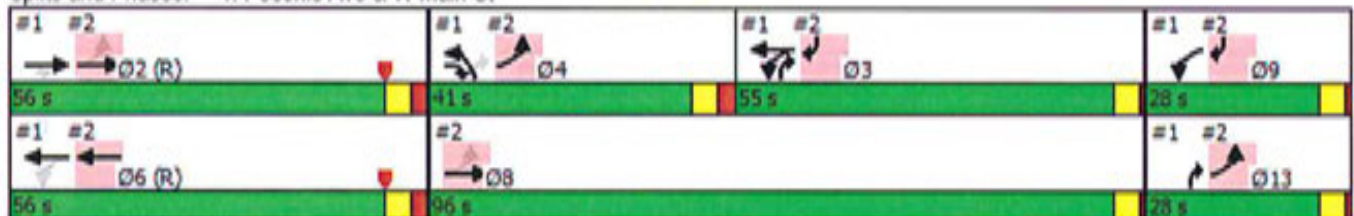
Intersection LOS: C

Intersection Capacity Utilization 56.2%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 1: Peconic Ave & W Main St



# Timings

## 2: W Main St & Roanoke

9/4/2015



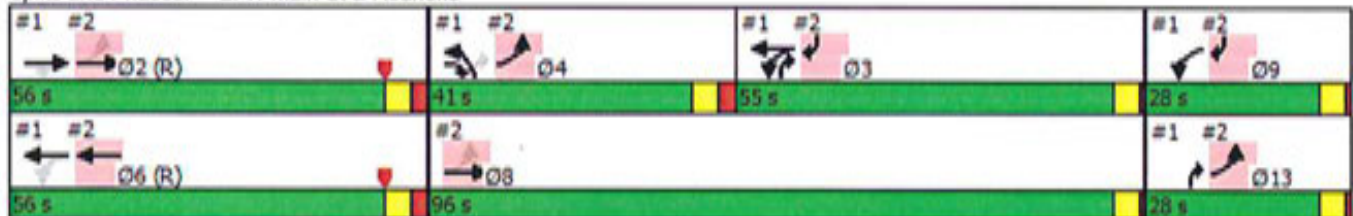
Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations	↘	↑	↕	↗						
Traffic Volume (vph)	303	498	385	163						
Future Volume (vph)	303	498	385	163						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effect Green (s)	162.3	161.7	73.9	62.5						
Actuated g/C Ratio	0.90	0.90	0.41	0.35						
v/c Ratio	0.43	0.34	0.45	0.24						
Control Delay	1.6	1.3	42.5	0.6						
Queue Delay	0.4	0.7	0.2	0.0						
Total Delay	2.0	2.0	42.6	0.7						
LOS	A	A	D	A						
Approach Delay		2.0	42.6							
Approach LOS		A	D							

### Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 15.1  
 Intersection Capacity Utilization 38.2%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

### Splits and Phases: 2: W Main St & Roanoke



# Timings

## 3: CR 105 & NY Route 24

9/4/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	558	12	37	388	360	6	209	14	463	259	143
Future Volume (vph)	161	558	12	37	388	360	6	209	14	463	259	143
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	74.1	72.1	72.1	50.0	50.0	50.0	6.5	50.0	50.0	29.4	87.0	87.0
Actuated g/C Ratio	0.42	0.41	0.41	0.28	0.28	0.28	0.04	0.28	0.28	0.17	0.49	0.49
v/c Ratio	0.91	0.97	0.02	0.75	0.91	0.57	0.13	0.26	0.03	0.94	0.17	0.19
Control Delay	78.9	78.9	0.1	119.9	84.1	7.3	90.2	51.1	0.1	100.3	26.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	78.9	0.1	119.9	84.1	7.3	90.2	51.1	0.1	100.3	26.3	4.1
LOS	E	E	A	F	F	A	F	D	A	F	C	A
Approach Delay		77.6			50.6			48.9			62.2	
Approach LOS		E			D			D			E	

### Intersection Summary

Cycle Length: 185

Actuated Cycle Length: 178

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 61.9

Intersection Capacity Utilization 98.4%

Analysis Period (min) 15

Intersection LOS: E

ICU Level of Service F

### Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

## 4: Ludlam Ave & NY Route 24







9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	↗
Traffic Volume (veh/h)	657	44	41	487	30	55
Future Volume (Veh/h)	657	44	41	487	30	55
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.98	0.98	0.74	0.74
Hourly flow rate (vph)	747	50	42	497	41	74
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			797		1353	772
vC1, stage 1 conf vol					772	
vC2, stage 2 conf vol					581	
vCu, unblocked vol			797		1353	772
IC, single (s)			4.2		6.5	6.3
IC, 2 stage (s)					5.5	
IF (s)			2.3		3.6	3.4
p0 queue free %			95		88	81
cM capacity (veh/h)			808		350	382
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	797	42	497	115		
Volume Left	0	42	0	41		
Volume Right	50	0	0	74		
cSH	1700	808	1700	370		
Volume to Capacity	0.47	0.05	0.29	0.31		
Queue Length 95th (ft)	0	4	0	32		
Control Delay (s)	0.0	9.7	0.0	19.0		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.8		19.0		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			1.8			
Intersection Capacity Utilization			49.0%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Enterprise Zone Dr & NY Route 24











9/4/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	684	19	8	497	6	8
Future Volume (Veh/h)	684	19	8	497	6	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.42	0.42
Hourly flow rate (vph)	752	21	9	529	14	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			773		1299	752
vC1, stage 1 conf vol					752	
vC2, stage 2 conf vol					547	
vCu, unblocked vol			773		1299	752
tC, single (s)			4.1		6.4	6.4
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.5
p0 queue free %			99		96	95
cM capacity (veh/h)			851		391	387
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	752	21	9	529	14	19
Volume Left	0	0	9	0	14	0
Volume Right	0	21	0	0	0	19
cSH	1700	1700	851	1700	391	387
Volume to Capacity	0.44	0.01	0.01	0.31	0.04	0.05
Queue Length 95th (ft)	0	0	1	0	3	4
Control Delay (s)	0.0	0.0	9.3	0.0	14.5	14.8
Lane LOS			A		B	B
Approach Delay (s)	0.0		0.2		14.7	
Approach LOS					B	
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			46.0%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Old Quogue Rd & NY Route 24











9/4/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	685	26	5	503	26	16
Future Volume (Veh/h)	685	26	5	503	26	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.99	0.99	0.63	0.63
Hourly flow rate (vph)	753	29	5	508	41	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWLTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			753		1286	768
vC1, stage 1 conf vol					768	
vC2, stage 2 conf vol					518	
vCu, unblocked vol			753		1286	768
tC, single (s)			4.4		6.4	6.4
tC, 2 stage (s)					5.4	
tF (s)			2.5		3.5	3.4
p0 queue free %			99		90	93
cM capacity (veh/h)			733		393	382
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	782	5	508	66		
Volume Left	0	5	0	41		
Volume Right	29	0	0	25		
cSH	1700	733	1700	388		
Volume to Capacity	0.46	0.01	0.30	0.17		
Queue Length 95th (ft)	0	1	0	15		
Control Delay (s)	0.0	9.9	0.0	16.2		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		16.2		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			0.8			
Intersection Capacity Utilization			47.6%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 7: Vail Ave & NY Route 24

9/4/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	720	9	13	509	6	7
Future Volume (Veh/h)	720	9	13	509	6	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.88	0.88	0.56	0.56
Hourly flow rate (vph)	791	10	15	578	11	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			801		1404	796
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			801		1404	796
tC, single (s)			4.4		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.5		3.5	3.3
p0 queue free %			98		93	97
cM capacity (veh/h)			712		152	390
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	801	15	578	24		
Volume Left	0	15	0	11		
Volume Right	10	0	0	13		
cSH	1700	712	1700	227		
Volume to Capacity	0.47	0.02	0.34	0.11		
Queue Length 95th (ft)	0	2	0	9		
Control Delay (s)	0.0	10.2	0.0	22.7		
Lane LOS		B		C		
Approach Delay (s)	0.0	0.3		22.7		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			0.5			
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 8: CR 104 & Pine St

9/4/2015



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Volume (veh/h)	0	14	360	3	12	338
Future Volume (Veh/h)	0	14	360	3	12	338
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.55	0.55	0.71	0.71	0.95	0.95
Hourly flow rate (vph)	0	25	507	4	13	356
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	891	509			511	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	891	509			511	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			99	
cM capacity (veh/h)	312	568			1065	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	25	511	369			
Volume Left	0	0	13			
Volume Right	25	4	0			
cSH	568	1700	1065			
Volume to Capacity	0.04	0.30	0.01			
Queue Length 95th (ft)	3	0	1			
Control Delay (s)	11.6	0.0	0.4			
Lane LOS	B		A			
Approach Delay (s)	11.6	0.0	0.4			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.5			
Intersection Capacity Utilization			37.5%	ICU Level of Service		A
Analysis Period (min)			15			

1: Peconic Ave & W Main St Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	12.4	3.2	26.0	15.4

2: W Main St & Roanoke Performance by approach

Approach	EB	WB	SB	All
Stop Del/Veh (s)	1.0	17.9	56.6	12.9

3: CR 105 & NY Route 24 Performance by approach

Approach	EB	WB	NB	SB	All
Stop Del/Veh (s)	43.0	31.3	36.5	40.2	37.9

4: Ludlam Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.3	11.4	0.9

5: Enterprise Zone Dr & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.1	5.5	0.1

6: Old Quogue Rd & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.0	17.0	0.8

7: Vail Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	1.3	0.1	7.1	0.9

8: CR 104 & Pine St Performance by approach

Approach	WB	NB	SB	All
Stop Del/Veh (s)	1.7	0.2	0.5	0.4

















9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

Approach	WB	SB	SE	NW	All
Stop Del/Veh (s)	2.8	2.5	0.0	0.0	0.5

# HCM Unsignalized Intersection Capacity Analysis

## 10: Vail Ave & Pine St

9/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	16	3	3	12	4	4	4	4	5	5	13
Future Volume (Veh/h)	5	16	3	3	12	4	4	4	4	5	5	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.53	0.53	0.53	0.60	0.60	0.60	0.75	0.75	0.75	0.67	0.67	0.67
Hourly flow rate (vph)	9	30	6	5	20	7	5	5	5	7	7	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	65	50	16	69	58	8	26			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	65	50	16	69	58	8	26			10		
IC, single (s)	7.1	6.6	6.2	7.1	6.6	6.2	4.1			4.8		
IC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.1	3.3	2.2			2.8		
p0 queue free %	99	96	99	99	98	99	100			99		
cM capacity (veh/h)	904	822	1068	891	809	1081	1601			1272		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	45	32	15	33								
Volume Left	9	5	5	7								
Volume Right	6	7	5	19								
cSH	864	870	1601	1272								
Volume to Capacity	0.05	0.04	0.00	0.01								
Queue Length 95th (ft)	4	3	0	0								
Control Delay (s)	9.4	9.3	2.4	1.7								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.4	9.3	2.4	1.7								
Approach LOS	A	A										
<b>Intersection Summary</b>												
Average Delay			6.5									
Intersection Capacity Utilization			13.3%		ICU Level of Service					A		
Analysis Period (min)			15									

# HCM Unsignalized Intersection Capacity Analysis

## 11: Old Quogue Rd & Pine St

9/4/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	7	15	10	29	25	4
Future Volume (vph)	7	15	10	29	25	4
Peak Hour Factor	0.47	0.47	0.59	0.59	0.67	0.67
Hourly flow rate (vph)	15	32	17	49	37	6
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	47	66	43			
Volume Left (vph)	15	17	0			
Volume Right (vph)	32	0	6			
Hadj (s)	0.07	0.10	-0.01			
Departure Headway (s)	4.2	4.1	4.1			
Degree Utilization, x	0.05	0.08	0.05			
Capacity (veh/h)	831	845	869			
Control Delay (s)	7.4	7.5	7.3			
Approach Delay (s)	7.4	7.5	7.3			
Approach LOS	A	A	A			
Intersection Summary						
Delay			7.4			
Level of Service			A			
Intersection Capacity Utilization			18.7%	ICU Level of Service		A
Analysis Period (min)			15			

# Timings

## 1: Peconic Ave & W Main St

9/4/2015

	→	↘	↙	←	↖	↗					
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↗	↘	↑	↘	↗					
Traffic Volume (vph)	318	316	744	349	214	543					
Future Volume (vph)	318	316	744	349	214	543					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effect Green (s)	56.8	92.4	135.4	110.5	29.7	112.8					
Actuated g/C Ratio	0.32	0.51	0.75	0.61	0.16	0.63					
v/c Ratio	0.57	0.39	0.85	0.36	0.83	0.55					
Control Delay	57.5	15.0	68.3	4.2	96.1	12.6					
Queue Delay	0.5	0.0	51.2	3.3	0.0	0.2					
Total Delay	58.1	15.0	119.5	7.5	96.1	12.8					
LOS	E	B	F	A	F	B					
Approach Delay	36.6			83.7	36.4						
Approach LOS	D			F	D						

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 57.3

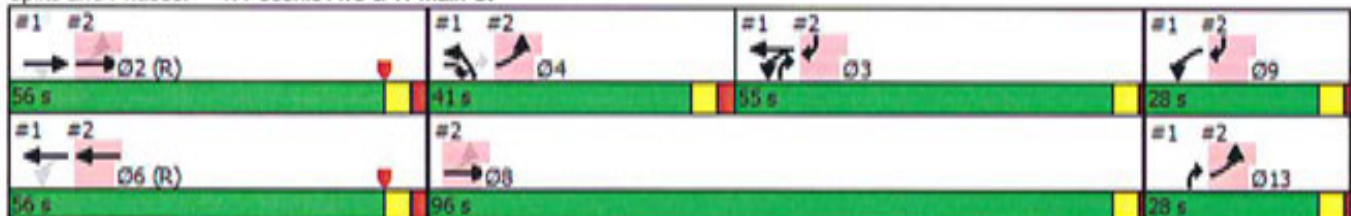
Intersection LOS: E

Intersection Capacity Utilization 83.4%

ICU Level of Service E

Analysis Period (min) 15

### Splits and Phases: 1: Peconic Ave & W Main St



# Timings

## 2: W Main St & Roanoke

9/4/2015



Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	292	568	779	313						
Future Volume (vph)	292	568	779	313						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effect Green (s)	162.3	153.4	56.8	77.2						
Actuated g/C Ratio	0.90	0.85	0.32	0.43						
v/c Ratio	0.43	0.34	0.88	0.35						
Control Delay	6.6	2.2	68.8	1.0						
Queue Delay	1.4	0.8	48.7	0.1						
Total Delay	8.0	3.0	117.5	1.1						
LOS	A	A	F	A						
Approach Delay		4.7	117.5							
Approach LOS		A	F							

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 51.1

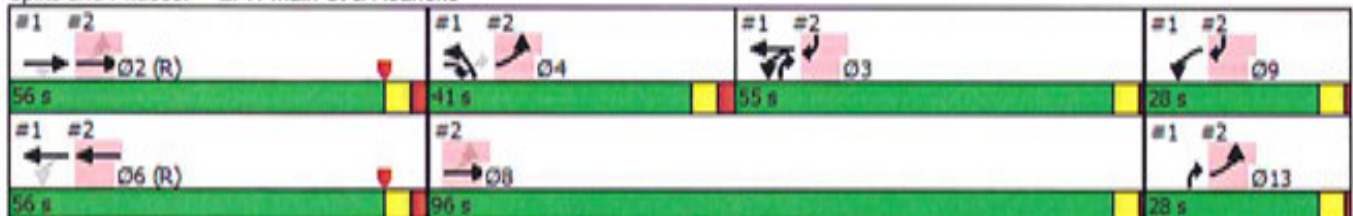
Intersection LOS: D

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

### Splits and Phases: 2: W Main St & Roanoke



Timings

3: CR 105 & NY Route 24

9/4/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	532	5	20	489	670	10	345	38	614	403	138
Future Volume (vph)	197	532	5	20	489	670	10	345	38	614	403	138
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	74.0	72.0	72.0	50.0	50.0	50.0	6.8	50.0	50.0	36.5	91.0	91.0
Actuated g/C Ratio	0.40	0.39	0.39	0.27	0.27	0.27	0.04	0.27	0.27	0.20	0.49	0.49
v/c Ratio	1.20	0.82	0.01	0.22	1.07	0.96	0.17	0.43	0.08	1.04	0.27	0.19
Control Delay	174.0	61.9	0.0	59.7	123.6	47.7	91.4	57.5	0.3	115.6	29.0	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	174.0	61.9	0.0	59.7	123.6	47.7	91.4	57.5	0.3	115.6	29.0	4.3
LOS	F	E	A	E	F	D	F	E	A	F	C	A
Approach Delay		91.5			79.4			52.8			72.1	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 185  
 Actuated Cycle Length: 185  
 Natural Cycle: 110  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.20  
 Intersection Signal Delay: 76.3  
 Intersection Capacity Utilization 101.3%  
 Analysis Period (min) 15

Intersection LOS: E  
 ICU Level of Service G











Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

## 4: Ludlam Ave & NY Route 24

9/4/2015

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	669	31	71	544	23	71
Future Volume (Veh/h)	669	31	71	544	23	71
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.73	0.73
Hourly flow rate (vph)	704	33	77	591	32	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			737		1466	720
vC1, stage 1 conf vol					720	
vC2, stage 2 conf vol					745	
vCu, unblocked vol			737		1466	720
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.3		3.5	3.3
p0 queue free %			91		90	77
cM capacity (veh/h)			851		331	431
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	737	77	591	129		
Volume Left	0	77	0	32		
Volume Right	33	0	0	97		
cSH	1700	851	1700	401		
Volume to Capacity	0.43	0.09	0.35	0.32		
Queue Length 95th (ft)	0	7	0	34		
Control Delay (s)	0.0	9.7	0.0	18.2		
Lane LOS		A		C		
Approach Delay (s)	0.0	1.1		18.2		
Approach LOS				C		
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			56.7%		ICU Level of Service	B
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Enterprise Zone Dr & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↙	↗
Traffic Volume (veh/h)	704	19	26	541	29	28
Future Volume (Veh/h)	704	19	26	541	29	28
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.94	0.94	0.77	0.77
Hourly flow rate (vph)	726	20	28	576	38	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage (veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			746		1358	726
vC1, stage 1 conf vol					726	
vC2, stage 2 conf vol					632	
vCu, unblocked vol			746		1358	726
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)					5.4	
IF (s)			2.2		3.5	3.3
p0 queue free %			97		90	91
cM capacity (veh/h)			871		377	421
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	726	20	28	576	38	36
Volume Left	0	0	28	0	38	0
Volume Right	0	20	0	0	0	36
cSH	1700	1700	871	1700	377	421
Volume to Capacity	0.43	0.01	0.03	0.34	0.10	0.09
Queue Length 95th (ft)	0	0	2	0	8	7
Control Delay (s)	0.0	0.0	9.3	0.0	15.6	14.3
Lane LOS			A		C	B
Approach Delay (s)	0.0		0.4		15.0	
Approach LOS					C	
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			47.1%	ICU Level of Service	A	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Old Quogue Rd & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖		↘	↖	↘	
Traffic Volume (veh/h)	705	42	8	566	39	24
Future Volume (Veh/h)	705	42	8	566	39	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.95	0.95	0.90	0.90
Hourly flow rate (vph)	727	43	8	596	43	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWLTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			727		1360	748
vC1, stage 1 conf vol					748	
vC2, stage 2 conf vol					612	
vCu, unblocked vol			727		1360	748
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		89	94
cM capacity (veh/h)			886		375	415
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	770	8	596	70		
Volume Left	0	8	0	43		
Volume Right	43	0	0	27		
cSH	1700	886	1700	390		
Volume to Capacity	0.45	0.01	0.35	0.18		
Queue Length 95th (ft)	0	1	0	16		
Control Delay (s)	0.0	9.1	0.0	16.3		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.1		16.3		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			0.8			
Intersection Capacity Utilization			49.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 7: Vail Ave & NY Route 24










9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	
Traffic Volume (veh/h)	739	7	15	587	15	9
Future Volume (Veh/h)	739	7	15	587	15	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.91	0.91	0.68	0.68
Hourly flow rate (vph)	770	7	16	645	22	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			777		1450	774
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			777		1450	774
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)						
IF (s)			2.2		3.5	3.3
p0 queue free %			98		85	97
cM capacity (veh/h)			848		143	402
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	777	16	645	35		
Volume Left	0	16	0	22		
Volume Right	7	0	0	13		
cSH	1700	848	1700	188		
Volume to Capacity	0.46	0.02	0.38	0.19		
Queue Length 95th (ft)	0	1	0	17		
Control Delay (s)	0.0	9.3	0.0	28.5		
Lane LOS		A		D		
Approach Delay (s)	0.0	0.2		28.5		
Approach LOS				D		
<b>Intersection Summary</b>						
Average Delay			0.8			
Intersection Capacity Utilization			49.3%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 8: CR 104 & Pine St

9/4/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	33	590	17	20	429
Future Volume (Veh/h)	5	33	590	17	20	429
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.89	0.89	0.86	0.86
Hourly flow rate (vph)	6	42	663	19	23	499
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1218	672			682	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1218	672			682	
tC, single (s)	6.7	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.8	3.3			2.2	
p0 queue free %	96	91			98	
cM capacity (veh/h)	169	459			920	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	48	682	522			
Volume Left	6	0	23			
Volume Right	42	19	0			
cSH	378	1700	920			
Volume to Capacity	0.13	0.40	0.02			
Queue Length 95th (ft)	11	0	2			
Control Delay (s)	15.9	0.0	0.7			
Lane LOS	C		A			
Approach Delay (s)	15.9	0.0	0.7			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			0.9			
Intersection Capacity Utilization			48.8%		ICU Level of Service	A
Analysis Period (min)			15			

1: Peconic Ave & W Main St Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	23.5	7.3	27.1	20.2

2: W Main St & Roanoke Performance by approach

Approach	EB	WB	SB	All
Stop Del/Veh (s)	1.1	127.2	48.8	36.8

3: CR 105 & NY Route 24 Performance by approach

Approach	EB	WB	NB	SB	All
Stop Del/Veh (s)	43.1	54.2	42.9	44.3	47.4

4: Ludlam Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.4	6.4	0.6

5: Enterprise Zone Dr & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.1	12.0	0.7

6: Old Quogue Rd & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.0	6.4	0.6

7: Vail Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	1.5	0.1	9.4	1.0

8: CR 104 & Pine St Performance by approach

Approach	WB	NB	SB	All
Stop Del/Veh (s)	8.2	0.0	0.8	0.7

















9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

Approach	WB	SB	SE	NW	All
Stop Del/Veh (s)	4.0	3.1	2.9	0.0	1.3

# HCM Unsignalized Intersection Capacity Analysis

## 10: Vail Ave & Pine St

9/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	20	5	3	24	14	4	4	3	5	6	10
Future Volume (Veh/h)	13	20	5	3	24	14	4	4	3	5	6	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.73	0.73	0.73	0.31	0.31	0.31	0.63	0.63	0.63
Hourly flow rate (vph)	14	21	5	4	33	19	13	13	10	8	10	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	114	83	18	94	86	18	26			23		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	114	83	18	94	86	18	26			23		
IC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.4		
IC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.5		
p0 queue free %	98	97	100	100	96	98	99			99		
cM capacity (veh/h)	817	789	1066	863	797	1066	1601			1413		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	40	56	36	34								
Volume Left	14	4	13	8								
Volume Right	5	19	10	16								
cSH	826	877	1601	1413								
Volume to Capacity	0.05	0.06	0.01	0.01								
Queue Length 95th (ft)	4	5	1	0								
Control Delay (s)	9.6	9.4	2.7	1.8								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.6	9.4	2.7	1.8								
Approach LOS	A	A										
<b>Intersection Summary</b>												
Average Delay			6.4									
Intersection Capacity Utilization			15.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 11: Old Quogue Rd & Pine St

9/4/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	9	16	29	96	30	5
Future Volume (vph)	9	16	29	96	30	5
Peak Hour Factor	0.71	0.71	0.72	0.72	0.75	0.75
Hourly flow rate (vph)	13	23	40	133	40	7

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	36	173	47
Volume Left (vph)	13	40	0
Volume Right (vph)	23	0	7
Hadj (s)	-0.13	0.12	-0.09
Departure Headway (s)	4.2	4.2	4.1
Degree Utilization, x	0.04	0.20	0.05
Capacity (veh/h)	803	849	868
Control Delay (s)	7.4	8.2	7.3
Approach Delay (s)	7.4	8.2	7.3
Approach LOS	A	A	A

Intersection Summary			
Delay		7.9	
Level of Service		A	
Intersection Capacity Utilization	23.3%		ICU Level of Service A
Analysis Period (min)	15		

# Timings

## 1: Peconic Ave & W Main St

9/4/2015

	→	↘	↙	←	↖	↗	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	↑	↗	↘	↑	↘	↗					
Traffic Volume (vph)	470	334	446	232	219	281					
Future Volume (vph)	470	334	446	232	219	281					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effect Green (s)	66.2	100.7	136.6	116.8	28.5	103.4					
Actuated g/C Ratio	0.37	0.56	0.76	0.65	0.16	0.57					
v/c Ratio	0.72	0.36	0.70	0.26	0.81	0.30					
Control Delay	57.5	8.7	59.4	4.0	93.9	11.5					
Queue Delay	0.1	0.0	50.5	0.9	0.0	0.0					
Total Delay	57.6	8.7	109.9	4.9	93.9	11.6					
LOS	E	A	F	A	F	B					
Approach Delay	37.3			74.0	47.6						
Approach LOS	D			E	D						

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 53.8

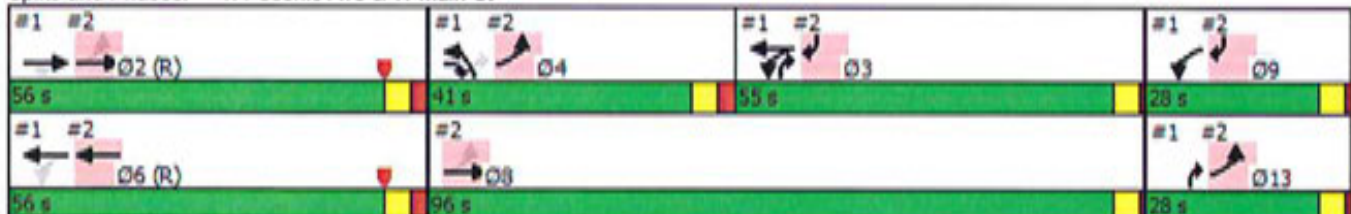
Intersection LOS: D

Intersection Capacity Utilization 75.2%

ICU Level of Service D

Analysis Period (min) 15

### Splits and Phases: 1: Peconic Ave & W Main St



# Timings

## 2: W Main St & Roanoke

9/4/2015



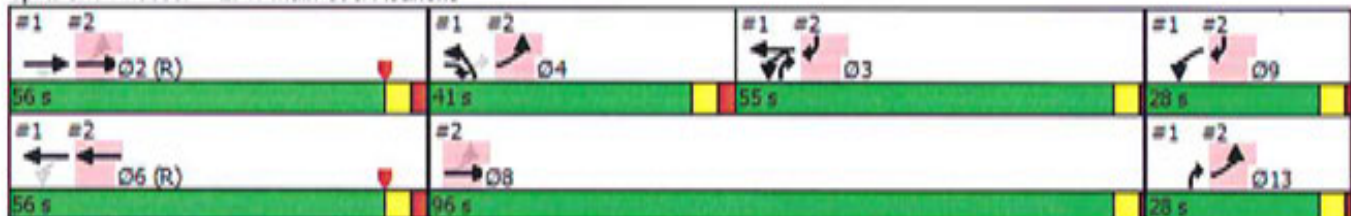
Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	301	791	394	284						
Future Volume (vph)	301	791	394	284						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effect Green (s)	162.3	158.5	66.2	68.9						
Actuated g/C Ratio	0.90	0.88	0.37	0.38						
v/c Ratio	0.35	0.44	0.47	0.36						
Control Delay	1.7	2.4	46.9	1.1						
Queue Delay	1.0	1.3	0.6	0.1						
Total Delay	2.7	3.7	47.4	1.2						
LOS	A	A	D	A						
Approach Delay		3.4	47.4							
Approach LOS		A	D							

### Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 15.1  
 Intersection Capacity Utilization 45.4%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

### Splits and Phases: 2: W Main St & Roanoke



Timings

3: CR 105 & NY Route 24

9/4/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	565	12	18	495	593	12	360	30	543	257	128
Future Volume (vph)	282	565	12	18	495	593	12	360	30	543	257	128
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	74.0	72.0	72.0	50.0	50.0	50.0	7.0	50.0	50.0	34.0	85.7	85.7
Actuated g/C Ratio	0.41	0.39	0.39	0.27	0.27	0.27	0.04	0.27	0.27	0.19	0.47	0.47
v/c Ratio	1.54	0.79	0.02	0.15	1.05	0.83	0.20	0.43	0.06	0.97	0.17	0.18
Control Delay	303.9	58.5	0.1	55.4	116.1	28.0	92.2	56.6	0.2	100.9	29.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	303.9	58.5	0.1	55.4	116.1	28.0	92.2	56.6	0.2	100.9	29.3	4.5
LOS	F	E	A	E	F	C	F	E	A	F	C	A
Approach Delay		138.4			67.9			53.5			67.8	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 185

Actuated Cycle Length: 182.6

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.54

Intersection Signal Delay: 83.6

Intersection LOS: F

Intersection Capacity Utilization 101.1%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

## 4: Ludlam Ave & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	781	12	24	621	34	49
Future Volume (Veh/h)	781	12	24	621	34	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.94	0.94	0.71	0.71
Hourly flow rate (vph)	797	12	26	661	48	69
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			809		1516	803
vC1, stage 1 conf vol					803	
vC2, stage 2 conf vol					713	
vCu, unblocked vol			809		1516	803
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)					5.4	
IF (s)			2.2		3.5	3.3
p0 queue free %			97		86	82
cM capacity (veh/h)			825		340	387
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	809	26	661	117		
Volume Left	0	26	0	48		
Volume Right	12	0	0	69		
cSH	1700	825	1700	366		
Volume to Capacity	0.48	0.03	0.39	0.32		
Queue Length 95th (ft)	0	2	0	34		
Control Delay (s)	0.0	9.5	0.0	19.4		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.4		19.4		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			1.6			
Intersection Capacity Utilization			53.4%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Enterprise Zone Dr & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	809	27	27	583	26	25
Future Volume (Veh/h)	809	27	27	583	26	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.95	0.95	0.77	0.77
Hourly flow rate (vph)	826	28	28	614	34	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			854		1496	826
vC1, stage 1 conf vol					826	
vC2, stage 2 conf vol					670	
vCu, unblocked vol			854		1496	826
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)					5.4	
IF (s)			2.2		3.5	3.3
p0 queue free %			96		90	91
cM capacity (veh/h)			794		342	375
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	826	28	28	614	34	32
Volume Left	0	0	28	0	34	0
Volume Right	0	28	0	0	0	32
cSH	1700	1700	794	1700	342	375
Volume to Capacity	0.49	0.02	0.04	0.36	0.10	0.09
Queue Length 95th (ft)	0	0	3	0	8	7
Control Delay (s)	0.0	0.0	9.7	0.0	16.7	15.5
Lane LOS			A		C	C
Approach Delay (s)	0.0		0.4		16.1	
Approach LOS					C	
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			52.6%		ICU Level of Service	A
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Old Quogue Rd & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	↘
Traffic Volume (veh/h)	801	24	16	600	87	44
Future Volume (Veh/h)	801	24	16	600	87	44
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.62	0.62
Hourly flow rate (vph)	852	26	17	638	140	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWLTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			852		1537	865
vC1, stage 1 conf vol					865	
vC2, stage 2 conf vol					872	
vCu, unblocked vol			852		1537	865
IC, single (s)			4.2		6.4	6.2
IC, 2 stage (s)					5.4	
IF (s)			2.3		3.5	3.3
p0 queue free %			98		58	80
cM capacity (veh/h)			762		333	356
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	878	17	638	211		
Volume Left	0	17	0	140		
Volume Right	28	0	0	71		
cSH	1700	762	1700	340		
Volume to Capacity	0.52	0.02	0.38	0.62		
Queue Length 95th (ft)	0	2	0	98		
Control Delay (s)	0.0	9.8	0.0	31.4		
Lane LOS		A		D		
Approach Delay (s)	0.0	0.3		31.4		
Approach LOS				D		
<b>Intersection Summary</b>						
Average Delay			3.9			
Intersection Capacity Utilization			57.8%		ICU Level of Service	B
Analysis Period (min)			15			










HCM Unsignalized Intersection Capacity Analysis  
7: Vail Ave & NY Route 24

9/4/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	↘
Traffic Volume (veh/h)	793	10	19	698	12	16
Future Volume (Veh/h)	793	10	19	698	12	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.91	0.91	0.79	0.79
Hourly flow rate (vph)	818	10	21	767	15	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			828		1632	823
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			828		1632	823
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		86	95
cM capacity (veh/h)			812		110	377
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	828	21	767	35		
Volume Left	0	21	0	15		
Volume Right	10	0	0	20		
cSH	1700	812	1700	185		
Volume to Capacity	0.49	0.03	0.45	0.19		
Queue Length 95th (ft)	0	2	0	17		
Control Delay (s)	0.0	9.6	0.0	29.0		
Lane LOS		A		D		
Approach Delay (s)	0.0	0.3		29.0		
Approach LOS				D		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			52.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 8: CR 104 & Pine St

9/4/2015

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	31	476	8	33	425
Future Volume (Veh/h)	14	31	476	8	33	425
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.63	0.63	0.94	0.94	0.86	0.86
Hourly flow rate (vph)	22	49	506	9	38	494
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1080	510			515	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1080	510			515	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	91	91			96	
cM capacity (veh/h)	235	567			1061	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	71	515	532			
Volume Left	22	0	38			
Volume Right	49	9	0			
cSH	394	1700	1061			
Volume to Capacity	0.18	0.30	0.04			
Queue Length 95th (ft)	16	0	3			
Control Delay (s)	16.1	0.0	1.0			
Lane LOS	C		A			
Approach Delay (s)	16.1	0.0	1.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			1.5			
Intersection Capacity Utilization			59.6%		ICU Level of Service	B
Analysis Period (min)			15			

1: Peconic Ave & W Main St Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	25.2	11.0	28.7	23.2

2: W Main St & Roanoke Performance by approach

Approach	EB	WB	SB	All
Stop Del/Veh (s)	1.0	160.3	57.0	35.7

3: CR 105 & NY Route 24 Performance by approach

Approach	EB	WB	NB	SB	All
Stop Del/Veh (s)	73.9	77.0	47.0	50.7	64.2

4: Ludlam Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.2	16.0	1.2

5: Enterprise Zone Dr & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.2	7.6	0.3

6: Old Quogue Rd & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	0.0	0.1	27.4	2.4

7: Vail Ave & NY Route 24 Performance by approach

Approach	EB	WB	NB	All
Stop Del/Veh (s)	1.6	0.1	10.5	1.1

8: CR 104 & Pine St Performance by approach

Approach	WB	NB	SB	All
Stop Del/Veh (s)	6.2	0.2	0.7	0.7

















9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

Approach	WB	SB	SE	NW	All
Stop Del/Veh (s)	6.3	0.7	0.5	0.0	0.4

# HCM Unsignalized Intersection Capacity Analysis

## 10: Vail Ave & Pine St

9/4/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	18	4	3	14	6	9	8	3	4	4	18
Future Volume (Veh/h)	13	18	4	3	14	6	9	8	3	4	4	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.57	0.57	0.57	0.58	0.58	0.58	0.95	0.95	0.95
Hourly flow rate (vph)	17	23	5	5	25	11	16	14	5	4	4	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	94	72	14	86	80	16	23			19		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	94	72	14	86	80	16	23			19		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	100	99	97	99	99			100		
cM capacity (veh/h)	856	812	1072	872	804	1068	1605			1611		
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>NB 1</b>	<b>SB 1</b>								
Volume Total	45	41	35	27								
Volume Left	17	5	16	4								
Volume Right	5	11	5	19								
cSH	851	870	1605	1611								
Volume to Capacity	0.05	0.05	0.01	0.00								
Queue Length 95th (ft)	4	4	1	0								
Control Delay (s)	9.5	9.3	3.4	1.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.5	9.3	3.4	1.1								
Approach LOS	A	A										
<b>Intersection Summary</b>												
Average Delay			6.5									
Intersection Capacity Utilization			14.2%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 11: Old Quogue Rd & Pine St

9/4/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	13	12	13	112	31	8
Future Volume (vph)	13	12	13	112	31	8
Peak Hour Factor	0.68	0.68	0.53	0.53	0.55	0.55
Hourly flow rate (vph)	19	18	25	211	56	15

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	37	236	71
Volume Left (vph)	19	25	0
Volume Right (vph)	18	0	15
Hadj (s)	-0.19	0.02	-0.03
Departure Headway (s)	4.4	4.1	4.2
Degree Utilization, x	0.04	0.27	0.08
Capacity (veh/h)	759	866	842
Control Delay (s)	7.6	8.6	7.6
Approach Delay (s)	7.6	8.6	7.6
Approach LOS	A	A	A

Intersection Summary		
Delay		8.2
Level of Service		A
Intersection Capacity Utilization	23.3%	ICU Level of Service
Analysis Period (min)	15	A

## Operational Results

### 2025 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Peconic	Yield	423	106	599	599	688	1289	868	0.3353	0.1241
2	CR 94	None	793		534		594	1327		0.6127	
3	CR 63	None	409		1080		246	884		0.4738	
4	CR 104	None	331		1123		366	958		0.3577	
5	NYS 24	None	550		737		716	1265		0.4441	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic	Yield	6.62	4.67	6.23	2.46	0.42	A	A	A
2	CR 94	None	8.63		8.63	6.44		A		A
3	CR 63	None	7.13		7.13	2.75		A		A
4	CR 104	None	10.50		10.50	3.25		B		B
5	NYS 24	None	6.61		6.61	3.29		A		A

## Operational Results

### 2025 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Peconic	Yield	750	113	679	679	755	1241	840	0.6241	0.1369
2	CR 94	None	689		877		665	1123		0.6337	
3	CR 63	None	308		1214		352	840		0.3750	
4	CR 104	None	474		1075		447	986		0.4996	
5	NYS 24	None	640		795		753	1235		0.5319	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic	Yield	11.36	4.90	10.52	8.06	0.48	B	A	B
2	CR 94	None	10.92		10.92	7.51		B		B
3	CR 63	None	6.40		6.40	1.83		A		A
4	CR 104	None	12.86		12.86	5.84		B		B
5	NYS 24	None	8.87		8.87	5.25		A		A

## Operational Results

### 2025 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Peconic	Yield	651	147	695	695	779	1232	835	0.5440	0.1793
2	CR 94	None	751		791		702	1174		0.6595	
3	CR 63	None	350		1166		375	856		0.4186	
4	CR 104	None	432		1151		366	942		0.4769	
5	NYS 24	None	710		764		819	1252		0.5827	

#### Delays, Queues and Level of Service

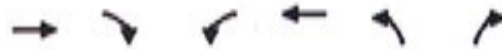
Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic	Yield	9.85	5.18	8.99	5.92	0.66	A	A	A
2	CR 94	None	10.59		10.59	7.96		B		B
3	CR 63	None	6.72		6.72	2.19		A		A
4	CR 104	None	12.39		12.39	5.18		B		B
5	NYS 24	None	9.16		9.16	6.12		A		A

## **Build Capacity Analyses**

# Timings

## 1: Peconic Ave & W Main St

9/15/2015



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↗	↖	↑	↘	↗					
Traffic Volume (vph)	233	148	375	192	239	615					
Future Volume (vph)	233	148	375	192	239	615					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effct Green (s)	60.8	104.9	126.9	109.2	38.2	108.8					
Actuated g/C Ratio	0.34	0.58	0.70	0.61	0.21	0.60					
v/c Ratio	0.50	0.20	0.60	0.27	0.85	0.70					
Control Delay	53.1	2.7	41.0	4.1	90.0	16.8					
Queue Delay	0.0	0.0	25.8	1.3	0.0	0.2					
Total Delay	53.1	2.7	66.8	5.4	90.0	17.0					
LOS	D	A	E	A	F	B					
Approach Delay	33.6			46.0	37.4						
Approach LOS	C			D	D						

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 39.6

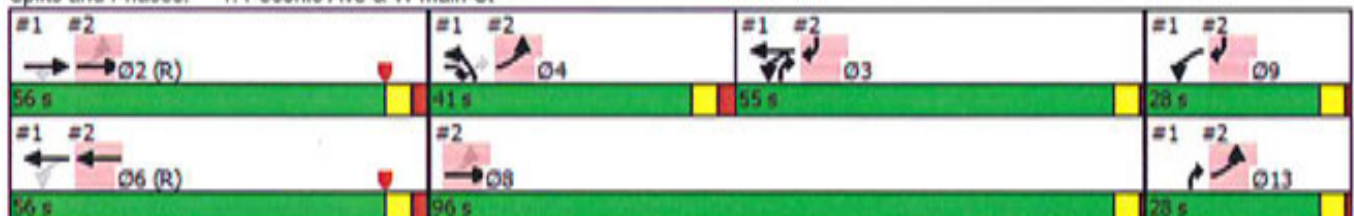
Intersection LOS: D

Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

### Splits and Phases: 1: Peconic Ave & W Main St



# Timings

## 2: W Main St & Roanoke

9/15/2015



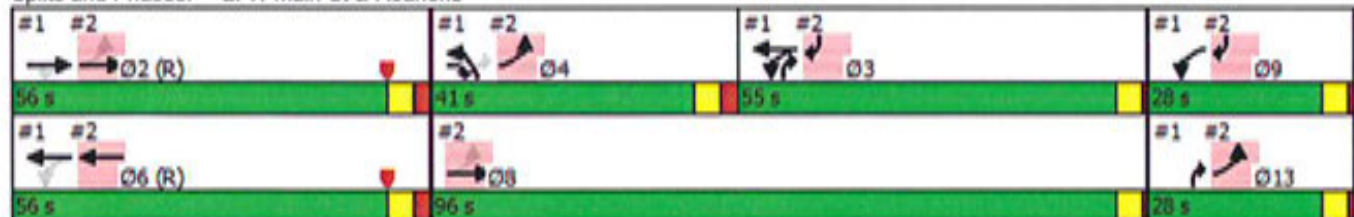
Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations	↖	↑	↗	↗						
Traffic Volume (vph)	344	500	387	180						
Future Volume (vph)	344	500	387	180						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effect Green (s)	162.3	160.6	60.8	64.7						
Actuated g/C Ratio	0.90	0.89	0.34	0.36						
v/c Ratio	0.46	0.34	0.54	0.26						
Control Delay	2.2	1.4	52.0	0.7						
Queue Delay	0.7	1.0	0.6	0.1						
Total Delay	2.9	2.4	52.6	0.8						
LOS	A	A	D	A						
Approach Delay		2.6	52.6							
Approach LOS		A	D							

### Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 18.1  
 Intersection Capacity Utilization 40.5%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

### Splits and Phases: 2: W Main St & Roanoke



Timings

3: CR 105 & NY Route 24

9/15/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	699	12	37	449	360	6	209	14	463	259	168
Future Volume (vph)	211	699	12	37	449	360	6	209	14	463	259	168
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effct Green (s)	74.1	72.1	72.1	50.0	50.0	50.0	6.5	50.0	50.0	29.4	87.0	87.0
Actuated g/C Ratio	0.42	0.41	0.41	0.28	0.28	0.28	0.04	0.28	0.28	0.17	0.49	0.49
v/c Ratio	1.39	1.22	0.02	1.10	1.05	0.57	0.13	0.26	0.03	0.94	0.17	0.22
Control Delay	242.1	154.2	0.1	233.6	113.1	7.3	90.2	51.1	0.1	100.3	26.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	242.1	154.2	0.1	233.6	113.1	7.3	90.2	51.1	0.1	100.3	26.3	4.0
LOS	F	F	A	F	F	A	F	D	A	F	C	A
Approach Delay		172.3			73.4			48.9			60.5	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 185  
 Actuated Cycle Length: 178  
 Natural Cycle: 120  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.39  
 Intersection Signal Delay: 100.5  
 Intersection Capacity Utilization 105.8%  
 Analysis Period (min) 15

Intersection LOS: F  
 ICU Level of Service G

Splits and Phases: 3: CR 105 & NY Route 24



HCM Unsignalized Intersection Capacity Analysis  
 4: Ludlam Ave & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	
Traffic Volume (veh/h)	829	44	48	562	30	75
Future Volume (Veh/h)	829	44	48	562	30	75
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.98	0.98	0.74	0.74
Hourly flow rate (vph)	942	50	49	573	41	101
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			992		1638	967
vC1, stage 1 conf vol					967	
vC2, stage 2 conf vol					671	
vCu, unblocked vol			992		1638	967
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)					5.5	
tF (s)			2.3		3.6	3.4
p0 queue free %			93		86	66
cM capacity (veh/h)			681		284	294
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	992	49	573	142		
Volume Left	0	49	0	41		
Volume Right	50	0	0	101		
cSH	1700	681	1700	291		
Volume to Capacity	0.58	0.07	0.34	0.49		
Queue Length 95th (ft)	0	6	0	63		
Control Delay (s)	0.0	10.7	0.0	28.6		
Lane LOS			B	D		
Approach Delay (s)	0.0	0.8		28.6		
Approach LOS				D		
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			59.2%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
5: Enterprise Zone Dr & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (veh/h)	818	45	23	557	61	46
Future Volume (Veh/h)	818	45	23	557	61	46
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.94	0.94	0.90	0.90
Hourly flow rate (vph)	899	49	24	593	68	51
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage veh	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			948		1540	899
vC1, stage 1 conf vol					899	
vC2, stage 2 conf vol					641	
vCu, unblocked vol			948		1540	899
tC, single (s)			4.1		6.4	6.4
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.5
p0 queue free %			97		79	84
cM capacity (veh/h)			732		329	317
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	899	49	24	593	68	51
Volume Left	0	0	24	0	68	0
Volume Right	0	49	0	0	0	51
cSH	1700	1700	732	1700	329	317
Volume to Capacity	0.53	0.03	0.03	0.35	0.21	0.16
Queue Length 95th (ft)	0	0	3	0	19	14
Control Delay (s)	0.0	0.0	10.1	0.0	18.8	18.5
Lane LOS			B			C
Approach Delay (s)	0.0		0.4	18.7		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			1.5			
Intersection Capacity Utilization			53.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Old Quogue Rd & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	
Traffic Volume (veh/h)	842	40	9	621	92	30
Future Volume (Veh/h)	842	40	9	621	92	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.99	0.99	0.90	0.90
Hourly flow rate (vph)	925	44	9	627	102	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		TWLTL			
Median storage veh	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			969		1592	947
vC1, stage 1 conf vol					947	
vC2, stage 2 conf vol					645	
vCu, unblocked vol			969		1592	947
tC, single (s)			4.4		6.4	6.4
tC, 2 stage (s)					5.4	
tF (s)			2.5		3.5	3.4
p0 queue free %			99		68	89
cM capacity (veh/h)			601		318	300
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	969	9	627	135		
Volume Left	0	9	0	102		
Volume Right	44	0	0	33		
cSH	1700	601	1700	314		
Volume to Capacity	0.57	0.01	0.37	0.43		
Queue Length 95th (ft)	0	1	0	52		
Control Delay (s)	0.0	11.1	0.0	24.9		
Lane LOS	B		C			
Approach Delay (s)	0.0	0.2	24.9			
Approach LOS			C			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			60.3%	ICU Level of Service	B	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 7: Vail Ave & NY Route 24

















9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖		↖	↖	↘	↘
Traffic Volume (veh/h)	792	19	63	643	26	107
Future Volume (Veh/h)	792	19	63	643	26	107
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Hourly flow rate (vph)	870	21	72	731	29	119
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			891		1756	880
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			891		1756	880
tC, single (s)			4.4		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.5		3.5	3.3
p0 queue free %			89		66	66
cM capacity (veh/h)			656		84	349
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	891	72	731	148		
Volume Left	0	72	0	29		
Volume Right	21	0	0	119		
cSH	1700	656	1700	216		
Volume to Capacity	0.52	0.11	0.43	0.69		
Queue Length 95th (ft)	0	9	0	108		
Control Delay (s)	0.0	11.2	0.0	51.6		
Lane LOS		B		F		
Approach Delay (s)	0.0	1.0		51.6		
Approach LOS				F		
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			64.4%		ICU Level of Service	C
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

8: CR 104 & Pine St

9/15/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	6	0	22	4	59	0	445	25	48	441	0
Future Volume (Veh/h)	9	6	0	22	4	59	0	445	25	48	441	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.55	0.92	0.90	0.71	0.95	0.95	0.92
Hourly flow rate (vph)	10	7	0	24	4	107	0	494	35	51	464	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1186	1095	464	1081	1078	512	464			529		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1186	1095	464	1081	1078	512	464			529		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	97	100	87	98	81	100			95		
cM capacity (veh/h)	127	203	598	185	208	566	1097			1048		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	135	529	515								
Volume Left	10	24	0	51								
Volume Right	0	107	35	0								
cSH	150	399	1097	1048								
Volume to Capacity	0.11	0.34	0.00	0.05								
Queue Length 95th (ft)	9	37	0	4								
Control Delay (s)	32.0	18.5	0.0	1.4								
Lane LOS	D	C		A								
Approach Delay (s)	32.0	18.5	0.0	1.4								
Approach LOS	D	C										
<b>Intersection Summary</b>												
Average Delay			3.1									
Intersection Capacity Utilization			66.0%		ICU Level of Service					C		
Analysis Period (min)			15									

















9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

Approach	WB	SB	SE	NW	All
Stop Del/Veh (s)	10.4	17.4	0.2	0.0	3.1

# HCM Unsignalized Intersection Capacity Analysis

## 10: Vail Ave & Pine St

9/15/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	26	3	3	37	4	4	35	4	5	15	27
Future Volume (Veh/h)	40	26	3	3	37	4	4	35	4	5	15	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.53	0.53	0.53	0.60	0.60	0.60	0.75	0.75	0.75	0.67	0.67	0.67
Hourly flow rate (vph)	75	49	6	5	62	7	5	47	5	7	22	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	154	118	42	146	136	50	62			52		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	154	118	42	146	136	50	62			52		
tC, single (s)	7.1	6.6	6.2	7.1	6.6	6.2	4.1			4.8		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.1	3.3	2.2			2.8		
p0 queue free %	90	94	99	99	92	99	100			99		
cM capacity (veh/h)	755	754	1034	776	732	1025	1554			1223		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	130	74	57	69								
Volume Left	75	5	5	7								
Volume Right	6	7	5	40								
cSH	764	756	1554	1223								
Volume to Capacity	0.17	0.10	0.00	0.01								
Queue Length 95th (ft)	15	8	0	0								
Control Delay (s)	10.7	10.3	0.7	0.9								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.7	10.3	0.7	0.9								
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			6.8									
Intersection Capacity Utilization			20.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 11: Old Quogue Rd & Pine St

9/15/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			T	T	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	7	25	35	95	54	4
Future Volume (vph)	7	25	35	95	54	4
Peak Hour Factor	0.47	0.47	0.59	0.59	0.67	0.67
Hourly flow rate (vph)	15	53	59	161	81	6
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	68	220	87			
Volume Left (vph)	15	59	0			
Volume Right (vph)	53	0	6			
Hadj (s)	-0.05	0.10	0.04			
Departure Headway (s)	4.5	4.3	4.3			
Degree Utilization, x	0.09	0.26	0.10			
Capacity (veh/h)	735	824	809			
Control Delay (s)	8.0	8.8	7.8			
Approach Delay (s)	8.0	8.8	7.8			
Approach LOS	A	A	A			
Intersection Summary						
Delay			8.4			
Level of Service			A			
Intersection Capacity Utilization			23.6%	ICU Level of Service		A
Analysis Period (min)			15			



# Timings

## 1: Peconic Ave & W Main St

9/15/2015

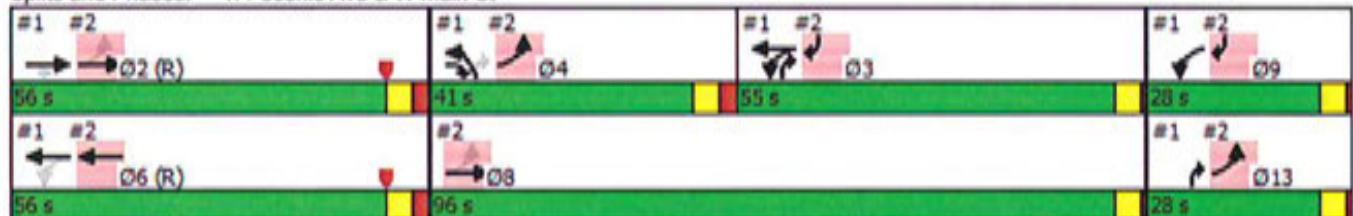


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Configurations	↑	↑	↑	↑	↑	↑					
Traffic Volume (vph)	318	415	798	349	291	583					
Future Volume (vph)	318	415	798	349	291	583					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effct Green (s)	51.2	91.9	130.3	100.6	34.8	118.4					
Actuated g/C Ratio	0.28	0.51	0.72	0.56	0.19	0.66					
v/c Ratio	0.64	0.52	0.95	0.39	0.96	0.57					
Control Delay	63.1	22.7	80.4	5.4	110.7	12.2					
Queue Delay	1.8	0.0	46.6	6.7	0.0	0.2					
Total Delay	64.9	22.7	126.9	12.1	110.7	12.4					
LOS	E	C	F	B	F	B					
Approach Delay	41.0			92.0	45.1						
Approach LOS	D			F	D						

### Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 63.6  
 Intersection Capacity Utilization 90.7%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service E

### Splits and Phases: 1: Peconic Ave & W Main St



# Timings

## 2: W Main St & Roanoke

9/15/2015



Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations	↖	↗	↗↖	↗						
Traffic Volume (vph)	330	569	783	365						
Future Volume (vph)	330	569	783	365						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effect Green (s)	162.3	148.6	51.2	77.7						
Actuated g/C Ratio	0.90	0.83	0.28	0.43						
v/c Ratio	0.45	0.35	0.98	0.41						
Control Delay	8.4	2.8	88.4	2.1						
Queue Delay	4.8	1.2	41.0	0.1						
Total Delay	13.3	4.0	129.3	2.2						
LOS	B	A	F	A						
Approach Delay		7.4	129.3							
Approach LOS		A	F							

### Intersection Summary

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 55.2

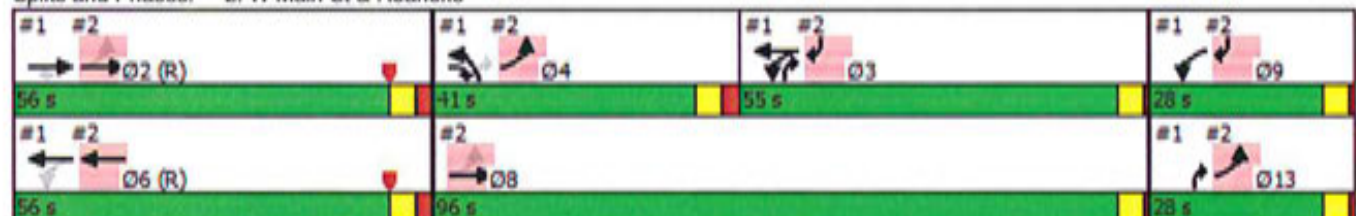
Intersection LOS: E

Intersection Capacity Utilization 54.7%

ICU Level of Service A

Analysis Period (min) 15

### Splits and Phases: 2: W Main St & Roanoke



# Timings

## 3: CR 105 & NY Route 24

9/15/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑↑	↗	↘↗	↑↑	↗
Traffic Volume (vph)	246	667	5	20	662	670	10	345	38	614	403	197
Future Volume (vph)	246	667	5	20	662	670	10	345	38	614	403	197
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	74.0	72.0	72.0	50.0	50.0	50.0	6.8	50.0	50.0	36.5	91.0	91.0
Actuated g/C Ratio	0.40	0.39	0.39	0.27	0.27	0.27	0.04	0.27	0.27	0.20	0.49	0.49
v/c Ratio	1.50	1.03	0.01	0.55	1.45	0.96	0.17	0.43	0.08	1.04	0.27	0.26
Control Delay	287.5	95.9	0.0	109.7	260.6	49.2	91.4	57.5	0.3	115.6	29.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	287.5	95.9	0.0	109.7	260.6	49.2	91.4	57.5	0.3	115.6	29.0	3.9
LOS	F	F	A	F	F	D	F	E	A	F	C	A
Approach Delay		146.7			153.6			52.8			68.8	
Approach LOS		F			F			D			E	

### Intersection Summary

Cycle Length: 185  
 Actuated Cycle Length: 185  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.50  
 Intersection Signal Delay: 114.0  
 Intersection Capacity Utilization 108.5%  
 Analysis Period (min) 15

Intersection LOS: F  
 ICU Level of Service G

### Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

## 4: Ludlam Ave & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	
Traffic Volume (veh/h)	832	31	97	750	23	90
Future Volume (Veh/h)	832	31	97	750	23	90
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.92	0.92	0.73	0.73
Hourly flow rate (vph)	876	33	105	815	32	123
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage (veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			909		1918	892
vC1, stage 1 conf vol					892	
vC2, stage 2 conf vol					1025	
vCu, unblocked vol			909		1918	892
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.3		3.5	3.3
p0 queue free %			86		86	64
cM capacity (veh/h)			733		236	343
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	909	105	815	155		
Volume Left	0	105	0	32		
Volume Right	33	0	0	123		
cSH	1700	733	1700	314		
Volume to Capacity	0.53	0.14	0.48	0.49		
Queue Length 95th (ft)	0	12	0	65		
Control Delay (s)	0.0	10.7	0.0	27.1		
Lane LOS		B		D		
Approach Delay (s)	0.0	1.2		27.1		
Approach LOS				D		
<b>Intersection Summary</b>						
Average Delay			2.7			
Intersection Capacity Utilization			67.9%	ICU Level of Service	C	
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Enterprise Zone Dr & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Volume (veh/h)	823	94	79	694	94	72
Future Volume (Veh/h)	823	94	79	694	94	72
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.94	0.94	0.90	0.90
Hourly flow rate (vph)	848	97	84	738	104	80
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			945		1754	848
vC1, stage 1 conf vol					848	
vC2, stage 2 conf vol					906	
vCu, unblocked vol			945		1754	848
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			89		62	78
cM capacity (veh/h)			734		276	358
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	848	97	84	738	104	80
Volume Left	0	0	84	0	104	0
Volume Right	0	97	0	0	0	80
cSH	1700	1700	734	1700	276	358
Volume to Capacity	0.50	0.06	0.11	0.43	0.38	0.22
Queue Length 95th (ft)	0	0	10	0	42	21
Control Delay (s)	0.0	0.0	10.5	0.0	25.7	17.9
Lane LOS			B		D	C
Approach Delay (s)	0.0		1.1		22.3	
Approach LOS					C	
<b>Intersection Summary</b>						
Average Delay			2.6			
Intersection Capacity Utilization			62.9%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
6: Old Quogue Rd & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	↘
Traffic Volume (veh/h)	901	111	23	778	115	33
Future Volume (Veh/h)	901	111	23	778	115	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.95	0.95	0.90	0.90
Hourly flow rate (vph)	929	114	24	819	128	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		TWLTL			
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1043		1853	986
vC1, stage 1 conf vol					986	
vC2, stage 2 conf vol					867	
vCu, unblocked vol			1043		1853	986
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			96		53	88
cM capacity (veh/h)			675		270	303
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	1043	24	819	165		
Volume Left	0	24	0	128		
Volume Right	114	0	0	37		
cSH	1700	675	1700	277		
Volume to Capacity	0.61	0.04	0.48	0.60		
Queue Length 95th (ft)	0	3	0	88		
Control Delay (s)	0.0	10.5	0.0	35.5		
Lane LOS	B		E			
Approach Delay (s)	0.0	0.3	35.5			
Approach LOS					E	
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			69.2%	ICU Level of Service	C	
Analysis Period (min)			15			













HCM Unsignalized Intersection Capacity Analysis  
7: Vail Ave & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	
Traffic Volume (veh/h)	906	32	128	762	37	107
Future Volume (Veh/h)	906	32	128	762	37	107
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	944	33	141	837	41	119
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			977		2080	960
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			977		2080	960
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			80		14	62
cM capacity (veh/h)			714		48	314
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	977	141	837	160		
Volume Left	0	141	0	41		
Volume Right	33	0	0	119		
cSH	1700	714	1700	129		
Volume to Capacity	0.57	0.20	0.49	1.24		
Queue Length 95th (ft)	0	18	0	248		
Control Delay (s)	0.0	11.3	0.0	222.3		
Lane LOS		B		F		
Approach Delay (s)	0.0	1.6		222.3		
Approach LOS				F		
Intersection Summary						
Average Delay			17.6			
Intersection Capacity Utilization			75.4%		ICU Level of Service	D
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
8: CR 104 & Pine St

9/15/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	5	3	0	46	0	95	0	700	44	84	578	0
Future Volume (Veh/h)	5	3	0	46	0	95	0	700	44	84	578	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.78	0.92	0.92	0.89	0.86	0.92	0.92
Hourly flow rate (vph)	5	3	0	51	0	122	0	761	49	98	628	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1732	1634	628	1611	1610	786	628			810		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1732	1634	628	1611	1610	786	628			810		
tC, single (s)	7.1	6.5	6.2	7.4	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.8	4.0	3.3	2.2			2.2		
p0 queue free %	88	97	100	19	100	69	100			88		
cM capacity (veh/h)	43	89	483	63	92	396	954			825		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	8	173	810	726								
Volume Left	5	51	0	98								
Volume Right	0	122	49	0								
cSH	54	154	954	825								
Volume to Capacity	0.15	1.12	0.00	0.12								
Queue Length 95th (ft)	12	232	0	10								
Control Delay (s)	83.3	167.0	0.0	3.0								
Lane LOS	F	F		A								
Approach Delay (s)	83.3	167.0	0.0	3.0								
Approach LOS	F	F										
<b>Intersection Summary</b>												
Average Delay			18.5									
Intersection Capacity Utilization			93.2%		ICU Level of Service				F			
Analysis Period (min)			15									

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9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

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Approach	WB	SB	SE	NW	All
Stop Del/Veh (s)	12.7	15.4	8.1	5.1	7.2

HCM Unsignalized Intersection Capacity Analysis  
 10: Vail Ave & Pine St

9/15/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	42	55	5	3	53	14	4	24	3	5	38	49
Future Volume (Veh/h)	42	55	5	3	53	14	4	24	3	5	38	49
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.73	0.73	0.73	0.31	0.31	0.31	0.63	0.63	0.63
Hourly flow rate (vph)	45	59	5	4	73	19	13	77	10	8	60	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	278	228	99	258	262	82	138			87		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	278	228	99	258	262	82	138			87		
tC, single (s)	7.1	6.6	6.2	7.1	6.5	6.2	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.0	3.3	2.2			2.5		
p0 queue free %	92	91	99	99	89	98	99			99		
cM capacity (veh/h)	600	655	962	641	637	983	1458			1335		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	109	96	100	146								
Volume Left	45	4	13	8								
Volume Right	5	19	10	78								
cSH	640	685	1458	1335								
Volume to Capacity	0.17	0.14	0.01	0.01								
Queue Length 95th (ft)	15	12	1	0								
Control Delay (s)	11.8	11.1	1.0	0.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.8	11.1	1.0	0.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.6									
Intersection Capacity Utilization			24.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 11: Old Quogue Rd & Pine St

9/15/2015



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	1	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	9	51	58	183	100	5
Future Volume (vph)	9	51	58	183	100	5
Peak Hour Factor	0.71	0.71	0.72	0.72	0.75	0.75
Hourly flow rate (vph)	13	72	81	254	133	7
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	85	335	140			
Volume Left (vph)	13	81	0			
Volume Right (vph)	72	0	7			
Hadj (s)	-0.40	0.13	-0.03			
Departure Headway (s)	4.6	4.4	4.4			
Degree Utilization, x	0.11	0.41	0.17			
Capacity (veh/h)	713	802	777			
Control Delay (s)	8.1	10.4	8.4			
Approach Delay (s)	8.1	10.4	8.4			
Approach LOS	A	B	A			
Intersection Summary						
Delay			9.5			
Level of Service			A			
Intersection Capacity Utilization			29.8%	ICU Level of Service		A
Analysis Period (min)			15			



Timings

1: Peconic Ave & W Main St

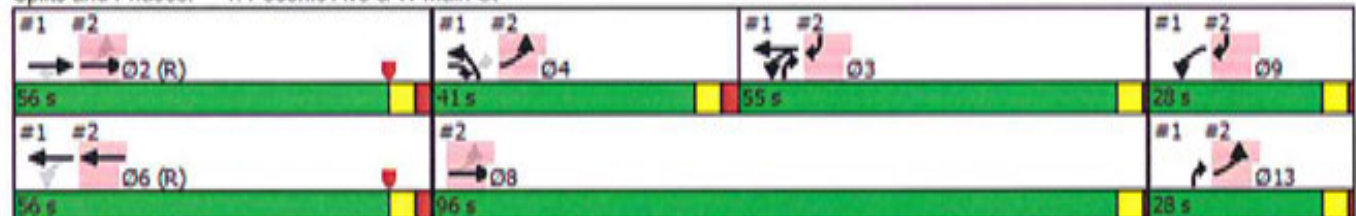
9/15/2015

	→	↘	↙	←	↖	↗	Ø3	Ø6	Ø8	Ø9	Ø13
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR					
Lane Configurations	↑	↑	↑	↑	↑	↑					
Traffic Volume (vph)	470	408	485	232	292	319					
Future Volume (vph)	470	408	485	232	292	319					
Turn Type	NA	pm+ov	custom	NA	Prot	pt+ov					
Protected Phases	2	4	3 9	6 3	4	3 13	3	6	8	9	13
Permitted Phases		2	6			4 3					
Detector Phase	2	4	3 9	6 3	4	3 13					
Switch Phase											
Minimum Initial (s)	10.0	10.0			10.0		5.0	10.0	5.0	5.0	5.0
Minimum Split (s)	15.9	15.9			15.9		9.5	28.0	22.5	26.5	26.5
Total Split (s)	56.0	41.0			41.0		55.0	56.0	96.0	28.0	28.0
Total Split (%)	31.1%	22.8%			22.8%		31%	31%	53%	16%	16%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.4	2.4			2.4		1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0						
Total Lost Time (s)	5.9	5.9			5.9						
Lead/Lag		Lead			Lead		Lag				
Lead-Lag Optimize?											
Recall Mode	C-Min	None			None		None	C-Min	None	None	None
Act Effect Green (s)	59.2	98.6	131.5	108.4	33.6	110.4					
Actuated g/C Ratio	0.33	0.55	0.73	0.60	0.19	0.61					
v/c Ratio	0.80	0.45	0.78	0.28	0.91	0.32					
Control Delay	66.9	13.6	71.9	5.0	102.5	11.0					
Queue Delay	0.4	0.0	53.2	1.2	0.0	0.1					
Total Delay	67.3	13.6	125.1	6.2	102.5	11.0					
LOS	E	B	F	A	F	B					
Approach Delay	42.4			86.6	54.7						
Approach LOS	D			F	D						

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 61.8  
 Intersection Capacity Utilization 81.4%  
 Analysis Period (min) 15  
 Intersection LOS: E  
 ICU Level of Service D

Splits and Phases: 1: Peconic Ave & W Main St



Timings

2: W Main St & Roanoke

9/15/2015



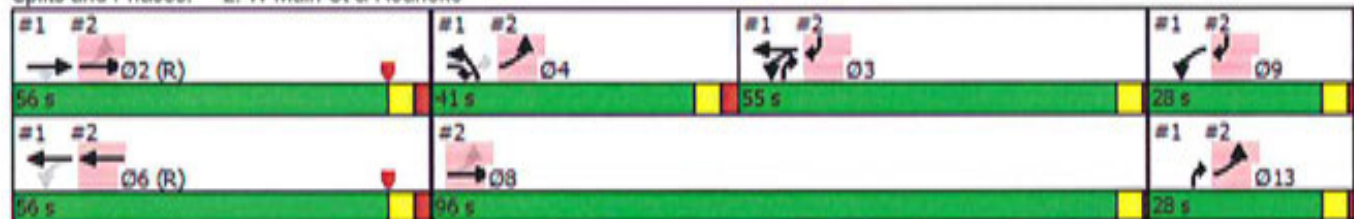
Lane Group	EBL	EBT	WBT	SBR	Ø2	Ø3	Ø4	Ø8	Ø9	Ø13
Lane Configurations	↘	↑	↗	↖						
Traffic Volume (vph)	338	792	396	322						
Future Volume (vph)	338	792	396	322						
Turn Type	pm+pt	NA	NA	custom						
Protected Phases	4 13	8 2	6	3 9	2	3	4	8	9	13
Permitted Phases	8 2									
Detector Phase	4 13	8 2	6	3 9						
Switch Phase										
Minimum Initial (s)			10.0		10.0	5.0	10.0	5.0	5.0	5.0
Minimum Split (s)			28.0		15.9	9.5	15.9	22.5	26.5	26.5
Total Split (s)			56.0		56.0	55.0	41.0	96.0	28.0	28.0
Total Split (%)			31.1%		31%	31%	23%	53%	16%	16%
Yellow Time (s)			3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)			2.4		2.4	1.0	2.4	1.0	1.0	1.0
Lost Time Adjust (s)			0.0							
Total Lost Time (s)			5.9							
Lead/Lag						Lag	Lead			
Lead-Lag Optimize?										
Recall Mode			C-Min		C-Min	None	None	None	None	None
Act Effct Green (s)	162.3	155.2	59.2	71.0						
Actuated g/C Ratio	0.90	0.86	0.33	0.39						
v/c Ratio	0.38	0.45	0.53	0.40						
Control Delay	2.2	2.8	52.0	1.3						
Queue Delay	1.7	1.8	2.0	0.1						
Total Delay	3.9	4.5	54.0	1.4						
LOS	A	A	D	A						
Approach Delay		4.4	54.0							
Approach LOS		A	D							

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 17.0  
 Intersection Capacity Utilization 45.4%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 2: W Main St & Roanoke



# Timings

## 3: CR 105 & NY Route 24

9/15/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	332	701	12	18	631	593	12	360	30	543	257	178
Future Volume (vph)	332	701	12	18	631	593	12	360	30	543	257	178
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	22.0	81.0	81.0	59.0	59.0	59.0	25.0	57.0	57.0	47.0	79.0	79.0
Total Split (%)	11.9%	43.8%	43.8%	31.9%	31.9%	31.9%	13.5%	30.8%	30.8%	25.4%	42.7%	42.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	74.0	72.0	72.0	50.0	50.0	50.0	7.0	50.0	50.0	34.0	85.7	85.7
Actuated g/C Ratio	0.41	0.39	0.39	0.27	0.27	0.27	0.04	0.27	0.27	0.19	0.47	0.47
v/c Ratio	1.81	0.98	0.02	0.46	1.34	0.83	0.20	0.43	0.06	0.97	0.17	0.24
Control Delay	416.5	83.4	0.1	94.3	214.5	28.3	92.2	56.6	0.2	100.9	29.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	416.5	83.4	0.1	94.3	214.5	28.3	92.2	56.6	0.2	100.9	29.3	4.1
LOS	F	F	A	F	F	C	F	E	A	F	C	A
Approach Delay		188.2			123.9			53.5				64.5
Approach LOS		F			F			D				E

### Intersection Summary

Cycle Length: 185

Actuated Cycle Length: 182.6

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.81

Intersection Signal Delay: 116.6

Intersection LOS: F

Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

### Splits and Phases: 3: CR 105 & NY Route 24



HCM Unsignalized Intersection Capacity Analysis  
 4: Ludlam Ave & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	
Traffic Volume (veh/h)	944	12	42	788	34	68
Future Volume (Veh/h)	944	12	42	788	34	68
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.94	0.94	0.71	0.71
Hourly flow rate (vph)	963	12	45	838	48	96
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage (veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			975		1897	969
vC1, stage 1 conf vol					969	
vC2, stage 2 conf vol					928	
vCu, unblocked vol			975		1897	969
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			94		82	69
cM capacity (veh/h)			716		263	310
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	975	45	838	144		
Volume Left	0	45	0	48		
Volume Right	12	0	0	96		
cSH	1700	716	1700	293		
Volume to Capacity	0.57	0.06	0.49	0.49		
Queue Length 95th (ft)	0	5	0	64		
Control Delay (s)	0.0	10.4	0.0	28.7		
Lane LOS		B		D		
Approach Delay (s)	0.0	0.5		28.7		
Approach LOS				D		
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			63.1%		ICU Level of Service	B
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 5: Enterprise Zone Dr & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Traffic Volume (veh/h)	930	85	66	711	88	67
Future Volume (Veh/h)	930	85	66	711	88	67
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.95	0.95	0.90	0.90
Hourly flow rate (vph)	949	87	69	748	98	74
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL		TWLTL			
Median storage (veh)	2		2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1036		1835	949
vC1, stage 1 conf vol					949	
vC2, stage 2 conf vol					886	
vCu, unblocked vol			1036		1835	949
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			90		63	77
cM capacity (veh/h)			679		267	319
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	949	87	69	748	98	74
Volume Left	0	0	69	0	98	0
Volume Right	0	87	0	0	0	74
cSH	1700	1700	679	1700	267	319
Volume to Capacity	0.56	0.05	0.10	0.44	0.37	0.23
Queue Length 95th (ft)	0	0	8	0	40	22
Control Delay (s)	0.0	0.0	10.9	0.0	26.1	19.7
Lane LOS			B		D	C
Approach Delay (s)	0.0		0.9		23.4	
Approach LOS					C	
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			66.4%		ICU Level of Service	C
Analysis Period (min)			15			

# HCM Unsignalized Intersection Capacity Analysis

## 6: Old Quogue Rd & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	
Traffic Volume (veh/h)	982	62	24	793	157	54
Future Volume (Veh/h)	982	62	24	793	157	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.90	0.90
Hourly flow rate (vph)	1045	66	26	844	174	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1111		1974	1078
vC1, stage 1 conf vol					1078	
vC2, stage 2 conf vol					896	
vCu, unblocked vol			1111		1974	1078
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.3		3.5	3.3
p0 queue free %			96		31	78
cM capacity (veh/h)			607		251	268
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	1111	26	844	234		
Volume Left	0	26	0	174		
Volume Right	66	0	0	60		
cSH	1700	607	1700	255		
Volume to Capacity	0.65	0.04	0.50	0.92		
Queue Length 95th (ft)	0	3	0	204		
Control Delay (s)	0.0	11.2	0.0	79.3		
Lane LOS		B		F		
Approach Delay (s)	0.0	0.3		79.3		
Approach LOS				F		
Intersection Summary						
Average Delay			8.5			
Intersection Capacity Utilization			74.1%		ICU Level of Service	D
Analysis Period (min)			15			

















HCM Unsignalized Intersection Capacity Analysis  
 7: Vail Ave & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↗	
Traffic Volume (veh/h)	912	30	123	859	30	115
Future Volume (Veh/h)	912	30	123	859	30	115
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	940	31	135	944	33	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			971			956
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			971			956
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			81			59
cM capacity (veh/h)			718			316
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	971	135	944	161		
Volume Left	0	135	0	33		
Volume Right	31	0	0	128		
cSH	1700	718	1700	136		
Volume to Capacity	0.57	0.19	0.56	1.18		
Queue Length 95th (ft)	0	17	0	237		
Control Delay (s)	0.0	11.2	0.0	198.7		
Lane LOS	B			F		
Approach Delay (s)	0.0	1.4	198.7			
Approach LOS				F		
<b>Intersection Summary</b>						
Average Delay			15.2			
Intersection Capacity Utilization			75.4%	ICU Level of Service	D	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 8: CR 104 & Pine St

9/15/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	4	0	42	0	96	0	589	35	94	562	0
Future Volume (Veh/h)	6	4	0	42	0	96	0	589	35	94	562	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.90	0.92	0.90	0.92	0.94	0.94	0.86	0.86	0.92
Hourly flow rate (vph)	7	4	0	47	0	107	0	627	37	109	653	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1624	1535	653	1518	1516	646	653			664		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1624	1535	653	1518	1516	646	653			664		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	96	100	46	100	77	100			88		
cM capacity (veh/h)	58	103	467	87	105	476	934			935		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	154	664	762								
Volume Left	7	47	0	109								
Volume Right	0	107	37	0								
cSH	69	201	934	935								
Volume to Capacity	0.16	0.76	0.00	0.12								
Queue Length 95th (ft)	13	130	0	10								
Control Delay (s)	66.9	64.6	0.0	2.9								
Lane LOS	F	F		A								
Approach Delay (s)	66.9	64.6	0.0	2.9								
Approach LOS	F	F										
<b>Intersection Summary</b>												
Average Delay			8.1									
Intersection Capacity Utilization			86.4%		ICU Level of Service					E		
Analysis Period (min)			15									

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9: CR 104 & Ludlam Ave & Old Quogue Rd Performance by approach

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Approach	WB	SB	SE	NW	All
Stop Del/Veh (s)	41.4	19.0	0.4	0.0	3.2







HCM Unsignalized Intersection Capacity Analysis  
 10: Vail Ave & Pine St

9/15/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	46	44	4	3	42	6	9	31	3	4	28	53
Future Volume (Veh/h)	46	44	4	3	42	6	9	31	3	4	28	53
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.57	0.57	0.57	0.58	0.58	0.58	0.95	0.95	0.95
Hourly flow rate (vph)	59	56	5	5	74	11	16	53	5	4	29	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	200	155	57	186	180	56	85			58		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	200	155	57	186	180	56	85			58		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	92	100	99	90	99	99			100		
cM capacity (veh/h)	687	731	1015	723	708	1017	1524			1559		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	120	90	74	89								
Volume Left	59	5	16	4								
Volume Right	5	11	5	56								
cSH	717	736	1524	1559								
Volume to Capacity	0.17	0.12	0.01	0.00								
Queue Length 95th (ft)	15	10	1	0								
Control Delay (s)	11.0	10.6	1.7	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.0	10.6	1.7	0.3								
Approach LOS	B	B										
<b>Intersection Summary</b>												
Average Delay			6.5									
Intersection Capacity Utilization			23.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis  
 11: Old Quogue Rd & Pine St

9/15/2015

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↓	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	13	38	41	194	86	8
Future Volume (vph)	13	38	41	194	86	8
Peak Hour Factor	0.68	0.68	0.53	0.53	0.55	0.55
Hourly flow rate (vph)	19	56	77	366	156	15
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	75	443	171			
Volume Left (vph)	19	77	0			
Volume Right (vph)	56	0	15			
Hadj (s)	-0.40	0.03	0.06			
Departure Headway (s)	4.9	4.3	4.6			
Degree Utilization, x	0.10	0.53	0.22			
Capacity (veh/h)	656	818	748			
Control Delay (s)	8.4	12.1	8.9			
Approach Delay (s)	8.4	12.1	8.9			
Approach LOS	A	B	A			
Intersection Summary						
Delay			10.9			
Level of Service			B			
Intersection Capacity Utilization			29.1%	ICU Level of Service	A	
Analysis Period (min)			15			

## Operational Results

### 2025 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Peconic	Yield	476	111	788	788	819	1176	802	0.4153	0.1409
2	CR 94	None	858		619		756	1277		0.6929	
3	CR 63	None	435		1211		265	841		0.5313	
4	CR 104	None	421		1267		379	873		0.5033	
5	NYS 24	None	728		879		810	1193		0.6292	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic	Yield	8.35	5.15	7.74	3.60	0.50	A	A	A
2	CR 94	None	10.96		10.96	9.27		B		B
3	CR 63	None	8.31		8.31	3.52		A		A
4	CR 104	None	13.13		13.13	5.57		B		B
5	NYS 24	None	10.49		10.49	7.42		B		B

## Operational Results

### 2025 PM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Peconic	Yield	905	117	847	847	892	1141	782	0.8410	0.1526
2	CR 94	None	899		1042		824	1025		0.9511	
3	CR 63	None	347		1564		373	726		0.4916	
4	CR 104	None	566		1373		538	811		0.7454	
5	NYS 24	None	807		934		1004	1164		0.7209	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic	Yield	23.76	5.35	21.66	23.09	0.55	C	A	C
2	CR 94	None	34.18		34.18	38.89		D		D
3	CR 63	None	8.91		8.91	2.97		A		A
4	CR 104	None	24.87		24.87	15.18		C		C
5	NYS 24	None	14.92		14.92	11.96		B		B

## Operational Results

### 2025 AM Peak - 60 minutes

#### Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	Peconic	Yield	767	152	850	850	900	1139	781	0.7017	0.1986
2	CR 94	None	907		917		851	1100		0.8741	
3	CR 63	None	388		1423		398	772		0.5170	
4	CR 104	None	488		1390		420	800		0.6472	
5	NYS 24	None	863		888		989	1188		0.7567	

#### Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	Peconic	Yield	15.56	5.66	13.93	11.84	0.76	C	A	B
2	CR 94	None	23.08		23.08	25.18		C		C
3	CR 63	None	8.80		8.80	3.34		A		A
4	CR 104	None	20.87		20.87	10.87		C		C
5	NYS 24	None	15.45		15.45	13.67		C		C

**Build with Mitigation Capacity Analyses**

# Timings

## 3: CR 105 & NY Route 24

9/15/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	699	12	37	449	360	6	209	14	463	259	168
Future Volume (vph)	211	699	12	37	449	360	6	209	14	463	259	168
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	20.0	67.0	67.0	47.0	47.0	47.0	12.0	23.8	23.8	29.2	41.0	41.0
Total Split (%)	16.7%	55.8%	55.8%	39.2%	39.2%	39.2%	10.0%	19.8%	19.8%	24.3%	34.2%	34.2%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	60.0	58.0	58.0	38.0	38.0	38.0	5.0	16.8	16.8	18.7	43.6	43.6
Actuated g/C Ratio	0.50	0.48	0.48	0.32	0.32	0.32	0.04	0.14	0.14	0.16	0.36	0.36
v/c Ratio	0.98	1.02	0.02	0.75	0.93	0.54	0.12	0.51	0.04	1.00	0.23	0.28
Control Delay	79.2	67.4	0.0	101.2	64.6	5.7	59.8	52.0	0.2	89.9	28.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	67.4	0.0	101.2	64.6	5.7	59.8	52.0	0.2	89.9	28.2	5.5
LOS	E	E	A	F	E	A	E	D	A	F	C	A
Approach Delay		69.2			41.1			49.0			56.0	
Approach LOS		E			D			D			E	

### Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 55.4

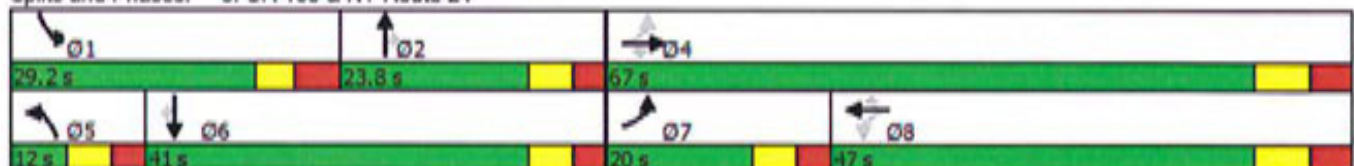
Intersection LOS: E

Intersection Capacity Utilization 105.8%

ICU Level of Service G

Analysis Period (min) 15

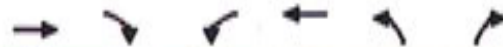
### Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

## 6: Old Quogue Rd & NY Route 24

9/15/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	↻
Traffic Volume (veh/h)	842	40	9	621	92	30
Future Volume (Veh/h)	842	40	9	621	92	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.99	0.99	0.90	0.90
Hourly flow rate (vph)	925	44	9	627	102	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type	None			TWLTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			969		1592	947
vC1, stage 1 conf vol					947	
vC2, stage 2 conf vol					645	
vCu, unblocked vol			969		1592	947
tC, single (s)			4.4		6.4	6.4
tC, 2 stage (s)					5.4	
tF (s)			2.5		3.5	3.4
p0 queue free %			99		68	89
cM capacity (veh/h)			601		318	300
Direction, Lane #						
	EB 1	WB 1	WB 2	NB 1		
Volume Total	969	9	627	135		
Volume Left	0	9	0	102		
Volume Right	44	0	0	33		
cSH	1700	601	1700	421		
Volume to Capacity	0.57	0.01	0.37	0.32		
Queue Length 95th (ft)	0	1	0	34		
Control Delay (s)	0.0	11.1	0.0	20.8		
Lane LOS		B		C		
Approach Delay (s)	0.0	0.2		20.8		
Approach LOS				C		
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			58.5%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
7: Vail Ave & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	↗
Traffic Volume (veh/h)	792	19	63	643	26	107
Future Volume (Veh/h)	792	19	63	643	26	107
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.88	0.88	0.90	0.90
Hourly flow rate (vph)	870	21	72	731	29	119
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type	TWLTL			None		
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			891			880
vC1, stage 1 conf vol						880
vC2, stage 2 conf vol						875
vCu, unblocked vol			891			880
tC, single (s)			4.4			6.2
tC, 2 stage (s)						5.4
tF (s)			2.5			3.3
p0 queue free %			89			66
cM capacity (veh/h)			656			349
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	891	72	731	148		
Volume Left	0	72	0	29		
Volume Right	21	0	0	119		
cSH	1700	656	1700	434		
Volume to Capacity	0.52	0.11	0.43	0.34		
Queue Length 95th (ft)	0	9	0	37		
Control Delay (s)	0.0	11.2	0.0	20.3		
Lane LOS			B	C		
Approach Delay (s)	0.0	1.0		20.3		
Approach LOS				C		
<b>Intersection Summary</b>						
Average Delay			2.1			
Intersection Capacity Utilization			59.7%	ICU Level of Service	B	
Analysis Period (min)	15					

Timings

9: CR 104 & Ludlam Ave & Old Quogue Rd

9/15/2015



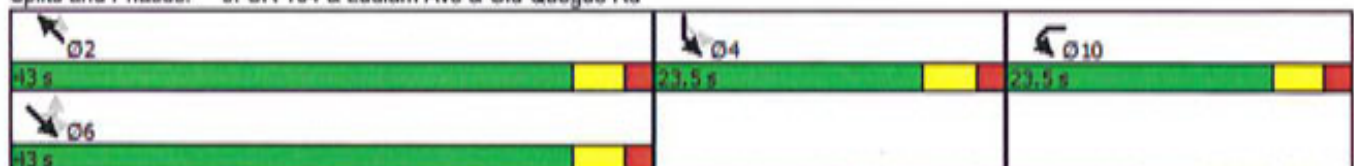
Lane Group	WBL	SBL2	SBL	SEL2	SEL	SET	NWT	NWR
Lane Configurations	Y		Y		Y	↑	↑	Y
Traffic Volume (vph)	46	3	113	6	25	492	315	60
Future Volume (vph)	46	3	113	6	25	492	315	60
Turn Type	Prot	Perm	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	10		4			6	2	
Permitted Phases		4		6	6			2
Detector Phase	10	4	4	6	6	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	43.0	43.0	43.0	43.0	43.0
Total Split (%)	26.1%	26.1%	26.1%	47.8%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		5.5		5.5	5.5	5.5	5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	Min	Min
Act Effct Green (s)	8.8		8.8		36.6	36.6	36.6	36.6
Actuated g/C Ratio	0.13		0.13		0.54	0.54	0.54	0.54
v/c Ratio	0.37		0.56		0.09	0.74	0.40	0.11
Control Delay	35.3		21.7		11.5	22.2	13.5	3.0
Queue Delay	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay	35.3		21.7		11.5	22.2	13.5	3.0
LOS	D		C		B	C	B	A
Approach Delay	35.3		21.7			21.5	11.3	
Approach LOS	D		C			C	B	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 68.2  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay: 18.9  
 Intersection Capacity Utilization 54.5%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 9: CR 104 & Ludlam Ave & Old Quogue Rd



# Timings

## 3: CR 105 & NY Route 24

9/15/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑↑	↗	↘↘	↑↑	↗
Traffic Volume (vph)	246	667	5	20	662	670	10	345	38	614	403	197
Future Volume (vph)	246	667	5	20	662	670	10	345	38	614	403	197
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	23.0	86.0	86.0	63.0	63.0	63.0	12.0	24.6	24.6	39.4	52.0	52.0
Total Split (%)	15.3%	57.3%	57.3%	42.0%	42.0%	42.0%	8.0%	16.4%	16.4%	26.3%	34.7%	34.7%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	79.0	77.0	77.0	54.0	54.0	54.0	5.0	17.6	17.6	28.9	52.2	52.2
Actuated g/C Ratio	0.53	0.51	0.51	0.36	0.36	0.36	0.03	0.12	0.12	0.19	0.35	0.35
v/c Ratio	1.15	0.78	0.01	0.15	1.09	0.83	0.18	0.99	0.12	1.07	0.38	0.33
Control Delay	143.5	36.9	0.0	36.1	107.5	22.6	77.6	108.9	0.7	110.8	38.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	143.5	36.9	0.0	36.1	107.5	22.6	77.6	108.9	0.7	110.8	38.9	5.8
LOS	F	D	A	D	F	C	E	F	A	F	D	A
Approach Delay		65.2			64.4			97.6			69.9	
Approach LOS		E			E			F			E	

### Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay: 69.9

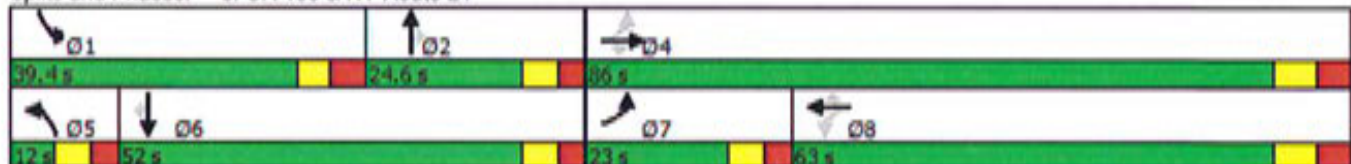
Intersection LOS: E

Intersection Capacity Utilization 108.5%

ICU Level of Service G

Analysis Period (min) 15

### Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

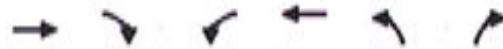
## 6: Old Quogue Rd & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↖	↘	↗
Traffic Volume (veh/h)	901	111	23	778	115	33
Future Volume (Veh/h)	901	111	23	778	115	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.95	0.95	0.90	0.90
Hourly flow rate (vph)	929	114	24	819	128	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type	None			TWLTL		
Median storage (veh)				2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1043		1853	986
vC1, stage 1 conf vol					986	
vC2, stage 2 conf vol					867	
vCu, unblocked vol			1043		1853	986
IC, single (s)			4.1		6.4	6.2
IC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			96		53	88
cM capacity (veh/h)			675		270	303
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	1043	24	819	165		
Volume Left	0	24	0	128		
Volume Right	114	0	0	37		
cSH	1700	675	1700	348		
Volume to Capacity	0.61	0.04	0.48	0.47		
Queue Length 95th (ft)	0	3	0	61		
Control Delay (s)	0.0	10.5	0.0	27.3		
Lane LOS		B		D		
Approach Delay (s)	0.0	0.3		27.3		
Approach LOS				D		
<b>Intersection Summary</b>						
Average Delay			2.3			
Intersection Capacity Utilization			67.2%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 7: Vail Ave & NY Route 24

9/15/2015



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	906	32	128	762	37	107
Future Volume (Veh/h)	906	32	128	762	37	107
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.91	0.91	0.68	0.90
Hourly flow rate (vph)	944	33	141	837	54	119
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type	TWLTL			None		
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			977		2080	960
vC1, stage 1 conf vol					960	
vC2, stage 2 conf vol					1119	
vCu, unblocked vol			977		2080	960
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			80		74	62
cM capacity (veh/h)			714		208	314
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	977	141	837	173		
Volume Left	0	141	0	54		
Volume Right	33	0	0	119		
cSH	1700	714	1700	456		
Volume to Capacity	0.57	0.20	0.49	0.38		
Queue Length 95th (ft)	0	18	0	44		
Control Delay (s)	0.0	11.3	0.0	24.9		
Lane LOS		B		C		
Approach Delay (s)	0.0	1.6		24.9		
Approach LOS				C		
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			70.0%		ICU Level of Service	C
Analysis Period (min)			15			

Timings

9: CR 104 & Ludlam Ave & Old Quogue Rd

9/15/2015



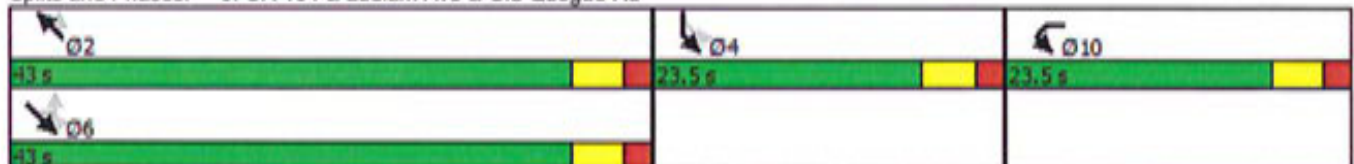
Lane Group	WBL	SBL2	SBL	SEL2	SEL	SET	NWT	NWR
Lane Configurations	Y		X		X	↑	↑	X
Traffic Volume (vph)	44	8	99	23	49	519	694	214
Future Volume (vph)	44	8	99	23	49	519	694	214
Turn Type	Prot	Perm	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	10		4			6	2	
Permitted Phases		4		6	6			2
Detector Phase	10	4	4	6	6	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	43.0	43.0	43.0	43.0	43.0
Total Split (%)	26.1%	26.1%	26.1%	47.8%	47.8%	47.8%	47.8%	47.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		5.5		5.5	5.5	5.5	5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	Min	Min	Min	Min	Min
Act Effect Green (s)	7.1		11.9		39.6	39.6	39.6	39.6
Actuated g/C Ratio	0.10		0.16		0.55	0.55	0.55	0.55
v/c Ratio	0.46		0.70		0.42	0.61	0.82	0.36
Control Delay	16.4		28.9		23.1	17.6	27.1	9.5
Queue Delay	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay	16.4		28.9		23.1	17.6	27.1	9.5
LOS	B		C		C	B	C	A
Approach Delay	16.4		28.9			18.3	22.2	
Approach LOS	B		C			B	C	

Intersection Summary

Cycle Length: 90  
 Actuated Cycle Length: 72.6  
 Natural Cycle: 90  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay: 21.4  
 Intersection Capacity Utilization 74.8%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 9: CR 104 & Ludlam Ave & Old Quogue Rd



Timings

3: CR 105 & NY Route 24

9/15/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↑	↗	↖↗	↑↑	↗
Traffic Volume (vph)	332	701	12	18	631	593	12	360	30	543	257	178
Future Volume (vph)	332	701	12	18	631	593	12	360	30	543	257	178
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.0	51.0	51.0	29.0	29.0	29.0	12.0	23.0	23.0	12.5	22.0	22.0
Total Split (s)	25.0	85.0	85.0	60.0	60.0	60.0	12.0	28.9	28.9	36.1	53.0	53.0
Total Split (%)	16.7%	56.7%	56.7%	40.0%	40.0%	40.0%	8.0%	19.3%	19.3%	24.1%	35.3%	35.3%
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Total Lost Time (s)	7.0	9.0	9.0	9.0	9.0	9.0	7.0	7.0	7.0	10.5	7.0	7.0
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	None
Act Effect Green (s)	78.0	76.0	76.0	51.0	51.0	51.0	5.0	21.9	21.9	25.6	53.2	53.2
Actuated g/C Ratio	0.52	0.51	0.51	0.34	0.34	0.34	0.03	0.15	0.15	0.17	0.35	0.35
v/c Ratio	1.29	0.77	0.01	0.12	1.08	0.78	0.23	0.81	0.08	1.05	0.23	0.29
Control Delay	190.9	36.6	0.0	36.7	105.9	22.4	80.1	75.2	0.4	110.7	35.7	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	190.9	36.6	0.0	36.7	105.9	22.4	80.1	75.2	0.4	110.7	35.7	5.8
LOS	F	D	A	D	F	C	F	E	A	F	D	A
Approach Delay		85.2			65.0			69.8			71.9	
Approach LOS		F			E			E			E	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.29

Intersection Signal Delay: 73.0

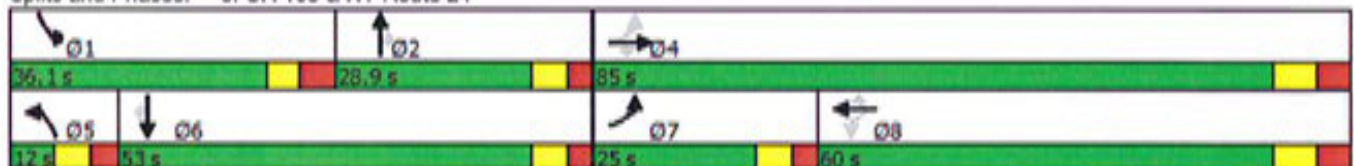
Intersection LOS: E

Intersection Capacity Utilization 108.2%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 3: CR 105 & NY Route 24



# HCM Unsignalized Intersection Capacity Analysis

## 6: Old Quogue Rd & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	↗
Traffic Volume (veh/h)	982	62	24	793	157	54
Future Volume (Veh/h)	982	62	24	793	157	54
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.90	0.90
Hourly flow rate (vph)	1045	66	26	844	174	60
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type	None		TWLTL			
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1111		1974	1078
vC1, stage 1 conf vol					1078	
vC2, stage 2 conf vol					896	
vCu, unblocked vol			1111		1974	1078
IC, single (s)			4.2		6.4	6.2
IC, 2 stage (s)					5.4	
IF (s)			2.3		3.5	3.3
p0 queue free %			96		31	78
cM capacity (veh/h)			607		251	268
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>WB 2</b>	<b>NB 1</b>		
Volume Total	1111	26	844	234		
Volume Left	0	26	0	174		
Volume Right	66	0	0	60		
cSH	1700	607	1700	337		
Volume to Capacity	0.65	0.04	0.50	0.69		
Queue Length 95th (ft)	0	3	0	123		
Control Delay (s)	0.0	11.2	0.0	40.4		
Lane LOS	B		E			
Approach Delay (s)	0.0	0.3	40.4			
Approach LOS	E					
<b>Intersection Summary</b>						
Average Delay			4.4			
Intersection Capacity Utilization			70.8%	ICU Level of Service	C	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 7: Vail Ave & NY Route 24

9/15/2015

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	↗
Traffic Volume (veh/h)	912	30	123	859	30	115
Future Volume (Veh/h)	912	30	123	859	30	115
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.91	0.91	0.79	0.90
Hourly flow rate (vph)	940	31	135	944	38	128
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type	TWLTL			None		
Median storage (veh)	2					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			971			956
vC1, stage 1 conf vol						956
vC2, stage 2 conf vol						1214
vCu, unblocked vol			971			956
tC, single (s)			4.1			6.2
tC, 2 stage (s)						5.4
tF (s)			2.2			3.3
p0 queue free %			81			59
cM capacity (veh/h)			718			316
Direction, Lane #						
	EB 1	WB 1	WB 2	NB 1		
Volume Total	971	135	944	166		
Volume Left	0	135	0	38		
Volume Right	31	0	0	128		
cSH	1700	718	1700	410		
Volume to Capacity	0.57	0.19	0.56	0.41		
Queue Length 95th (ft)	0	17	0	48		
Control Delay (s)	0.0	11.2	0.0	24.9		
Lane LOS			B	C		
Approach Delay (s)	0.0	1.4		24.9		
Approach LOS				C		
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			70.0%	ICU Level of Service	C	
Analysis Period (min)	15					

Timings

9: CR 104 & Ludlam Ave & Old Quogue Rd

9/15/2015

Lane Group	WBL	SBL2	SBL	SEL2	SEL	SET	NWT	NWR
Lane Configurations								
Traffic Volume (vph)	38	3	106	7	17	496	509	140
Future Volume (vph)	38	3	106	7	17	496	509	140
Turn Type	Prot	Perm	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	10		4			6	2	
Permitted Phases		4		6	6			2
Detector Phase	10	4	4	6	6	6	2	2
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	23.5	23.5	23.5	33.0	33.0	33.0	33.0	33.0
Total Split (%)	29.4%	29.4%	29.4%	41.3%	41.3%	41.3%	41.3%	41.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5		5.5		5.5	5.5	5.5	5.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	None	None	Min	Min
Act Effct Green (s)	6.0		8.1		29.8	29.8	29.8	29.8
Actuated g/C Ratio	0.10		0.14		0.51	0.51	0.51	0.51
v/c Ratio	0.32		0.53		0.10	0.66	0.67	0.25
Control Delay	7.7		16.4		11.1	18.0	18.0	6.1
Queue Delay	0.0		0.0		0.0	0.0	0.0	0.0
Total Delay	7.7		16.4		11.1	18.0	18.0	6.1
LOS	A		B		B	B	B	A
Approach Delay	7.7		16.4			17.7	15.0	
Approach LOS	A		B			B	B	

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 58  
 Natural Cycle: 80  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 15.8  
 Intersection Capacity Utilization 55.7%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 9: CR 104 & Ludlam Ave & Old Quogue Rd

