

Traffic Impact Study

Proposed Residential Development
District 900, Section 385, Block 1, Lot 37.3
94 Dune Road
Hamlet of East Quogue, Town of
Southampton, Suffolk County, New York



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INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed multifamily residential development on the adjacent roadway network. The subject property is located along the northerly side of Dune Road in the Hamlet of East Quogue, Town of Southampton, Suffolk County, New York. The site location is shown on appended **Figure 1**.

The subject property is designated as District 900, Section 385, Block 1, Lot 37.3 as depicted on the Suffolk County Tax Map. The site has approximately 410 feet of frontage along Dune Road. The existing site is occupied by Dockers Waterside Marina and Restaurant which consists of a restaurant, bar, marina, decks, and associated parking. Access is presently provided via one (1) full-movement driveway along Dune Road. Under the proposed development program, the existing structures would be razed and a multifamily residential development would be constructed. Access is proposed to be generally maintained and improved via one (1) full-movement driveway along Dune Road.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort as outlined in the Final Scope for the Draft Environmental Impact Statement, dated December 17, 2020, was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 6th Edition (HCM) and the Synchro II Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment. The traffic signal timing utilized within the signalized analysis is based on timing directives provided by the Suffolk County Department of Public Works (SCDPW).

EXISTING CONDITION

EXISTING ROADWAY CONDITIONS

The proposed multifamily residential development is located along the northerly side of Dune Road in the Hamlet of East Quogue, Town of Southampton, Suffolk County, New York. The subject property is designated as District 900, Section 385, Block 1, Lot 37.3 as depicted on the Suffolk County Tax Map. The site has approximately 410 feet of frontage along Dune Road. Land uses in the area are predominantly residential.

Dune Road (County Road 89) is classified as an urban minor arterial roadway with a general east-west orientation and is under the jurisdiction of the SCDPW. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 40 mph. Along the site frontage, curb and sidewalk are not provided along either side of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. Dune Road provides access between Westhampton Beach and Hampton Bays for predominantly residential uses.

Ponquogue Bridge (County Road 32) is classified as an urban minor arterial roadway with a general north-south orientation and is under the jurisdiction of the SCDPW. The roadway generally provides one (1) lane in each direction and has a posted speed limit of 30 mph. Curb and sidewalk are provided along the easterly side of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. Ponquogue Bridge connects Dune Road to Foster Avenue for primarily recreational, residential, and commercial uses.

Post Lane is classified as a local roadway with a general north-south orientation and is under the jurisdiction of the Village of Quogue. The roadway provides one (1) lane in each direction and has a posted speed limit of 30 mph. Curb, sidewalk, and shoulders are provided along both sides of the roadway and on-street parking is not regulated along either side of the roadway. Post Lane provides connection between Dune Road and Main Street for primarily residential uses.

Beach Lane is classified as an urban major collector roadway with a general north-south orientation and is under the jurisdiction of the Village of Westhampton Beach. The roadway generally provides one (1) lane in each direction and has a posted speed limit of 30 mph. Curb, sidewalk, and shoulders are provided along both sides of the roadway and on-street parking is not permitted along the westerly side of the roadway in accordance with posted curbside signage. Beach Lane provides connection between Dune Road and Quogue Street for primarily residential uses.

Jessup Lane is classified as an urban minor arterial roadway with a general north-south orientation and is under the jurisdiction of the Village of Westhampton Beach. The roadway generally provides one (1) lane in each direction and has a posted speed limit of 30 mph. Curb is provided along both sides of the roadway, sidewalk is provided along the westerly side of the roadway, shoulders are generally not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. Jessup Lane provides connection between Dune Road and Stevens Lane for predominantly residential uses.

Dune Road and Ponquogue Bridge intersect to form a signalized T-intersection. The eastbound approach of Dune Road provides one (1) exclusive left-turn lane and one (1) exclusive through lane. The westbound approach of Dune Road provides one (1) exclusive through lane and one (1) channelized right-turn lane operating under yield control. The southbound approach of Ponquogue Bridge provides one (1) exclusive left-turn lane and one (1) channelized right-turn lane operating under yield control. A crosswalk is provided across the easterly leg of the intersection and pedestrian signals are not provided across any legs of the intersection.

Dune Road and Post Lane intersect to form an unsignalized T-intersection with the southbound approach operating under stop control. The eastbound approach of Dune Road provides one (1) shared left-turn/through lane and the westbound approach of Dune Road provides one (1) shared through/right-turn lane. The southbound approach of Post Lane provides one (1) left-turn lane and one (1) right-turn lane separated by a concrete median. Crosswalks and pedestrian signals are not provided across any legs of the intersection.

Dune Road and Beach Lane intersect to form an unsignalized four (4)-leg intersection with the northbound and southbound approaches of Beach Lane operating under stop control. It is important to note that the northbound approach of Beach Lane is a full-movement driveway of an asphalt parking lot. The eastbound and westbound approaches of Dune Road provide one (1) shared left-turn/through/right-turn lane. The southbound approach of Beach Lane provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane. The northbound driveway approach provides one (1) shared left-turn/through/right-turn lane. A crosswalk is provided across the westerly leg of the intersection and pedestrian signals are not provided across any legs of the intersection.

Dune Road and Jessup Lane intersect to form a signalized T-intersection. The eastbound approach of Dune Road provides one (1) exclusive left-turn lane and one (1) exclusive through lane. The westbound approach of Dune Road provides one (1) exclusive through lane and one (1) channelized right-turn lane operating under yield control. The southbound approach of Jessup Lane provides one (1) exclusive left-turn lane and one (1) exclusive right-turn lane. A crosswalk is provided across the westerly leg of the intersection and pedestrian signals are not provided across any legs of the intersection.

2021 EXISTING TRAFFIC VOLUMES

Manual turning movement counts were collected during the weekday morning, weekday evening, Saturday morning, and Saturday evening peak time periods as established based on review of historic traffic data published by the NYSDOT. The traffic data was subsequently utilized to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- ◆ Dune Road and Jessup Lane
- ◆ Dune Road and Beach Lane
- ◆ Dune Road and Post Lane
- ◆ Dune Road and Existing Dockers Driveway
- ◆ Dune Road and Ponquogue Bridge (CR 32)

Specifically, manual turning movement counts were conducted on the following dates and during the following times:

- ◆ Wednesday, July 21, 2021, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m.
- ◆ Saturday, July 24, 2021, from 9:00 a.m. to 12:00 p.m. and from 3:00 p.m. to 6:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 8:00 a.m. to 9:00 a.m.; the weekday evening peak hour occurred from 4:15 p.m. to 5:15 p.m.; the Saturday morning peak hour occurred from 11:00 a.m. to 12:00 p.m.; and the Saturday evening peak hour occurred from 4:00 p.m. to 5:00 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2021 Existing weekday morning, weekday evening, Saturday morning, and Saturday evening peak-hour volumes are summarized on appended **Figure 2**.

The traffic count program also revealed the existing trip generation of the subject site. **Table I** summarizes the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hour trip generation volumes associated with the existing development.

TABLE I – 2021 EXISTING SITE TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Morning Peak Hour			Saturday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Dockers Waterside Marina & Restaurant	2	1	3	22	10	32	45	24	69	77	48	125

2021 EXISTING ADJUSTED TRAFFIC VOLUMES

It is important to note that per the date of the traffic volume counts, existing traffic volumes currently observed on the roadway network may not be considered typical due to the COVID-19 pandemic. Therefore, in order to provide an accurate and conservative analysis of the adjacent roadway network, seven (7)-day 24-hour continuous automated traffic recorders (ATRs) collected along Dune Road, 345 feet west of A Road, in July 2021 were compared to historical roadway data published by the New York State Department of Transportation (NYSDOT) from 2019. The comparison showed that the traffic volumes from the 2021 turning movement counts were generally greater than the historical counts and therefore no adjustments to the volumes were made. The 2019 NYSDOT volume counts and 2021 counts from the same location are summarized in the appendix. It is important to note that the existing traffic volume counts were conducted during July which represents the peak summer month based on the NYSDOT Seasonal Adjustment Factors for Traffic Count Processing during the weekday and weekend periods. Therefore, seasonal factors have not been applied to the as-counted volumes to account for seasonal fluctuations as the counts represent the peak month of the year. The NYSDOT Seasonal Adjustment Factors for Traffic Count Processing for the weekday and weekend have been appended.

2023 EXISTING TRAFFIC VOLUMES

Manual turning movement counts were collected during the weekday morning, weekday evening, Saturday morning, and Saturday evening peak time periods to validate the traffic data collected in 2021. The traffic data was subsequently utilized to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- ◆ Dune Road and Existing Dockers Driveway
- ◆ Dune Road and Ponquogue Bridge (CR 32)

Specifically, manual turning movement counts were conducted on the following dates and during the following times:

- ◆ Thursday, July 13, 2023, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m.

- ◆ Saturday, July 22, 2023, from 9:00 a.m. to 12:00 p.m. and from 3:00 p.m. to 6:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. It should be noted that weather was optimal for beach visits on the days of counts, therefore, volumes are not anticipated to be impacted based on inclement weather deterring beachgoers. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 7:00 a.m. to 8:00 a.m.; the weekday evening peak hour occurred from 5:00 p.m. to 6:00 p.m.; the Saturday morning peak hour occurred from 10:45 a.m. to 11:45 a.m.; and the Saturday evening peak hour occurred from 3:45 p.m. to 4:45 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2023 Existing weekday morning, weekday evening, Saturday morning, and Saturday evening peak-hour volumes are summarized on appended **Figure 3**.

The traffic count program also revealed the existing trip generation of the subject site. **Table 2** summarizes the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hour trip generation volumes associated with the existing development.

TABLE 2 – 2023 EXISTING SITE TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Morning Peak Hour			Saturday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Dockers Waterside Marina & Restaurant	2	0	2	32	12	44	35	16	51	57	44	101

2023 EXISTING ADJUSTED TRAFFIC VOLUMES

A comparison of the peak hour volumes at the intersection of Dune Road and Ponquogue Bridge from 2021 and 2023 was conducted to determine if 2021 count data was indicative of the 2023 existing condition. **Table 3** compares the peak hour volumes to determine any necessary adjustments to the counts conducted in 2021.

TABLE 3 – 2021 & 2023 DUNE ROAD AND PONQUOGUE BRIDGE VOLUME COMPARISON

	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Saturday Morning Peak Hour	Saturday Evening Peak Hour
July 2021	261	359	827	1113
July 2023	313	500	827	1027
Percent Difference	+19.9%	+39.3%	0.0%	-7.7%

As shown in **Table 3**, the volumes analyzed during the weekday morning and weekday evening peak hours in 2021 were much lower than was observed in 2023. Therefore, in accordance with industry standard guidelines, the weekday peak hour volumes at all study intersections were grown to reflect the 2023 volumes using the rates in **Table 3**. The 2021 Saturday morning and Saturday evening peak hour volumes were not adjusted to provide a conservative analysis of the existing condition. The 2023 Existing Adjusted weekday morning, weekday evening, Saturday morning, and Saturday evening peak-hour volumes are summarized on appended **Figure 4**.

2023 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2023 Existing Condition during the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours at the study intersections and existing site driveway. Under the existing condition, the signalized intersection of Dune Road and Jessup Lane is calculated to operate at overall Level of Service B during the weekday morning, weekday evening, and Saturday evening peak hours and overall Level of Service C during the Saturday morning peak hour. The signalized intersection of Dune Road and Ponquogue Bridge is calculated to operate at overall Level of Service A during the weekday morning peak hour and overall Level of Service B during the weekday evening, Saturday morning, and Saturday evening peak hours. The turning movements at the unsignalized intersections of Dune Road with Beach Lane, Post Lane, and the site driveway are calculated to operate at acceptable Level of Service C or better during all study peak hours.

MOTOR VEHICLE COLLISION ANALYSIS

In order to assess the safety of the study intersections, the three (3) most recent years of available motor vehicle collision data were obtained from the NYSDOT. The study time period spans from March 31, 2020, to March 31, 2023. **Table 4** provides a summary of the manner and severity of the motor vehicle collisions reported at and between the study intersections.

TABLE 4 – MOTOR VEHICLE COLLISION ANALYSIS SUMMARY

Intersection	Collision Type	Number of Collisions	Collisions Resulting in Injury	Collisions Resulting in Fatalities
Dune Road & Ponquogue Bridge	Collision with Animal	1	0	0
	Total	1	0	0
Dune Road btw. Site Driveway & Ponquogue Bridge	Collision with Fixed Object	6	5	0
	Collision with Animal	2	1	0
	Total	8	6	0
Dune Road btw. Site Driveway & Post Lane	Collision with Animal	3	0	0
	Rear End	1	1	0
	Total	4	1	0
Dune Road & Post Lane	Left Turn (Against Other Car)	2	0	0
	Backing Unsafely	1	0	0
	Total	3	0	0
Dune Road btw. Post Lane & Beach Lane	Collision with Fixed Object	5	0	0
	Collision with Bicyclist	2	2	0
	Collision with Animal	1	0	0
	Total	8	2	0
Dune Road & Beach Lane	Collision with Animal	1	0	0
	Total	1	0	0
Network Total		25	9	0

As shown in **Table 4**, a total of 25 collisions were reported throughout the 8.3-mile stretch of study network over the 36-month period. This equates to less than one (1) collision every month. It is important to note that zero fatalities occurred as a result of the reported motor vehicle collisions in the study network. Note that no vehicle collisions were reported at the intersection of Dune Road and Jessup Lane. Additionally, no collisions were reported on the roadway segment between Jessup Lane and Beach Lane. **Table 5** provides a breakdown of the reported motor vehicle collisions by year.

TABLE 5 – MOTOR VEHICLE COLLISION ANALYSIS SUMMARY – BY YEAR

Year	Total Number of Collisions
2020	2
2021	11
2022	10
2023	2
Total	25

As shown in **Table 5**, the motor vehicle collision history does not show an increasing trend of increasing by year and is generally consistent throughout the study time period. Note that only portions of 2020 and 2023 are reported as part of the study time period. Collision rates throughout the study network are not anticipated to be adversely impacted by the proposed development.

2028 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2023 Existing Condition traffic volume data was grown to a future horizon year of 2028, when the proposed residential development is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 0.5% annually for five (5) years. The 0.5% background growth rate is a conservative growth rate for the study network based on data from the NYSDOT Traffic Data Forecaster. A copy of the results from the Traffic Data Forecaster can be found in the appendix.

OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. Based on consultations with the Town of Southampton Planning Department, there are no planned development projects within the area of the subject site. As such, the application of the background growth rate would be adequate to account for background traffic growth.

2028 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2023 Existing Adjusted Traffic Volumes to calculate the 2028 No-Build Traffic Volumes for the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours. These volumes are summarized on appended **Figure 5**.

2028 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2028 No-Build Condition during the weekday morning, weekday evening, Saturday morning, and Saturday evening at the study intersections and existing site driveways. The signalized intersections of Dune Road with Jessup Lane and Ponquogue Bridge are calculated to operate generally consistent with the findings of the 2023 Existing Condition during all study peak hours. The turning movements at the unsignalized intersections of Dune

Road with Beach Lane, Post Lane, and the site driveway are calculated to generally consistent with the findings of the 2023 Existing Condition during all study peak hours.

2028 BUILD CONDITION

The site-generated traffic volume of the proposed residential development was estimated to identify the potential impacts of the project. For the purpose of this analysis, a complete project “build out” is assumed within five (5) years of the preparation of this study.

TRIP GENERATION

Trip generation projections for the proposed multifamily residential development were prepared utilizing the ITE’s Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 215 “Single Family Attached Housing” were cited for the proposed 25-unit residential development. Please note that in order to project the trip generation volumes for the Saturday morning and Saturday evening peak hours, the time-of-day factors for the similar Land Use 210 “Single-Family Detached Housing” were applied to the total daily trip generation volumes for Saturday based on Land Use 215. **Table 6** provides the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hour trip generation volumes associated with the proposed development.

TABLE 6 – PROJECTED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Morning Peak Hour			Saturday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
25-Unit Single Family Attached Housing <i>ITE Land Use 215</i>	2	5	7	7	4	11	10	6	16	8	6	14

It is important to note that the site currently operates as the Dockers Waterside Marina & Restaurant which generates traffic to the site. Therefore, it is reasonable to analyze the net increase in vehicular trip generation to quantify the impact of the development. **Table 7** shows the net vehicular trip generation of the existing and proposed developments during the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours.

TABLE 7 – NET TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Morning Peak Hour			Saturday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Existing Dockers Waterside Marina & Restaurant	2	0	2	32	12	44	45	24	69	77	48	125
Proposed 25-Unit Single Family Attached Housing <i>ITE Land Use 215</i>	2	5	7	7	4	11	10	6	16	8	6	14
Net Total	+0	+5	+5	-25	-7	-33	-35	-18	-53	-69	-42	-111

As shown in **Table 7**, the proposed development would generate five (5) additional total trips during the weekday morning peak hour, 33 fewer total trips during the weekday evening peak hour, 53 fewer total trips during the Saturday morning peak hour, and 111 fewer total trips during the Saturday evening peak hour as compared to the existing use. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 50 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

TRIP ASSIGNMENT/DISTRIBUTION

Please note that in order to provide a conservative analysis the existing site trip generation volumes have been removed at the site driveway. Note that the volumes at the other four (4) study intersections have not been adjusted to account for the existing trip generation to be removed in order to provide a conservative analysis. The Existing Dockers Trip Generation Removed is depicted on **Figure 6**.

The trips generated by the proposed development were distributed according to the existing travel pattern along the adjacent roadways and the access management plan of the site. The Site-Generated Traffic Distribution is depicted on **Figure 7**. The Site-Generated Traffic Volumes are illustrated on **Figure 8**.

2028 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2028 No-Build Traffic Volumes to calculate the 2028 Build Traffic Volumes and are shown on appended **Figure 9**.

2028 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2028 Build Condition during the weekday morning, weekday evening, Saturday morning, and Saturday evening peak hours at the study

intersections and proposed site driveways. Appended **Table AI** compares the 2023 Existing, 2028 No-Build, and 2028 Build Conditions Level of Service and delay values.

The signalized intersections of Dune Road with Jessup Lane and Ponquogue Bridge are calculated to operate generally consistent with the findings of the 2028 No-Build Condition during all study peak hours. The turning movements at the unsignalized intersections of Dune Road with Beach Lane, Post Lane, and the site driveway are calculated to operate generally consistent with the findings of the 2028 No-Build Condition during all study peak hours.

CONSTRUCTION TRAFFIC IMPACTS ASSOCIATED WITH DEMOLITION AND SOIL MOVEMENT

Truck trip generation associated with site construction has been approximated to assess the short-term impacts of the project. As part of the demolition involved of the existing site features, demolition debris will be generated. As outlined in Task 5 of the construction schedule, demolition of the existing structures is anticipated to occur over a 20-day duration. The debris will be placed in roll-off containers with 40 cubic yard capacity which will be stored on-site and removed when filled. In connection with the demolition of the existing restaurant, approximately 466 cubic yards of debris are anticipated, which would generate approximately 12 roll-off containers. In connection with the demolition of the existing tennis courts, approximately 488 cubic yards of debris are anticipated, which would generate approximately 13 roll-off containers. As each roll-off container would need to be initially dropped off empty (1 trip entering, 1 trip exiting) and carted off site when filled (1 trip entering, 1 trip exiting), 4 truck trips are associated with each roll-off container. Therefore, a total of 100 truck trips over the course of the 20-day demolition period are expected. On average, this equates to five (5) truck trips per day during demolition.

Approximately 800 cubic yards of debris is expected throughout the course of construction following completion of demolition. The debris will be placed in roll-off containers with 40 cubic yard capacity which will be stored on-site and removed when filled. Therefore, 20 roll-off containers are expected to be needed. Following the completion of demolition activities, the construction is expected to occur over a 679-day duration (start of Task 6 to finish of Task 27). As each roll-off container would need to be initially dropped off empty (1 trip entering, 1 trip exiting) and carted off site when filled (1 trip entering, 1 trip exiting), 4 truck trips are associated with each roll-off container. Therefore, a total of 80 truck trips over the course of the 679-day construction period are expected. On average, this equates to less than one (1) truck trip per day during construction.

As part of construction activities to install the underground utilities, construct the sewer treatment plan, and rough grading of the site's roadways, soil movement is anticipated. Based on the Volume Analysis prepared by PWGC, a net fill of approximately 3,550 cubic yards is anticipated. Assuming the fill material is transported to the site in 30 cubic yard truckloads, approximately 119 truckloads of soil to the site are

anticipated. As outlined in Tasks 6 through 10 of the construction schedule, the soil moving activities are anticipated to occur over a 100-day duration. As each truck delivering fill material to the site would subsequently depart the site, 2 truck trips are associated with each delivery. Therefore, a total of 238 truck trips over the course of the 100-day soil movement period are expected. On average, this equates to less than three (3) truck trips per day during soil movement activities.

As shown in the construction schedule, all demolition and soil movement activities are slated to be completed outside of the local peak traffic conditions during the summer season. Based on the Multimodal Transportation Impact Analysis for Site Development published by ITE, a trip increase of fewer than 50 vehicle trips per hour would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the construction vehicles associated with the proposed development are not anticipated to significantly impact the operations of the adjacent roadway network.

CONSTRUCTION TRAFFIC IMPACTS DURING SUMMER SEASON

Trip generation associated with site construction during the summer season has also been approximated to assess the short-term impacts of the project. As outlined in the construction schedule, construction during the summer of 2027 would include activities to finalize the construction of common areas (Task 12) and the model unit (Task 15) as well construction, exteriors, and finishes of Group I (Tasks 16-18). As part of this work, a crew of between 30 to 50 workers would be on-site. It is assumed that each crew member would result in 1 entering trip in the morning and 1 exiting trip in the evening. In addition to trips associated with crew arrival and departure, trips associated with material and equipment deliveries would occur throughout an average day. In connection with the aforementioned tasks, at most 28 material deliveries and at most 15 equipment deliveries are expected over the course of the three-month summer season. Assuming each delivery results in 1 trip entering and 1 trip exiting, a total of 86 trips for material and equipment deliveries are expected over the summer season.

As outlined in the construction schedule, construction during the summer of 2028 would include activities to construct Group 3 and complete exteriors and finishes (Tasks 22-24) as well as work to construct sidewalks, complete roadway paving, and install street lighting (Tasks 25-27). As part of this work, a crew of between 30 to 50 workers would be on-site. In connection with the aforementioned tasks, at most 15 material deliveries and at most 9 equipment deliveries are expected over the course of the three-month summer season. Assuming each delivery results in 1 trip entering and 1 trip exiting, a total of 48 trips for material and equipment deliveries are expected over the summer season.

Based on the Multimodal Transportation Impact Analysis for Site Development published by ITE, a trip increase of fewer than 50 vehicle trips per hour would likely not change the level of service of the adjacent

roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. Based on the estimates described in this section, it is not anticipated that more than 50 vehicle trips related to construction would be generated in any single hour during the summer seasons of 2027 or 2028. As such, the trips associated with the construction of the proposed development are not anticipated to significantly impact the operations of the adjacent roadway network.

ASSESSMENT OF ALTERNATIVE DEVELOPMENT PLANS

ALTERNATIVE 1

Alternative Development Plan 1 considers no action on the subject site and the existing Dockers Waterside Marina & Restaurant continues to operate. This Alternative is considered within the 2028 No-Build Condition analyzed within this report. The analysis of the 2028 No-Build Condition found that the study network would operate consistently with the 2023 Existing Condition.

ALTERNATIVE 2

Alternative Development Plan 2 considers a development per current zoning and all regulatory controls. The development considered would be a single-family home. As trip projections for the single-family home would be lower than the trip projections prepared for the Build condition, which considers 25 dwelling units, and as the trip routings would be identical to the Build condition, the level of service results for the Build condition are considered more conservative. Therefore, additional level of service analyses have not been prepared.

ALTERNATIVE 3

Alternative Development Plan 3 considers a reduced density multifamily housing development. This alternative considers a multi-family development with 20 total dwelling units. As trip projections for the reduced density housing development would be lower than the trip projections prepared for the Build condition, which considers 25 dwelling units, and as the trip routings would be identical to the Build condition, the level of service results for the Build condition are considered more conservative. Therefore, additional level of service analyses have not been prepared.

ALTERNATIVE 4

Alternative Development Plan 4 considers the Town of Southampton purchasing the subject property and associated businesses operating on the site. An alternative site plan was not prepared for this scenario. Under the assumption that the existing Dockers Waterside Marina & Restaurant continues to operate, this Alternative is considered within the 2028 No-Build Condition analyzed within this report. The analysis of the

2028 No-Build Condition found that the study network would operate consistently with the 2023 Existing Condition.

ALTERNATIVE 5

Alternative Development Plan 5 considers the redevelopment of the subject site to provide a private yacht club. Trip generation projections for Alternative 5 were prepared using ITE’s Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 420 “Marina” were cited for the private yacht club with 24 berths. It should be noted that ITE defines Land Use 420 “Marina” as “a public or private facility that provides docks and berths for boats and may include limited retail and restaurant space.” Therefore, Land Use 420 is applicable for the described Alternative 5.

Table 8 provides the weekday morning, weekday evening, and Saturday peak hour trip generation comparison associated with this alternate. Note that last mile facilities utilize vans for local deliveries, which are considered passenger vehicles.

TABLE 8 – PROJECTED TRIP GENERATION – PRIVATE YACHT CLUB

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24 Berth Marina <i>ITE Land Use 420</i>	1	1	2	3	2	5	2	3	5

As shown in **Table 8**, the alternative development would generate two (2) trips during the weekday morning peak hour, five (5) trips during the weekday evening peak hour, and five (5) trips during the Saturday peak hour. As trip projections for the private yacht club development would be lower than the trip projections prepared for the Build condition, which considers 25 dwelling units, and as the trip routings would be identical to the Build condition, the level of service results for the Build condition are considered more conservative. Therefore, additional level of service analyses have not been prepared.

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed multifamily residential development using the Site Plan last revised by P. W. Grosser Consulting, dated July 10, 2023. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access would be maintained via one (1) full-movement driveway along Dune Road. Two (2)-story residential buildings consisting of 14 two (2)-bedroom units and 11 three (3)-bedroom units would be constructed in the eastern and western portions of the site. A swimming pool with associated facilities

would be constructed in the northern portion of the site. Two (2)-way site access would be provided by a 24-foot-wide drive aisle in the middle portion of the site for site circulation. Parking will be provided by ground level parking garages in each unit, driveway parking space, and guest parking spaces in the southern portion of the site.

Regarding the parking requirements for the proposed development, the Town of Southampton requires two (2) parking spaces per two (2)-bedroom unit and 2.5 spaces per three (3)-bedroom or more unit for sites with multiple dwellings. For the proposed multifamily residential development consisting of 14 two (2)-bedroom units and 11 three (3)-bedroom units, this equates to 56 required spaces. The site would provide 76 total parking spaces inclusive of 50 ground level garage parking spaces and 26 driveway or guest parking spaces, which meets the parking requirement.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition, for Land Use 220 "Multifamily Housing (Low-Rise)." It is important to note that parking data is not available for the applicable Land Use 215 "Single Family Attached Housing," therefore, data for the comparable Land Use 220 has been utilized. The 85th percentile parking demand rate during the peak weekday and Saturday periods for Land Use 220 "Multifamily Housing (Low-Rise)" is 1.52 vehicles per dwelling unit and 1.61 vehicles per dwelling unit, respectively. For the residential development with 25 dwelling units, this equates to 38 parking spaces during the peak weekday period and 41 parking spaces during the peak Saturday period. As such, the proposed parking supply of 76 spaces would be sufficient to support the parking demand of the site.

EVACUATION ROUTES

The subject property is located in a Category I Hurricane Storm Surge Zone, which means there is a high probability of inundation even with mild storm surges. As such, in the event of a hurricane storm surge, an evacuation plan is necessary when sheltering-in-place is deemed unsafe by the authorities. In accordance with Suffolk County evacuation guidelines, two evacuation options are outlined below.

The first option is evacuating to the nearest shelter, which is the Quogue Elementary School located approximately three (3) miles away. This would take approximately six (6) minutes by car and is the option recommended by Suffolk County in their Shelter Locator and Storm Surge Mapping Tool. It is important to note that according to the Shelter Locator and Storm Surge Mapping Tool, Quogue Elementary School is still within a storm surge zone, albeit a Category 4 zone rather than a Category I zone. Therefore, in the infrequent event of a Category 4 hurricane making landfall near the area, this shelter would not be a viable option, which would require evacuation to a different location. There are eight (8) other listed shelter

facilities, within a seven (7)-mile (20-minute drive) radius of the property, offering plenty of alternative shelter locations within safe evacuating distance.

The second option for residents is to evacuate from the region to a friend's or relative's home in a safe area. Suffolk County details evacuation routes from coastal areas via Sunrise Highway (NYS Route 27) or Flanders Road (NYS Route 24). Sunrise Highway is accessible from the site within a 12-minute drive and Flanders Road is accessible from the site within a 16-minute drive. The Emergency Shelter and Evacuation Center Map and Suffolk County Coastal Evacuation Routes can be found appended.

CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed multifamily residential development. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

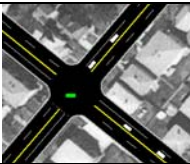
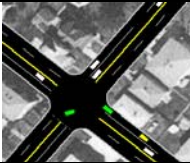


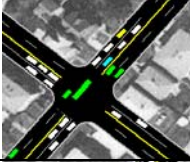
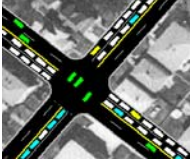
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 6th Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control delay in sec/veh)
	A	<=10	<=10
	B	>10 and <=20	>10 and <=15
	C	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	E	>55 and <=80	>35 and <=50
	F	>80	>50

Source: Highway Capacity Manual, 6th Edition

STONEFIELD

Table A1: Comparative Level of Service (Delay) Table

94 Dune Road Hamlet of East Quogue, Town of Southampton, Suffolk County, New York

X (n) = Level of Service (seconds of delay)

Intersection	Lane Group	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Morning Peak Hour			Saturday Evening Peak Hour		
		2023 Existing Condition	2026 No-Build Condition	2026 Build Condition	2023 Existing Condition	2026 No-Build Condition	2026 Build Condition	2023 Existing Condition	2026 No-Build Condition	2026 Build Condition	2023 Existing Condition	2026 No-Build Condition	2026 Build Condition
Dune Road (E/W) & Jessup Lane (S)	EB Left	A (3.9)	A (4.0)	A (4.0)	A (7.1)	A (7.5)	A (7.5)	A (8.8)	A (9.4)	A (9.4)	A (6.0)	A (6.4)	A (6.4)
	EB Through	A (2.5)	A (2.6)	A (2.6)	A (3.7)	A (3.8)	A (3.8)	A (5.7)	A (6.1)	A (6.1)	A (2.9)	A (3.0)	A (3.0)
	WB Through	A (6.0)	A (6.2)	A (6.2)	B (12.4)	B (12.9)	B (12.9)	B (14.2)	B (15.1)	B (15.1)	B (10.8)	B (11.3)	B (11.3)
	SB Left	C (31.7)	C (31.6)	C (31.6)	C (29.1)	C (28.9)	C (28.9)	C (28.0)	C (27.7)	C (27.7)	C (31.4)	C (31.2)	C (31.2)
	SB Right	D (35.1)	D (35.1)	D (35.1)	D (35.3)	D (35.3)	D (35.3)	D (40.1)	D (42.3)	D (42.3)	C (34.9)	C (35.0)	C (35.0)
	Overall	B (16.1)	B (16.1)	B (16.1)	B (14.5)	B (14.8)	B (14.8)	C (21.5)	C (22.6)	C (22.6)	B (11.9)	B (12.3)	B (12.3)
Dune Road (E/W) & Ponquogue Bridge (S)	EB Left	A (5.3)	A (5.3)	A (5.3)	A (6.2)	A (6.3)	A (6.3)	A (9.4)	A (9.6)	A (9.6)	A (7.6)	A (7.8)	A (7.8)
	EB Through	A (2.9)	A (2.9)	A (2.9)	A (4.1)	A (4.2)	A (4.2)	A (7.0)	A (7.2)	A (7.2)	A (4.6)	A (4.6)	A (4.6)
	WB Through	A (8.1)	A (8.1)	A (8.2)	A (8.0)	A (8.1)	A (8.2)	B (11.9)	B (12.1)	B (12.1)	B (12.0)	B (12.3)	B (12.3)
	SB Left	C (22.8)	C (22.8)	C (22.9)	C (22.4)	C (22.4)	C (22.4)	C (22.1)	C (22.1)	C (22.2)	C (24.7)	C (24.9)	C (24.9)
	Overall	A (8.1)	A (8.2)	A (8.2)	B (14.2)	B (14.2)	B (14.2)	B (17.9)	B (17.9)	B (17.9)	B (13.3)	B (13.4)	B (13.4)
Dune Road (E/W) & Beach Lane (S)/Rogers Beach Driveway (N)	EB Left	A (7.5)	A (7.5)	A (7.5)	A (7.6)	A (7.6)	A (7.6)	A (7.7)	A (7.7)	A (7.7)	A (8.0)	A (8.0)	A (8.0)
	WB Left	A (7.3)	A (7.4)	A (7.4)	A (7.4)	A (7.4)	A (7.4)	A (7.5)	A (7.5)	A (7.5)	A (7.5)	A (7.5)	A (7.5)
	NB Left/Through/Right	B (10.5)	B (10.6)	B (10.6)	B (11.5)	B (11.6)	B (11.6)	B (12.4)	B (12.6)	B (12.6)	C (17.2)	C (17.7)	C (17.7)
	SB Left	B (10.7)	B (10.7)	B (10.7)	B (11.4)	B (11.5)	B (11.6)	B (14.2)	B (14.5)	B (14.5)	C (18.1)	C (18.8)	C (18.8)
	SB Through/Right	A (9.7)	A (9.8)	A (9.8)	A (9.6)	A (9.6)	A (9.6)	B (11.6)	B (11.7)	B (11.7)	B (12.1)	B (12.3)	B (12.3)
Dune Road (E/W) & Post Lane (S)	EB Left	A (7.4)	A (7.4)	A (7.4)	A (7.5)	A (7.5)	A (7.5)	A (7.5)	A (7.5)	A (7.5)	A (7.7)	A (7.7)	A (7.7)
	SB Right	A (8.8)	A (8.8)	A (8.8)	A (9.1)	A (9.1)	A (9.1)	A (9.1)	A (9.2)	A (9.2)	A (9.3)	A (9.4)	A (9.4)
	SB Left	B (10.6)	B (10.6)	B (10.7)	B (10.2)	B (10.3)	B (10.4)	B (13.3)	B (13.6)	B (13.7)	B (12.9)	B (13.2)	B (13.3)
Dune Road (E/W) & Site Driveway (S)	EB Left	A (8.2)	A (8.2)	A (8.2)	A (7.4)	A (7.4)	A (7.4)	A (7.6)	A (7.7)	A (7.6)	A (8.0)	A (8.0)	A (7.8)
	SB Left/Right	--	--	A (9.1)	A (9.1)	A (9.2)	A (9.3)	B (10.7)	B (10.7)	B (10.4)	B (11.3)	B (11.4)	B (10.6)

2021 TURNING MOVEMENT COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ponquogue Bridge & Dune Rd
City: Hampton Bays
Control: Signalized

Project ID: 21-370028-005
Date: 7/21/2021

Data - Total

NS/EW Streets:	Ponquogue Bridge				Ponquogue Bridge				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	9	0	4	0	26	2	0	0	0	1	5	0	47
7:15 AM	0	0	0	0	8	0	7	0	28	1	0	0	0	2	7	0	53
7:30 AM	0	0	0	0	15	0	6	0	27	2	0	0	0	0	7	0	57
7:45 AM	0	0	0	0	24	0	7	0	26	3	0	0	0	3	7	0	70
8:00 AM	0	0	0	0	18	0	13	0	18	4	0	0	0	2	11	0	66
8:15 AM	0	0	0	0	18	0	13	0	13	1	0	0	0	4	13	0	62
8:30 AM	0	0	0	0	10	0	8	0	20	4	0	0	0	2	19	0	63
8:45 AM	0	0	0	0	13	0	17	0	19	3	0	0	0	1	9	0	62
TOTAL VOLUMES :	0	0	0	0	115	0	75	0	177	20	0	0	0	0	15	78	480
APPROACH %'s :					60.53%	0.00%	39.47%	0.00%	89.85%	10.15%	0.00%	0.00%	0.00%	16.13%	83.87%	0.00%	
PEAK HR :	8:00 AM - 9:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	59	0	51	0	70	12	0	0	0	0	9	52	253
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.819	0.000	0.750	0.000	0.875	0.750	0.000	0.000	0.000	0.000	0.563	0.684	0.958
					0.887				0.854				0.726				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	24	0	12	0	7	8	0	0	0	5	23	0	79
4:15 PM	0	0	0	0	26	0	9	0	11	6	0	0	0	9	22	0	83
4:30 PM	0	0	0	0	26	0	11	0	8	4	0	0	0	8	32	0	89
4:45 PM	0	0	0	0	25	0	11	0	6	8	0	0	0	8	26	0	84
5:00 PM	0	0	0	0	30	0	9	0	10	7	0	0	0	7	40	0	103
5:15 PM	0	0	0	0	25	0	13	0	10	8	0	0	0	2	21	0	79
5:30 PM	0	0	0	0	19	0	9	0	9	6	0	0	0	6	19	0	68
5:45 PM	0	0	0	0	26	0	19	0	5	9	0	0	0	5	16	0	80
TOTAL VOLUMES :	0	0	0	0	201	0	93	0	66	56	0	0	0	0	50	199	665
APPROACH %'s :					68.37%	0.00%	31.63%	0.00%	54.10%	45.90%	0.00%	0.00%	0.00%	20.08%	79.92%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	107	0	40	0	35	25	0	0	0	0	32	120	359
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.892	0.000	0.909	0.000	0.795	0.781	0.000	0.000	0.000	0.000	0.889	0.750	0.871
					0.942				0.882				0.809				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dockers Waterside Dwy & Dune Rd
City: Quogue
Control: No Control

Project ID: 21-370028-004
Date: 7/21/2021

Data - Total

NS/EW Streets:	Dockers Waterside Dwy				Dockers Waterside Dwy				Dune Rd				Dune Rd						
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
7:00 AM	0	0	0	0	0	0	0	0	0	0	36	0	0	0	8	0	0	44	
7:15 AM	0	0	0	0	0	0	0	0	0	1	24	0	0	0	3	0	0	28	
7:30 AM	0	0	0	0	1	0	0	0	0	1	32	0	0	0	9	0	0	43	
7:45 AM	0	0	0	0	0	0	1	0	0	1	23	0	0	0	3	0	0	28	
8:00 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	9	0	0	34	
8:15 AM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	14	0	0	43	
8:30 AM	0	0	0	0	0	0	0	0	0	1	31	0	0	0	10	0	0	42	
8:45 AM	0	0	0	0	0	0	1	0	0	1	17	0	0	0	8	0	0	27	
TOTAL VOLUMES :	0	0	0	0	1	0	2	0	5	217	0	0	0	64	0	0	289		
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	2.25%	97.75%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%			
PEAK HR :	8:00 AM - 9:00 AM																	TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	1	0	2	102	0	0	0	41	0	0	146		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.823	0.000	0.000	0.000	0.732	0.000	0.000	0.849		
					0.250					0.813					0.732				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU			
4:00 PM	0	0	0	0	0	0	3	0	2	13	0	0	0	15	1	0	34		
4:15 PM	0	0	0	0	0	0	1	0	0	14	0	0	0	14	0	0	29		
4:30 PM	0	0	0	0	2	0	2	0	2	12	0	0	0	19	2	0	39		
4:45 PM	0	0	0	0	0	0	2	0	11	14	0	0	0	14	5	0	46		
5:00 PM	0	0	0	0	1	0	2	0	1	12	0	0	0	17	1	0	34		
5:15 PM	0	0	0	0	1	0	1	0	2	17	0	0	0	19	1	0	41		
5:30 PM	0	0	0	0	0	0	4	0	5	16	0	1	0	16	2	0	44		
5:45 PM	0	0	0	0	0	0	2	0	3	17	0	0	0	11	0	0	33		
TOTAL VOLUMES :	0	0	0	0	4	0	17	0	26	115	0	1	0	125	12	0	300		
APPROACH %'s :					19.05%	0.00%	80.95%	0.00%	18.31%	80.99%	0.00%	0.70%	0.00%	91.24%	8.76%	0.00%			
PEAK HR :	4:15 PM - 5:15 PM																TOTAL		
PEAK HR VOL :	0	0	0	0	3	0	7	0	14	52	0	0	0	64	8	0	148		
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.875	0.000	0.318	0.929	0.000	0.000	0.000	0.842	0.400	0.000	0.804		
					0.625					0.660					0.857				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Post Ln & Dune Rd
City: Quogue
Control: 1-Way Stop(SB)

Project ID: 21-370028-003
Date: 7/21/2021

Data - Total

NS/EW Streets:	Post Ln				Post Ln				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	23	0	12	0	1	15	0	0	0	6	4	0	61
7:15 AM	0	0	0	0	23	0	7	0	2	11	0	0	0	1	2	0	46
7:30 AM	0	0	0	0	36	0	8	1	5	9	0	0	0	3	6	0	68
7:45 AM	0	0	0	0	33	0	10	0	6	6	0	0	0	5	8	0	68
8:00 AM	0	0	0	0	24	0	5	0	5	14	0	0	0	6	4	0	58
8:15 AM	0	0	0	0	30	0	10	0	9	16	0	0	0	3	13	0	81
8:30 AM	0	0	0	0	33	0	13	1	13	17	0	0	0	11	16	0	104
8:45 AM	0	0	0	0	27	0	14	0	11	11	0	0	0	6	14	0	83
TOTAL VOLUMES :	0	0	0	0	229	0	79	2	52	99	0	0	0	41	67	0	569
APPROACH %'s :					73.87%	0.00%	25.48%	0.65%	34.44%	65.56%	0.00%	0.00%	0.00%	37.96%	62.04%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	114	0	42	1	38	58	0	0	0	26	47	0	326
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.864	0.000	0.750	0.250	0.731	0.853	0.000	0.000	0.000	0.591	0.734	0.000	0.784
					0.835				0.800				0.676				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	14	0	11	0	11	11	0	0	0	8	16	0	71
4:15 PM	0	0	0	0	8	0	15	0	13	9	0	0	0	12	17	0	74
4:30 PM	0	0	0	0	13	0	15	0	15	9	0	0	0	14	14	0	80
4:45 PM	0	0	0	0	16	0	15	0	19	11	0	0	0	9	21	0	91
5:00 PM	0	0	0	0	21	0	17	0	10	6	0	0	0	15	30	0	99
5:15 PM	0	0	0	0	13	0	6	0	17	14	0	0	0	10	15	0	75
5:30 PM	0	0	0	0	14	0	6	0	5	16	0	0	0	10	12	0	63
5:45 PM	0	0	0	0	16	0	11	0	8	5	0	0	0	10	26	0	76
TOTAL VOLUMES :	0	0	0	0	115	0	96	0	98	81	0	0	0	88	151	0	629
APPROACH %'s :					54.50%	0.00%	45.50%	0.00%	54.75%	45.25%	0.00%	0.00%	0.00%	36.82%	63.18%	0.00%	
PEAK HR :	4:15 PM - 5:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	58	0	62	0	57	35	0	0	0	50	82	0	344
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.690	0.000	0.912	0.000	0.750	0.795	0.000	0.000	0.000	0.833	0.683	0.000	0.869
					0.789				0.767				0.733				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beach Ln & Dune Rd
City: Quogue
Control: 2-Way Stop(NB/SB)

Project ID: 21-370028-002
Date: 7/21/2021

Data - Total

NS/EW Streets:	Beach Ln				Beach Ln				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	17	1	12	0	0	5	1	0	0	4	5	0	45
7:15 AM	1	1	0	0	14	7	4	0	7	5	0	0	0	6	0	0	45
7:30 AM	1	2	0	0	12	2	4	0	0	5	0	0	0	9	5	0	40
7:45 AM	0	1	0	0	9	2	3	0	8	9	0	0	0	10	3	0	45
8:00 AM	0	4	0	0	17	4	8	0	2	7	2	0	1	11	3	0	59
8:15 AM	0	1	0	0	13	8	6	0	3	13	1	1	0	5	7	0	58
8:30 AM	3	6	0	0	18	5	4	0	5	12	2	0	0	14	6	0	75
8:45 AM	0	2	0	0	9	3	7	0	7	18	0	0	0	6	7	0	59
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5	17	0	0	109	32	48	0	32	74	6	1	1	65	36	0	426
	22.73%	77.27%	0.00%	0.00%	57.67%	16.93%	25.40%	0.00%	28.32%	65.49%	5.31%	0.88%	0.98%	63.73%	35.29%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	3	13	0	0	57	20	25	0	17	50	5	1	1	36	23	0	251
PEAK HR FACTOR :	0.250	0.542	0.000	0.000	0.792	0.625	0.781	0.000	0.607	0.694	0.625	0.250	0.250	0.643	0.821	0.000	0.837
	0.444				0.879				0.730				0.750				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	1	3	0	0	7	3	4	0	10	12	0	0	0	8	15	0	63
4:15 PM	0	1	0	0	16	1	9	0	2	11	0	0	2	9	16	0	67
4:30 PM	1	0	0	0	4	1	9	0	7	14	0	0	0	8	18	0	62
4:45 PM	0	2	0	0	10	1	4	0	7	8	0	0	0	11	12	0	55
5:00 PM	0	2	0	0	11	3	11	0	12	11	6	0	0	10	14	0	80
5:15 PM	1	15	2	0	13	5	5	0	3	11	0	0	1	12	13	0	81
5:30 PM	0	3	0	0	11	6	0	0	6	10	2	0	0	4	15	0	57
5:45 PM	1	6	1	0	10	4	6	0	7	9	0	0	0	10	13	0	67
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	32	3	0	82	24	48	0	54	86	8	0	3	72	116	0	532
	10.26%	82.05%	7.69%	0.00%	53.25%	15.58%	31.17%	0.00%	36.49%	58.11%	5.41%	0.00%	1.57%	37.70%	60.73%	0.00%	
PEAK HR :	4:15 PM - 5:15 PM																TOTAL
PEAK HR VOL :	1	5	0	0	41	6	33	0	28	44	6	0	2	38	60	0	264
PEAK HR FACTOR :	0.250	0.083	0.000	0.000	0.641	0.500	0.750	0.000	0.583	0.786	0.250	0.000	0.250	0.864	0.833	0.000	0.825
	0.083				0.769				0.672				0.926				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Jessup Ln & Dune Rd
City: Quogue
Control: Signalized

Project ID: 21-370028-001
Date: 7/21/2021

Data - Total

NS/EW Streets:	Jessup Ln				Jessup Ln				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	10	0	14	0	10	5	0	0	0	5	4	0	48
7:15 AM	0	0	0	0	8	0	29	0	12	5	0	0	0	8	1	0	63
7:30 AM	0	0	0	0	8	0	34	0	20	6	0	0	0	8	4	0	80
7:45 AM	0	0	0	0	10	0	41	0	15	9	0	0	0	6	7	0	88
8:00 AM	0	0	0	0	9	0	35	0	42	6	0	0	0	7	12	0	111
8:15 AM	0	0	0	0	18	0	30	0	20	10	0	0	0	5	6	0	89
8:30 AM	0	0	0	0	11	0	34	0	28	13	0	0	0	11	8	0	105
8:45 AM	0	0	0	0	12	0	48	0	37	9	0	0	0	14	6	0	126
TOTAL VOLUMES :	0	0	0	0	86	0	265	0	184	63	0	0	0	0	64	48	0
APPROACH %'s :					24.50%	0.00%	75.50%	0.00%	74.49%	25.51%	0.00%	0.00%	0.00%	57.14%	42.86%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	50	0	147	0	127	38	0	0	0	37	32	0	431
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.694	0.000	0.766	0.000	0.756	0.731	0.000	0.000	0.000	0.661	0.667	0.000	0.855
					0.821				0.859				0.863				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	9	0	51	0	83	15	0	0	0	9	16	0	183
4:15 PM	0	0	0	0	3	0	50	0	92	12	0	0	0	12	8	0	177
4:30 PM	0	0	0	0	11	0	61	0	87	14	0	0	0	9	21	0	203
4:45 PM	0	0	0	0	9	0	51	0	99	16	0	0	0	13	10	0	198
5:00 PM	0	0	0	0	8	0	57	0	91	12	0	0	0	11	11	1	191
5:15 PM	0	0	0	0	10	0	39	0	80	10	0	0	0	9	9	0	157
5:30 PM	0	0	0	0	9	0	43	0	85	14	0	0	0	11	11	0	173
5:45 PM	0	0	0	0	10	0	45	0	82	17	0	0	0	6	8	0	168
TOTAL VOLUMES :	0	0	0	0	69	0	397	0	699	110	0	0	0	80	94	1	1450
APPROACH %'s :					14.81%	0.00%	85.19%	0.00%	86.40%	13.60%	0.00%	0.00%	0.00%	45.71%	53.71%	0.57%	
PEAK HR :	4:15 PM - 5:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	31	0	219	0	369	54	0	0	0	45	50	1	769
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.864	0.000	0.852	0.000	0.902	0.813	0.000	0.000	0.000	0.808	0.607	0.250	0.947
					0.854				0.889				0.783				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ponquogue Bridge & Dune Rd
City: Hampton Bays
Control: Signalized

Project ID: 21-370028-005
Date: 7/21/2021

Data - HT

NS/EW Streets:	Ponquogue Bridge				Ponquogue Bridge				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	0	0	0	4	0	0	0	4	0	0	0	0	2	0	0	10
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	2	0	0	0	0	1	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
						0.125				0.250				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
														0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dockers Waterside Dwy & Dune Rd
City: Quogue
Control: No Control

Project ID: 21-370028-004
Date: 7/21/2021

Data - HT

NS/EW Streets:	Dockers Waterside Dwy				Dockers Waterside Dwy				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	6	0	0	0	2	0	0	9
APPROACH %'s :									14.29%	85.71%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.417
										1.000				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	1	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	7
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
										0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Post Ln & Dune Rd
City: Quogue
Control: 1-Way Stop(SB)

Project ID: 21-370028-003
Date: 7/21/2021

Data - HT

NS/EW Streets:	Post Ln				Post Ln				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	3	0	2	0	0	0	0	0	0	0	2	0	7
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	1	0	0	0	1	2	0	0	0	0	1	0	5
8:30 AM	0	0	0	0	0	0	2	0	0	3	0	0	0	1	0	0	6
8:45 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	1	2	0	6
TOTAL VOLUMES :	0	0	0	0	9	0	6	0	1	9	0	0	0	3	5	0	33
APPROACH %'s :					60.00%	0.00%	40.00%	0.00%	10.00%	90.00%	0.00%	0.00%	0.00%	37.50%	62.50%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	2	0	1	7	0	0	0	3	3	0	19
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.250	0.583	0.000	0.000	0.000	0.750	0.375	0.000	0.792
					0.625				0.667				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	4	0	1	0	2	0	0	0	0	1	5	0	13
APPROACH %'s :					80.00%	0.00%	20.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	16.67%	83.33%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	1	0	0	0	0	0	0	0	3	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.875
					0.625				0.250				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beach Ln & Dune Rd
City: Quogue
Control: 2-Way Stop(NB/SB)

Project ID: 21-370028-002
Date: 7/21/2021

Data - HT

NS/EW Streets:	Beach Ln				Beach Ln				Dune Rd				Dune Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	1 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	0	5
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	2	0	1	0	0	2	0	0	0	2	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	0	0	0	0	6	0	4	0	3	2	0	0	0	5	2	0	22
APPROACH %'s :					60.00%	0.00%	40.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	71.43%	28.57%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	2	0	1	2	0	0	0	4	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.500	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.429
					0.417				0.375				0.500				
PM	0 NL	1 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	1	0	3	0	1	0	0	0	0	0	4	0	9
APPROACH %'s :					25.00%	0.00%	75.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	3	0	0	0	0	0	0	0	3	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.438
					0.375								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Jessup Ln & Dune Rd
City: Quogue
Control: Signalized

Project ID: 21-370028-001
Date: 7/21/2021

Data - HT

NS/EW Streets:	Jessup Ln				Jessup Ln				Dune Rd				Dune Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	3
7:15 AM	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	3	0	2	0	0	0	0	1	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	5
8:30 AM	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	4
8:45 AM	0	0	0	0	0	0	3	0	2	0	0	0	0	2	0	0	7
TOTAL VOLUMES :	0	0	0	0	5	0	13	0	10	0	0	0	0	8	1	0	37
APPROACH %'s :					27.78%	0.00%	72.22%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	88.89%	11.11%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	7	0	7	0	0	0	0	7	0	0	22
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.583	0.000	0.875	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.786
					0.667				0.875				0.583				

NS/EW Streets:	Jessup Ln				Jessup Ln				Dune Rd				Dune Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	4	0	6	2	0	0	0	2	2	0	16
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	4	0	4	1	0	0	0	1	1	0	11
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.550
					0.500				0.500				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ponquogue Bridge & Dune Rd
City: Hampton Bays
Control: Signalized

Project ID: 21-370028-005
Date: 7/24/2021

Data - Total

NS/EW Streets:	Ponquogue Bridge				Ponquogue Bridge				Dune Rd				Dune Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	TOTAL
9:00 AM	0	0	0	0	30	0	14	0	13	12	0	0	0	9	27	0	105
9:15 AM	0	0	0	0	43	0	11	0	9	9	0	0	0	6	24	0	102
9:30 AM	0	0	0	0	46	0	17	0	8	4	0	0	0	3	15	0	93
9:45 AM	0	0	0	0	56	0	18	0	12	10	0	0	0	2	31	0	129
10:00 AM	0	0	0	0	62	0	16	0	18	3	0	0	0	10	25	0	134
10:15 AM	0	0	0	0	57	0	37	0	9	3	0	0	0	11	17	0	134
10:30 AM	0	0	0	0	64	0	30	0	10	7	0	0	0	5	25	0	141
10:45 AM	0	0	0	0	86	0	36	0	13	23	0	0	0	8	33	0	199
11:00 AM	0	0	0	0	87	0	43	0	19	21	0	0	0	6	29	0	205
11:15 AM	0	0	0	0	86	0	62	0	13	9	0	0	0	16	48	0	234
11:30 AM	0	0	0	0	72	0	45	1	16	19	0	0	0	7	29	0	189
11:45 AM	0	0	0	0	83	0	49	0	15	11	0	0	0	6	21	0	185
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	772	0	378	1	155	131	0	0	0	89	324	0	1850
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	328	0	199	1	63	60	0	0	0	35	127	0	813
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.943	0.000	0.802	0.250	0.829	0.714	0.000	0.000	0.000	0.547	0.661	0.000	0.869
					0.892				0.769				0.633				
PM	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	TOTAL
3:00 PM	0	0	0	0	56	0	28	0	53	13	0	0	0	17	64	0	231
3:15 PM	0	0	0	0	52	0	26	0	42	17	0	0	0	14	66	0	217
3:30 PM	0	0	0	0	48	0	30	0	44	8	0	0	0	15	71	0	216
3:45 PM	0	0	0	0	55	0	33	0	49	10	0	0	0	13	83	0	243
4:00 PM	0	0	0	0	44	0	21	0	67	16	0	0	0	17	100	0	265
4:15 PM	0	0	0	0	55	0	34	0	65	17	0	0	0	28	106	0	305
4:30 PM	0	0	0	0	40	0	24	0	57	23	0	0	0	28	94	0	266
4:45 PM	0	0	0	0	53	0	32	0	74	15	0	0	0	14	89	0	277
5:00 PM	0	0	0	0	54	0	21	0	52	15	0	0	0	24	83	0	249
5:15 PM	0	0	0	0	38	0	28	0	66	10	0	0	0	18	106	0	266
5:30 PM	0	0	0	0	48	0	27	0	60	15	0	0	0	12	62	0	224
5:45 PM	0	0	0	0	47	0	29	0	51	16	0	0	0	8	86	0	237
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	590	0	333	0	680	175	0	0	0	208	1010	0	2996
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	192	0	111	0	263	71	0	0	0	87	389	0	1113
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.873	0.000	0.816	0.000	0.889	0.772	0.000	0.000	0.000	0.777	0.917	0.000	0.912
					0.851				0.938				0.888				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dockers Waterside Dwy & Dune Rd
City: Quogue
Control: No Control

Project ID: 21-370028-004
Date: 7/24/2021

Data - Total

NS/EW Streets:	Dockers Waterside Dwy				Dockers Waterside Dwy				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
9:00 AM	0	0	0	0	1	0	1	0	4	13	0	0	0	15	0	0	34
9:15 AM	0	0	0	0	1	0	1	0	2	18	0	0	0	21	3	0	46
9:30 AM	0	0	0	0	0	0	0	0	6	26	0	0	0	16	1	0	49
9:45 AM	0	0	0	0	2	0	5	0	9	23	0	0	0	8	3	0	50
10:00 AM	0	0	0	0	0	0	3	0	4	32	0	0	0	22	3	0	64
10:15 AM	0	0	0	0	0	0	1	0	5	20	0	0	0	22	1	0	49
10:30 AM	0	0	0	0	0	0	5	0	5	48	0	0	0	24	0	0	82
10:45 AM	0	0	0	0	2	0	2	0	3	36	0	1	0	19	5	0	68
11:00 AM	0	0	0	0	3	0	3	0	2	45	0	2	0	25	7	0	87
11:15 AM	0	0	0	0	2	0	2	0	6	51	0	0	0	32	1	0	94
11:30 AM	0	0	0	0	1	0	2	0	5	56	0	1	0	20	2	0	87
11:45 AM	0	0	0	0	4	0	7	0	11	74	0	2	0	23	6	0	127
TOTAL VOLUMES :	0	0	0	0	16	0	32	0	62	442	0	6	0	247	32	0	837
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	12.16%	86.67%	0.00%	1.18%	0.00%	88.53%	11.47%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	10	0	14	0	24	226	0	5	0	100	16	0	395
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.500	0.000	0.545	0.764	0.000	0.625	0.000	0.781	0.571	0.000	0.778
					0.545				0.733				0.879				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	4	0	7	0	8	44	0	0	0	36	3	0	102
3:15 PM	0	0	0	0	4	0	7	0	9	27	0	0	0	55	7	0	109
3:30 PM	0	0	0	0	6	0	8	0	9	42	0	0	0	57	4	0	126
3:45 PM	0	0	0	0	5	0	10	0	5	35	0	0	0	59	10	0	124
4:00 PM	0	0	0	0	10	0	6	0	9	28	0	1	0	65	4	0	123
4:15 PM	0	0	0	0	0	0	1	0	6	41	0	0	0	60	6	0	114
4:30 PM	0	0	0	0	6	0	9	0	13	28	0	0	0	72	10	0	138
4:45 PM	0	0	0	0	1	0	15	0	22	24	0	1	0	70	5	0	138
5:00 PM	0	0	0	0	4	0	15	0	13	30	0	0	0	59	5	0	126
5:15 PM	0	0	0	0	6	0	9	0	19	32	0	0	0	51	9	0	126
5:30 PM	0	0	0	0	3	0	14	0	15	26	0	1	0	49	10	0	118
5:45 PM	0	0	0	0	7	0	10	1	13	43	0	0	0	47	10	0	131
TOTAL VOLUMES :	0	0	0	0	56	0	111	1	141	400	0	3	0	680	83	0	1475
APPROACH %'s :					33.33%	0.00%	66.07%	0.60%	25.92%	73.53%	0.00%	0.55%	0.00%	89.12%	10.88%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	17	0	31	0	50	121	0	2	0	267	25	0	513
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.425	0.000	0.517	0.000	0.568	0.738	0.000	0.500	0.000	0.927	0.625	0.000	0.929
					0.750				0.920				0.890				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Post Ln & Dune Rd
City: Quogue
Control: 1-Way Stop(SB)

Project ID: 21-370028-003
Date: 7/24/2021

Data - Total

NS/EW Streets:	Post Ln				Post Ln				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
9:00 AM	0	0	0	0	25	0	12	0	10	8	0	0	0	18	25	0	98
9:15 AM	0	0	0	0	17	0	19	0	7	19	0	0	0	10	27	0	99
9:30 AM	0	0	0	0	31	0	14	0	15	11	0	0	0	14	19	0	104
9:45 AM	0	0	0	0	50	0	27	0	12	18	0	0	0	8	25	1	141
10:00 AM	0	0	0	0	42	0	23	0	15	19	0	0	0	8	25	0	132
10:15 AM	0	0	0	0	34	0	13	0	13	13	0	0	0	18	21	0	112
10:30 AM	0	0	0	0	52	0	21	0	12	33	0	0	0	12	20	0	150
10:45 AM	0	0	0	0	36	0	27	0	17	27	0	0	0	20	23	0	150
11:00 AM	0	0	0	0	58	2	32	0	14	19	0	0	0	15	23	0	163
11:15 AM	0	0	0	0	58	1	20	0	17	21	0	1	0	18	20	0	156
11:30 AM	0	0	0	0	81	1	24	0	17	30	0	0	0	15	34	0	202
11:45 AM	0	0	0	0	70	0	32	0	23	44	0	0	0	16	22	0	207
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	554	4	264	0	172	262	0	1	0	172	284	1	1714
					67.40%	0.49%	32.12%	0.00%	39.54%	60.23%	0.00%	0.23%	0.00%	37.64%	62.14%	0.22%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	267	4	108	0	71	114	0	1	0	64	99	0	728
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.824	0.500	0.844	0.000	0.772	0.648	0.000	0.250	0.000	0.889	0.728	0.000	0.879
					0.894				0.694				0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	46	0	9	0	27	23	0	0	0	19	69	0	193
3:15 PM	0	0	0	0	42	1	17	0	19	11	0	0	0	25	69	0	184
3:30 PM	0	0	0	0	47	0	11	0	27	25	0	0	0	34	67	0	211
3:45 PM	0	0	0	0	30	0	17	0	18	27	0	0	0	41	76	0	209
4:00 PM	0	0	0	0	25	0	21	0	21	23	0	0	0	35	78	0	203
4:15 PM	0	0	0	0	31	0	14	0	14	33	0	0	0	36	67	0	195
4:30 PM	0	0	0	0	40	0	19	0	24	21	0	0	0	31	69	0	204
4:45 PM	0	0	0	0	35	0	15	0	26	26	0	0	0	37	83	0	222
5:00 PM	0	0	0	0	33	0	15	0	25	29	0	0	0	36	92	0	230
5:15 PM	0	0	0	0	38	0	16	0	32	27	0	0	0	29	80	0	222
5:30 PM	0	0	0	0	27	0	12	1	21	28	0	0	0	27	64	0	180
5:45 PM	0	0	0	0	43	0	16	0	34	27	0	0	0	24	56	0	200
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	437	1	182	1	288	300	0	0	0	374	870	0	2453
					70.37%	0.16%	29.31%	0.16%	48.98%	51.02%	0.00%	0.00%	0.00%	30.06%	69.94%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	131	0	69	0	85	103	0	0	0	139	297	0	824
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.819	0.000	0.821	0.000	0.817	0.780	0.000	0.000	0.000	0.939	0.895	0.000	0.928
					0.847				0.904				0.908				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beach Ln & Dune Rd
City: Quogue
Control: 2-Way Stop(NB/SB)

Project ID: 21-370028-002
Date: 7/24/2021

Data - Total

NS/EW Streets:	Beach Ln				Beach Ln				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
9:00 AM	0	3	1	0	19	7	8	0	3	6	0	0	1	8	22	0	78
9:15 AM	2	5	1	0	16	15	12	0	6	13	2	0	2	3	14	0	91
9:30 AM	1	4	1	0	19	4	4	0	6	8	2	0	0	8	24	0	81
9:45 AM	4	2	0	0	23	7	16	1	5	14	2	0	1	18	18	0	111
10:00 AM	1	4	1	0	13	9	13	0	16	11	0	0	1	16	17	0	102
10:15 AM	1	3	0	0	28	6	38	0	11	13	3	0	0	14	13	0	130
10:30 AM	1	4	0	0	17	10	22	0	12	22	1	0	0	14	18	0	121
10:45 AM	1	2	0	0	35	11	53	0	16	11	5	0	2	18	19	0	173
11:00 AM	1	4	1	0	20	14	31	0	13	18	1	0	0	26	20	0	149
11:15 AM	2	3	0	0	33	14	32	0	13	24	2	0	1	12	22	0	158
11:30 AM	1	5	3	0	32	10	32	0	8	27	3	0	1	18	22	0	162
11:45 AM	1	10	2	0	31	17	37	0	9	41	7	0	0	15	20	0	190
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	16	49	10	0	286	124	298	1	118	208	28	0	9	170	229	0	1546
	21.33%	65.33%	13.33%	0.00%	40.34%	17.49%	42.03%	0.14%	33.33%	58.76%	7.91%	0.00%	2.21%	41.67%	56.13%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	5	22	6	0	116	55	132	0	43	110	13	0	2	71	84	0	659
PEAK HR FACTOR :	0.625	0.550	0.500	0.000	0.879	0.809	0.892	0.000	0.827	0.671	0.464	0.000	0.500	0.683	0.955	0.000	0.867
	0.635				0.891				0.728				0.853				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	2	20	0	0	17	4	9	0	11	16	4	0	0	15	20	0	118
3:15 PM	4	16	2	0	15	6	13	0	14	27	5	1	0	20	34	0	157
3:30 PM	6	13	0	0	18	5	15	0	8	22	3	0	0	24	26	0	140
3:45 PM	8	20	1	0	20	11	9	1	15	24	4	0	0	26	45	0	184
4:00 PM	1	25	1	0	27	10	15	0	18	26	2	0	1	22	45	0	193
4:15 PM	6	21	0	0	20	9	6	0	17	28	2	0	0	25	32	0	166
4:30 PM	3	24	0	0	15	9	10	0	16	30	3	0	0	20	44	0	174
4:45 PM	3	25	1	0	13	12	6	0	19	26	2	1	0	27	34	0	169
5:00 PM	4	23	1	0	15	12	7	0	12	36	6	0	0	27	27	0	170
5:15 PM	4	37	4	0	17	6	12	0	9	34	3	0	2	21	22	0	171
5:30 PM	4	15	0	0	17	12	5	0	15	27	4	0	0	28	40	0	167
5:45 PM	0	12	0	0	14	10	11	0	14	16	2	0	1	18	40	0	138
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	45	251	10	0	208	106	118	1	168	312	40	2	4	273	409	0	1947
	14.71%	82.03%	3.27%	0.00%	48.04%	24.48%	27.25%	0.23%	32.18%	59.77%	7.66%	0.38%	0.58%	39.80%	59.62%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	13	95	2	0	75	40	37	0	70	110	9	1	1	94	155	0	702
PEAK HR FACTOR :	0.542	0.950	0.500	0.000	0.694	0.833	0.617	0.000	0.921	0.917	0.750	0.250	0.250	0.870	0.861	0.000	0.909
	0.948				0.731				0.969				0.919				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Jessup Ln & Dune Rd
City: Quogue
Control: Signalized

Project ID: 21-370028-001
Date: 7/24/2021

Data - Total

NS/EW Streets:	Jessup Ln				Jessup Ln				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
9:00 AM	0	0	0	0	16	0	84	0	59	5	0	0	0	6	11	0	181
9:15 AM	0	0	0	0	19	0	120	0	57	7	0	0	0	9	10	0	222
9:30 AM	0	0	0	0	5	0	122	0	62	6	0	0	0	9	17	0	221
9:45 AM	0	0	0	0	11	0	136	0	49	10	0	0	0	11	9	0	226
10:00 AM	0	0	0	0	11	0	136	0	73	14	0	0	0	16	9	0	259
10:15 AM	0	0	0	0	10	0	132	0	69	16	0	0	0	18	20	0	265
10:30 AM	0	0	0	0	12	0	132	0	60	25	0	0	0	41	18	0	288
10:45 AM	0	0	0	0	15	0	179	0	62	14	0	0	0	35	11	0	316
11:00 AM	0	0	0	0	18	0	119	0	73	10	0	0	0	42	15	0	277
11:15 AM	0	0	0	0	35	0	169	0	76	17	0	0	0	34	26	0	357
11:30 AM	0	0	0	0	33	0	150	1	74	15	0	0	0	35	14	0	322
11:45 AM	0	0	0	0	18	0	130	0	71	31	0	0	0	42	14	0	306
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	203	0	1609	1	785	170	0	0	0	298	174	0	3240
					11.20%	0.00%	88.75%	0.06%	82.20%	17.80%	0.00%	0.00%	0.00%	63.14%	36.86%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	104	0	568	1	294	73	0	0	0	153	69	0	1262
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.743	0.000	0.840	0.250	0.967	0.589	0.000	0.000	0.000	0.911	0.663	0.000	0.884
					0.825				0.900				0.925				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	0	0	0	14	0	72	0	127	16	0	0	0	15	13	0	257
3:15 PM	0	0	0	0	11	0	65	0	108	22	0	0	0	19	17	1	243
3:30 PM	0	0	0	0	28	0	78	0	133	28	0	0	0	21	29	0	317
3:45 PM	0	0	0	0	22	0	99	0	132	21	0	0	0	19	24	0	317
4:00 PM	0	0	0	0	17	0	67	0	148	25	0	0	0	16	36	0	309
4:15 PM	0	0	0	0	17	0	78	0	154	26	0	0	0	14	26	0	315
4:30 PM	0	0	0	0	20	0	69	0	131	19	0	0	0	14	26	0	279
4:45 PM	0	0	0	0	19	0	55	0	147	42	0	0	0	14	26	0	303
5:00 PM	0	0	0	0	20	0	59	0	144	32	0	0	0	18	30	0	303
5:15 PM	0	0	0	0	18	0	79	0	120	40	0	0	0	21	34	0	312
5:30 PM	0	0	0	0	16	0	65	0	132	29	0	0	0	21	28	0	291
5:45 PM	0	0	0	0	26	0	64	0	149	28	0	0	0	16	30	0	313
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	228	0	850	0	1625	328	0	0	0	208	319	1	3559
					21.15%	0.00%	78.85%	0.00%	83.21%	16.79%	0.00%	0.00%	0.00%	39.39%	60.42%	0.19%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	73	0	269	0	580	112	0	0	0	58	114	0	1206
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.913	0.000	0.862	0.000	0.942	0.667	0.000	0.000	0.000	0.906	0.792	0.000	0.957
					0.900				0.915				0.827				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ponquogue Bridge & Dune Rd
City: Hampton Bays
Control: Signalized

Project ID: 21-370028-005
Date: 7/24/2021

Data - HT

NS/EW Streets:	Ponquogue Bridge				Ponquogue Bridge				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	4	0	1	0	2	1	0	0	0	0	4	0	12
					80.00%	0.00%	20.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	2	1	0	0	0	0	1	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.625
					0.250				0.750				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	3
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	0	0	3	1	0	0	0	1	3	0	10
					100.00%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
					0.000				0.000				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dockers Waterside Dwy & Dune Rd
City: Quogue
Control: No Control

Project ID: 21-370028-004
Date: 7/24/2021

Data - HT

NS/EW Streets:	Dockers Waterside Dwy				Dockers Waterside Dwy				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	1	0	3	2	0	0	0	2	0	0	10
APPROACH %'s :					66.67%	0.00%	33.33%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.625
					0.500								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
APPROACH %'s :													0.00% 100.00% 0.00% 0.00%				
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Post Ln & Dune Rd
City: Quogue
Control: 1-Way Stop(SB)

Project ID: 21-370028-003
Date: 7/24/2021

Data - HT

NS/EW Streets:	Post Ln				Post Ln				Dune Rd				Dune Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
9:30 AM	0	0	0	0	1	0	2	0	0	0	0	0	0	1	2	0	6
9:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3
10:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	2	0	5
10:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
10:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	4
11:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0	7
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	4	0	1	16	0	0	0	1	17	0	41
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	5.88%	94.12%	0.00%	0.00%	0.00%	5.56%	94.44%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	0	5	0	0	0	0	7	0	14
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.438	0.000	0.500
PM	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	0	6
APPROACH %'s :									100.00%	0.00%	0.00%	0.00%	0.00%	40.00%	60.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Beach Ln & Dune Rd
City: Quogue
Control: 2-Way Stop(NB/SB)

Project ID: 21-370028-002
Date: 7/24/2021

Data - HT

NS/EW Streets:		Beach Ln				Beach Ln				Dune Rd				Dune Rd				TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM		0 NL	1 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
	9:00 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	9:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
	9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
	10:00 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	4
	10:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	10:30 AM	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	3
	10:45 AM	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	4
	11:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	4
	11:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	5
	11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
	11:45 AM	0	0	0	0	2	0	1	0	2	0	0	0	0	1	0	0	6
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	0	0	0	19	0	1	0	5	5	0	0	0	6	2	0	
PEAK HR :		11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :		0	0	0	0	8	0	1	0	2	1	0	0	0	3	2	0	
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.375	0.500	0.000	0.708
						0.563				0.375								
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
	4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		0	0	0	0	0	0	0	0	1	1	1	0	0	0	2	0	
PEAK HR :		04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :		0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375
										0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Jessup Ln & Dune Rd
City: Quogue
Control: Signalized

Project ID: 21-370028-001
Date: 7/24/2021

Data - HT

NS/EW Streets:	Jessup Ln				Jessup Ln				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
9:45 AM	0	0	0	0	1	0	3	0	1	0	0	0	0	2	0	0	7
10:00 AM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	1	0	2	1	0	0	0	0	1	0	5
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5
11:00 AM	0	0	0	0	1	0	0	0	3	1	0	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	4
11:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	3	0	12	0	10	6	0	0	0	4	2	0	37
					20.00%	0.00%	80.00%	0.00%	62.50%	37.50%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	4	2	0	0	0	2	1	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.333	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.600
					0.188				0.375				0.375				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	5	0	3	0	3	1	0	0	0	0	5	0	17
					62.50%	0.00%	37.50%	0.00%	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	1	0	0	0	0	0	2	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.625
					0.250				0.500				0.500				

2023 TURNING MOVEMENT COUNT DATA

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dockers Waterside Dwy & Dune Rd
City: East Quogue
Control: No Control

Project ID: 23-370009-001
Date: 7/13/2023

Data - Total

NS/EW Streets:	Dockers Waterside Dwy				Dockers Waterside Dwy				Dune Rd				Dune Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	59	0	0	0	8	1	0	68
7:15 AM	0	0	0	0	0	0	0	0	0	46	0	0	0	8	0	0	54
7:30 AM	0	0	0	0	0	0	0	0	1	43	0	0	0	10	0	0	54
7:45 AM	0	0	0	0	0	0	0	0	0	56	0	0	0	12	0	0	68
8:00 AM	0	0	0	0	0	0	0	0	0	39	0	0	0	15	0	0	54
8:15 AM	0	0	0	0	0	0	1	0	0	38	0	0	0	14	0	0	53
8:30 AM	0	0	0	0	1	0	0	0	2	33	1	0	0	11	1	0	49
8:45 AM	0	0	0	0	1	0	1	0	2	33	0	0	0	11	0	0	48
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	2	0	5	347	1	0	0	89	2	0	448
					50.00%	0.00%	50.00%	0.00%	1.42%	98.30%	0.28%	0.00%	0.00%	97.80%	2.20%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	204	0	0	0	38	1	0	244
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.864	0.000	0.000	0.000	0.792	0.250	0.000	0.897
										0.869				0.813			
PM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	2	0	1	0	8	16	1	0	0	22	4	0	54
4:15 PM	0	0	0	0	2	0	1	0	0	15	0	0	0	15	4	0	37
4:30 PM	1	0	0	0	2	0	2	0	5	11	0	0	0	17	0	0	38
4:45 PM	0	0	0	0	1	0	3	0	4	24	0	0	0	15	6	0	53
5:00 PM	0	0	0	0	2	0	2	0	6	14	0	0	0	28	3	0	55
5:15 PM	0	0	0	0	0	0	2	0	7	33	0	0	0	15	3	0	60
5:30 PM	1	0	0	0	0	0	1	0	1	38	0	0	0	13	2	0	56
5:45 PM	0	0	0	0	1	0	4	0	5	51	0	0	0	9	5	0	75
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	0	0	0	10	0	16	0	36	202	1	0	0	134	27	0	428
	100.00%	0.00%	0.00%	0.00%	38.46%	0.00%	61.54%	0.00%	15.06%	84.52%	0.42%	0.00%	0.00%	83.23%	16.77%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	3	0	9	0	19	136	0	0	0	65	13	0	246
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.375	0.000	0.563	0.000	0.679	0.667	0.000	0.000	0.000	0.580	0.650	0.000	0.820
							0.600			0.692				0.629			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ponquogue Bridge & Beach Rd
City: Hampton Bays
Control: Signalized

Project ID: 23-370009-002
Date: 7/13/2023

Data - Total

NS/EW Streets:	Ponquogue Bridge				Ponquogue Bridge				Beach Rd				Beach Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	14	0	6	0	62	0	0	0	0	2	6	0	90
7:15 AM	0	0	0	0	7	0	8	0	53	5	0	0	0	0	9	0	82
7:30 AM	0	0	0	0	11	0	10	0	38	2	0	0	0	2	8	0	71
7:45 AM	0	0	0	0	10	0	5	0	38	5	0	0	0	0	12	0	70
8:00 AM	0	0	0	0	7	0	10	0	46	3	0	0	0	2	10	0	78
8:15 AM	0	0	0	0	12	0	13	0	28	3	0	0	0	3	11	0	70
8:30 AM	0	0	0	0	15	0	8	0	25	8	0	0	0	0	8	0	64
8:45 AM	0	0	0	0	18	0	13	0	29	2	0	0	0	1	13	0	76
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	94	0	73	0	319	28	0	0	0	10	77	0	601
					56.29%	0.00%	43.71%	0.00%	91.93%	8.07%	0.00%	0.00%	0.00%	11.49%	88.51%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	42	0	29	0	191	12	0	0	0	4	35	0	313
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.725	0.000	0.770	0.600	0.000	0.000	0.000	0.500	0.729	0.000	0.869
					0.845				0.819				0.813				
PM	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	38	0	17	0	15	5	0	0	0	5	41	0	121
4:15 PM	0	0	0	0	21	0	10	0	12	11	0	0	0	6	39	0	99
4:30 PM	0	0	0	0	28	0	13	0	17	0	0	0	0	5	38	0	101
4:45 PM	0	0	0	0	25	0	8	0	14	10	0	0	0	10	26	0	93
5:00 PM	0	0	0	0	31	0	21	0	16	15	0	0	0	1	43	0	127
5:15 PM	0	0	0	0	32	0	9	0	14	21	0	0	0	6	31	0	113
5:30 PM	0	0	0	0	45	0	16	0	17	11	0	0	0	5	31	0	125
5:45 PM	0	0	0	0	43	0	37	0	18	13	0	0	0	6	18	0	135
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	263	0	131	0	123	86	0	0	0	44	267	0	914
					66.75%	0.00%	33.25%	0.00%	58.85%	41.15%	0.00%	0.00%	0.00%	14.15%	85.85%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	151	0	83	0	65	60	0	0	0	18	123	0	500
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.839	0.000	0.561	0.000	0.903	0.714	0.000	0.000	0.000	0.750	0.715	0.000	0.926
					0.731				0.893				0.801				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dockers Waterside Dwy & Dune Rd
City: East Quogue
Control: No Control

Project ID: 23-370009-001
Date: 7/13/2023

Data - HT

NS/EW Streets:	Dockers Waterside Dwy				Dockers Waterside Dwy				Dune Rd				Dune Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	3	19	0	0	0	4	0	0	27
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	13.64%	86.36%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	11	0	0	0	1	0	0	13
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.550	0.000	0.000	0.000	0.250	0.000	0.000	0.650
									0.600				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ponquogue Bridge & Beach Rd
City: Hampton Bays
Control: Signalized

Project ID: 23-370009-002
Date: 7/13/2023

Data - HT

NS/EW Streets:	Ponquogue Bridge				Ponquogue Bridge				Beach Rd				Beach Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
7:00 AM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3
TOTAL VOLUMES :	0	0	0	0	0	0	2	0	12	3	0	0	0	0	2	0	19
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	4	1	0	0	0	0	1	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.583
					0.250				0.417				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	0	0	0	0	2	0	1	0	4	1	0	0	0	0	4	0	12
APPROACH %'s :					66.67%	0.00%	33.33%	0.00%	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	4	1	0	0	0	0	1	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.333	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.583
					0.250				0.417				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dockers Waterside Dwy & Dune Rd
City: East Quogue
Control: No Control

Project ID: 23-370009-001
Date: 7/22/2023

Data - Total

NS/EW Streets:	Dockers Waterside Dwy				Dockers Waterside Dwy				Dune Rd				Dune Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
9:00 AM	0	0	0	0	0	0	0	0	2	17	0	0	0	26	1	1	47
9:15 AM	0	0	0	0	1	0	1	0	4	14	0	0	0	11	3	0	34
9:30 AM	0	0	0	0	1	0	0	0	1	28	0	0	0	17	0	0	47
9:45 AM	0	0	0	0	0	0	1	0	12	27	0	0	0	19	1	0	60
10:00 AM	0	0	0	0	0	0	4	0	7	23	0	0	0	17	0	0	51
10:15 AM	0	0	0	0	2	0	1	0	4	22	0	0	0	30	1	2	62
10:30 AM	1	0	0	0	2	0	3	0	4	26	0	0	0	17	4	0	57
10:45 AM	0	0	0	0	0	0	1	0	11	38	0	0	0	15	1	0	66
11:00 AM	0	0	0	0	2	0	6	0	0	44	0	1	0	32	3	0	88
11:15 AM	0	0	0	0	0	0	2	0	4	56	0	0	0	20	1	0	83
11:30 AM	0	0	0	0	0	0	5	0	14	48	0	0	0	25	1	0	93
11:45 AM	0	0	0	0	0	0	4	0	7	45	0	0	0	20	5	0	81
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	0	0	8	0	28	0	70	388	0	1	0	249	21	3	769
	100.00%	0.00%	0.00%	0.00%	22.22%	0.00%	77.78%	0.00%	15.25%	84.53%	0.00%	0.22%	0.00%	91.21%	7.69%	1.10%	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	14	0	29	186	0	1	0	92	6	0	330
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.583	0.000	0.518	0.830	0.000	0.250	0.000	0.719	0.300	0.000	0.887
	0.000				0.500				0.871				0.700				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	1	0	7	0	6	46	0	0	0	39	2	0	101
3:15 PM	0	0	0	0	5	0	16	0	3	33	0	1	0	39	7	0	104
3:30 PM	0	0	0	0	2	0	11	0	4	31	0	0	0	52	2	0	102
3:45 PM	0	0	0	0	3	0	9	0	7	27	0	0	0	45	4	0	95
4:00 PM	0	0	0	0	5	0	10	0	13	27	0	0	0	57	4	1	117
4:15 PM	0	0	0	0	8	0	3	0	10	28	0	0	0	60	6	0	115
4:30 PM	0	0	0	0	1	0	5	0	12	30	0	0	0	58	1	0	107
4:45 PM	0	0	1	0	0	0	11	0	15	34	0	0	1	55	5	0	122
5:00 PM	0	0	0	0	3	0	12	0	18	60	0	1	0	63	4	1	162
5:15 PM	0	0	0	0	2	0	9	0	18	26	0	0	0	39	4	0	98
5:30 PM	0	0	0	0	2	0	7	0	20	29	0	0	0	43	7	0	108
5:45 PM	0	0	0	0	2	0	6	0	25	32	0	0	0	33	6	0	104
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	1	0	34	0	106	0	151	403	0	2	1	583	52	2	1335
	0.00%	0.00%	100.00%	0.00%	24.29%	0.00%	75.71%	0.00%	27.16%	72.48%	0.00%	0.36%	0.16%	91.38%	8.15%	0.31%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	17	0	27	0	42	112	0	0	0	220	15	1	434
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.531	0.000	0.563	0.000	0.583	0.467	0.000	0.000	0.000	0.873	0.625	0.250	0.670
	0.000				0.733				0.487				0.868				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ponquogue Bridge & Beach Rd
City: Hampton Bays
Control: Signalized

Project ID: 23-370009-002
Date: 7/22/2023

Data - Total

NS/EW Streets:	Ponquogue Bridge				Ponquogue Bridge				Beach Rd				Beach Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
9:00 AM	0	0	0	0	43	0	12	0	10	8	0	0	0	8	24	0	105
9:15 AM	0	0	0	0	47	0	12	0	9	7	0	0	0	3	20	0	98
9:30 AM	0	0	0	0	44	0	13	0	6	10	0	0	0	12	22	0	107
9:45 AM	0	0	0	0	51	0	6	0	12	6	0	0	0	5	30	0	110
10:00 AM	0	0	0	0	50	0	14	0	11	7	0	0	0	7	32	0	121
10:15 AM	0	0	0	0	46	0	25	0	9	3	0	0	0	6	29	0	118
10:30 AM	0	0	0	0	55	0	20	0	13	7	0	0	0	4	19	0	118
10:45 AM	0	0	0	0	85	0	41	0	6	6	0	0	0	7	32	0	177
11:00 AM	0	0	0	0	101	0	22	0	26	19	0	0	0	16	38	0	222
11:15 AM	0	0	0	0	98	0	34	0	16	20	0	0	0	6	49	0	223
11:30 AM	0	0	0	0	97	0	42	0	11	9	0	0	0	7	39	0	205
11:45 AM	0	0	0	0	70	0	42	0	15	13	0	0	0	8	25	0	173
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	787	0	283	0	144	115	0	0	0	89	359	0	1777
					73.55%	0.00%	26.45%	0.00%	55.60%	44.40%	0.00%	0.00%	0.00%	19.87%	80.13%	0.00%	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	381	0	139	0	59	54	0	0	0	36	158	0	827
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.943	0.000	0.827	0.000	0.567	0.675	0.000	0.000	0.000	0.563	0.806	0.000	0.927
					0.935				0.628				0.882				
PM	0	0	0	0	1	0	1	0	1	1	0	0	0	1	1	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	35	0	21	0	41	9	0	0	0	18	68	0	192
3:15 PM	0	0	0	0	49	0	26	0	47	15	0	0	0	10	75	0	222
3:30 PM	0	0	0	0	40	0	21	0	31	7	0	0	0	11	85	0	195
3:45 PM	0	0	0	0	72	0	27	0	51	10	0	0	0	11	83	0	254
4:00 PM	0	0	0	0	45	0	25	0	84	13	0	0	0	16	96	0	279
4:15 PM	0	0	0	0	55	0	20	0	59	13	0	0	0	19	90	0	256
4:30 PM	0	0	0	0	46	0	14	0	53	16	0	0	0	15	94	0	238
4:45 PM	0	0	0	0	56	0	19	0	57	14	0	0	0	18	77	0	241
5:00 PM	0	0	0	0	39	0	28	0	62	21	0	0	0	11	77	0	238
5:15 PM	0	0	0	0	49	0	22	0	51	17	0	0	0	9	90	0	238
5:30 PM	0	0	0	0	50	0	17	0	42	14	0	0	0	7	79	0	209
5:45 PM	0	0	0	0	62	0	18	0	40	19	0	0	0	8	82	0	229
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	598	0	258	0	618	168	0	0	0	153	996	0	2791
					69.86%	0.00%	30.14%	0.00%	78.63%	21.37%	0.00%	0.00%	0.00%	13.32%	86.68%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	218	0	86	0	247	52	0	0	0	61	363	0	1027
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.757	0.000	0.796	0.000	0.735	0.813	0.000	0.000	0.000	0.803	0.945	0.000	0.920
					0.768				0.771				0.946				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Dockers Waterside Dwy & Dune Rd
City: East Quogue
Control: No Control

Project ID: 23-370009-001
Date: 7/22/2023

Data - HT

NS/EW Streets:	Dockers Waterside Dwy				Dockers Waterside Dwy				Dune Rd				Dune Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	4
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	4	0	2	2	0	0	0	6	2	0	16
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	3	0	1	1	0	0	0	1	2	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.500
							0.250				0.500				0.375		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	3
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Ponquogue Bridge & Beach Rd
City: Hampton Bays
Control: Signalized

Project ID: 23-370009-002
Date: 7/22/2023

Data - HT

NS/EW Streets:	Ponquogue Bridge				Ponquogue Bridge				Beach Rd				Beach Rd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3
10:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3
11:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	5	0	5	0	1	1	0	0	0	3	2	0	17
					50.00%	0.00%	50.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	60.00%	40.00%	0.00%	
PEAK HR :	10:45 AM - 11:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	1	1	0	0	0	2	1	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.667
							0.750				0.250				0.375		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	1 EL	1 ET	0 ER	0 EU	0 WL	1 WT	1 WR	0 WU	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	0	0	1	0	0	0	0	0	3	0	6
					100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
							0.250				0.250				0.250		

TRAFFIC VOLUME COUNT DATA

STATION: 071555

New York State Department of Transportation

Traffic Count Hourly Report

ROUTE #: ROAD NAME: **DUNE ROAD** FROM : **QUOGUE V/L** TO: **MERMAID LA**
DIRECTION: PLACEMENT: **345ft W of A Rd** COUNTY: **SUFFOLK** TOWN: **SOUTHAMPTON**
DATE OF COUNT: **Jun-2019** REF MARKER: JURISDICTION:

Interval Start Time	EASTBOUND	WESTBOUND	TOTAL
12:00 AM	2	2	4
1:00 AM	1	1	2
2:00 AM	1	1	2
3:00 AM	2	1	3
4:00 AM	1	0	1
5:00 AM	6	2	8
6:00 AM	46	13	59
7:00 AM	85	17	102
8:00 AM	34	16	50
9:00 AM	24	20	44
10:00 AM	36	29	65
11:00 AM	34	26	60
12:00 PM	33	27	60
1:00 PM	38	30	68
2:00 PM	36	45	81
3:00 PM	32	38	70
4:00 PM	37	37	74
5:00 PM	51	36	87
6:00 PM	40	25	65
7:00 PM	26	40	66
8:00 PM	18	46	64
9:00 PM	6	13	19
10:00 PM	6	4	10
11:00 PM	3	3	6

Prepared by National Data & Surveying Services

VOLUME

Dune Rd 345' W/O A Rd

Day: Wednesday
Date: 7/21/2021

City: Quogue
Project #: NY21_370029_001

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	1,193	882	2,075	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	1	2	12:00	0	0	16	12	28
00:15	0	0	0	0		12:15	0	0	28	11	39
00:30	0	0	1	1	2	12:30	0	0	17	13	30
00:45	0	0	0	2	2	12:45	0	0	11	72	28
01:00	0	0	1	1	2	13:00	0	0	26	19	45
01:15	0	0	1	0	1	13:15	0	0	13	25	38
01:30	0	0	0	0		13:30	0	0	16	17	33
01:45	0	0	0	2	2	13:45	0	0	24	79	40
02:00	0	0	0	1	1	14:00	0	0	19	22	41
02:15	0	0	1	0	1	14:15	0	0	15	19	34
02:30	0	0	1	1	2	14:30	0	0	14	19	33
02:45	0	0	0	2	2	14:45	0	0	16	64	41
03:00	0	0	2	0	2	15:00	0	0	18	23	41
03:15	0	0	0	1	1	15:15	0	0	21	27	48
03:30	0	0	0	0		15:30	0	0	17	26	43
03:45	0	0	1	3	4	15:45	0	0	18	74	40
04:00	0	0	1	0	1	16:00	0	0	15	16	31
04:15	0	0	0	0		16:15	0	0	13	13	26
04:30	0	0	1	0	1	16:30	0	0	13	20	33
04:45	0	0	0	2	2	16:45	0	0	15	56	33
05:00	0	0	0	1	1	17:00	0	0	15	19	34
05:15	0	0	3	1	4	17:15	0	0	18	18	36
05:30	0	0	3	0	3	17:30	0	0	14	16	30
05:45	0	0	6	12	18	17:45	0	0	17	64	27
06:00	0	0	17	4	21	18:00	0	0	18	17	35
06:15	0	0	19	6	25	18:15	0	0	10	15	25
06:30	0	0	34	2	36	18:30	0	0	25	10	35
06:45	0	0	34	104	138	18:45	0	0	26	79	31
07:00	0	0	35	9	44	19:00	0	0	24	14	38
07:15	0	0	24	4	28	19:15	0	0	17	6	23
07:30	0	0	31	7	38	19:30	0	0	11	6	17
07:45	0	0	22	112	134	19:45	0	0	11	63	25
08:00	0	0	24	10	34	20:00	0	0	10	25	35
08:15	0	0	29	16	45	20:15	0	0	10	23	33
08:30	0	0	29	11	40	20:30	0	0	10	11	21
08:45	0	0	19	101	120	20:45	0	0	16	46	28
09:00	0	0	25	17	42	21:00	0	0	6	7	13
09:15	0	0	14	5	19	21:15	0	0	4	7	11
09:30	0	0	23	12	35	21:30	0	0	5	4	9
09:45	0	0	13	75	88	21:45	0	0	10	25	21
10:00	0	0	16	9	25	22:00	0	0	5	3	8
10:15	0	0	12	10	22	22:15	0	0	3	3	6
10:30	0	0	13	3	16	22:30	0	0	2	0	2
10:45	0	0	16	57	73	22:45	0	0	2	12	6
11:00	0	0	16	10	26	23:00	0	0	3	3	6
11:15	0	0	19	22	41	23:15	0	0	1	3	4
11:30	0	0	19	11	30	23:30	0	0	3	0	3
11:45	0	0	22	76	98	23:45	0	0	4	11	5
TOTALS			548	224	772	TOTALS			645	658	1303
SPLIT %			71.0%	29.0%	37.2%	SPLIT %			49.5%	50.5%	62.8%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	1,193	882	2,075	
AM Peak Hour			06:30	10:45	08:15	PM Peak Hour			18:30	14:45	14:45
AM Pk Volume			127	57	155	PM Pk Volume			92	101	173
Pk Hr Factor			0.907	0.648	0.861	Pk Hr Factor			0.885	0.935	0.901
7 - 9 Volume	0	0	213	69	282	4 - 6 Volume	0	0	120	130	250
7 - 9 Peak Hour			07:00	08:00	08:00	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	112	46	147	4 - 6 Pk Volume	0	0	64	75	136
Pk Hr Factor	0.000	0.000	0.800	0.719	0.817	Pk Hr Factor	0.000	0.000	0.889	0.938	0.944

NYSDOT SEASONAL ADJUSTMENT FACTORS

SEASONAL ADJUSTMENT FACTORS 2021

Based on Continuous Count Site Data 2021

FULL WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Commuter Dominated—30	0.842	0.847	0.965	1.003	1.054	1.089	1.066	1.065	1.069	1.061	0.992	0.958
Non-Commuter Dominated—40	0.759	0.776	0.887	0.950	1.053	1.150	1.212	1.209	1.120	1.057	0.942	0.874
Recreational—60	0.609	0.660	0.718	0.771	1.047	1.345	1.607	1.610	1.275	1.092	0.748	0.677

WORK WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Commuter Dominated—30	0.901	0.879	1.009	1.047	1.102	1.128	1.112	1.113	1.103	1.107	1.039	1.026
Non-Commuter Dominated—40	0.792	0.781	0.901	0.964	1.055	1.127	1.191	1.184	1.091	1.058	0.957	0.927
Recreational—60	0.610	0.638	0.694	0.733	0.965	1.242	1.542	1.500	1.153	1.020	0.740	0.713

WEEKEND

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Commuter Dominated—30	0.692	0.725	0.826	0.863	0.911	0.962	0.916	0.916	0.941	0.906	0.858	0.761
Non-Commuter Dominated—40	0.654	0.709	0.795	0.861	0.984	1.128	1.176	1.191	1.100	0.982	0.881	0.725
Recreational—60	0.571	0.653	0.682	0.728	1.061	1.460	1.756	1.739	1.423	1.111	0.707	0.559

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

NYSDOT TRAFFIC DATA GROWTH FORECASTER RESULTS

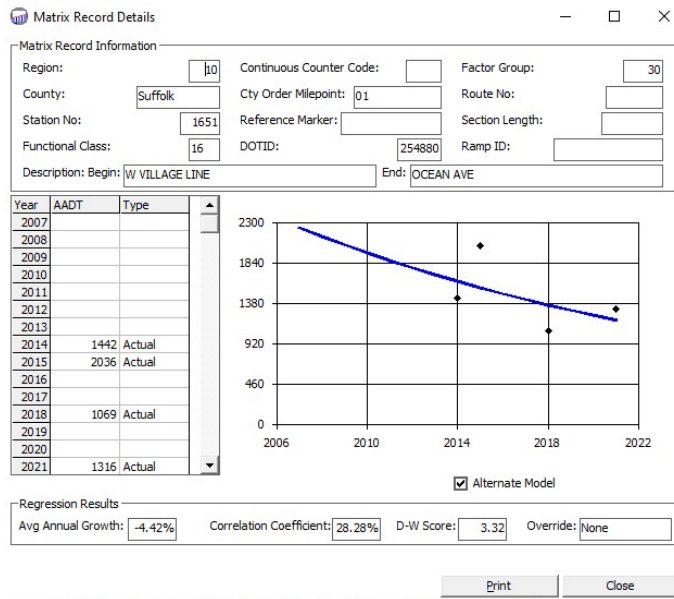
STONEFIELD

NYS DOT Growth Rate Forecast

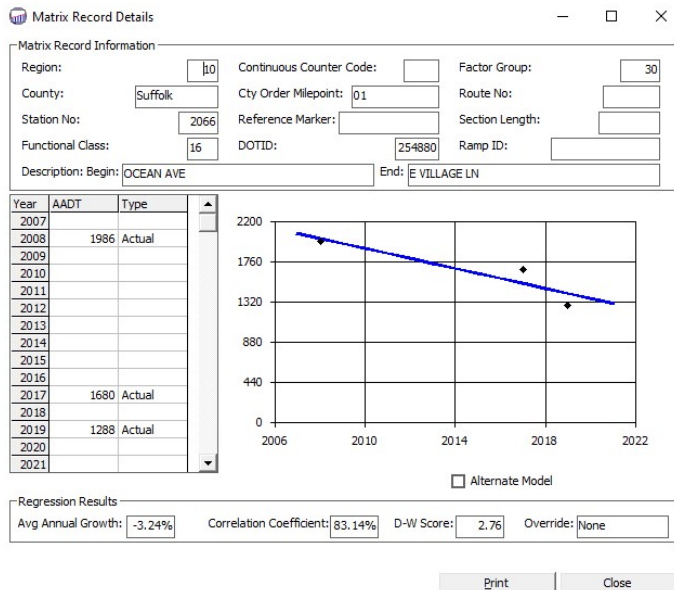
Region 10 – Suffolk County

94 Dune Road, East Quogue, NY

SE&D Job No. NYC-200281



Station No. 1651 – Dune Road from West Village Line to Ocean Avenue



Station No. 2066 – Dune Road from Ocean Avenue to East Village Lane

STONEFIELD

NYS DOT Growth Rate Forecast

Region 10 – Suffolk County

94 Dune Road, East Quogue, NY

SE&D Job No. NYC-200281

Matrix Record Details

Matrix Record Information

Region: Continuous Counter Code: Factor Group:
 County: Cty Order Milepoint: Route No:
 Station No: Reference Marker: Section Length:
 Functional Class: DOTID: Ramp ID:
 Description: Begin: End:

Year	AADT	Type
2007		
2008		
2009		
2010		
2011		
2012		
2013		
2014		
2015		
2016		
2017	1102	Actual
2018		
2019	961	Actual
2020		
2021		

Print Close

Station No. 1555 – Dune Road from Quogue V/L to Mermaid Lane

Result Browser

Use this form to browse the grouped and individual results of your analysis.

Groups:

Region	Functional Class
9	01 - Rural Principal Arterial - I...
9	02 - Rural Principal Arterial - ...
9	04 - Rural Principal Arterial - ...
9	06 - Rural Minor Arterial
9	07 - Rural Major Collector
9	08 - Rural Minor Collector
9	09 - Rural Local
9	11 - Urban Principal Arterial - ...
9	12 - Urban Principal - Other F...
9	14 - Urban Principal Arterial - ...
9	16 - Urban Minor Arterial
9	17 - Urban Major Collector
9	18 - Urban Minor Collector
9	19 - Urban Local
10	01 - Rural Principal Arterial - I...
10	06 - Rural Minor Arterial
10	07 - Rural Major Collector
10	09 - Rural Local
10	11 - Urban Principal Arterial - ...
10	12 - Urban Principal - Other F...
10	14 - Urban Principal Arterial - ...
10	16 - Urban Minor Arterial
10	17 - Urban Major Collector
10	19 - Urban Local
11	01 - Rural Principal Arterial - I...
11	11 - Urban Principal Arterial - ...
11	12 - Urban Principal - Other F...
11	14 - Urban Principal Arterial - ...
11	16 - Urban Minor Arterial
11	17 - Urban Major Collector
11	19 - Urban Local
11	ALL

Group properties:

Number of records: Average annual growth pct:
 Average corr. coeff: Average D-W score:
 Multi-year growth: Override with:

Records in group (* next to station ID indicates a duplicate record):

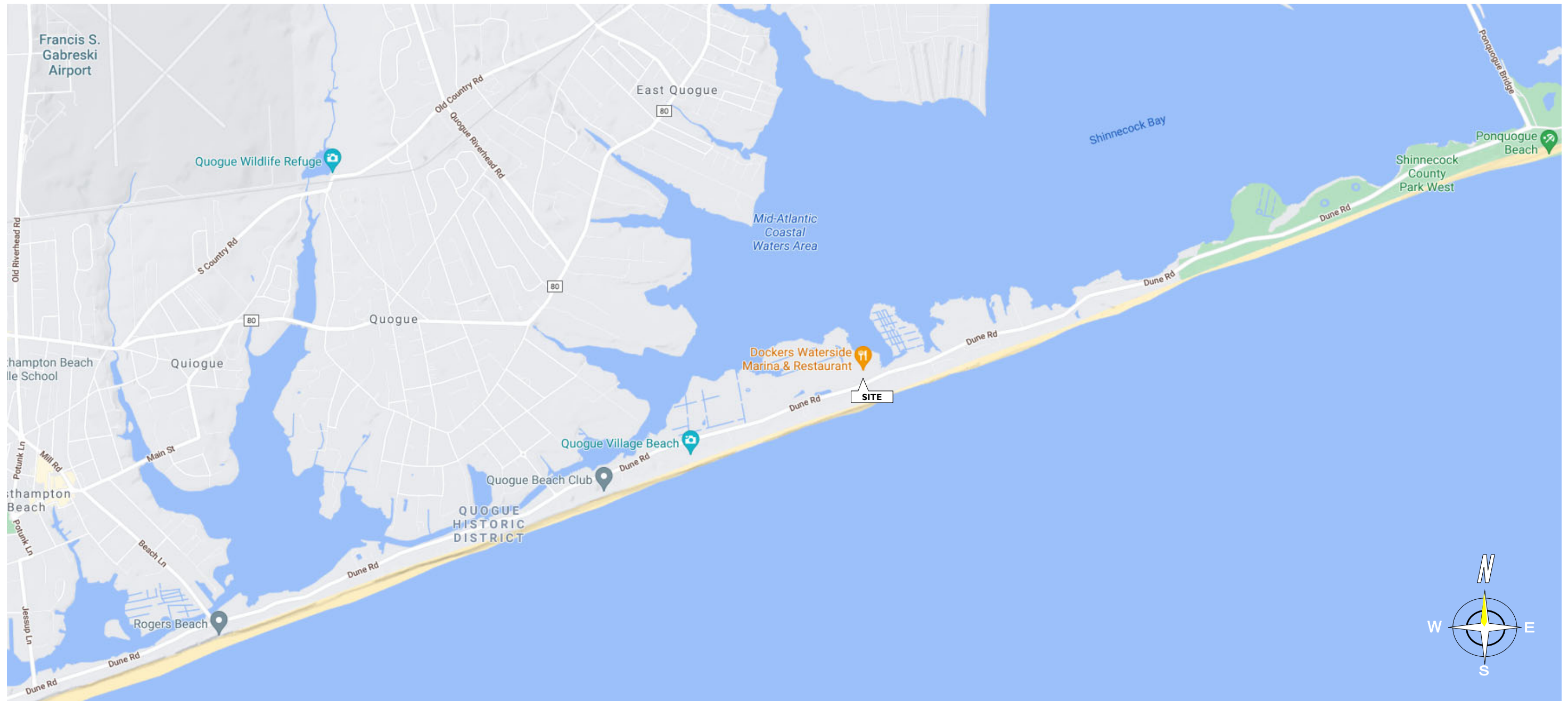
County	Station ID	FuncCls	DOTID
07	1508	16	250225
07	1509	16	250225
07	1510	16	250228
07	1512	16	250255
07	1515	16	261606
07	1517	16	261608
07	1518	16	261608
07	1519	16	261608
07	1536	16	251419
07	1537	16	251419
07	1538	16	251444
07	1542	16	251808
07	1546	16	252072
07	1548	16	252100
07	1555	16	252283
07	1556	16	252284
07	1561	16	252356
07	1564	16	252434
07	1568	16	252555
07	1573	16	252606
07	1579	16	252654
07	1587	16	252856
07	1588	16	252856
07	1589	16	252889
07	1591	16	252898
07	1594	16	252977
07	1595	16	252889

View Details Override Group Clear Override Close

User: srubinstein

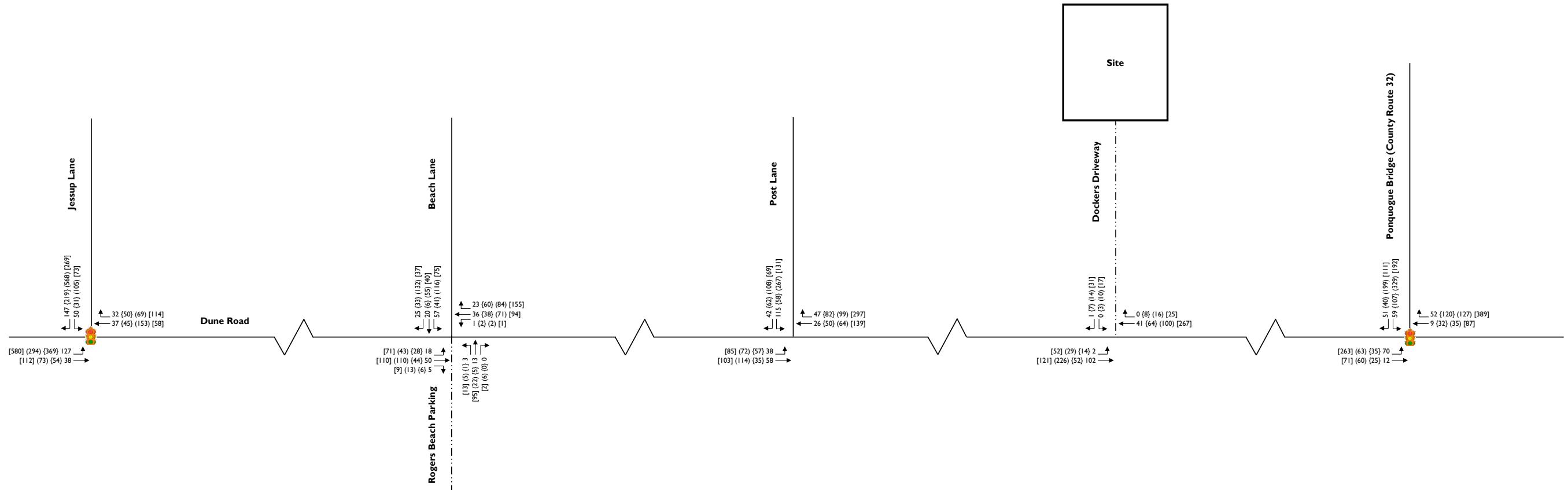
Station No. 1555 – Dune Road from Quogue V/L to Mermaid Lane

FIGURES



not to scale

<p>STONEFIELD</p>	<p>Dockers Community Condominiums 94 Dune Road East Quogue, Town of Southampton, Suffolk County, New York</p>	<p>FIGURE I Site Location Map</p>
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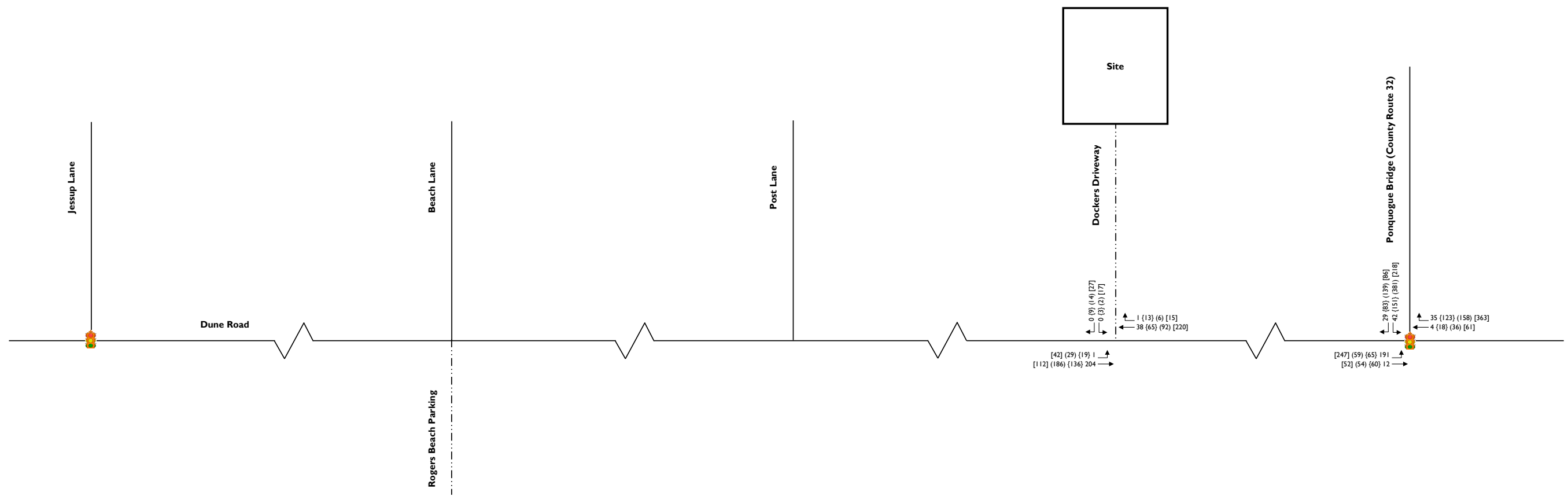


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM [PM] (SAM) [SPM] Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	Dockers Community Condominiums	FIGURE 2 2021 Existing Traffic Volumes
	94 Dune Road East Quogue, Town of Southampton, Suffolk County, New York Traffic Impact Study	

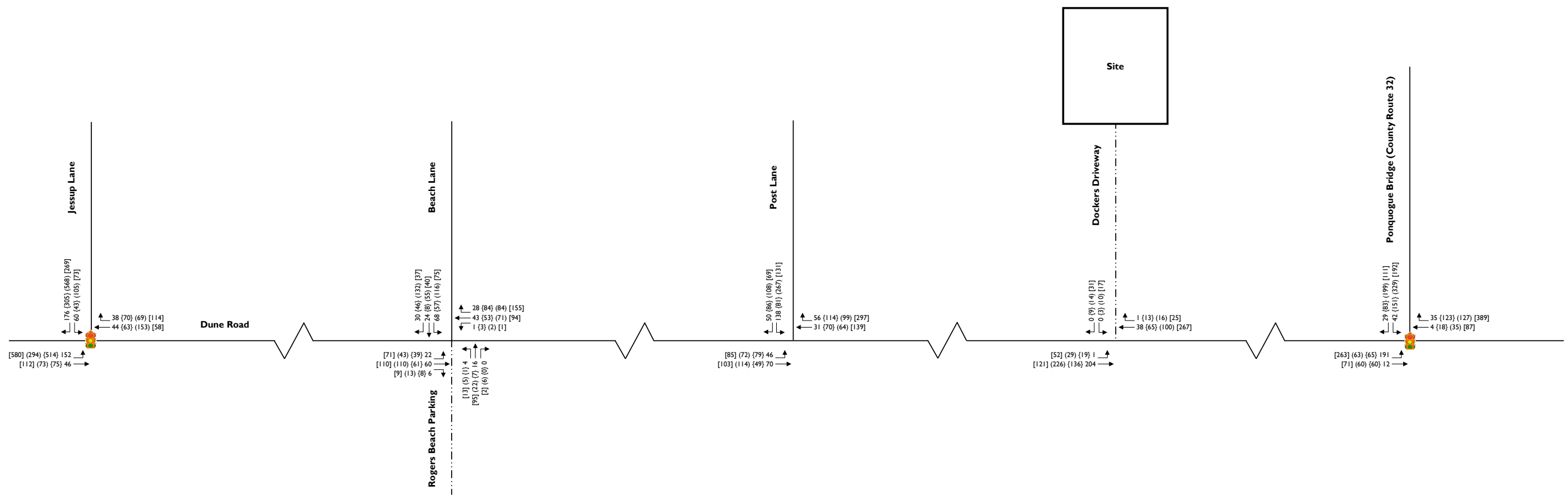


LEGEND

- Existing Roadway
- - - Proposed Driveway
- · - Existing Private Driveway
- ← AM (PM) (SAM) (SPM) Peak Hour Volumes
- 🚦 Signalized Intersection

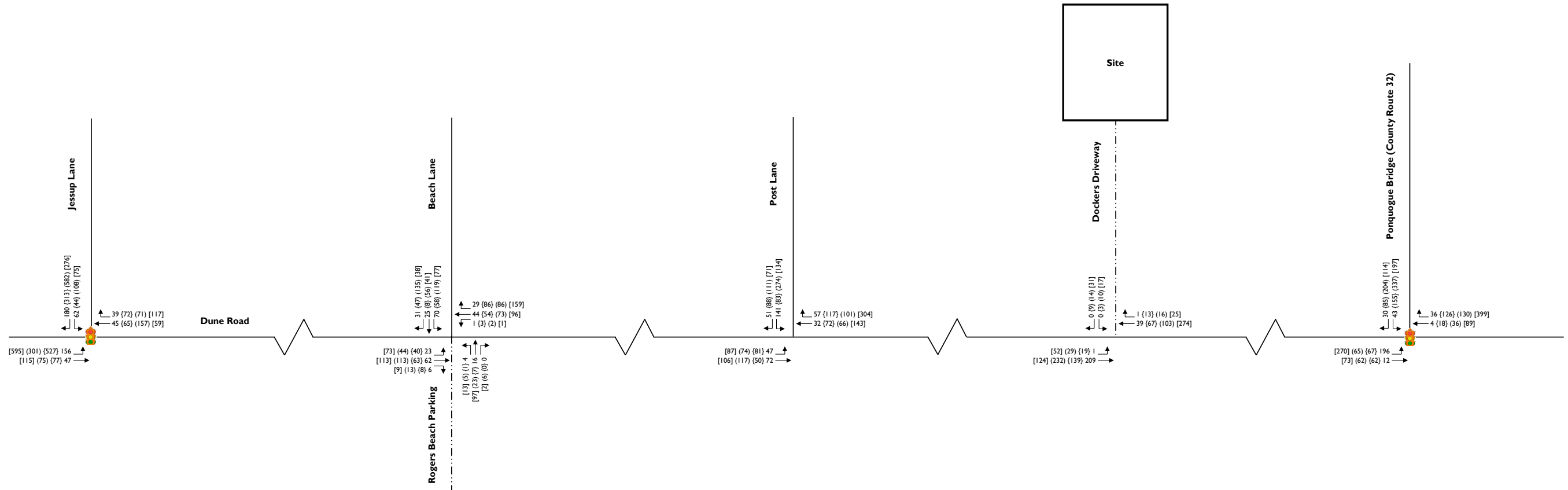
not to scale

STONEFIELD	Dockers Community Condominiums	FIGURE 3 2023 Existing As-Counted Traffic Volumes
	94 Dune Road East Quogue, Town of Southampton, Suffolk County, New York Traffic Impact Study	



not to scale

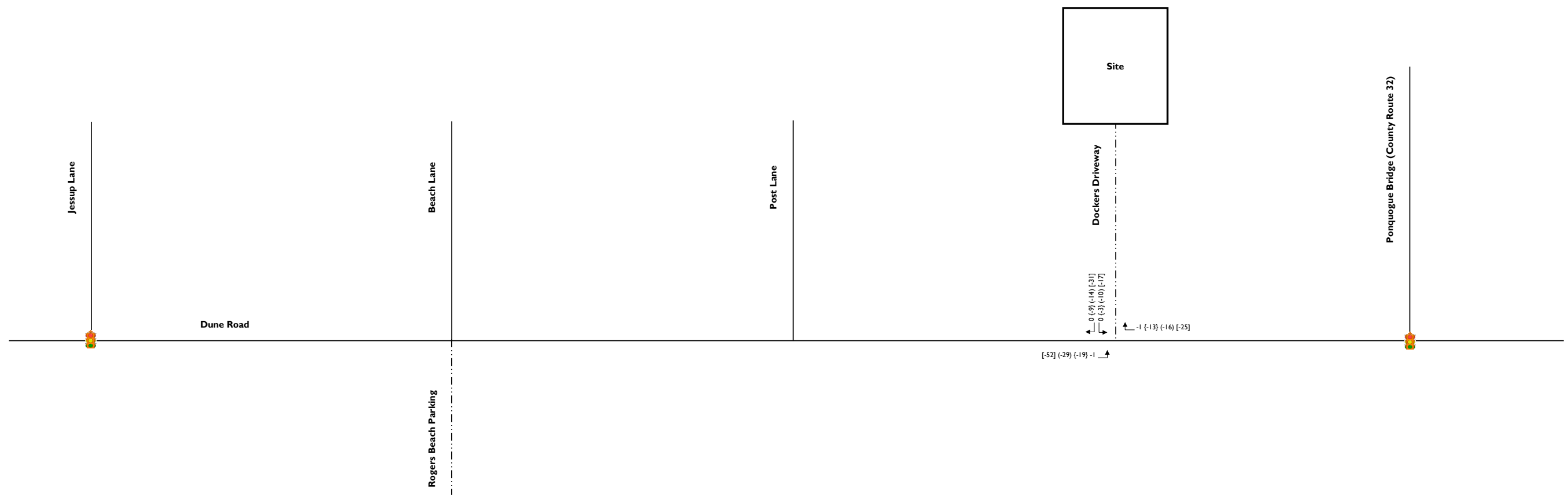
STONEFIELD	Dockers Community Condominiums	FIGURE 4 2023 Existing Adjusted Traffic Volumes
	94 Dune Road East Quogue, Town of Southampton, Suffolk County, New York Traffic Impact Study	



LEGEND
 — Existing Roadway
 - - - Proposed Driveway
 - · - Existing Private Driveway
 ← AM (PM) (SAM) [SPM] Peak Hour Volumes
 Signalized Intersection

not to scale

STONEFIELD	Dockers Community Condominiums 94 Dune Road East Quogue, Town of Southampton, Suffolk County, New York	FIGURE 5 2028 No-Build Traffic Volumes
	Traffic Impact Study	

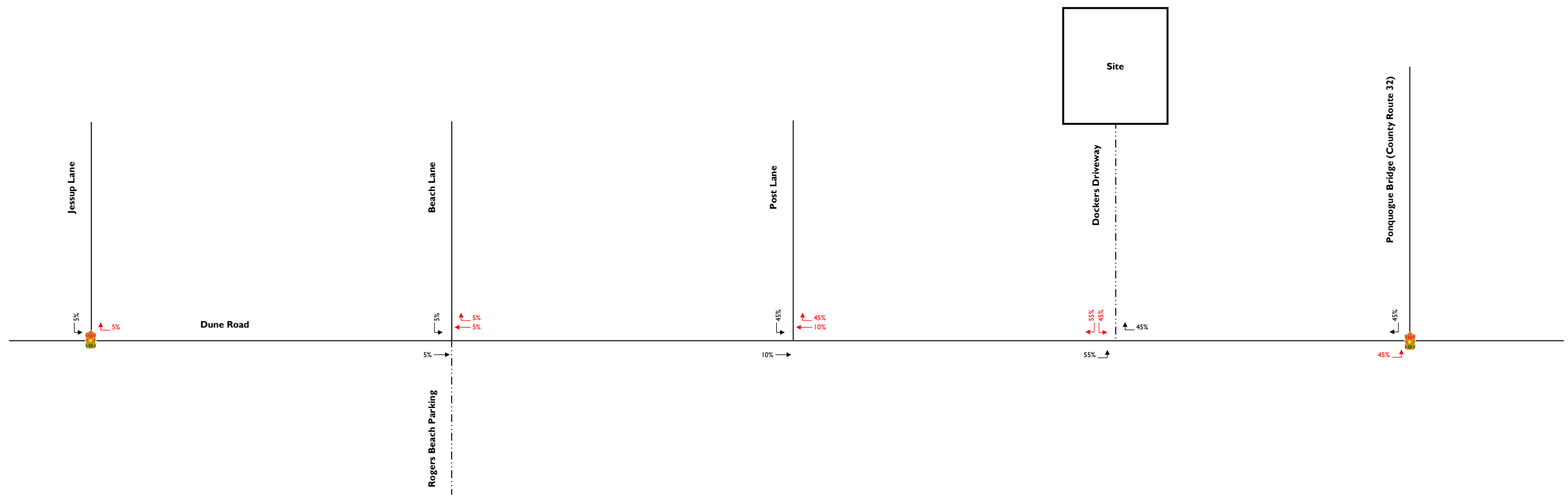


LEGEND

- Existing Roadway
- - - Proposed Driveway
- · - · Existing Private Driveway
- ← AM (PM) (SAM) [SPM] Peak Hour Volumes
- Signalized Intersection

not to scale

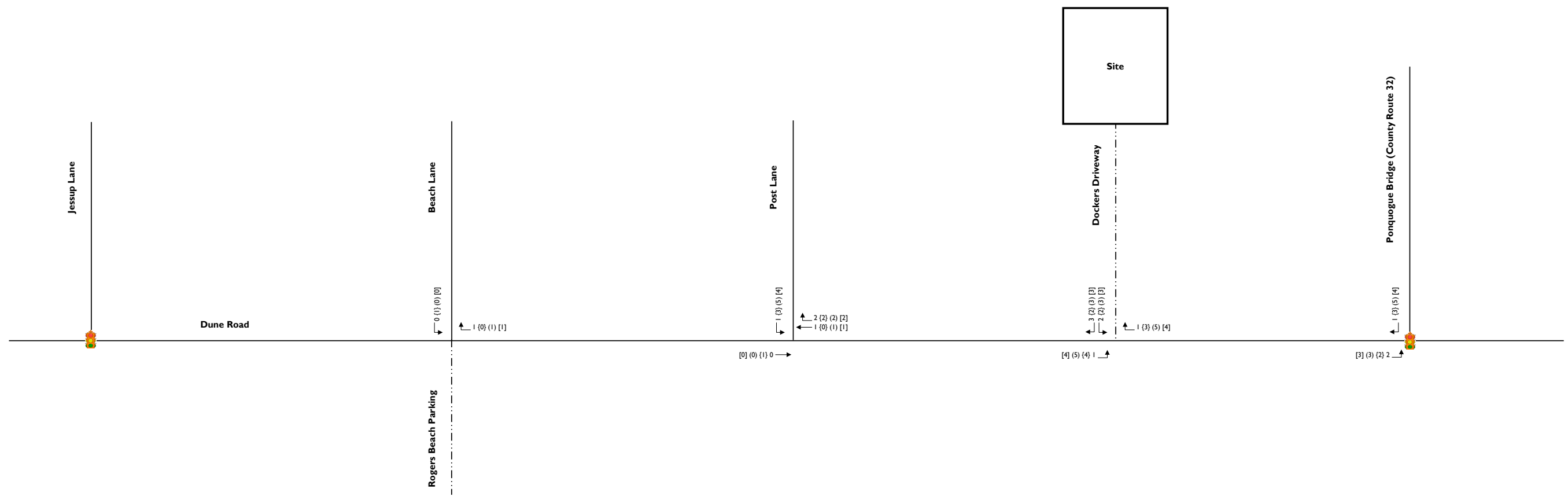
STONEFIELD	Dockers Community Condominiums 94 Dune Road East Quogue, Town of Southampton, Suffolk County, New York	FIGURE 6 Existing Dockers Trip Generation Removed
	Traffic Impact Study	



- LEGEND**
- Existing Roadway
 - - - Proposed Driveway
 - · - Existing Private Driveway
 - ← Entering Traffic Distribution
 - Exiting Traffic Distribution
 - 🚦 Signalized Intersection

not to scale

STONEFIELD	Dockers Community Condominiums 94 Dune Road East Quogue, Town of Southampton, Suffolk County, New York	FIGURE 7 Site-Generated Traffic Distribution
	Traffic Impact Study	

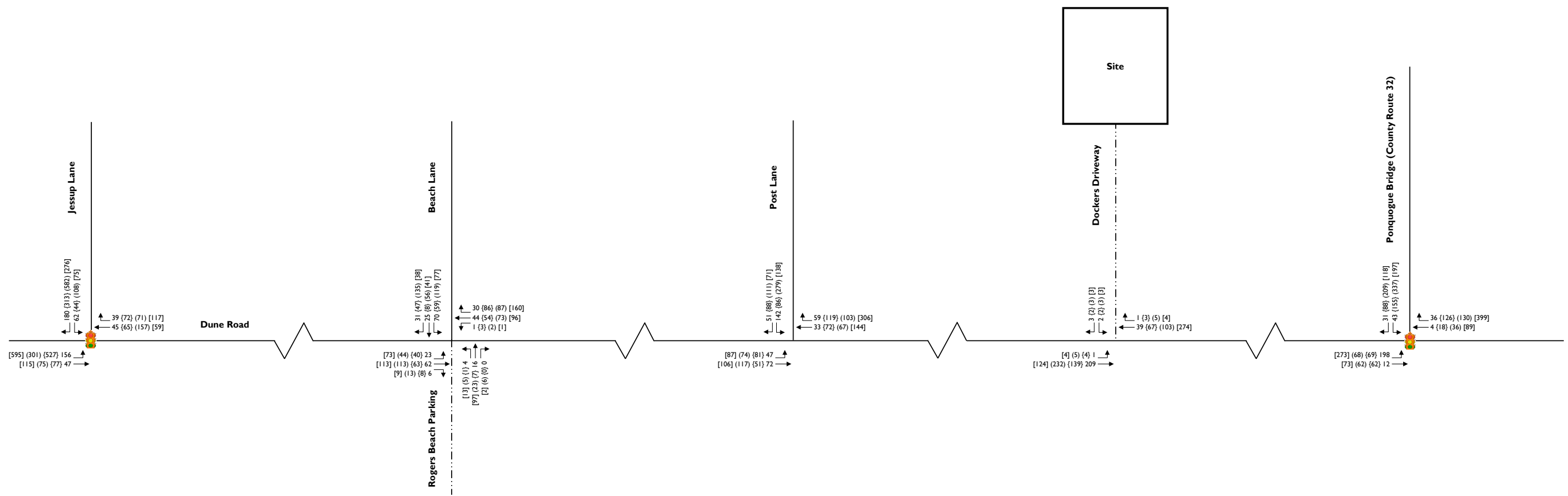


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) (SAM) [SPM] Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	Dockers Community Condominiums	FIGURE 8 Site-Generated Traffic Volumes
	94 Dune Road East Quogue, Town of Southampton, Suffolk County, New York Traffic Impact Study	



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) (SAM) [SPM] Peak Hour Volumes
- Signalized Intersection

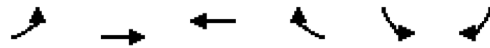
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STONEFIELD	Dockers Community Condominiums	FIGURE 9
	94 Dune Road	
East Quogue, Town of Southampton, Suffolk County, New York		2028 Build Traffic Volumes
Traffic Impact Study		

HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

HCM 6th Signalized Intersection Summary
3: Dune Road & Jessup Lane

2023 Existing Condition
Weekday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶	↷	↶	↷	
Traffic Volume (veh/h)	152	46	44	38	60	176	
Future Volume (veh/h)	152	46	44	38	60	176	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1811	1900	1618	1900	1870	1826	
Adj Flow Rate, veh/h	177	53	51	0	70	120	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	
Percent Heavy Veh, %	6	0	19	0	2	5	
Cap, veh/h	983	1420	983		185	161	
Arrive On Green	0.06	0.75	0.61	0.00	0.10	0.10	
Sat Flow, veh/h	1725	1900	1618	1610	1781	1547	
Grp Volume(v), veh/h	177	53	51	0	70	120	
Grp Sat Flow(s),veh/h/ln	1725	1900	1618	1610	1781	1547	
Q Serve(g_s), s	2.6	0.5	1.0	0.0	2.7	5.6	
Cycle Q Clear(g_c), s	2.6	0.5	1.0	0.0	2.7	5.6	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	983	1420	983		185	161	
V/C Ratio(X)	0.18	0.04	0.05		0.38	0.75	
Avail Cap(c_a), veh/h	1223	1420	983		716	622	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	3.9	2.4	5.9	0.0	31.2	32.5	
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.5	2.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.3	0.0	1.2	2.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	3.9	2.5	6.0	0.0	31.7	35.1	
LnGrp LOS	A	A	A		C	D	
Approach Vol, veh/h		230	51	A	190		
Approach Delay, s/veh		3.6	6.0		33.8		
Approach LOS		A	A		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		61.4			10.4	51.0	13.2
Change Period (Y+Rc), s		5.6			* 5.8	5.6	5.5
Max Green Setting (Gmax), s		55.8			* 15	35.0	30.0
Max Q Clear Time (g_c+I1), s		2.5			4.6	3.0	7.6
Green Ext Time (p_c), s		0.2			0.2	0.1	0.3

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2023 Existing Condition
 Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	22	60	6	1	43	28	4	16	0	68	24	30
Future Vol, veh/h	22	60	6	1	43	28	4	16	0	68	24	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	4	0	0	11	0	0	0	0	5	0	8
Mvmt Flow	26	71	7	1	51	33	5	19	0	81	29	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	78	0	0	229	213	75	206	200	68
Stage 1	-	-	-	-	-	-	127	127	-	70	70	-
Stage 2	-	-	-	-	-	-	102	86	-	136	130	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.15	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.545	4	3.372
Pot Cap-1 Maneuver	1488	-	-	1533	-	-	730	688	992	745	699	979
Stage 1	-	-	-	-	-	-	882	795	-	932	841	-
Stage 2	-	-	-	-	-	-	909	827	-	860	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1488	-	-	1533	-	-	671	675	992	718	686	979
Mov Cap-2 Maneuver	-	-	-	-	-	-	671	675	-	718	686	-
Stage 1	-	-	-	-	-	-	866	781	-	915	840	-
Stage 2	-	-	-	-	-	-	845	826	-	824	778	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.1			10.5			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	674	1488	-	-	1533	-	-	718	823
HCM Lane V/C Ratio	0.035	0.018	-	-	0.001	-	-	0.113	0.078
HCM Control Delay (s)	10.5	7.5	0	-	7.3	0	-	10.7	9.7
HCM Lane LOS	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4	0.3

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	46	70	31	0	0	50
Future Vol, veh/h	46	70	31	0	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	3	12	12	0	2	5
Mvmt Flow	59	90	40	0	0	64

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	40	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.13	-	6.25
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.227	-	3.345
Pot Cap-1 Maneuver	1563	-	1023
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1563	-	1023
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1563	-	-	1023
HCM Lane V/C Ratio	0.038	-	-	0.063
HCM Control Delay (s)	7.4	0	-	8.8
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	204	38	1	0	0
Future Vol, veh/h	1	204	38	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	100	5	3	0	0	0
Mvmt Flow	1	227	42	1	0	0

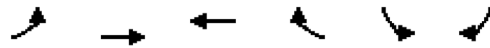
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	43	0	-	0	272 43
Stage 1	-	-	-	-	43 -
Stage 2	-	-	-	-	229 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1113	-	-	-	722 1033
Stage 1	-	-	-	-	985 -
Stage 2	-	-	-	-	814 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1113	-	-	-	721 1033
Mov Cap-2 Maneuver	-	-	-	-	721 -
Stage 1	-	-	-	-	984 -
Stage 2	-	-	-	-	814 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1113	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2023 Existing Condition
 Weekday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶	↷	↶	↷	
Traffic Volume (veh/h)	191	12	4	35	42	29	
Future Volume (veh/h)	191	12	4	35	42	29	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1870	1781	1900	1930	1900	1856	
Adj Flow Rate, veh/h	220	14	5	0	48	0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	
Percent Heavy Veh, %	2	8	0	3	0	3	
Cap, veh/h	923	1161	796		107		
Arrive On Green	0.10	0.65	0.42	0.00	0.06	0.00	
Sat Flow, veh/h	1781	1781	1900	1635	1810	1572	
Grp Volume(v), veh/h	220	14	5	0	48	0	
Grp Sat Flow(s),veh/h/ln	1781	1781	1900	1635	1810	1572	
Q Serve(g_s), s	2.9	0.1	0.1	0.0	1.2	0.0	
Cycle Q Clear(g_c), s	2.9	0.1	0.1	0.0	1.2	0.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	923	1161	796		107		
V/C Ratio(X)	0.24	0.01	0.01		0.45		
Avail Cap(c_a), veh/h	1486	3217	2389		1517		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	
Uniform Delay (d), s/veh	5.2	2.9	8.1	0.0	21.7	0.0	
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	1.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.5	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	5.3	2.9	8.1	0.0	22.8	0.0	
LnGrp LOS	A	A	A		C		
Approach Vol, veh/h		234	5	A	48	A	
Approach Delay, s/veh		5.1	8.1		22.8		
Approach LOS		A	A		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		37.9			11.1	26.8	9.8
Change Period (Y+Rc), s		6.8			* 6.2	6.8	7.0
Max Green Setting (Gmax), s		86.2			* 20	60.0	40.0
Max Q Clear Time (g_c+I1), s		2.1			4.9	2.1	3.2
Green Ext Time (p_c), s		0.1			0.2	0.0	0.1

Intersection Summary

HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	70	31	56	138	0
Future Vol, veh/h	0	70	31	56	138	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	12	12	6	3	2
Mvmt Flow	0	90	40	72	177	0

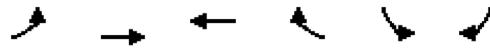
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	166
Stage 1	-	-	-	-	76
Stage 2	-	-	-	-	90
Critical Hdwy	-	-	-	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	-	-	3.527
Pot Cap-1 Maneuver	0	-	-	-	822
Stage 1	0	-	-	-	944
Stage 2	0	-	-	-	931
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	822
Mov Cap-2 Maneuver	-	-	-	-	822
Stage 1	-	-	-	-	944
Stage 2	-	-	-	-	931

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	822
HCM Lane V/C Ratio	-	-	-	0.215
HCM Control Delay (s)	-	-	-	10.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

HCM 6th Signalized Intersection Summary
 3: Dune Road & Jessup Lane

2023 Existing Condition
 Weekday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↕	↗	↖	↗	↘	↘	
Traffic Volume (veh/h)	514	75	63	70	43	305	
Future Volume (veh/h)	514	75	63	70	43	305	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1870	1870	1870	1900	1870	
Adj Flow Rate, veh/h	541	79	66	0	45	206	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	1	2	2	2	0	2	
Cap, veh/h	992	1317	852		282	247	
Arrive On Green	0.18	0.70	0.46	0.00	0.16	0.16	
Sat Flow, veh/h	1795	1870	1870	1585	1810	1585	
Grp Volume(v), veh/h	541	79	66	0	45	206	
Grp Sat Flow(s),veh/h/ln	1795	1870	1870	1585	1810	1585	
Q Serve(g_s), s	11.7	1.0	1.6	0.0	1.7	10.0	
Cycle Q Clear(g_c), s	11.7	1.0	1.6	0.0	1.7	10.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	992	1317	852		282	247	
V/C Ratio(X)	0.55	0.06	0.08		0.16	0.84	
Avail Cap(c_a), veh/h	1017	1317	852		685	600	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	6.8	3.6	12.2	0.0	29.0	32.5	
Incr Delay (d2), s/veh	0.3	0.1	0.2	0.0	0.1	2.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.7	0.3	0.7	0.0	0.7	3.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	7.1	3.7	12.4	0.0	29.1	35.3	
LnGrp LOS	A	A	B		C	D	
Approach Vol, veh/h		620	66	A	251		
Approach Delay, s/veh		6.7	12.4		34.2		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		61.4			19.7	41.7	17.8
Change Period (Y+Rc), s		5.6			* 5.8	5.6	5.5
Max Green Setting (Gmax), s		55.8			* 15	35.0	30.0
Max Q Clear Time (g_c+I1), s		3.0			13.7	3.6	12.0
Green Ext Time (p_c), s		0.3			0.2	0.2	0.4

Intersection Summary

HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
5: Rogers Beach Driveway/Beach Lane & Dune Road

2023 Existing Condition
Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	39	61	8	3	53	84	1	7	0	57	8	46
Future Vol, veh/h	39	61	8	3	53	84	1	7	0	57	8	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	5	0	0	0	2	0	9
Mvmt Flow	47	73	10	4	64	101	1	8	0	69	10	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	83	0	0	327	345	78	299	300	115
Stage 1	-	-	-	-	-	-	172	172	-	123	123	-
Stage 2	-	-	-	-	-	-	155	173	-	176	177	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.381
Pot Cap-1 Maneuver	1426	-	-	1527	-	-	630	581	988	653	616	919
Stage 1	-	-	-	-	-	-	835	760	-	881	798	-
Stage 2	-	-	-	-	-	-	852	760	-	826	756	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1426	-	-	1527	-	-	568	559	988	627	593	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	559	-	627	593	-
Stage 1	-	-	-	-	-	-	806	733	-	850	796	-
Stage 2	-	-	-	-	-	-	789	758	-	788	730	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.7			0.2			11.5			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	560	1426	-	-	1527	-	-	627	850
HCM Lane V/C Ratio	0.017	0.033	-	-	0.002	-	-	0.11	0.077
HCM Control Delay (s)	11.5	7.6	0	-	7.4	0	-	11.4	9.6
HCM Lane LOS	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4	0.2

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	79	49	70	0	0	86
Future Vol, veh/h	79	49	70	0	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	2	2
Mvmt Flow	91	56	80	0	0	99

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	80	0	-	0	-	80
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	1531	-	-	0	0	980
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1531	-	-	-	-	980
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1531	-	-	980
HCM Lane V/C Ratio	0.059	-	-	0.101
HCM Control Delay (s)	7.5	0	-	9.1
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.3

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	19	136	65	13	3	9
Future Vol, veh/h	19	136	65	13	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	3	0	0	0	0
Mvmt Flow	23	166	79	16	4	11

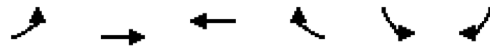
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	95	0	-	0	299 87
Stage 1	-	-	-	-	87 -
Stage 2	-	-	-	-	212 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1512	-	-	-	697 977
Stage 1	-	-	-	-	941 -
Stage 2	-	-	-	-	828 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1512	-	-	-	685 977
Mov Cap-2 Maneuver	-	-	-	-	685 -
Stage 1	-	-	-	-	925 -
Stage 2	-	-	-	-	828 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	883
HCM Lane V/C Ratio	0.015	-	-	-	0.017
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2023 Existing Condition
 Weekday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↗	↗	↖	↖	↖	
Traffic Volume (veh/h)	65	60	18	123	151	83	
Future Volume (veh/h)	65	60	18	123	151	83	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1811	1870	1900	1961	1885	1900	
Adj Flow Rate, veh/h	70	65	19	0	162	0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	
Percent Heavy Veh, %	6	2	0	1	1	0	
Cap, veh/h	779	1105	801		213		
Arrive On Green	0.04	0.59	0.42	0.00	0.12	0.00	
Sat Flow, veh/h	1725	1870	1900	1662	1795	1610	
Grp Volume(v), veh/h	70	65	19	0	162	0	
Grp Sat Flow(s),veh/h/ln	1725	1870	1900	1662	1795	1610	
Q Serve(g_s), s	1.0	0.7	0.3	0.0	4.1	0.0	
Cycle Q Clear(g_c), s	1.0	0.7	0.3	0.0	4.1	0.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	779	1105	801		213		
V/C Ratio(X)	0.09	0.06	0.02		0.76		
Avail Cap(c_a), veh/h	1439	3397	2402		1513		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	
Uniform Delay (d), s/veh	6.2	4.1	8.0	0.0	20.3	0.0	
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	2.1	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.0	1.7	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	6.2	4.1	8.0	0.0	22.4	0.0	
LnGrp LOS	A	A	A		C		
Approach Vol, veh/h		135	19	A	162	A	
Approach Delay, s/veh		5.2	8.0		22.4		
Approach LOS		A	A		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		34.8			8.0	26.8	12.6
Change Period (Y+Rc), s		6.8			* 6.2	6.8	7.0
Max Green Setting (Gmax), s		86.2			* 20	60.0	40.0
Max Q Clear Time (g_c+I1), s		2.7			3.0	2.3	6.1
Green Ext Time (p_c), s		0.4			0.1	0.1	0.2

Intersection Summary

HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	49	70	114	81	0
Future Vol, veh/h	0	49	70	114	81	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	4	5	2
Mvmt Flow	0	56	80	131	93	0

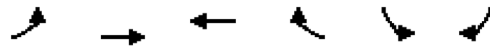
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	202
Stage 1	-	-	-	-	146
Stage 2	-	-	-	-	56
Critical Hdwy	-	-	-	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	-	-	3.545
Pot Cap-1 Maneuver	0	-	-	-	780
Stage 1	0	-	-	-	874
Stage 2	0	-	-	-	959
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	780
Mov Cap-2 Maneuver	-	-	-	-	780
Stage 1	-	-	-	-	874
Stage 2	-	-	-	-	959

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	780
HCM Lane V/C Ratio	-	-	-	0.119
HCM Control Delay (s)	-	-	-	10.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

HCM 6th Signalized Intersection Summary
3: Dune Road & Jessup Lane

2023 Existing Condition
Saturday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↕	↕	↕	↕	↕	↕	
Traffic Volume (veh/h)	294	73	153	69	105	568	
Future Volume (veh/h)	294	73	153	69	105	568	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1856	1885	1885	1870	1900	
Adj Flow Rate, veh/h	334	83	174	0	119	322	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %	1	3	1	1	2	0	
Cap, veh/h	791	1200	872		400	361	
Arrive On Green	0.12	0.65	0.46	0.00	0.22	0.22	
Sat Flow, veh/h	1795	1856	1885	1598	1781	1610	
Grp Volume(v), veh/h	334	83	174	0	119	322	
Grp Sat Flow(s),veh/h/ln	1795	1856	1885	1598	1781	1610	
Q Serve(g_s), s	7.8	1.4	4.7	0.0	4.8	16.7	
Cycle Q Clear(g_c), s	7.8	1.4	4.7	0.0	4.8	16.7	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	791	1200	872		400	361	
V/C Ratio(X)	0.42	0.07	0.20		0.30	0.89	
Avail Cap(c_a), veh/h	894	1200	872		620	560	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	8.7	5.6	13.7	0.0	27.8	32.4	
Incr Delay (d2), s/veh	0.1	0.1	0.5	0.0	0.2	7.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.7	0.5	2.0	0.0	2.0	7.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	8.8	5.7	14.2	0.0	28.0	40.1	
LnGrp LOS	A	A	B		C	D	
Approach Vol, veh/h		417	174	A	441		
Approach Delay, s/veh		8.2	14.2		36.8		
Approach LOS		A	B		D		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		61.4			15.9	45.5	24.9
Change Period (Y+Rc), s		5.6			* 5.8	5.6	5.5
Max Green Setting (Gmax), s		55.8			* 15	35.0	30.0
Max Q Clear Time (g_c+I1), s		3.4			9.8	6.7	18.7
Green Ext Time (p_c), s		0.3			0.3	0.6	0.6

Intersection Summary

HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2023 Existing Condition
 Saturday Morning Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	↕
Traffic Vol, veh/h	43	110	13	2	71	84	5	22	6	116	55	132
Future Vol, veh/h	43	110	13	2	71	84	5	22	6	116	55	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	5	1	0	0	4	2	0	0	0	7	0	1
Mvmt Flow	49	126	15	2	82	97	6	25	7	133	63	152

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	141	0	0	474	415	134	383	374	131
Stage 1	-	-	-	-	-	-	232	232	-	135	135	-
Stage 2	-	-	-	-	-	-	242	183	-	248	239	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.2	7.17	6.5	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.3	3.563	4	3.309
Pot Cap-1 Maneuver	1379	-	-	1455	-	-	504	531	920	566	560	921
Stage 1	-	-	-	-	-	-	775	716	-	856	789	-
Stage 2	-	-	-	-	-	-	766	752	-	745	711	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1379	-	-	1455	-	-	371	509	920	524	537	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	371	509	-	524	537	-
Stage 1	-	-	-	-	-	-	745	688	-	823	787	-
Stage 2	-	-	-	-	-	-	587	750	-	684	683	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.1			12.4			12.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	522	1379	-	-	1455	-	-	524	761
HCM Lane V/C Ratio	0.073	0.036	-	-	0.002	-	-	0.254	0.282
HCM Control Delay (s)	12.4	7.7	0	-	7.5	0	-	14.2	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1	1.2

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↗
Traffic Vol, veh/h	72	114	64	0	0	108
Future Vol, veh/h	72	114	64	0	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	0	2	2	1
Mvmt Flow	82	130	73	0	0	123

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	73	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.21
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.309
Pot Cap-1 Maneuver	1540	-	992
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1540	-	992
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1540	-	-	992
HCM Lane V/C Ratio	0.053	-	-	0.124
HCM Control Delay (s)	7.5	0	-	9.1
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.4

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	29	226	100	16	10	14
Future Vol, veh/h	29	226	100	16	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	8	0	1	0	20	0
Mvmt Flow	37	290	128	21	13	18

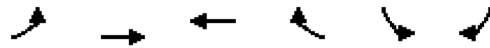
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	149	0	-	0	503 139
Stage 1	-	-	-	-	139 -
Stage 2	-	-	-	-	364 -
Critical Hdwy	4.18	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.6 -
Critical Hdwy Stg 2	-	-	-	-	5.6 -
Follow-up Hdwy	2.272	-	-	-	3.68 3.3
Pot Cap-1 Maneuver	1396	-	-	-	498 915
Stage 1	-	-	-	-	845 -
Stage 2	-	-	-	-	665 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1396	-	-	-	482 915
Mov Cap-2 Maneuver	-	-	-	-	482 -
Stage 1	-	-	-	-	818 -
Stage 2	-	-	-	-	665 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1396	-	-	-	666
HCM Lane V/C Ratio	0.027	-	-	-	0.046
HCM Control Delay (s)	7.6	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2023 Existing Condition
 Saturday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↑	↗	↖	↗	
Traffic Volume (veh/h)	63	60	35	127	329	199	
Future Volume (veh/h)	63	60	35	127	329	199	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1856	1870	1900	1961	1900	1900	
Adj Flow Rate, veh/h	72	69	40	0	378	0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	
Percent Heavy Veh, %	3	2	0	1	0	0	
Cap, veh/h	667	952	679		442		
Arrive On Green	0.04	0.51	0.36	0.00	0.24	0.00	
Sat Flow, veh/h	1767	1870	1900	1662	1810	1610	
Grp Volume(v), veh/h	72	69	40	0	378	0	
Grp Sat Flow(s),veh/h/ln	1767	1870	1900	1662	1810	1610	
Q Serve(g_s), s	1.3	1.1	0.8	0.0	11.2	0.0	
Cycle Q Clear(g_c), s	1.3	1.1	0.8	0.0	11.2	0.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	667	952	679		442		
V/C Ratio(X)	0.11	0.07	0.06		0.85		
Avail Cap(c_a), veh/h	1226	2880	2037		1293		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	
Uniform Delay (d), s/veh	9.4	7.0	11.8	0.0	20.2	0.0	
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	1.9	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.3	0.0	4.5	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	9.4	7.0	11.9	0.0	22.1	0.0	
LnGrp LOS	A	A	B		C		
Approach Vol, veh/h		141	40	A	378	A	
Approach Delay, s/veh		8.3	11.9		22.1		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		35.3			8.5	26.8	20.7
Change Period (Y+Rc), s		6.8			* 6.2	6.8	7.0
Max Green Setting (Gmax), s		86.2			* 20	60.0	40.0
Max Q Clear Time (g_c+I1), s		3.1			3.3	2.8	13.2
Green Ext Time (p_c), s		0.5			0.1	0.2	0.6

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	114	64	99	267	0
Future Vol, veh/h	0	114	64	99	267	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	4	0	7	0	2
Mvmt Flow	0	130	73	113	303	0

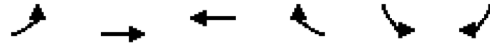
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	260
Stage 1	-	-	-	-	130
Stage 2	-	-	-	-	130
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	733
Stage 1	0	-	-	-	901
Stage 2	0	-	-	-	901
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	733
Mov Cap-2 Maneuver	-	-	-	-	733
Stage 1	-	-	-	-	901
Stage 2	-	-	-	-	901

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	733
HCM Lane V/C Ratio	-	-	-	0.414
HCM Control Delay (s)	-	-	-	13.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	2

HCM 6th Signalized Intersection Summary
 3: Dune Road & Jessup Lane

2023 Existing Condition
 Saturday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗	→	↙	↘
Traffic Volume (veh/h)	580	112	58	114	73	269
Future Volume (veh/h)	580	112	58	114	73	269
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1856	1900
Adj Flow Rate, veh/h	604	117	60	0	76	140
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	2	3	0
Cap, veh/h	1058	1404	907		201	183
Arrive On Green	0.19	0.74	0.48	0.00	0.11	0.11
Sat Flow, veh/h	1810	1900	1900	1585	1767	1610
Grp Volume(v), veh/h	604	117	60	0	76	140
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1585	1767	1610
Q Serve(g_s), s	11.8	1.3	1.3	0.0	3.0	6.4
Cycle Q Clear(g_c), s	11.8	1.3	1.3	0.0	3.0	6.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1058	1404	907		201	183
V/C Ratio(X)	0.57	0.08	0.07		0.38	0.76
Avail Cap(c_a), veh/h	1083	1404	907		702	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	5.6	2.7	10.7	0.0	31.0	32.5
Incr Delay (d2), s/veh	0.4	0.1	0.1	0.0	0.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.4	0.5	0.0	1.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.0	2.9	10.8	0.0	31.4	34.9
LnGrp LOS	A	A	B		C	C
Approach Vol, veh/h		721	60	A	216	
Approach Delay, s/veh		5.5	10.8		33.7	
Approach LOS		A	B		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		61.4			19.8	41.6
Change Period (Y+Rc), s		5.6			* 5.8	5.6
Max Green Setting (Gmax), s		55.8			* 15	35.0
Max Q Clear Time (g_c+I1), s		3.3			13.8	3.3
Green Ext Time (p_c), s		0.4			0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes
 User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2023 Existing Condition
 Saturday Evening Peak Hour

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	71	110	9	1	94	155	13	95	2	75	40	37
Future Vol, veh/h	71	110	9	1	94	155	13	95	2	75	40	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	0	0	1	0	0	0	0	0	0
Mvmt Flow	78	121	10	1	103	170	14	104	2	82	44	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	273	0	0	131	0	0	515	557	126	525	477	188
Stage 1	-	-	-	-	-	-	282	282	-	190	190	-
Stage 2	-	-	-	-	-	-	233	275	-	335	287	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1296	-	-	1467	-	-	474	442	930	466	490	859
Stage 1	-	-	-	-	-	-	729	681	-	816	747	-
Stage 2	-	-	-	-	-	-	775	686	-	683	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1467	-	-	398	413	930	356	458	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	398	413	-	356	458	-
Stage 1	-	-	-	-	-	-	682	637	-	763	746	-
Stage 2	-	-	-	-	-	-	694	685	-	533	634	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0			17.2			15.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	415	1296	-	-	1467	-	-	356	590
HCM Lane V/C Ratio	0.291	0.06	-	-	0.001	-	-	0.232	0.143
HCM Control Delay (s)	17.2	8	0	-	7.5	0	-	18.1	12.1
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0	-	-	0.9	0.5

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↗
Traffic Vol, veh/h	85	103	139	0	0	69
Future Vol, veh/h	85	103	139	0	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	91	111	149	0	0	74

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	149	0	-	0	-	149
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1445	-	-	0	0	903
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1445	-	-	-	-	903
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1445	-	-	903
HCM Lane V/C Ratio	0.063	-	-	0.082
HCM Control Delay (s)	7.7	0	-	9.3
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.3

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	52	121	267	25	17	31
Future Vol, veh/h	52	121	267	25	17	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	130	287	27	18	33

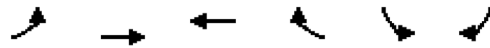
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	314	0	-	0	543 301
Stage 1	-	-	-	-	301 -
Stage 2	-	-	-	-	242 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1258	-	-	-	504 743
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	803 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1258	-	-	-	480 743
Mov Cap-2 Maneuver	-	-	-	-	480 -
Stage 1	-	-	-	-	719 -
Stage 2	-	-	-	-	803 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1258	-	-	-	622
HCM Lane V/C Ratio	0.044	-	-	-	0.083
HCM Control Delay (s)	8	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2023 Existing Condition
 Saturday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	263	71	87	389	192	111	
Future Volume (veh/h)	263	71	87	389	192	111	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1976	1900	1900	
Adj Flow Rate, veh/h	289	78	96	0	211	0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	0	0	1	0	0	0	
Cap, veh/h	797	1146	680		268		
Arrive On Green	0.13	0.60	0.36	0.00	0.15	0.00	
Sat Flow, veh/h	1810	1900	1885	1675	1810	1610	
Grp Volume(v), veh/h	289	78	96	0	211	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	1885	1675	1810	1610	
Q Serve(g_s), s	5.0	0.9	1.9	0.0	6.2	0.0	
Cycle Q Clear(g_c), s	5.0	0.9	1.9	0.0	6.2	0.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	797	1146	680		268		
V/C Ratio(X)	0.36	0.07	0.14		0.79		
Avail Cap(c_a), veh/h	1214	2955	2041		1306		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	
Uniform Delay (d), s/veh	7.5	4.6	11.9	0.0	22.8	0.0	
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	2.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.4	0.2	0.7	0.0	2.6	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	7.6	4.6	12.0	0.0	24.7	0.0	
LnGrp LOS	A	A	B		C		
Approach Vol, veh/h		367	96	A	211	A	
Approach Delay, s/veh		7.0	12.0		24.7		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		40.2			13.4	26.8	15.2
Change Period (Y+Rc), s		6.8			* 6.2	6.8	7.0
Max Green Setting (Gmax), s		86.2			* 20	60.0	40.0
Max Q Clear Time (g_c+I1), s		2.9			7.0	3.9	8.2
Green Ext Time (p_c), s		0.5			0.3	0.7	0.3

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	103	139	297	131	0
Future Vol, veh/h	0	103	139	297	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	0	111	149	319	141	0

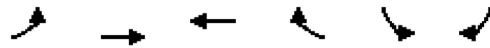
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	420
Stage 1	-	-	-	-	309
Stage 2	-	-	-	-	111
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	594
Stage 1	0	-	-	-	749
Stage 2	0	-	-	-	919
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	594
Mov Cap-2 Maneuver	-	-	-	-	594
Stage 1	-	-	-	-	749
Stage 2	-	-	-	-	919

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	594
HCM Lane V/C Ratio	-	-	-	0.237
HCM Control Delay (s)	-	-	-	12.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.9

HCM 6th Signalized Intersection Summary
 3: Dune Road & Jessup Lane

2028 No-Build Condition
 Weekday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
Traffic Volume (veh/h)	156	47	45	39	62	180
Future Volume (veh/h)	156	47	45	39	62	180
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1900	1618	1900	1870	1826
Adj Flow Rate, veh/h	181	55	52	0	72	124
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	6	0	19	0	2	5
Cap, veh/h	980	1416	978		190	165
Arrive On Green	0.06	0.75	0.60	0.00	0.11	0.11
Sat Flow, veh/h	1725	1900	1618	1610	1781	1547
Grp Volume(v), veh/h	181	55	52	0	72	124
Grp Sat Flow(s),veh/h/ln	1725	1900	1618	1610	1781	1547
Q Serve(g_s), s	2.7	0.6	1.0	0.0	2.8	5.8
Cycle Q Clear(g_c), s	2.7	0.6	1.0	0.0	2.8	5.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	980	1416	978		190	165
V/C Ratio(X)	0.18	0.04	0.05		0.38	0.75
Avail Cap(c_a), veh/h	1216	1416	978		714	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	4.0	2.5	6.1	0.0	31.1	32.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.3	0.0	1.2	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.0	2.6	6.2	0.0	31.6	35.1
LnGrp LOS	A	A	A		C	D
Approach Vol, veh/h		236	52		196	
Approach Delay, s/veh		3.7	6.2		33.8	
Approach LOS		A	A		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		61.4			10.5	50.9
Change Period (Y+Rc), s		5.6			* 5.8	5.6
Max Green Setting (Gmax), s		55.8			* 15	35.0
Max Q Clear Time (g_c+I1), s		2.6			4.7	3.0
Green Ext Time (p_c), s		0.2			0.2	0.1

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2028 No-Build Condition
 Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	23	62	6	1	44	29	4	16	0	70	25	31
Future Vol, veh/h	23	62	6	1	44	29	4	16	0	70	25	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	4	0	0	11	0	0	0	0	5	0	8
Mvmt Flow	27	74	7	1	52	35	5	19	0	83	30	37

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	87	0	0	81	0	0	237	221	78	213	207	70
Stage 1	-	-	-	-	-	-	132	132	-	72	72	-
Stage 2	-	-	-	-	-	-	105	89	-	141	135	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.15	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.545	4	3.372
Pot Cap-1 Maneuver	1484	-	-	1529	-	-	722	681	988	737	693	976
Stage 1	-	-	-	-	-	-	876	791	-	930	839	-
Stage 2	-	-	-	-	-	-	906	825	-	855	789	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1484	-	-	1529	-	-	661	667	988	710	679	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	661	667	-	710	679	-
Stage 1	-	-	-	-	-	-	859	776	-	912	838	-
Stage 2	-	-	-	-	-	-	840	824	-	818	774	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.9		0.1		10.6		10.3	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	666	1484	-	-	1529	-	-	710	817
HCM Lane V/C Ratio	0.036	0.018	-	-	0.001	-	-	0.117	0.082
HCM Control Delay (s)	10.6	7.5	0	-	7.4	0	-	10.7	9.8
HCM Lane LOS	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4	0.3

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	47	72	32	0	0	51
Future Vol, veh/h	47	72	32	0	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	3	12	12	0	2	5
Mvmt Flow	60	92	41	0	0	65

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	41	0	-	0	- 41
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	- 6.25
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	-	- 3.345
Pot Cap-1 Maneuver	1562	-	-	0	0 1022
Stage 1	-	-	-	0	0 -
Stage 2	-	-	-	0	0 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1562	-	-	-	- 1022
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1562	-	-	1022
HCM Lane V/C Ratio	0.039	-	-	0.064
HCM Control Delay (s)	7.4	0	-	8.8
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	209	39	1	0	0
Future Vol, veh/h	1	209	39	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	100	5	3	0	0	0
Mvmt Flow	1	232	43	1	0	0

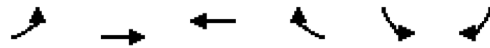
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	44	0	-	0	278
Stage 1	-	-	-	-	44
Stage 2	-	-	-	-	234
Critical Hdwy	5.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	3.1	-	-	-	3.5
Pot Cap-1 Maneuver	1112	-	-	-	716
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	810
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1112	-	-	-	715
Mov Cap-2 Maneuver	-	-	-	-	715
Stage 1	-	-	-	-	983
Stage 2	-	-	-	-	810

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1112	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2028 No-Build Condition
 Weekday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↶	↷	↶	↷
Traffic Volume (veh/h)	196	12	4	36	43	30
Future Volume (veh/h)	196	12	4	36	43	30
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1781	1900	1930	1900	1856
Adj Flow Rate, veh/h	225	14	5	0	49	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	8	0	3	0	3
Cap, veh/h	924	1161	794		109	
Arrive On Green	0.10	0.65	0.42	0.00	0.06	0.00
Sat Flow, veh/h	1781	1781	1900	1635	1810	1572
Grp Volume(v), veh/h	225	14	5	0	49	0
Grp Sat Flow(s),veh/h/ln	1781	1781	1900	1635	1810	1572
Q Serve(g_s), s	3.0	0.1	0.1	0.0	1.3	0.0
Cycle Q Clear(g_c), s	3.0	0.1	0.1	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	924	1161	794		109	
V/C Ratio(X)	0.24	0.01	0.01		0.45	
Avail Cap(c_a), veh/h	1482	3207	2381		1512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	5.3	2.9	8.1	0.0	21.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.3	2.9	8.1	0.0	22.8	0.0
LnGrp LOS	A	A	A		C	
Approach Vol, veh/h		239	5		49	
Approach Delay, s/veh		5.2	8.1		22.8	
Approach LOS		A	A		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		38.0			11.2	26.8
Change Period (Y+Rc), s		6.8			* 6.2	6.8
Max Green Setting (Gmax), s		86.2			* 20	60.0
Max Q Clear Time (g_c+I1), s		2.1			5.0	2.1
Green Ext Time (p_c), s		0.1			0.3	0.0

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	72	32	57	141	0
Future Vol, veh/h	0	72	32	57	141	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	12	12	6	3	2
Mvmt Flow	0	92	41	73	181	0

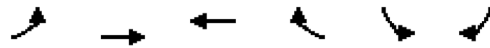
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	170
Stage 1	-	-	-	-	78
Stage 2	-	-	-	-	92
Critical Hdwy	-	-	-	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	-	-	3.527
Pot Cap-1 Maneuver	0	-	-	-	818
Stage 1	0	-	-	-	943
Stage 2	0	-	-	-	929
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	818
Mov Cap-2 Maneuver	-	-	-	-	818
Stage 1	-	-	-	-	943
Stage 2	-	-	-	-	929

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	818
HCM Lane V/C Ratio	-	-	-	0.221
HCM Control Delay (s)	-	-	-	10.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.8

HCM 6th Signalized Intersection Summary
 3: Dune Road & Jessup Lane

2028 No-Build Condition
 Weekday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	527	77	65	72	44	313	
Future Volume (veh/h)	527	77	65	72	44	313	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1870	1870	1870	1900	1870	
Adj Flow Rate, veh/h	555	81	68	0	46	214	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	1	2	2	2	0	2	
Cap, veh/h	987	1310	833		291	255	
Arrive On Green	0.18	0.70	0.45	0.00	0.16	0.16	
Sat Flow, veh/h	1795	1870	1870	1585	1810	1585	
Grp Volume(v), veh/h	555	81	68	0	46	214	
Grp Sat Flow(s),veh/h/ln	1795	1870	1870	1585	1810	1585	
Q Serve(g_s), s	12.4	1.1	1.7	0.0	1.7	10.4	
Cycle Q Clear(g_c), s	12.4	1.1	1.7	0.0	1.7	10.4	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	987	1310	833		291	255	
V/C Ratio(X)	0.56	0.06	0.08		0.16	0.84	
Avail Cap(c_a), veh/h	999	1310	833		681	597	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	7.1	3.7	12.7	0.0	28.8	32.5	
Incr Delay (d2), s/veh	0.4	0.1	0.2	0.0	0.1	2.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.9	0.4	0.7	0.0	0.7	4.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	7.5	3.8	12.9	0.0	28.9	35.3	
LnGrp LOS	A	A	B		C	D	
Approach Vol, veh/h		636	68		260		
Approach Delay, s/veh		7.1	12.9		34.2		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		61.4			20.3	41.1	18.3
Change Period (Y+Rc), s		5.6			* 5.8	5.6	5.5
Max Green Setting (Gmax), s		55.8			* 15	35.0	30.0
Max Q Clear Time (g_c+I1), s		3.1			14.4	3.7	12.4
Green Ext Time (p_c), s		0.3			0.1	0.2	0.4

Intersection Summary

HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2028 No-Build Condition
 Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	40	63	8	3	54	86	1	7	0	58	8	47
Future Vol, veh/h	40	63	8	3	54	86	1	7	0	58	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	5	0	0	0	2	0	9
Mvmt Flow	48	76	10	4	65	104	1	8	0	70	10	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	86	0	0	336	354	81	306	307	117
Stage 1	-	-	-	-	-	-	177	177	-	125	125	-
Stage 2	-	-	-	-	-	-	159	177	-	181	182	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.381
Pot Cap-1 Maneuver	1421	-	-	1523	-	-	622	574	985	646	610	916
Stage 1	-	-	-	-	-	-	829	756	-	879	796	-
Stage 2	-	-	-	-	-	-	848	756	-	821	753	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1421	-	-	1523	-	-	559	552	985	620	586	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	559	552	-	620	586	-
Stage 1	-	-	-	-	-	-	799	729	-	847	794	-
Stage 2	-	-	-	-	-	-	784	754	-	782	726	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.2	11.6	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	553	1421	-	-	1523	-	-	620	847
HCM Lane V/C Ratio	0.017	0.034	-	-	0.002	-	-	0.113	0.078
HCM Control Delay (s)	11.6	7.6	0	-	7.4	0	-	11.5	9.6
HCM Lane LOS	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4	0.3

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	81	50	72	0	0	88
Future Vol, veh/h	81	50	72	0	0	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	2	2
Mvmt Flow	93	57	83	0	0	101

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	83	0	-	0	-	83
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	1527	-	-	0	0	976
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1527	-	-	-	-	976
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1527	-	-	976
HCM Lane V/C Ratio	0.061	-	-	0.104
HCM Control Delay (s)	7.5	0	-	9.1
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.3

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	19	139	67	13	3	9
Future Vol, veh/h	19	139	67	13	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	3	0	0	0	0
Mvmt Flow	23	170	82	16	4	11

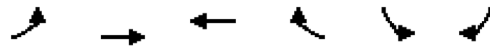
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	98	0	-	0	306 90
Stage 1	-	-	-	-	90 -
Stage 2	-	-	-	-	216 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1508	-	-	-	690 973
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	825 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1508	-	-	-	678 973
Mov Cap-2 Maneuver	-	-	-	-	678 -
Stage 1	-	-	-	-	923 -
Stage 2	-	-	-	-	825 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1508	-	-	-	878
HCM Lane V/C Ratio	0.015	-	-	-	0.017
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2028 No-Build Condition
 Weekday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗	↘	↙	↘
Traffic Volume (veh/h)	67	62	18	126	155	85
Future Volume (veh/h)	67	62	18	126	155	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1870	1900	1961	1885	1900
Adj Flow Rate, veh/h	72	67	19	0	167	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	2	0	1	1	0
Cap, veh/h	777	1102	796		219	
Arrive On Green	0.04	0.59	0.42	0.00	0.12	0.00
Sat Flow, veh/h	1725	1870	1900	1662	1795	1610
Grp Volume(v), veh/h	72	67	19	0	167	0
Grp Sat Flow(s),veh/h/ln	1725	1870	1900	1662	1795	1610
Q Serve(g_s), s	1.0	0.7	0.3	0.0	4.3	0.0
Cycle Q Clear(g_c), s	1.0	0.7	0.3	0.0	4.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	777	1102	796		219	
V/C Ratio(X)	0.09	0.06	0.02		0.76	
Avail Cap(c_a), veh/h	1431	3379	2389		1505	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	6.3	4.2	8.1	0.0	20.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.1	0.0	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3	4.2	8.1	0.0	22.4	0.0
LnGrp LOS	A	A	A		C	
Approach Vol, veh/h		139	19		167	
Approach Delay, s/veh		5.3	8.1		22.4	
Approach LOS		A	A		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		34.9			8.1	26.8
Change Period (Y+Rc), s		6.8			* 6.2	6.8
Max Green Setting (Gmax), s		86.2			* 20	60.0
Max Q Clear Time (g_c+I1), s		2.7			3.0	2.3
Green Ext Time (p_c), s		0.5			0.1	0.1

Intersection Summary

HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	50	72	117	83	0
Future Vol, veh/h	0	50	72	117	83	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	4	5	2
Mvmt Flow	0	57	83	134	95	0

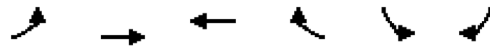
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	207
Stage 1	-	-	-	-	150
Stage 2	-	-	-	-	57
Critical Hdwy	-	-	-	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	-	-	3.545
Pot Cap-1 Maneuver	0	-	-	-	775
Stage 1	0	-	-	-	870
Stage 2	0	-	-	-	958
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	775
Mov Cap-2 Maneuver	-	-	-	-	775
Stage 1	-	-	-	-	870
Stage 2	-	-	-	-	958

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	775
HCM Lane V/C Ratio	-	-	-	0.123
HCM Control Delay (s)	-	-	-	10.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

HCM 6th Signalized Intersection Summary
 3: Dune Road & Jessup Lane

2028 No-Build Condition
 Saturday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶	↷	↶	↷	
Traffic Volume (veh/h)	301	75	157	71	108	582	
Future Volume (veh/h)	301	75	157	71	108	582	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1856	1885	1885	1870	1900	
Adj Flow Rate, veh/h	342	85	178	0	123	338	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %	1	3	1	1	2	0	
Cap, veh/h	779	1186	851		417	377	
Arrive On Green	0.12	0.64	0.45	0.00	0.23	0.23	
Sat Flow, veh/h	1795	1856	1885	1598	1781	1610	
Grp Volume(v), veh/h	342	85	178	0	123	338	
Grp Sat Flow(s),veh/h/ln	1795	1856	1885	1598	1781	1610	
Q Serve(g_s), s	8.3	1.5	5.0	0.0	5.0	17.8	
Cycle Q Clear(g_c), s	8.3	1.5	5.0	0.0	5.0	17.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	779	1186	851		417	377	
V/C Ratio(X)	0.44	0.07	0.21		0.30	0.90	
Avail Cap(c_a), veh/h	870	1186	851		612	553	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	9.2	6.0	14.5	0.0	27.5	32.4	
Incr Delay (d2), s/veh	0.1	0.1	0.6	0.0	0.1	9.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.9	0.6	2.2	0.0	2.1	7.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	9.4	6.1	15.1	0.0	27.7	42.3	
LnGrp LOS	A	A	B		C	D	
Approach Vol, veh/h		427	178		461		
Approach Delay, s/veh		8.7	15.1		38.4		
Approach LOS		A	B		D		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		61.4			16.4	45.0	25.9
Change Period (Y+Rc), s		5.6			* 5.8	5.6	5.5
Max Green Setting (Gmax), s		55.8			* 15	35.0	30.0
Max Q Clear Time (g_c+I1), s		3.5			10.3	7.0	19.8
Green Ext Time (p_c), s		0.3			0.3	0.6	0.6

Intersection Summary

HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2028 No-Build Condition
 Saturday Morning Peak Hour

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	44	113	13	2	73	86	5	23	6	119	56	135
Future Vol, veh/h	44	113	13	2	73	86	5	23	6	119	56	135
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	5	1	0	0	4	2	0	0	0	7	0	1
Mvmt Flow	51	130	15	2	84	99	6	26	7	137	64	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	145	0	0	487	427	138	394	385	134
Stage 1	-	-	-	-	-	-	240	240	-	138	138	-
Stage 2	-	-	-	-	-	-	247	187	-	256	247	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.2	7.17	6.5	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.3	3.563	4	3.309
Pot Cap-1 Maneuver	1374	-	-	1450	-	-	494	523	916	557	552	918
Stage 1	-	-	-	-	-	-	768	711	-	853	786	-
Stage 2	-	-	-	-	-	-	761	749	-	738	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1374	-	-	1450	-	-	361	501	916	514	529	918
Mov Cap-2 Maneuver	-	-	-	-	-	-	361	501	-	514	529	-
Stage 1	-	-	-	-	-	-	737	683	-	819	784	-
Stage 2	-	-	-	-	-	-	579	748	-	676	678	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.1			12.6			12.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	513	1374	-	-	1450	-	-	514	755
HCM Lane V/C Ratio	0.076	0.037	-	-	0.002	-	-	0.266	0.291
HCM Control Delay (s)	12.6	7.7	0	-	7.5	0	-	14.5	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.1	1.2

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↗
Traffic Vol, veh/h	74	117	66	0	0	111
Future Vol, veh/h	74	117	66	0	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	0	2	2	1
Mvmt Flow	84	133	75	0	0	126

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	75	0	-	0	-	75
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.309
Pot Cap-1 Maneuver	1537	-	-	0	0	989
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1537	-	-	-	-	989
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1537	-	-	989
HCM Lane V/C Ratio	0.055	-	-	0.128
HCM Control Delay (s)	7.5	0	-	9.2
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.4

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	29	232	103	16	10	14
Future Vol, veh/h	29	232	103	16	10	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	8	0	1	0	20	0
Mvmt Flow	37	297	132	21	13	18

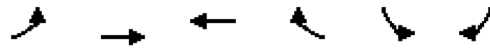
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	153	0	-	0	514 143
Stage 1	-	-	-	-	143 -
Stage 2	-	-	-	-	371 -
Critical Hdwy	4.18	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.6 -
Critical Hdwy Stg 2	-	-	-	-	5.6 -
Follow-up Hdwy	2.272	-	-	-	3.68 3.3
Pot Cap-1 Maneuver	1392	-	-	-	490 910
Stage 1	-	-	-	-	842 -
Stage 2	-	-	-	-	660 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1392	-	-	-	474 910
Mov Cap-2 Maneuver	-	-	-	-	474 -
Stage 1	-	-	-	-	815 -
Stage 2	-	-	-	-	660 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1392	-	-	-	658
HCM Lane V/C Ratio	0.027	-	-	-	0.047
HCM Control Delay (s)	7.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2028 No-Build Condition
 Saturday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
Traffic Volume (veh/h)	65	62	36	130	337	204
Future Volume (veh/h)	65	62	36	130	337	204
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1961	1900	1900
Adj Flow Rate, veh/h	75	71	41	0	387	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	2	0	1	0	0
Cap, veh/h	663	947	673		451	
Arrive On Green	0.04	0.51	0.35	0.00	0.25	0.00
Sat Flow, veh/h	1767	1870	1900	1662	1810	1610
Grp Volume(v), veh/h	75	71	41	0	387	0
Grp Sat Flow(s),veh/h/ln	1767	1870	1900	1662	1810	1610
Q Serve(g_s), s	1.4	1.1	0.8	0.0	11.5	0.0
Cycle Q Clear(g_c), s	1.4	1.1	0.8	0.0	11.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	663	947	673		451	
V/C Ratio(X)	0.11	0.07	0.06		0.86	
Avail Cap(c_a), veh/h	1214	2854	2018		1281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	9.6	7.1	12.0	0.0	20.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.3	0.0	4.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	7.2	12.1	0.0	22.1	0.0
LnGrp LOS	A	A	B		C	
Approach Vol, veh/h		146	41		387	
Approach Delay, s/veh		8.4	12.1		22.1	
Approach LOS		A	B		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		35.4			8.6	26.8
Change Period (Y+Rc), s		6.8			* 6.2	6.8
Max Green Setting (Gmax), s		86.2			* 20	60.0
Max Q Clear Time (g_c+I1), s		3.1			3.4	2.8
Green Ext Time (p_c), s		0.5			0.1	0.2

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	117	66	101	274	0
Future Vol, veh/h	0	117	66	101	274	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	4	0	7	0	2
Mvmt Flow	0	133	75	115	311	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	266
Stage 1	-	-	-	-	133
Stage 2	-	-	-	-	133
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	727
Stage 1	0	-	-	-	898
Stage 2	0	-	-	-	898
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	727
Mov Cap-2 Maneuver	-	-	-	-	727
Stage 1	-	-	-	-	898
Stage 2	-	-	-	-	898

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	727
HCM Lane V/C Ratio	-	-	-	0.428
HCM Control Delay (s)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	2.2

HCM 6th Signalized Intersection Summary

3: Dune Road & Jessup Lane

2028 No-Build Condition
Saturday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↷	↶	↶	↶
Traffic Volume (veh/h)	595	115	59	117	75	276
Future Volume (veh/h)	595	115	59	117	75	276
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1856	1900
Adj Flow Rate, veh/h	620	120	61	0	78	148
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	2	3	0
Cap, veh/h	1054	1396	887		210	191
Arrive On Green	0.19	0.73	0.47	0.00	0.12	0.12
Sat Flow, veh/h	1810	1900	1900	1585	1767	1610
Grp Volume(v), veh/h	620	120	61	0	78	148
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1585	1767	1610
Q Serve(g_s), s	12.5	1.4	1.3	0.0	3.1	6.8
Cycle Q Clear(g_c), s	12.5	1.4	1.3	0.0	3.1	6.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1054	1396	887		210	191
V/C Ratio(X)	0.59	0.09	0.07		0.37	0.77
Avail Cap(c_a), veh/h	1064	1396	887		698	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	5.9	2.8	11.2	0.0	30.8	32.5
Incr Delay (d2), s/veh	0.6	0.1	0.1	0.0	0.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.4	0.6	0.0	1.3	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.4	3.0	11.3	0.0	31.2	35.0
LnGrp LOS	A	A	B		C	C
Approach Vol, veh/h		740	61		226	
Approach Delay, s/veh		5.9	11.3		33.7	
Approach LOS		A	B		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		61.4			20.4	41.0
Change Period (Y+Rc), s		5.6			* 5.8	5.6
Max Green Setting (Gmax), s		55.8			* 15	35.0
Max Q Clear Time (g_c+I1), s		3.4			14.5	3.3
Green Ext Time (p_c), s		0.4			0.1	0.2

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2028 No-Build Condition
 Saturday Evening Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	73	113	9	1	96	159	13	97	2	77	41	38
Future Vol, veh/h	73	113	9	1	96	159	13	97	2	77	41	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	0	0	1	0	0	0	0	0	0
Mvmt Flow	80	124	10	1	105	175	14	107	2	85	45	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	134	0	0	527	571	129	539	489	193
Stage 1	-	-	-	-	-	-	289	289	-	195	195	-
Stage 2	-	-	-	-	-	-	238	282	-	344	294	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1288	-	-	1463	-	-	465	434	926	456	482	854
Stage 1	-	-	-	-	-	-	723	677	-	811	743	-
Stage 2	-	-	-	-	-	-	770	681	-	676	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1288	-	-	1463	-	-	387	404	926	344	449	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	404	-	344	449	-
Stage 1	-	-	-	-	-	-	675	632	-	757	742	-
Stage 2	-	-	-	-	-	-	687	680	-	523	628	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0			17.7			15.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	406	1288	-	-	1463	-	-	344	582
HCM Lane V/C Ratio	0.303	0.062	-	-	0.001	-	-	0.246	0.149
HCM Control Delay (s)	17.7	8	0	-	7.5	0	-	18.8	12.3
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0	-	-	1	0.5

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↗
Traffic Vol, veh/h	87	106	143	0	0	71
Future Vol, veh/h	87	106	143	0	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	94	114	154	0	0	76

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	154	0	-	0	-	154
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1439	-	-	0	0	897
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1439	-	-	-	-	897
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1439	-	-	897
HCM Lane V/C Ratio	0.065	-	-	0.085
HCM Control Delay (s)	7.7	0	-	9.4
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.3

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	52	124	274	25	17	31
Future Vol, veh/h	52	124	274	25	17	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	56	133	295	27	18	33

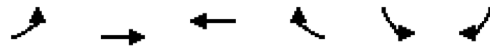
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	322	0	-	0	554 309
Stage 1	-	-	-	-	309 -
Stage 2	-	-	-	-	245 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1249	-	-	-	497 736
Stage 1	-	-	-	-	749 -
Stage 2	-	-	-	-	800 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1249	-	-	-	473 736
Mov Cap-2 Maneuver	-	-	-	-	473 -
Stage 1	-	-	-	-	713 -
Stage 2	-	-	-	-	800 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1249	-	-	-	615
HCM Lane V/C Ratio	0.045	-	-	-	0.084
HCM Control Delay (s)	8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2028 No-Build Condition
 Saturday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	270	73	89	399	197	114	
Future Volume (veh/h)	270	73	89	399	197	114	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1976	1900	1900	
Adj Flow Rate, veh/h	297	80	98	0	216	0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	0	0	1	0	0	0	
Cap, veh/h	795	1144	675		273		
Arrive On Green	0.13	0.60	0.36	0.00	0.15	0.00	
Sat Flow, veh/h	1810	1900	1885	1675	1810	1610	
Grp Volume(v), veh/h	297	80	98	0	216	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	1885	1675	1810	1610	
Q Serve(g_s), s	5.2	1.0	2.0	0.0	6.4	0.0	
Cycle Q Clear(g_c), s	5.2	1.0	2.0	0.0	6.4	0.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	795	1144	675		273		
V/C Ratio(X)	0.37	0.07	0.15		0.79		
Avail Cap(c_a), veh/h	1202	2931	2024		1295		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	
Uniform Delay (d), s/veh	7.7	4.6	12.2	0.0	22.9	0.0	
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	2.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.4	0.2	0.7	0.0	2.7	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	7.8	4.6	12.3	0.0	24.9	0.0	
LnGrp LOS	A	A	B		C		
Approach Vol, veh/h		377	98		216		
Approach Delay, s/veh		7.1	12.3		24.9		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		40.5			13.7	26.8	15.4
Change Period (Y+Rc), s		6.8			* 6.2	6.8	7.0
Max Green Setting (Gmax), s		86.2			* 20	60.0	40.0
Max Q Clear Time (g_c+I1), s		3.0			7.2	4.0	8.4
Green Ext Time (p_c), s		0.6			0.3	0.7	0.3

Intersection Summary

HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	106	143	304	134	0
Future Vol, veh/h	0	106	143	304	134	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	0	114	154	327	144	0

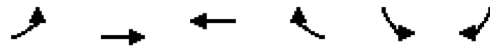
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	432
Stage 1	-	-	-	-	318
Stage 2	-	-	-	-	114
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	584
Stage 1	0	-	-	-	742
Stage 2	0	-	-	-	916
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	584
Mov Cap-2 Maneuver	-	-	-	-	584
Stage 1	-	-	-	-	742
Stage 2	-	-	-	-	916

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	584
HCM Lane V/C Ratio	-	-	-	0.247
HCM Control Delay (s)	-	-	-	13.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1

HCM 6th Signalized Intersection Summary
3: Dune Road & Jessup Lane

2028 Build Condition
Weekday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↷	↶	↶	↶
Traffic Volume (veh/h)	156	47	45	39	62	180
Future Volume (veh/h)	156	47	45	39	62	180
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1900	1618	1900	1870	1826
Adj Flow Rate, veh/h	181	55	52	0	72	124
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	6	0	19	0	2	5
Cap, veh/h	980	1416	978		190	165
Arrive On Green	0.06	0.75	0.60	0.00	0.11	0.11
Sat Flow, veh/h	1725	1900	1618	1610	1781	1547
Grp Volume(v), veh/h	181	55	52	0	72	124
Grp Sat Flow(s),veh/h/ln	1725	1900	1618	1610	1781	1547
Q Serve(g_s), s	2.7	0.6	1.0	0.0	2.8	5.8
Cycle Q Clear(g_c), s	2.7	0.6	1.0	0.0	2.8	5.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	980	1416	978		190	165
V/C Ratio(X)	0.18	0.04	0.05		0.38	0.75
Avail Cap(c_a), veh/h	1216	1416	978		714	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	4.0	2.5	6.1	0.0	31.1	32.5
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.5	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.3	0.0	1.2	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.0	2.6	6.2	0.0	31.6	35.1
LnGrp LOS	A	A	A		C	D
Approach Vol, veh/h		236	52		196	
Approach Delay, s/veh		3.7	6.2		33.8	
Approach LOS		A	A		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		61.4			10.5	50.9
Change Period (Y+Rc), s		5.6			* 5.8	5.6
Max Green Setting (Gmax), s		55.8			* 15	35.0
Max Q Clear Time (g_c+I1), s		2.6			4.7	3.0
Green Ext Time (p_c), s		0.2			0.2	0.1

Intersection Summary

HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2028 Build Condition
 Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	23	62	6	1	44	30	4	16	0	70	25	31
Future Vol, veh/h	23	62	6	1	44	30	4	16	0	70	25	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	6	4	0	0	11	0	0	0	0	5	0	8
Mvmt Flow	27	74	7	1	52	36	5	19	0	83	30	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	88	0	0	81	0	0	238	222	78	213	207	70
Stage 1	-	-	-	-	-	-	132	132	-	72	72	-
Stage 2	-	-	-	-	-	-	106	90	-	141	135	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.15	6.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.545	4	3.372
Pot Cap-1 Maneuver	1483	-	-	1529	-	-	721	680	988	737	693	976
Stage 1	-	-	-	-	-	-	876	791	-	930	839	-
Stage 2	-	-	-	-	-	-	905	824	-	855	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1529	-	-	660	666	988	710	679	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	660	666	-	710	679	-
Stage 1	-	-	-	-	-	-	859	776	-	912	838	-
Stage 2	-	-	-	-	-	-	839	823	-	818	774	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0.1			10.6			10.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	665	1483	-	-	1529	-	-	710	817
HCM Lane V/C Ratio	0.036	0.018	-	-	0.001	-	-	0.117	0.082
HCM Control Delay (s)	10.6	7.5	0	-	7.4	0	-	10.7	9.8
HCM Lane LOS	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4	0.3

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔			↔
Traffic Vol, veh/h	47	72	33	0	0	51
Future Vol, veh/h	47	72	33	0	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	3	12	12	0	2	5
Mvmt Flow	60	92	42	0	0	65

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	42	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.13	-	6.25
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.227	-	3.345
Pot Cap-1 Maneuver	1561	-	1020
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1561	-	1020
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1561	-	-	1020
HCM Lane V/C Ratio	0.039	-	-	0.064
HCM Control Delay (s)	7.4	0	-	8.8
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	209	39	1	2	3
Future Vol, veh/h	1	209	39	1	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	100	5	3	0	0	0
Mvmt Flow	1	232	43	1	2	3

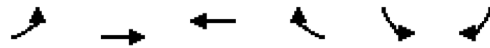
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	44	0	-	0	278 44
Stage 1	-	-	-	-	44 -
Stage 2	-	-	-	-	234 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1112	-	-	-	716 1032
Stage 1	-	-	-	-	984 -
Stage 2	-	-	-	-	810 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1112	-	-	-	715 1032
Mov Cap-2 Maneuver	-	-	-	-	715 -
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	810 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1112	-	-	-	877
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Control Delay (s)	8.2	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2028 Build Condition
 Weekday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↷	↶	↷	↶
Traffic Volume (veh/h)	198	12	4	36	43	31
Future Volume (veh/h)	198	12	4	36	43	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1781	1900	1930	1900	1856
Adj Flow Rate, veh/h	228	14	5	0	49	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	8	0	3	0	3
Cap, veh/h	925	1162	793		109	
Arrive On Green	0.11	0.65	0.42	0.00	0.06	0.00
Sat Flow, veh/h	1781	1781	1900	1635	1810	1572
Grp Volume(v), veh/h	228	14	5	0	49	0
Grp Sat Flow(s),veh/h/ln	1781	1781	1900	1635	1810	1572
Q Serve(g_s), s	3.1	0.1	0.1	0.0	1.3	0.0
Cycle Q Clear(g_c), s	3.1	0.1	0.1	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	925	1162	793		109	
V/C Ratio(X)	0.25	0.01	0.01		0.45	
Avail Cap(c_a), veh/h	1480	3203	2378		1510	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	5.3	2.9	8.2	0.0	21.8	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.3	2.9	8.2	0.0	22.9	0.0
LnGrp LOS	A	A	A		C	
Approach Vol, veh/h		242	5		49	
Approach Delay, s/veh		5.2	8.2		22.9	
Approach LOS		A	A		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		38.1			11.3	26.8
Change Period (Y+Rc), s		6.8			* 6.2	6.8
Max Green Setting (Gmax), s		86.2			* 20	60.0
Max Q Clear Time (g_c+I1), s		2.1			5.1	2.1
Green Ext Time (p_c), s		0.1			0.3	0.0

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	72	33	59	142	0
Future Vol, veh/h	0	72	33	59	142	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	12	12	6	3	2
Mvmt Flow	0	92	42	76	182	0

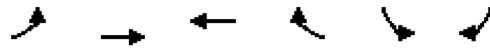
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	172
Stage 1	-	-	-	-	80
Stage 2	-	-	-	-	92
Critical Hdwy	-	-	-	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	-	-	3.527
Pot Cap-1 Maneuver	0	-	-	-	816
Stage 1	0	-	-	-	941
Stage 2	0	-	-	-	929
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	816
Mov Cap-2 Maneuver	-	-	-	-	816
Stage 1	-	-	-	-	941
Stage 2	-	-	-	-	929

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	816
HCM Lane V/C Ratio	-	-	-	0.223
HCM Control Delay (s)	-	-	-	10.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.9

HCM 6th Signalized Intersection Summary
3: Dune Road & Jessup Lane

2028 Build Condition
Weekday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↶	↷	↶	↷	↶	↷	
Traffic Volume (veh/h)	527	77	65	72	44	313	
Future Volume (veh/h)	527	77	65	72	44	313	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1870	1870	1870	1900	1870	
Adj Flow Rate, veh/h	555	81	68	0	46	214	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	1	2	2	2	0	2	
Cap, veh/h	987	1310	833		291	255	
Arrive On Green	0.18	0.70	0.45	0.00	0.16	0.16	
Sat Flow, veh/h	1795	1870	1870	1585	1810	1585	
Grp Volume(v), veh/h	555	81	68	0	46	214	
Grp Sat Flow(s),veh/h/ln	1795	1870	1870	1585	1810	1585	
Q Serve(g_s), s	12.4	1.1	1.7	0.0	1.7	10.4	
Cycle Q Clear(g_c), s	12.4	1.1	1.7	0.0	1.7	10.4	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	987	1310	833		291	255	
V/C Ratio(X)	0.56	0.06	0.08		0.16	0.84	
Avail Cap(c_a), veh/h	999	1310	833		681	597	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	7.1	3.7	12.7	0.0	28.8	32.5	
Incr Delay (d2), s/veh	0.4	0.1	0.2	0.0	0.1	2.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.9	0.4	0.7	0.0	0.7	4.1	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	7.5	3.8	12.9	0.0	28.9	35.3	
LnGrp LOS	A	A	B		C	D	
Approach Vol, veh/h		636	68		260		
Approach Delay, s/veh		7.1	12.9		34.2		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		61.4			20.3	41.1	18.3
Change Period (Y+Rc), s		5.6			* 5.8	5.6	5.5
Max Green Setting (Gmax), s		55.8			* 15	35.0	30.0
Max Q Clear Time (g_c+I1), s		3.1			14.4	3.7	12.4
Green Ext Time (p_c), s		0.3			0.1	0.2	0.4

Intersection Summary

HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
5: Rogers Beach Driveway/Beach Lane & Dune Road

2028 Build Condition
Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	40	63	8	3	54	86	1	7	0	59	8	47
Future Vol, veh/h	40	63	8	3	54	86	1	7	0	59	8	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	5	0	0	0	2	0	9
Mvmt Flow	48	76	10	4	65	104	1	8	0	71	10	57

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	169	0	0	86	0	0	336	354	81	306	307	117
Stage 1	-	-	-	-	-	-	177	177	-	125	125	-
Stage 2	-	-	-	-	-	-	159	177	-	181	182	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.381
Pot Cap-1 Maneuver	1421	-	-	1523	-	-	622	574	985	646	610	916
Stage 1	-	-	-	-	-	-	829	756	-	879	796	-
Stage 2	-	-	-	-	-	-	848	756	-	821	753	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1421	-	-	1523	-	-	559	552	985	620	586	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	559	552	-	620	586	-
Stage 1	-	-	-	-	-	-	799	729	-	847	794	-
Stage 2	-	-	-	-	-	-	784	754	-	782	726	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	2.7		0.2		11.6		10.6	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	553	1421	-	-	1523	-	-	620	847
HCM Lane V/C Ratio	0.017	0.034	-	-	0.002	-	-	0.115	0.078
HCM Control Delay (s)	11.6	7.6	0	-	7.4	0	-	11.6	9.6
HCM Lane LOS	B	A	A	-	A	A	-	B	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4	0.3

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↗
Traffic Vol, veh/h	81	51	72	0	0	88
Future Vol, veh/h	81	51	72	0	0	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	2	2
Mvmt Flow	93	59	83	0	0	101

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	83	0	-	0	-	83
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.318
Pot Cap-1 Maneuver	1527	-	-	0	0	976
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1527	-	-	-	-	976
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	4.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1527	-	-	976
HCM Lane V/C Ratio	0.061	-	-	0.104
HCM Control Delay (s)	7.5	0	-	9.1
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.3

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	139	67	3	2	2
Future Vol, veh/h	4	139	67	3	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	3	0	0	0	0
Mvmt Flow	5	170	82	4	2	2

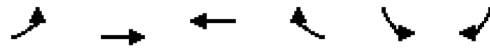
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	86	0	-	0	264 84
Stage 1	-	-	-	-	84 -
Stage 2	-	-	-	-	180 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1523	-	-	-	729 981
Stage 1	-	-	-	-	944 -
Stage 2	-	-	-	-	856 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1523	-	-	-	726 981
Mov Cap-2 Maneuver	-	-	-	-	726 -
Stage 1	-	-	-	-	940 -
Stage 2	-	-	-	-	856 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	834
HCM Lane V/C Ratio	0.003	-	-	-	0.006
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2028 Build Condition
 Weekday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↷	↷	↷	↶	↷
Traffic Volume (veh/h)	69	62	18	126	155	88
Future Volume (veh/h)	69	62	18	126	155	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1870	1900	1961	1885	1900
Adj Flow Rate, veh/h	74	67	19	0	167	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	2	0	1	1	0
Cap, veh/h	778	1102	795		219	
Arrive On Green	0.04	0.59	0.42	0.00	0.12	0.00
Sat Flow, veh/h	1725	1870	1900	1662	1795	1610
Grp Volume(v), veh/h	74	67	19	0	167	0
Grp Sat Flow(s),veh/h/ln	1725	1870	1900	1662	1795	1610
Q Serve(g_s), s	1.1	0.7	0.3	0.0	4.3	0.0
Cycle Q Clear(g_c), s	1.1	0.7	0.3	0.0	4.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	778	1102	795		219	
V/C Ratio(X)	0.10	0.06	0.02		0.76	
Avail Cap(c_a), veh/h	1430	3374	2386		1503	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	6.3	4.2	8.2	0.0	20.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.1	0.0	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3	4.2	8.2	0.0	22.4	0.0
LnGrp LOS	A	A	A		C	
Approach Vol, veh/h		141	19		167	
Approach Delay, s/veh		5.3	8.2		22.4	
Approach LOS		A	A		C	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		35.0			8.2	26.8
Change Period (Y+Rc), s		6.8			* 6.2	6.8
Max Green Setting (Gmax), s		86.2			* 20	60.0
Max Q Clear Time (g_c+I1), s		2.7			3.1	2.3
Green Ext Time (p_c), s		0.5			0.1	0.1

Intersection Summary

HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	51	72	119	86	0
Future Vol, veh/h	0	51	72	119	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	4	5	2
Mvmt Flow	0	59	83	137	99	0

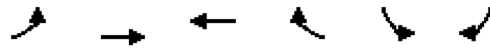
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	211
Stage 1	-	-	-	-	152
Stage 2	-	-	-	-	59
Critical Hdwy	-	-	-	-	6.45
Critical Hdwy Stg 1	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	5.45
Follow-up Hdwy	-	-	-	-	3.545
Pot Cap-1 Maneuver	0	-	-	-	771
Stage 1	0	-	-	-	869
Stage 2	0	-	-	-	956
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	771
Mov Cap-2 Maneuver	-	-	-	-	771
Stage 1	-	-	-	-	869
Stage 2	-	-	-	-	956

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	771
HCM Lane V/C Ratio	-	-	-	0.128
HCM Control Delay (s)	-	-	-	10.4
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

HCM 6th Signalized Intersection Summary
 3: Dune Road & Jessup Lane

2028 Build Condition
 Saturday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗	↘	↙	↘	
Traffic Volume (veh/h)	301	75	157	71	108	582	
Future Volume (veh/h)	301	75	157	71	108	582	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1885	1856	1885	1885	1870	1900	
Adj Flow Rate, veh/h	342	85	178	0	123	338	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %	1	3	1	1	2	0	
Cap, veh/h	779	1186	851		417	377	
Arrive On Green	0.12	0.64	0.45	0.00	0.23	0.23	
Sat Flow, veh/h	1795	1856	1885	1598	1781	1610	
Grp Volume(v), veh/h	342	85	178	0	123	338	
Grp Sat Flow(s),veh/h/ln	1795	1856	1885	1598	1781	1610	
Q Serve(g_s), s	8.3	1.5	5.0	0.0	5.0	17.8	
Cycle Q Clear(g_c), s	8.3	1.5	5.0	0.0	5.0	17.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	779	1186	851		417	377	
V/C Ratio(X)	0.44	0.07	0.21		0.30	0.90	
Avail Cap(c_a), veh/h	870	1186	851		612	553	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	9.2	6.0	14.5	0.0	27.5	32.4	
Incr Delay (d2), s/veh	0.1	0.1	0.6	0.0	0.1	9.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	2.9	0.6	2.2	0.0	2.1	7.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	9.4	6.1	15.1	0.0	27.7	42.3	
LnGrp LOS	A	A	B		C	D	
Approach Vol, veh/h		427	178		461		
Approach Delay, s/veh		8.7	15.1		38.4		
Approach LOS		A	B		D		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		61.4			16.4	45.0	25.9
Change Period (Y+Rc), s		5.6			* 5.8	5.6	5.5
Max Green Setting (Gmax), s		55.8			* 15	35.0	30.0
Max Q Clear Time (g_c+I1), s		3.5			10.3	7.0	19.8
Green Ext Time (p_c), s		0.3			0.3	0.6	0.6

Intersection Summary

HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2028 Build Condition
 Saturday Morning Peak Hour

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	44	113	13	2	73	87	5	23	6	119	56	135
Future Vol, veh/h	44	113	13	2	73	87	5	23	6	119	56	135
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	5	1	0	0	4	2	0	0	0	7	0	1
Mvmt Flow	51	130	15	2	84	100	6	26	7	137	64	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	145	0	0	488	428	138	394	385	134
Stage 1	-	-	-	-	-	-	240	240	-	138	138	-
Stage 2	-	-	-	-	-	-	248	188	-	256	247	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.1	6.5	6.2	7.17	6.5	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.5	4	3.3	3.563	4	3.309
Pot Cap-1 Maneuver	1373	-	-	1450	-	-	493	522	916	557	552	918
Stage 1	-	-	-	-	-	-	768	711	-	853	786	-
Stage 2	-	-	-	-	-	-	760	748	-	738	706	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1373	-	-	1450	-	-	360	500	916	514	529	918
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	500	-	514	529	-
Stage 1	-	-	-	-	-	-	737	683	-	819	784	-
Stage 2	-	-	-	-	-	-	579	747	-	676	678	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0.1			12.6			12.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	512	1373	-	-	1450	-	-	514	755
HCM Lane V/C Ratio	0.076	0.037	-	-	0.002	-	-	0.266	0.291
HCM Control Delay (s)	12.6	7.7	0	-	7.5	0	-	14.5	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.1	1.2

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑			↗
Traffic Vol, veh/h	74	117	67	0	0	111
Future Vol, veh/h	74	117	67	0	0	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	4	0	2	2	1
Mvmt Flow	84	133	76	0	0	126

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	76	0	-	0	- 76
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	- 6.21
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	- 3.309
Pot Cap-1 Maneuver	1536	-	-	0	0 988
Stage 1	-	-	-	0	0 -
Stage 2	-	-	-	0	0 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1536	-	-	-	- 988
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1536	-	-	988
HCM Lane V/C Ratio	0.055	-	-	0.128
HCM Control Delay (s)	7.5	0	-	9.2
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.4

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	232	103	5	3	3
Future Vol, veh/h	5	232	103	5	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	8	0	1	0	20	0
Mvmt Flow	6	297	132	6	4	4

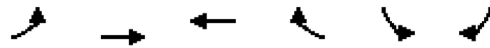
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	138	0	-	0	444 135
Stage 1	-	-	-	-	135 -
Stage 2	-	-	-	-	309 -
Critical Hdwy	4.18	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.6 -
Critical Hdwy Stg 2	-	-	-	-	5.6 -
Follow-up Hdwy	2.272	-	-	-	3.68 3.3
Pot Cap-1 Maneuver	1410	-	-	-	539 919
Stage 1	-	-	-	-	849 -
Stage 2	-	-	-	-	705 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1410	-	-	-	536 919
Mov Cap-2 Maneuver	-	-	-	-	536 -
Stage 1	-	-	-	-	845 -
Stage 2	-	-	-	-	705 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1410	-	-	-	677
HCM Lane V/C Ratio	0.005	-	-	-	0.011
HCM Control Delay (s)	7.6	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2028 Build Condition
 Saturday Morning Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↑	↗	↖	↗	
Traffic Volume (veh/h)	68	62	36	130	337	209	
Future Volume (veh/h)	68	62	36	130	337	209	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1856	1870	1900	1961	1900	1900	
Adj Flow Rate, veh/h	78	71	41	0	387	0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	
Percent Heavy Veh, %	3	2	0	1	0	0	
Cap, veh/h	665	949	671		451		
Arrive On Green	0.04	0.51	0.35	0.00	0.25	0.00	
Sat Flow, veh/h	1767	1870	1900	1662	1810	1610	
Grp Volume(v), veh/h	78	71	41	0	387	0	
Grp Sat Flow(s),veh/h/ln	1767	1870	1900	1662	1810	1610	
Q Serve(g_s), s	1.5	1.1	0.8	0.0	11.6	0.0	
Cycle Q Clear(g_c), s	1.5	1.1	0.8	0.0	11.6	0.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	665	949	671		451		
V/C Ratio(X)	0.12	0.07	0.06		0.86		
Avail Cap(c_a), veh/h	1211	2848	2014		1279		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	
Uniform Delay (d), s/veh	9.6	7.1	12.1	0.0	20.3	0.0	
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	1.9	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.5	0.3	0.3	0.0	4.6	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	9.6	7.2	12.1	0.0	22.2	0.0	
LnGrp LOS	A	A	B		C		
Approach Vol, veh/h		149	41		387		
Approach Delay, s/veh		8.5	12.1		22.2		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		35.5			8.7	26.8	21.1
Change Period (Y+Rc), s		6.8			* 6.2	6.8	7.0
Max Green Setting (Gmax), s		86.2			* 20	60.0	40.0
Max Q Clear Time (g_c+I1), s		3.1			3.5	2.8	13.6
Green Ext Time (p_c), s		0.5			0.1	0.2	0.6

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	117	67	103	279	0
Future Vol, veh/h	0	117	67	103	279	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	4	0	7	0	2
Mvmt Flow	0	133	76	117	317	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	268
Stage 1	-	-	-	-	135
Stage 2	-	-	-	-	133
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	726
Stage 1	0	-	-	-	896
Stage 2	0	-	-	-	898
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	726
Mov Cap-2 Maneuver	-	-	-	-	726
Stage 1	-	-	-	-	896
Stage 2	-	-	-	-	898

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	726
HCM Lane V/C Ratio	-	-	-	0.437
HCM Control Delay (s)	-	-	-	13.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	2.2

HCM 6th Signalized Intersection Summary

3: Dune Road & Jessup Lane

2028 Build Condition
Saturday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↗	↘	↙	↘	
Traffic Volume (veh/h)	595	115	59	117	75	276	
Future Volume (veh/h)	595	115	59	117	75	276	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1856	1900	
Adj Flow Rate, veh/h	620	120	61	0	78	148	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	0	0	0	2	3	0	
Cap, veh/h	1054	1396	887		210	191	
Arrive On Green	0.19	0.73	0.47	0.00	0.12	0.12	
Sat Flow, veh/h	1810	1900	1900	1585	1767	1610	
Grp Volume(v), veh/h	620	120	61	0	78	148	
Grp Sat Flow(s),veh/h/ln	1810	1900	1900	1585	1767	1610	
Q Serve(g_s), s	12.5	1.4	1.3	0.0	3.1	6.8	
Cycle Q Clear(g_c), s	12.5	1.4	1.3	0.0	3.1	6.8	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	1054	1396	887		210	191	
V/C Ratio(X)	0.59	0.09	0.07		0.37	0.77	
Avail Cap(c_a), veh/h	1064	1396	887		698	636	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	
Uniform Delay (d), s/veh	5.9	2.8	11.2	0.0	30.8	32.5	
Incr Delay (d2), s/veh	0.6	0.1	0.1	0.0	0.4	2.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.7	0.4	0.6	0.0	1.3	2.7	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	6.4	3.0	11.3	0.0	31.2	35.0	
LnGrp LOS	A	A	B		C	C	
Approach Vol, veh/h		740	61		226		
Approach Delay, s/veh		5.9	11.3		33.7		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		61.4			20.4	41.0	14.5
Change Period (Y+Rc), s		5.6			* 5.8	5.6	5.5
Max Green Setting (Gmax), s		55.8			* 15	35.0	30.0
Max Q Clear Time (g_c+I1), s		3.4			14.5	3.3	8.8
Green Ext Time (p_c), s		0.4			0.1	0.2	0.3

Intersection Summary

HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
 5: Rogers Beach Driveway/Beach Lane & Dune Road

2028 Build Condition
 Saturday Evening Peak Hour

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	73	113	9	1	96	160	13	97	2	77	41	38
Future Vol, veh/h	73	113	9	1	96	160	13	97	2	77	41	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	0	0	1	0	0	0	0	0	0
Mvmt Flow	80	124	10	1	105	176	14	107	2	85	45	42

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	281	0	0	134	0	0	528	572	129	539	489	193
Stage 1	-	-	-	-	-	-	289	289	-	195	195	-
Stage 2	-	-	-	-	-	-	239	283	-	344	294	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1287	-	-	1463	-	-	464	433	926	456	482	854
Stage 1	-	-	-	-	-	-	723	677	-	811	743	-
Stage 2	-	-	-	-	-	-	769	681	-	676	673	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1287	-	-	1463	-	-	387	404	926	344	449	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	404	-	344	449	-
Stage 1	-	-	-	-	-	-	675	632	-	757	742	-
Stage 2	-	-	-	-	-	-	686	680	-	523	628	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	3		0		17.7		15.5	
HCM LOS					C		C	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	406	1287	-	-	1463	-	-	344	582
HCM Lane V/C Ratio	0.303	0.062	-	-	0.001	-	-	0.246	0.149
HCM Control Delay (s)	17.7	8	0	-	7.5	0	-	18.8	12.3
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0	-	-	1	0.5

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕			↗
Traffic Vol, veh/h	87	106	144	0	0	71
Future Vol, veh/h	87	106	144	0	0	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	94	114	155	0	0	76

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	155	0	-	0	-	155
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1438	-	-	0	0	896
Stage 1	-	-	-	0	0	-
Stage 2	-	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1438	-	-	-	-	896
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1438	-	-	896
HCM Lane V/C Ratio	0.065	-	-	0.085
HCM Control Delay (s)	7.7	0	-	9.4
HCM Lane LOS	A	A	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	124	274	4	3	3
Future Vol, veh/h	4	124	274	4	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	133	295	4	3	3

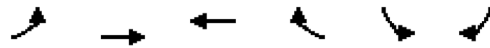
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	299	0	-	0	438 297
Stage 1	-	-	-	-	297 -
Stage 2	-	-	-	-	141 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1274	-	-	-	580 747
Stage 1	-	-	-	-	758 -
Stage 2	-	-	-	-	891 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1274	-	-	-	578 747
Mov Cap-2 Maneuver	-	-	-	-	578 -
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	891 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1274	-	-	-	652
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Control Delay (s)	7.8	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 6th Signalized Intersection Summary
 11: Dune Road & Ponquogue Bridge

2028 Build Condition
 Saturday Evening Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	↖	↑	↑	↗	↖	↗	
Traffic Volume (veh/h)	273	73	89	399	197	118	
Future Volume (veh/h)	273	73	89	399	197	118	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1900	1900	1885	1976	1900	1900	
Adj Flow Rate, veh/h	300	80	98	0	216	0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	0	0	1	0	0	0	
Cap, veh/h	797	1145	674		273		
Arrive On Green	0.13	0.60	0.36	0.00	0.15	0.00	
Sat Flow, veh/h	1810	1900	1885	1675	1810	1610	
Grp Volume(v), veh/h	300	80	98	0	216	0	
Grp Sat Flow(s),veh/h/ln	1810	1900	1885	1675	1810	1610	
Q Serve(g_s), s	5.3	1.0	2.0	0.0	6.4	0.0	
Cycle Q Clear(g_c), s	5.3	1.0	2.0	0.0	6.4	0.0	
Prop In Lane	1.00			1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	797	1145	674		273		
V/C Ratio(X)	0.38	0.07	0.15		0.79		
Avail Cap(c_a), veh/h	1200	2927	2021		1293		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	
Uniform Delay (d), s/veh	7.7	4.6	12.2	0.0	22.9	0.0	
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	2.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.5	0.2	0.7	0.0	2.7	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	7.8	4.6	12.3	0.0	24.9	0.0	
LnGrp LOS	A	A	B		C		
Approach Vol, veh/h		380	98		216		
Approach Delay, s/veh		7.1	12.3		24.9		
Approach LOS		A	B		C		
Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		40.5			13.7	26.8	15.4
Change Period (Y+Rc), s		6.8			* 6.2	6.8	7.0
Max Green Setting (Gmax), s		86.2			* 20	60.0	40.0
Max Q Clear Time (g_c+I1), s		3.0			7.3	4.0	8.4
Green Ext Time (p_c), s		0.6			0.3	0.7	0.3

Intersection Summary

HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	106	144	306	138	0
Future Vol, veh/h	0	106	144	306	138	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	0	0	0
Mvmt Flow	0	114	155	329	148	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	434
Stage 1	-	-	-	-	320
Stage 2	-	-	-	-	114
Critical Hdwy	-	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	-	-	3.5
Pot Cap-1 Maneuver	0	-	-	-	583
Stage 1	0	-	-	-	741
Stage 2	0	-	-	-	916
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	583
Mov Cap-2 Maneuver	-	-	-	-	583
Stage 1	-	-	-	-	741
Stage 2	-	-	-	-	916

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	583
HCM Lane V/C Ratio	-	-	-	0.255
HCM Control Delay (s)	-	-	-	13.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1

TRAFFIC SIGNAL PLANS

Suffolk County, NY

Timing Sheet

8/17/2021 2:20:42 PM

Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Phase Timings 1-16 [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk								7								
Ped Clearance								29								
Min Green		20			3	20		6								
Passage		2			2	2		2								
Max1		35			15	35		30								
Max2		35			15	35		30								
Yellow	3	3.6	3	3.5	3	3.6	3	3.6	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.5	2	1.5	2	2.8	2	1.5	1.4	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	2	2	2	2	2	2	2	2								
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit		ON				ON										
Rest in Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable		ON			ON	ON		ON								
Auto Entry		ON				ON										
Non Act1																
Non Act2																
Lock Call									DN	ON	ON	ON	ON	ON	ON	DN
Min Recall									DN	ON	ON	ON	ON	ON	ON	ON
Max Recall																
Ped Recall		ON				ON			DN	ON	ON	ON	ON	ON	ON	ON
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Int Gate																

Phase Option+ [1.1.3]/[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reservise																
Walk Yellow																
Skip Red																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conf Phs1																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Call Phs3																
Call Phs4																
From Phs1																
To Phs1																
From Phs2																
To Phs2																
From Phs3																
To Phs3																
From Phs4																
To Phs4																

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Suffolk County, NY

Timing Sheet

8/17/2021 2:20:42 PM

Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Coordination, Splits [2,7,1]

Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

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Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Coordination, Modes, + [2.1]

Modes

Modes+

Operational	Correct	Maximum	Force-Off
	SHRT-LENG	MAX I	FIXED

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active
FRC	TIMED	FIXED	NO_RECYCLE	ON	OFF	ON	OFF	OFF		-	ON

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-16 [2.5][2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Short	10	10	10	10	12	12	12	12	12	12	12	12	12	12	12	12
Long	25	25	25	25	22	22	22	22	22	22	22	22	22	22	22	22
Dwell																
No Short P 1																
No Short P 2																
No Short P 3																
No Short P 4																
Early Yield																
Offset	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn	endgmn
CNA	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Max 2	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Flrst	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Min Veh Perm	on	on	on	on	off	off	off	off	off	off	off	off	off	off	off	off
Min Ped Perm	on	on	on	on	off	off	off	off	off	off	off	off	off	off	off	off
Ret Held	on	on	on	on	off	off	off	off	off	off	off	off	off	off	off	off
CIC Plan	on	on	on	on	off	off	off	off	off	off	off	off	off	off	off	off
Ph Opt Table																
Ph Time Table																
Det Gp																
Call Inb																
Inb Perm Phs 1	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inb Perm Phs 2	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inb Perm Phs 3	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inb Perm Phs 4	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inb Perm Phs 5	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inb Perm Phs 6	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inb Perm Phs 7	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inb Perm Phs 8	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Dis Mode	dt	dt	dt	dt	dt	dt	dt	dt	dt	dt	dt	dt	dt	dt	dt	dt

Channels/SDLC, Assign to Phases [1.3.1](v61) or [1.8.1](v65, v76)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PHOLP *																								
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	PED	PED	OLP	OLP	OLP	OLP	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	DRK	DRK	DRK	DRK	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz	ON			ON	ON			ON																
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
All Cvc	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Detector, Vehicle Parameters & Options [5.1][5.2]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Queue																
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase	8	8	5													
Switch Phase			2													
Delay Time	1	7	7													
Extend Time																
Queue Limit																
No Activity																
Max Presence	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
Erratic Counts	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Queue																
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
Erratic Counts	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Fail Time	2	2														

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Queue																
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
Erratic Counts	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Fail Time																

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Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Queue																
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
Frame Counts	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Fail Time																

Detector, Vehicle Parameters+ [5.3]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

Detector, Ped Detectors 1-16 [5.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	x															
No Activity																
Max Presence	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Frame Cnt																

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Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases				Modifier Phases				Type	Green	Yellow	Red
Overlap 1									NORMAL	3.5	1.5	1.5
Overlap 2									NORMAL	3.5	1.5	1.5
Overlap 3									NORMAL	3.5	1.5	1.5
Overlap 4									NORMAL	3.5	1.5	1.5
Overlap 5									NORMAL	3.5	1.5	1.5
Overlap 6									NORMAL	3.5	1.5	1.5
Overlap 7									NORMAL	3.5	1.5	1.5
Overlap 8									NORMAL	3.5	1.5	1.5
Overlap 9									NORMAL	3.5	1.5	1.5
Overlap 10									NORMAL	3.5	1.5	1.5
Overlap 11									NORMAL	3.5	1.5	1.5
Overlap 12									NORMAL	3.5	1.5	1.5
Overlap 13									NORMAL	3.5	1.5	1.5
Overlap 14									NORMAL	3.5	1.5	1.5
Overlap 15									NORMAL	3.5	1.5	1.5
Overlap 16									NORMAL	3.5	1.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases				Conflicting Overlaps				Conflicting Peds				
Overlap 1													
Overlap 2													
Overlap 3													
Overlap 4													
Overlap 5													
Overlap 6													
Overlap 7													
Overlap 8													
Overlap 9													
Overlap 10													
Overlap 11													
Overlap 12													
Overlap 13													
Overlap 14													
Overlap 15													
Overlap 16													

Flash Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20	PH OVER	D-COMM

Flash,Phases/Overlaps/Phases [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Aux Switch Function	Local Flash Start	Console Timeout	Yellow 3 Second Disable	Tone Disable	Omit Yellow Enable	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Disable Init Ped	Diamond Mode	TOD Dim Enable	Extra Maps Enable	D Connector Enable	SDLC Retry Time	TS2 Det Fault	Stop Time Over Preempt
OFF	900	3	STOPM	RED	20	OFF	OFF	OFF		ON		STDR	OFF	4PH	OFF	DEFAULT			ON	OFF	

Ring Sequence 1 [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Phase Startup, Concur [1.1.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Concur 1	5	5	7	7	1	2	3	4								
Concur 2	6	6	8	8	2	2	1	4								
Concur 3																
Concur 4																
Concur 5																
Concur 6																
Concur 7																
Concur 8																

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
794	8794							

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Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	
65	
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69	
70	
71	
72	
73	
74	
75	
76	
77	
78	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
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41	
42	
43	
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70	
71	
72	
73	
74	
75	
76	
77	
78	

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

79		79	
80		80	
81		81	
82		82	
83		83	
84		84	
85		85	
86		86	
87		87	
88		88	
89		89	
90		90	
91		91	
92		92	
93		93	
94		94	
95		95	
96		96	
97		97	
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99		99	
100		100	
101		101	
102		102	
103		103	
104		104	
105		105	
106		106	
107		107	
108		108	
109		109	
110		110	
111		111	
112		112	
113		113	
114		114	
115		115	
116		116	
117		117	
118		118	
119		119	
120		120	
121		121	
122		122	
123		123	
124		124	
125		125	
126		126	
127		127	
128		128	

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Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link						
Delay						
Min Duration			15	15	15	15
Min Green			6	6	6	6
Min Walk			1	1	1	1
Ped Clear			1	1	1	1
Track Green						
Min Dwell			20	20	20	20
Max Presence			180	180	180	180
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2	2	2
Exit R2			6	6	6	6
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord In Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Max Green						

Low Priority Preempt [3]

Preempt	7	8	9	10
Min				
Max				
Type				
Lockout Mode	MAX	MAX	MAX	MAX
Coord In Preempt				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Priority P5				
Priority P6				
Priority P7				
Priority P8				
Priority P9				
Priority P10				
Priority P11				
Priority P12				
Max Lockout				

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Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Link 1-16 [4.3]

Link	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
------	---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----

Suffolk County, NY

Timing Sheet

8/17/2021 2:20:42 PM

Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

TB Coor, Action Table [4,5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
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78												

Suffolk County, NY

Timing Sheet

8/17/2021 2:20:42 PM

Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Miscellaneous Data

Alternate Phase Program 1, Interval Times [1.1.6.1]

Alternate Phase Program 2, Interval Times [1.1.6.1]

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped	Min	Passage	Max1	Max2	Yellow	Red	Assign	Bike	Phase	Walk	Ped	Min	Passage	Max1	Max2	Yellow	Red	Assign	Bike	Phase	Walk	Ped	Min	Passage	Max1	Max2	Yellow	Red	Assign	Bike
1											1											1										
2											2											2										
3											3											3										
4											4											4										
5											5											5										
6											6											6										
7											7											7										
8											8											8										

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
2	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
3	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
4	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
5	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
6	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
7	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
8	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
2	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
3	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
4	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
5	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
6	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
7	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
8	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
2	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
3	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
4	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
5	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
6	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
7	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			
8	OFF	ON	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF			

Suffolk County, NY

Timing Sheet

8/17/2021 2:20:42 PM

Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases	From	to	From	to	From	to	From	to	Assigned Ph
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases	From	to	From	to	From	to	From	to	Assigned Phs
1										
2										
3										
4										
5										
6										
7										
8										

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Extend																
Queue																
Call Phase																
Switch Phase																
Delay Time																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time																

Detector Alternate Program 1, Vehicle Options [5.5.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Added Initial																
Call																
Extend Time																
Queue Limit																

Detector Alternate Program 1, Ped Parameters [5.5.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
No Activity																
Max Presence																
Erratic Cnt																

Channel/SDLC +, Assign to Phases [1.8.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
P12-V1, P#																								
Flash Red+																								
Flash Yel+																								
Flash Grn+																								
Flash Inh Red+																								
Olup Chrd																								

Suffolk County, NY

Timing Sheet

8/17/2021 2:20:42 PM

Station : 794 - CR 89 @ JESSUP LANE (M) (Upload File)

Communication, IP Parameters [6.5]

	Octet 1	Octet 2	Octet 3	Octet 4
IP Address 1				
IP Address 2				
IP Address 3				
IP Address 4				
IP Mask 1				
IP Mask 2				
IP Mask 3				
IP Mask 4				
IP Broadcast 1				
IP Broadcast 2				
IP Broadcast 3				
IP Broadcast 4				
IP Gateway 1				
IP Gateway 2				
IP Gateway 3				
IP Gateway 4				
IP Port				

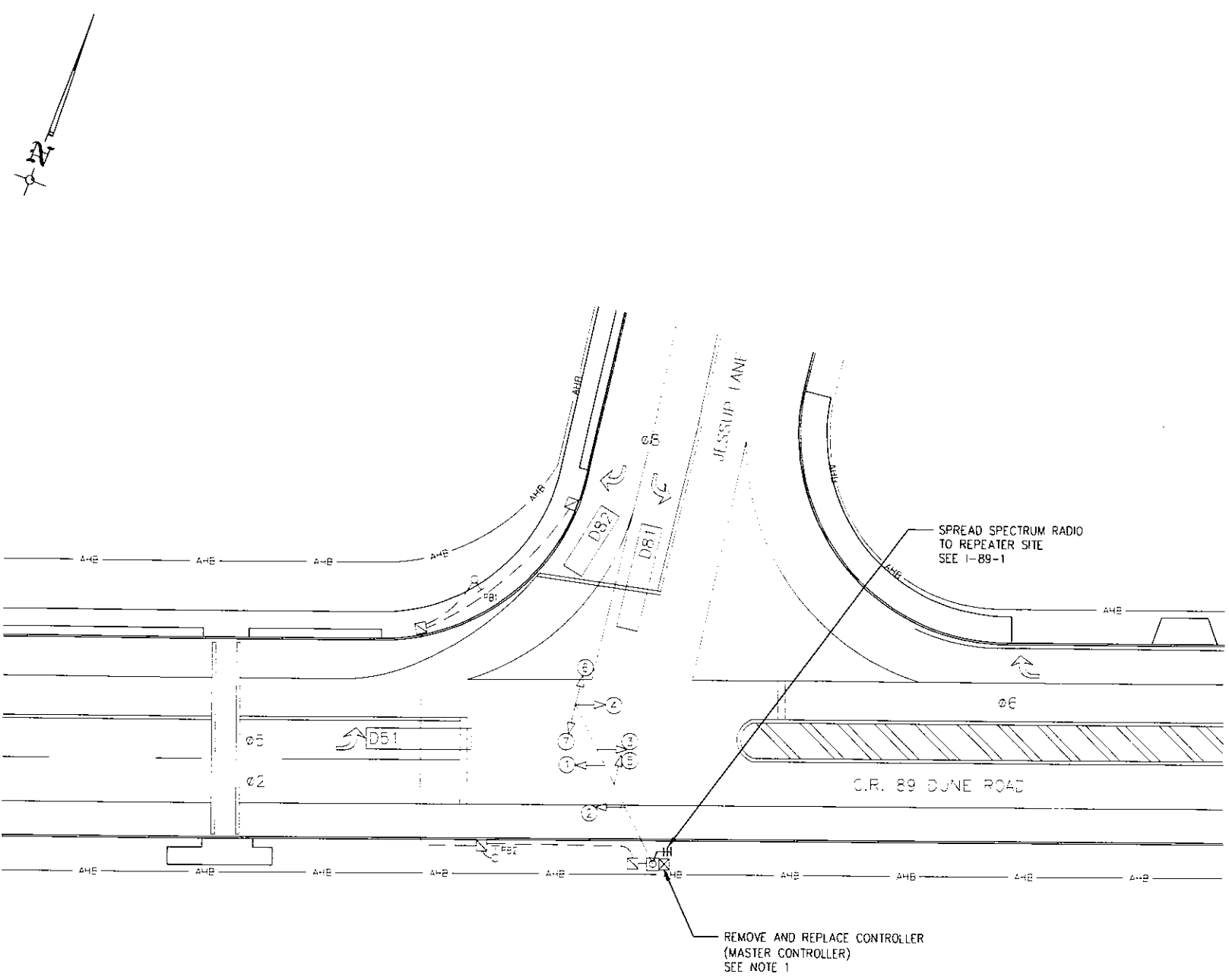
14 of 14

COMPILED BY:

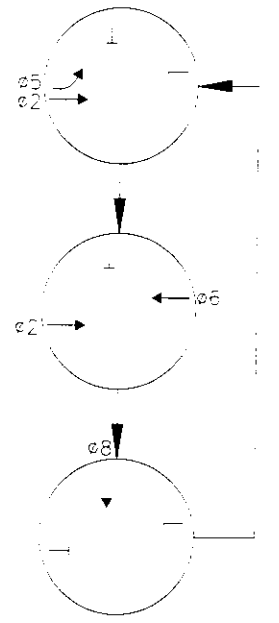
DRAWN BY:

CHECKED BY:

DESIGNED BY:



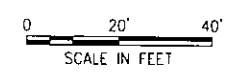
PHASE	FACES				
	12"	12"	12"	12"	6"
Ø2 & Ø5	+G/G	G	R	R	R
Ø2 & Ø6	G	G	G	R	R
Ø6	R	R	R	G	G
FLASH	Y	Y	Y	U	R



NOTES:

1. FOR SIGNAL EQUIPMENT INSTALLATION, REMOVAL AND ESTIMATE OF QUANTITY INFORMATION, SEE TABLE OF EQUIPMENT CABINETS.
2. FOR INTERCONNECT EQUIPMENT INSTALLATION ITEMS, SEE DRAWING 1-89-1.
3. FOR SWITCH PACK AND INPUT WIRING INFORMATION, SEE DRAWING 1-89-1.
4. PB1 AND PB2 SHALL CALL FOR PHASE 8.

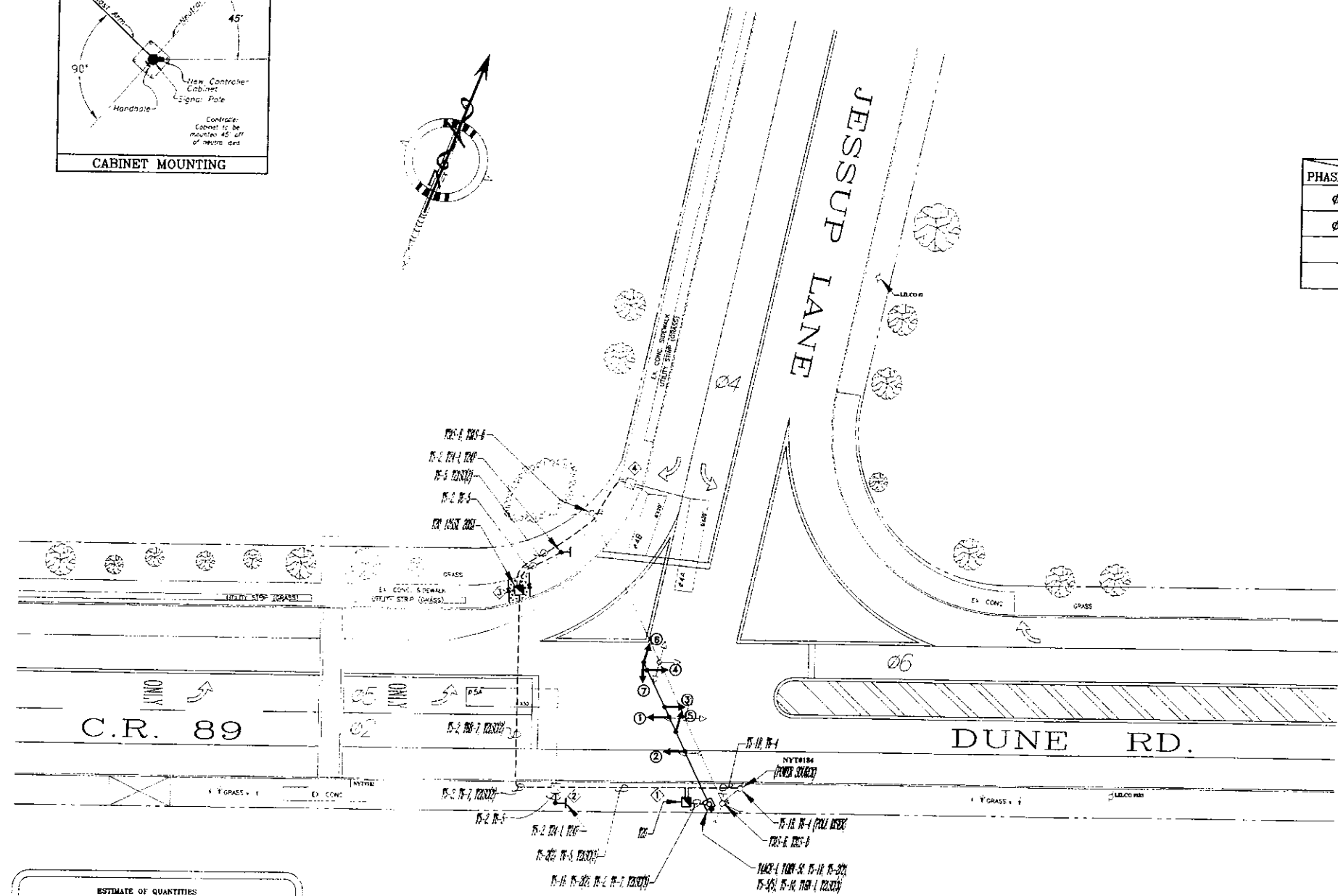
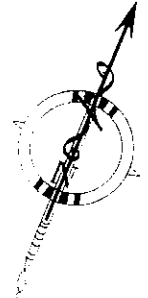
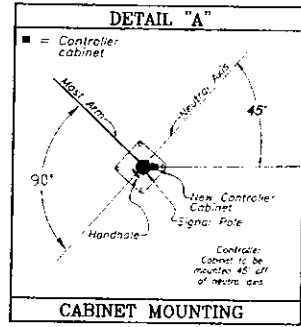
It is suggested that this drawing not be used for any other purpose since it has been prepared from several sources.



DRAWING NUMBER		COUNTY OF SUFFOLK DEPARTMENT OF PUBLIC WORKS YAPHANK, NEW YORK	
TS-89-1		GILBERT ANDERSON, P.E. - COMMISSIONER	
		CLOSED LOOP SIGNAL SYSTEMS PHASE 9	
		C.R. 89 DUNE ROAD AT JESSUP LANE	
PI. NO.	SUBMISSION DATE	SHEET NO.	
076024	5-20-2016	105 OF 207	

GPI
Greenman-Pedersen, Inc.
Engineering and Construction Services
325 West Main Street, Babylon, NY 11702
Tel: (631) 587-5060 Fax: (631) 422-3479

DATE 10/23/2014 DRAWN BY: C. COURAGE CHECKED BY: J. PARK DESIGNED BY: J. PARK COMPARED BY: P. WALCZYK



ITEM NO.	DESCRIPTION	UNIT	QTY.
T400-1	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-2	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-3	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-4	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-5	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-6	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-7	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-8	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-9	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-10	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-11	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-12	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-13	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-14	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-15	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-16	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-17	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-18	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-19	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-20	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-21	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-22	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-23	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-24	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-25	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-26	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-27	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-28	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-29	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-30	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-31	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-32	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-33	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-34	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-35	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-36	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-37	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-38	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-39	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-40	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-41	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-42	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-43	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-44	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-45	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-46	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-47	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-48	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-49	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1
T400-50	SIGNAL HEAD ASSEMBLY 12" DIA. 12" H. 12" W.	EA	1

IT IS SUGGESTED THAT THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE SINCE IT HAS BEEN PREPARED FROM SEVERAL SOURCES.

PHASES	SIGNAL	SIGNAL SEQUENCE					PHASING DIAGRAM
		FACES					
		12"	12"	12"	12"	8"	
Ø2 & Ø5	← C/G	G	R	R	R		
Ø2 & Ø6	G	G	G	R	R		
Ø4	R	R	R	G	G		
FLASH	Y	Y	Y	R	R		

Notes:

- Contractor Will Supply Pushbutton Stations, Mast Arm Unit And Foundation "Cage". S.C.D.P.W. Will Supply Cabinet, Controller And All Pluggable Items.
- All Signal Sections Shall Be Polycarbonate Or An Approved Equivalent.
- Mast Arm Shall Be TAMNB-50 Unit ("Nassau County" Type). Cabinet Coupling Will Be A Factory Installed, 3'Ø Unit, Oriented As Shown On Cabinet Mounting Detail. Height Of Coupling Shall Be 18" To 20" O.C. From Bottom Of Base Plate.
- Signal Heads Shall Be Rigid Mounted With Bellyband/Astro Brac Fixed Clamp Hubs With Stainless Steel Upgrade Kit Or Equal. Mast Arm Clearance Shall Be 16'-6" Minimum Above Road Grade After Full Loading.
- Concrete Foundation Shall Be 3'-6" X 3'-6" X 8'-0" (square in shape). Foundation Shall Incorporate A Steel Reinforcement Cage, With Epoxy Coating, As Per NYSDOT Specifications.
- Existing Loops Shall Only Be Re-Cut, If Ordered By Engineer.
- New Sidewalk Flag Will Be "Pinned" To Adjoining Sidewalk Flags.
- All Existing Down Guy Anchors Must Be Removed, With Timber Traffic Signal Poles.
- Arrow Displays Shall Utilize Tunnel Visors. All Other Displays Will Use Cap Visors.
- "Bulldog" Style Pushbutton Stations Will Be Supplied By Contractor Under Item T40R. Appropriate 3-Color Directional Pedestrian Signs Will Be Incorporated.
- Contractor Will Trim Foliage As Necessary On North West Corner To Allow Pushbutton Pedestal And Conduit To Be Installed.
- Cabinet And Controller Must Be Tested In Shop, Prior To Installation In The Field.

COUNTY OF SUFFOLK
DEPARTMENT OF PUBLIC WORKS
YAPHANK, NEW YORK

GILBERT ANDERSON, P.E. — COMMISSIONER

TRAFFIC SIGNAL PLAN

C.R. 89 (DUNE ROAD)

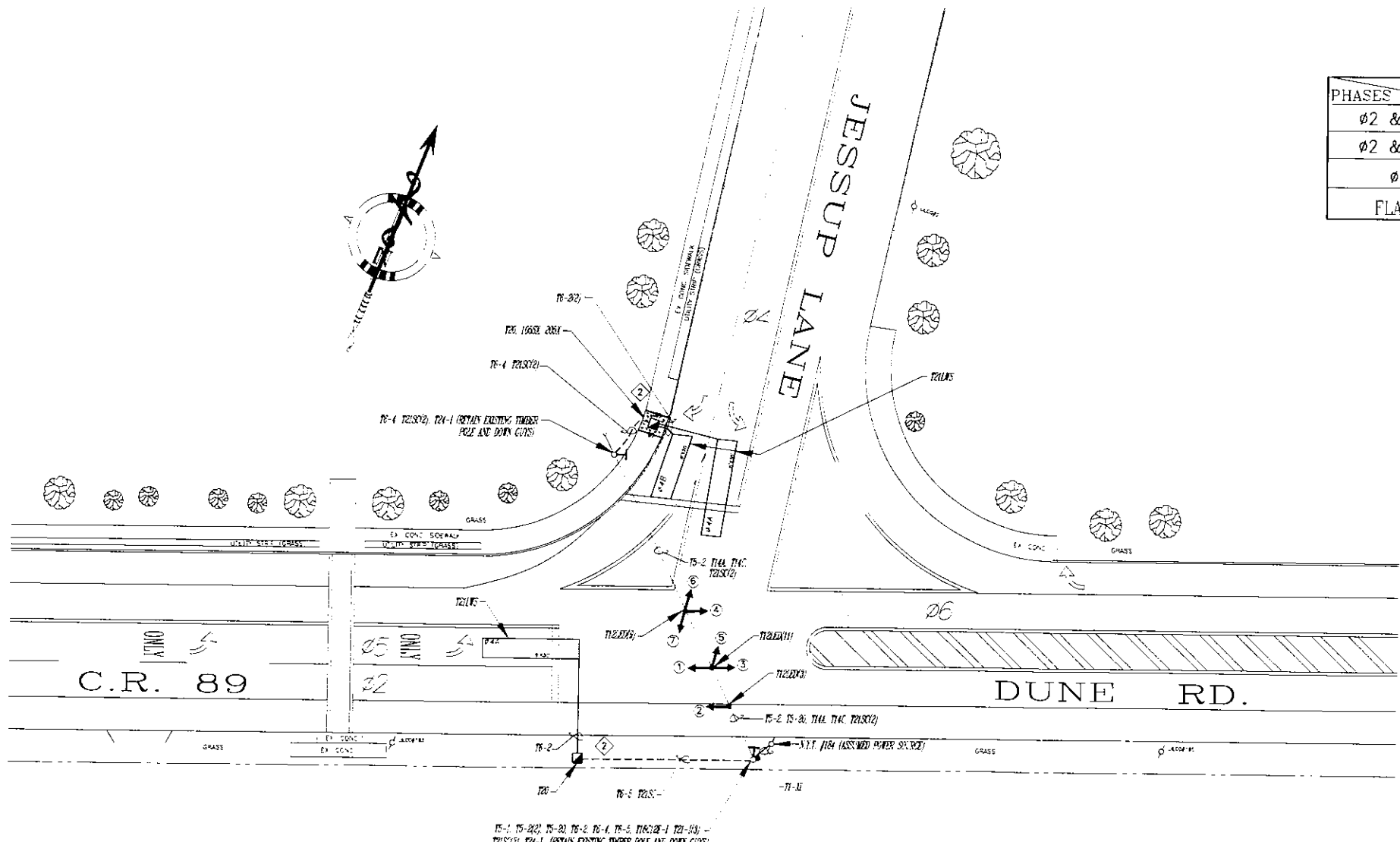
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JESSUP LANE

(AS-BUILT PLAN)

PROJECT NO. 5054.581 SCALE 1"=20' SHEET NO. 1 OF 1

CHECKED BY: P. WALCZYK COMPARED BY: J. PARK
 DESIGNED BY: J. PARK
 DRAWN BY: C. COURAGE
 DATE: 3/3/2011



		SIGNAL SEQUENCE					PHASING DIAGRAM
		FACES					
		12"	12"	12"	12"	8"	
PHASES	SIGNAL	1	2	3,4	5,6	7	
Ø2 & Ø5		←G/G	G	R	R	R	
Ø2 & Ø6		G	G	G	R	R	
Ø4		R	R	R	G	G	
FLASH		Y	Y	Y	R	R	

ESTIMATE OF QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QTY
T1-10	ARIAL TRIP CABLE 2 COND. #14 AWG	L.F.	30
T1-11	SIGNAL CABLE 2 CONDUCTOR #14 AWG	L.F.	30
T1-12	SIGNAL CABLE 2 CONDUCTOR #14 AWG	L.F.	300
T1-13	SIGNAL CABLE 24 CONDUCTOR #14 AWG	L.F.	100
T1-14	STEEL CONDUIT 1"	L.F.	30
T1-15	STEEL CONDUIT 1 1/2"	L.F.	30
T1-16	STEEL CONDUIT 2"	L.F.	100
T1-17	LED TRAFFIC SIGNAL HEADS	EA.	32
T1-18	SPAN FRAME ASSEMBLY 1/4"	EA.	1
T1-19	SPAN FRAME ASSEMBLY 1/2"	EA.	1
T1-20	OPTICAL 1/2" FIBER CABLE 9.7' CANNON (100/140/200)	EA.	1
T1-21	FLUORESCENT 4' PLASTER & FRAME LOCAL 9.7' CANNON (100/140/200)	EA.	1
T1-22	FLUORESCENT 4' PLASTER	EA.	1
T1-23	OPTICAL PROXIMITY LOOP SENSOR	EA.	1
T1-24	OPTICAL PROXIMITY LOOP SENSOR	L.F.	200
T1-25	SCREWS 1/4" X 1/2" GALV.	EA.	2
T1-26	FLUORESCENT TIME-DELAY INDICATOR LOOP SENSOR	EA.	2
T1-27	FLUORESCENT PROXIMITY ASSEMBLY	EA.	2
T1-28	OPTICAL PROXIMITY ASSEMBLY	EA.	1
T1-29	WIRE-ROPE SIGNAL TACKLER	EA.	1
T1-30	WARRANTY TRAFFIC SIGNAL EQUIPMENT	EA.	1
T1-31	CONCRETE SIGNAL FOUNDATION	EA.	1
T1-32	FENCE CROSS TRAFFIC CONTROL	EA.	1
CONC	CONCRETE GRANULAR	CU	4
SPR	OUTSIDE PAVEMENT & SURFACE	L.F.	14

NOTES:

- ITEMS T16-F, T21TD-F AND T24-F SHALL BE SUPPLIED BY THE COUNTY. 24 HOURS NOTICE REQUIRED.
- ALL LOOP HARNESSSES WILL BE WIRED TO SUPPORT DELAY FUNCTION.
- EXISTING SIGNAL HEADS ARE NOT SHOWN ON THE PLAN.
- DISPLAY #7 AND EASTBOUND TO NORTHBOUND TURNING ARROWS WILL UTILIZE TUNNEL VISORS. A.O.B.E.
- MINIMUM SIGNAL HEIGHT WILL BE 16'-6" ABOVE ROADWAY SURFACE.

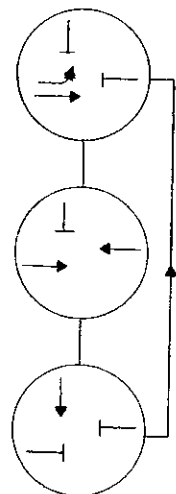
* IT IS SUGGESTED THAT THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE SINCE IT HAS BEEN PREPARED FROM SEVERAL SOURCES

COUNTY OF SUFFOLK
 DEPARTMENT OF PUBLIC WORKS
 YAPHANK, NEW YORK
GILBERT ANDERSON, P.E. - COMMISSIONER
 TRAFFIC SIGNAL PLAN
 C.R. 89 (DUNE ROAD)
 @
 JESSUP LANE
 PROJECT NO. 5054.677 SCALE 1"=20' SHEET NO. 1 OF 1

		FACES			
		12"	12"	12"	12"
		(R)	(R)	(R)	(R)
		(Y)	(Y)	(Y)	(Y)
		(G)	(G)	(G)	(G)
		(G)			
PHASE	FACE	1	2	3,4	5,6,7
φ 1	G/G	G	R	R	
φ 2	G	G	G	R	
φ 4	R	R	R	G	
FLASH	Y	Y	Y	R	

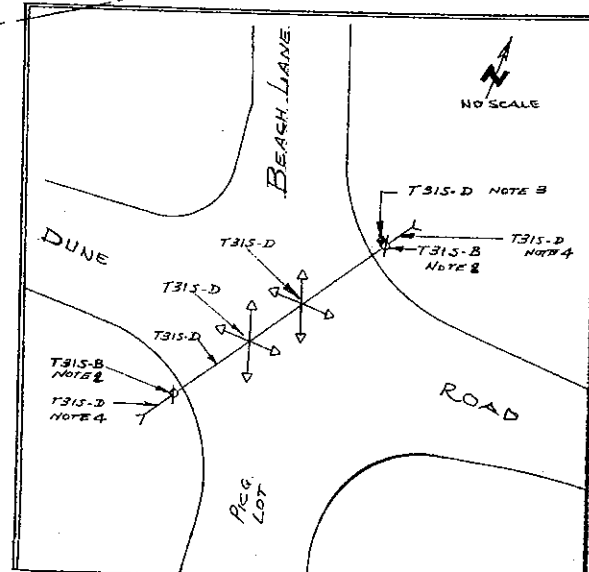
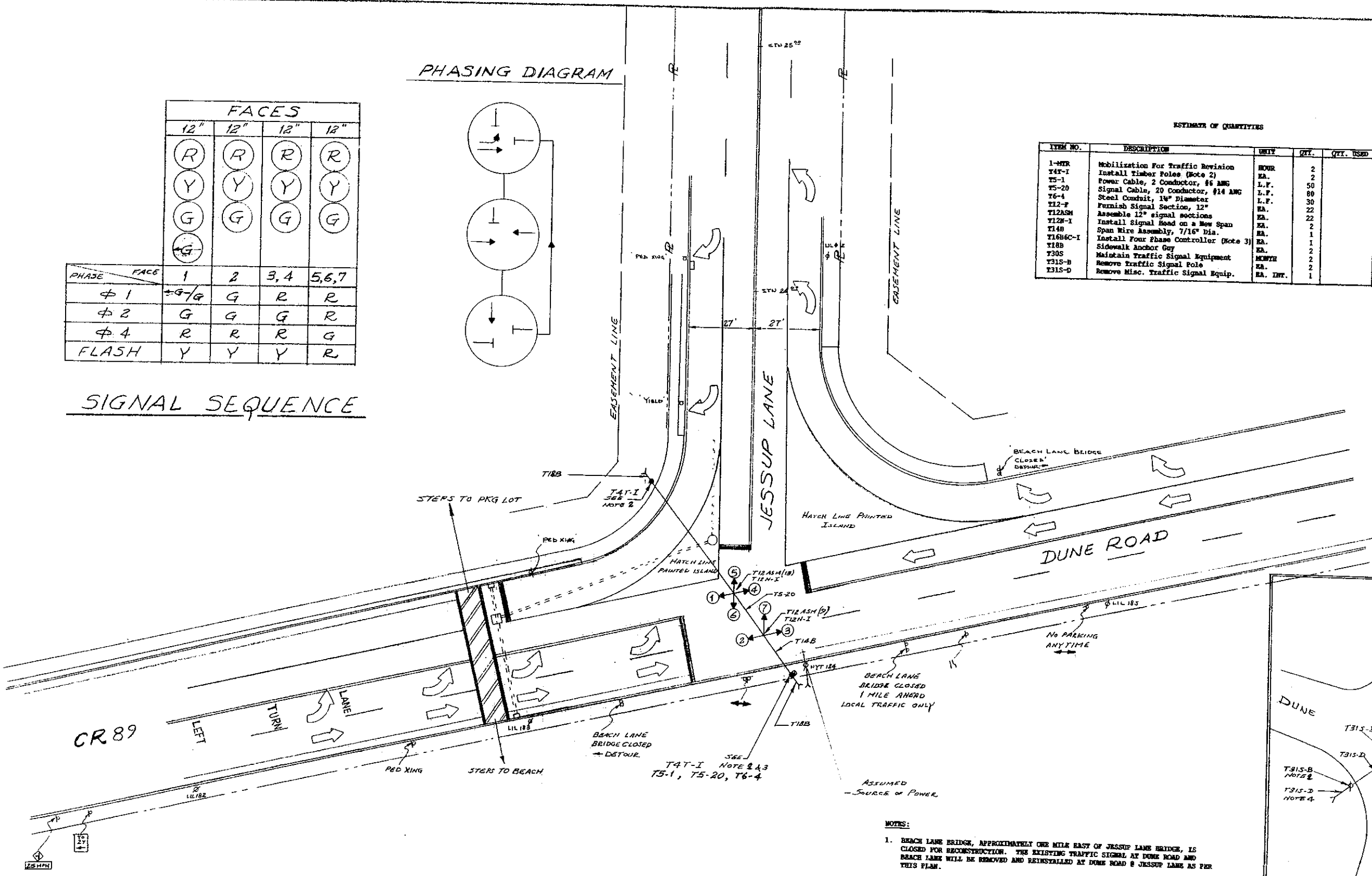
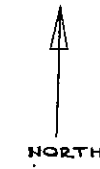
SIGNAL SEQUENCE

PHASING DIAGRAM



ESTIMATE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QTY.	QTY. USED
1-MTR	Mobilization For Traffic Revision	HR	2	
T4T-I	Install Timber Poles (Note 2)	EA.	2	
T5-1	Power Cable, 2 Conductor, #6 AWG	L.F.	50	
T5-20	Signal Cable, 20 Conductor, #14 AWG	L.F.	80	
T6-4	Steel Conduit, 1 1/2" Diameter	L.F.	30	
T12-F	Furnish Signal Section, 12"	EA.	22	
T12SM	Assemble 12" signal sections	EA.	22	
T12N-I	Install Signal Head on a New Span	EA.	2	
T14B	Span Wire Assembly, 7/16" Dia.	EA.	1	
T16HC-I	Install Four Phase Controller (Note 3)	EA.	1	
T18B	Sidewalk Anchor Guy	EA.	2	
T30S	Maintain Traffic Signal Equipment	HR	2	
T315-B	Remove Traffic Signal Pole	EA.	2	
T315-D	Remove Misc. Traffic Signal Equip.	EA. INT.	1	



- NOTES:**
1. BEACH LANE BRIDGE, APPROXIMATELY ONE MILE EAST OF JESSUP LANE BRIDGE, IS CLOSED FOR RECONSTRUCTION. THE EXISTING TRAFFIC SIGNAL AT DUNE ROAD AND BEACH LANE WILL BE REMOVED AND REINSTALLED AT DUNE ROAD & JESSUP LANE AS PER THIS PLAN.
 2. REMOVE TWO TIMBER POLES UNDER ITEM T315-B AND REINSTALL A.O.B.E.
 3. REMOVE TRAFFIC CONTROLLER UNDER ITEM T315-D AND REINSTALL A.O.B.E.
 4. REMOVE SPAN WIRE ASSEMBLY, CABLES, SIGNAL HEADS AND ANCHOR GUYS UNDER ITEM T315-D AND DISPOSE OF A.O.B.E.
 5. THE TRAFFIC SIGNAL EQUIPMENT TO BE FURNISHED UNDER ITEM T12-F SHALL BE SUPPLIED BY SUFFOLK COUNTY DPW. TWENTY FOUR HOURS NOTICE IS REQUIRED FROM THE CONTRACTOR PRIOR TO PICKING UP EQUIPMENT AT THE MAINTENANCE YARD IN YAPHANK.
 6. TRAFFIC SIGNS, INSTALLATION & REMOVAL WORK ORDER #89-12 IS ISSUED TO DPW MAINTENANCE DIVISION AND IS NOT PART OF THIS CONTRACT.
 7. THE VILLAGE OF WESTHAMPTON BEACH HAS BEEN NOTIFIED IN WRITING TO INSTALL STOP SIGNS ON BEACH LANE AND AT THE KELLY FROM THE PARKING LOT APPROACHING DUNE ROAD.

PROJECT ENGINEER:
 DESIGNED BY: ARVIND VORA
 CHECKED BY: ROBERT J. BORNHOLDT
 DRAWN BY: ARVIND VORA
 COMPARED BY: ARVIND VORA
 SURVEY BOOK NO.

COUNTY OF SUFFOLK
 DEPARTMENT OF PUBLIC WORKS
 YAPHANK, NEW YORK
 STEPHEN G. HAYDUK, P.E., COMMISSIONER

TRAFFIC SIGNAL PLAN

CR 89 - DUNE ROAD
JESSUP LANE

PROJECT NO.	SCALE	SHEET NO.
5054.541	1" = 80'	1 OF 1

CR 32, PONQUOQUE AVE at CR 89, DUNE RD, TOWN OF SOUTHAMPTON

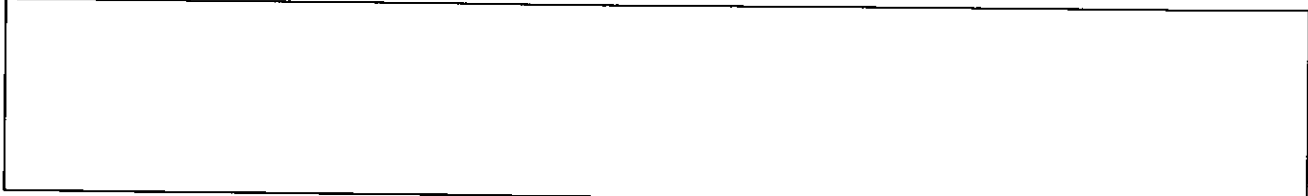
SCDPW SIGNAL ID # : 292

DATE:

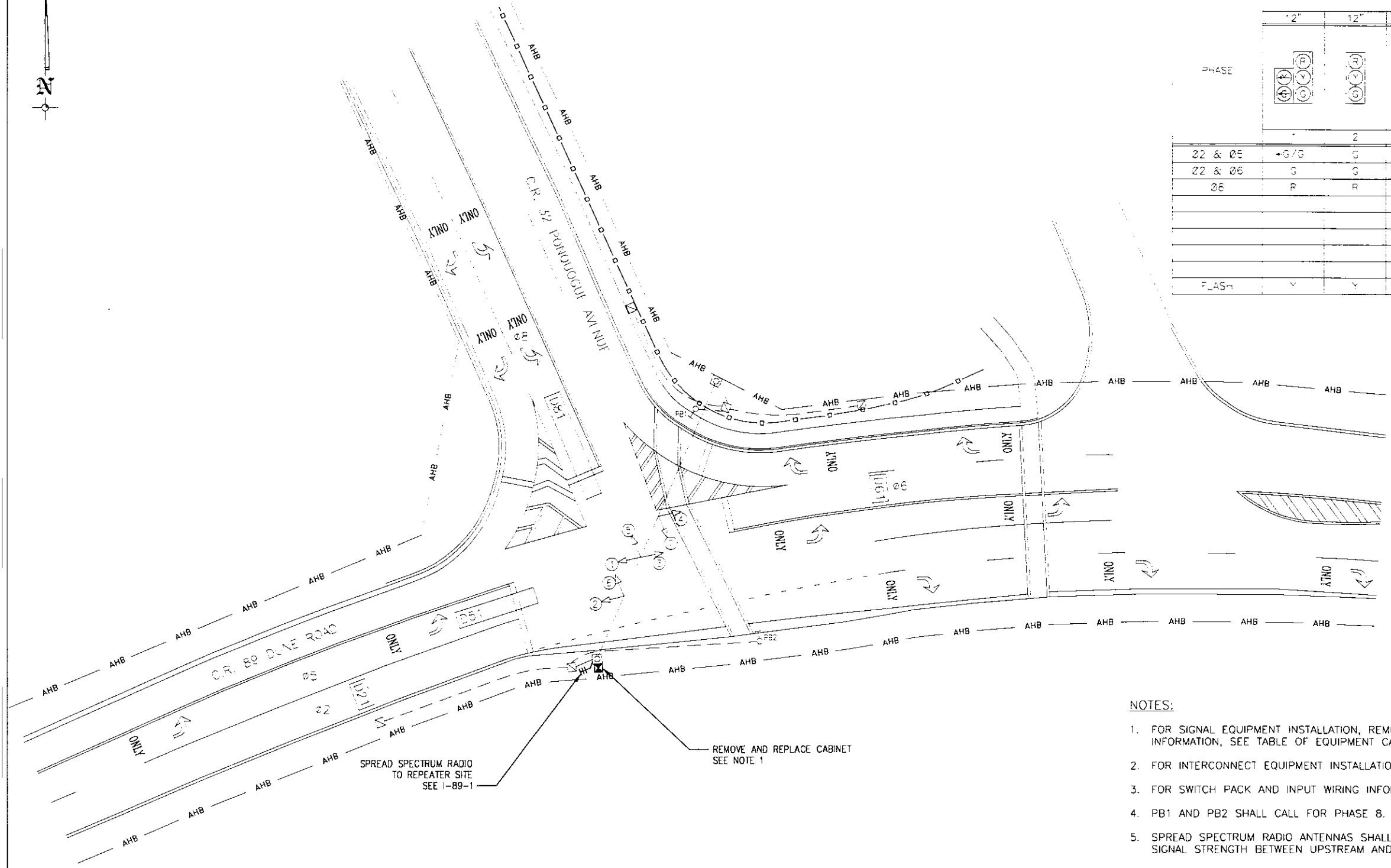
11/6/2019

	EB				EBLT	WB	SB	
1.1.1 PHASE TIMINGS (sec.)	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
WALK (WALK)								7.0
PED CLEARANCE (P CLR)								24.0
(MIN GREEN) MIN INITIAL (MIN I)	20.0				3.0	20.0		6.0
(PASSAGE) INITIAL GAP (I GAP)	3.6				2.0	3.6		2.0
MAX GREEN I (MAX I)	60.0				20.0	60.0		40.0
MAX GREEN II (MAX II)	60.0				20.0	60.0		40.0
YELLOW CLEARANCE (YEL)	4.3				3.5	4.3		4.5
RED CLEARANCE (RED)	2.5				2.7	2.5		2.5
ADDED INITL (ADD I)	2.0					2.0		
MAX INITL	10.0					10.0		
(GAP) TIME BEFORE REDUCE-TGBR	30.0					30.0		
TIME TO REDUCE GAP (TTR)	20.0					20.0		
MIN GAP (M GAP)	3.0					3.0		
REST IN WALK								
1.1.2 PHASE OPTIONS								
LOCK CALL								
MIN RECALL		ON				ON		
MAX RECALL								
DUAL ENTRY				ON				ON
SOFT RECALL								
5.1 DETECTOR PARA & OPTIONS								
DELAY TIME					3.0			3.0
2.7.1 COORD, SPLITS								
	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
SPLIT TABLE 1								
SPLIT TABLE 2								
SPLIT TABLE 3								
SPLIT TABLE 4								
COORD-PHASE								
2.4 COORD								
	PATTERN #							
	1	2	3	4	5	6	7	8
CYCLE TIME (LENGTH)								
OFFSET TIME								
SPLIT TABLE NUMBER								
4 TB Coord EASY SCHEDULER								
	MONTH		DAYS OF WEEK			DAYS OF MONTH		
DAY PLAN 1	01-12		ALL			01-31		
DAY PLAN 2								
DAY PLAN 3								
DAY PLAN 4								
4.4 TB Coord								
	EVENT #							
DAY PLAN 1	1	2	3	4	5	6	7	8
HOUR	00							
MINUTE	00							
ACTION(PATTERN)*	99							
DAY PLAN 2	1	2	3	4	5	6	7	8
HOUR								
MINUTE								
ACTION(PATTERN)*								
DAY PLAN 3	1	2	3	4	5	6	7	8
HOUR								
MINUTE								
ACTION(PATTERN)*								
ACTION(PATTERN)*								
DAY PLAN 4	1	2	3	4	5	6	7	8
HOUR								
MINUTE								
ACTION(PATTERN)*								

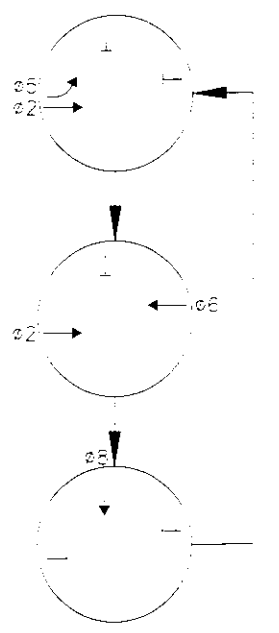
NOTES: *Action 99 is Pattern 254 which is Free



DESIGNED BY:
CHECKED BY:
DRAWN BY:
COMPARED BY:



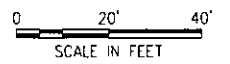
PHASE	FACES				
	2"	12"	12"	12"	8"
22 & 05	G/G	G	R	R	R
22 & 06	G	G	G	R	R
06	R	R	R	G	G
FLASH	Y	Y	Y	R	R



NOTES:

1. FOR SIGNAL EQUIPMENT INSTALLATION, REMOVAL AND ESTIMATE OF QUANTITY INFORMATION, SEE TABLE OF EQUIPMENT CABINETS.
2. FOR INTERCONNECT EQUIPMENT INSTALLATION ITEMS, SEE DRAWING I-89-1.
3. FOR SWITCH PACK AND INPUT WIRING INFORMATION, SEE DRAWING MOS-32-1.
4. PB1 AND PB2 SHALL CALL FOR PHASE 8.
5. SPREAD SPECTRUM RADIO ANTENNAS SHALL BE ADJUSTED TO PROVIDE MAXIMUM SIGNAL STRENGTH BETWEEN UPSTREAM AND DOWNSTREAM ANTENNA LOCATIONS.

It is suggested that this drawing not be used for any other purpose since it has been prepared from several sources.



DRAWING NUMBER		COUNTY OF SUFFOLK DEPARTMENT OF PUBLIC WORKS YAPHANK, NEW YORK	
TS-32-1		GILBERT ANDERSON, P.E. - COMMISSIONER	
		CLOSED LOOP SIGNAL SYSTEMS PHASE 9	
		C.R. 32 PONQUOGUE AVENUE AT C.R. 89 DUNE ROAD	
		PIN NO.	SUBMISSION DATE
		076024	5-20-2016
			SHEET NO.
			42 OF 207

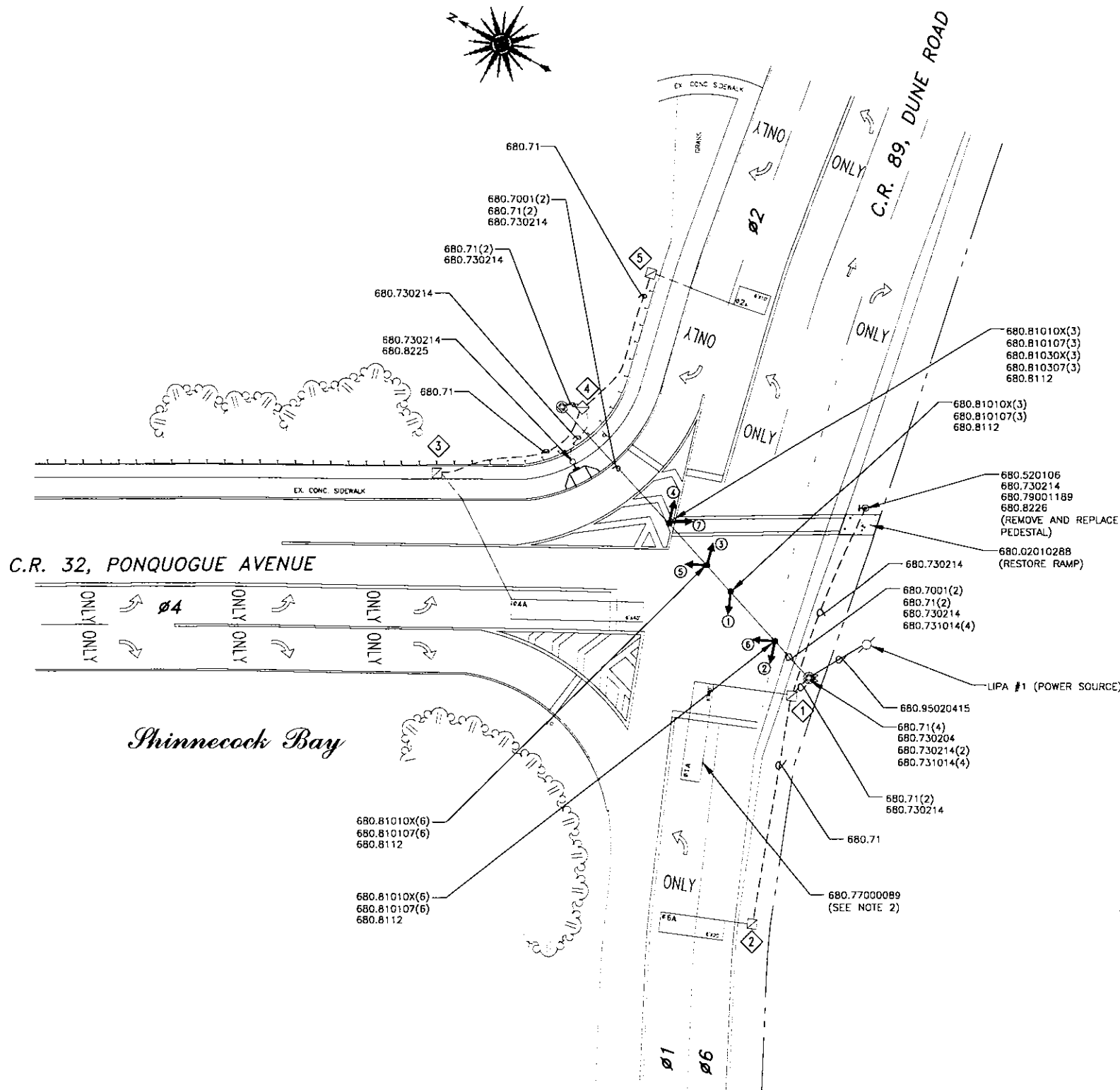
REVISIONS		APPROVED	DATE
1			
SYMBOL	DESCRIPTION		

GPI
Greenman-Pedersen, Inc.
Engineering and Construction Services
325 West Main Street, Babylon, NY 11702
Tel: (631) 587-5060 Fax: (631) 422-3479

DRAWN BY: A. P. Covati

CHECKED BY: P. Welczyk

DESIGNED BY: J. Park



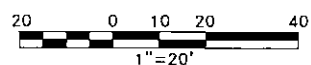
SIGNAL SEQUENCE						PHASING DIAGRAM
P H A S E	FACES					
	12"	12"	12"	12"	8"	
SIGNAL	1	2	3,4	5,6	7	
Ø1 & Ø6	G/G	G	R	R	R	
Ø2 & Ø6	G	G	G	R	R	
Ø4	R	R	R	G	G	
FLASH	Y	Y	Y	R	R	

ESTIMATE OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	
608.02010288	ASPHALT CONCRETE SIDEWALK	SY	14
619.16130169	MAINTAIN TRAFFIC SIGNAL EQUIPMENT (REQUIREMENTS)	MONTH	4
619.16130289	MARK-OUT SIGNAL FACILITY	EA	1
636.97010089	MOBILIZATION FOR TRAFFIC REVISIONS	HR	1.33
680.51100010	CLEAN EXISTING PULLBOX	EA	2
680.520106	CONDUIT, METAL STEEL, ZINC COATED, 2"	LF	20
680.7001	SINGLE SPAN WIRE ASSEMBLY	EA	2
680.71	SHIELDED LEAD-IN CABLE	LF	675
680.730204	SIGNAL CABLE, 2 CONDUCTOR, 4 AWG	LF	40
680.730214	SIGNAL CABLE, 2 CONDUCTOR, 14 AWG	LF	310
680.731014	SIGNAL CABLE, 10 CONDUCTOR, 14 AWG	LF	350
680.77000089	MODIFICATIONS TO TRAFFIC SIGNAL INSTALLATION	LS	1
680.79001189	REMOVE POLE OR CONTROLLER FOUNDATION	EA	1
680.79001489	REMOVE MISCELLANEOUS TRAFFIC SIGNAL EQUIPMENT	EA	1
680.810101	TRAFFIC SIGNAL MODULE - 12 INCH, RED BALL, LED	EA	6
680.810103	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW BALL, LED	EA	6
680.810104	TRAFFIC SIGNAL MODULE - 12 INCH, YELLOW ARROW, LED	EA	1
680.810105	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN BALL, LED	EA	6
680.810106	TRAFFIC SIGNAL MODULE - 12 INCH, GREEN ARROW, LED	EA	1
680.810107	TRAFFIC SIGNAL SECTION TYPE 1, 12 INCH	EA	20
680.810301	TRAFFIC SIGNAL MODULE - 8 INCH, RED BALL, LED	EA	1
680.810303	TRAFFIC SIGNAL MODULE - 8 INCH, YELLOW BALL, LED	EA	1
680.810305	TRAFFIC SIGNAL MODULE - 8 INCH, GREEN BALL, LED	EA	1
680.810307	TRAFFIC SIGNAL SECTION, TYPE 1, 8 INCH	EA	3
680.8112	TRAFFIC SIGNAL BRACKET ASSEMBLY - 2 WAY	EA	4
680.8225	PEDESTRIAN PUSHBUTTON AND SIGN - WITHOUT POST	EA	1
680.8226	PEDESTRIAN PUSHBUTTON AND SIGN - WITH POST	EA	1
680.95020415	SERVICE CABLE 2 CONDUCTOR, NO 04 AWG	LF	40

NOTES:

1. STRAIN POLES, CABINET/CONTROLLER, UNDERGROUND FACILITIES, LOOPS AND NORTHEAST PEDESTRIAN PEDESTAL SHALL BE RETAINED.
2. EXISTING LOOPS SHALL BE RETAINED. LOOPS WILL BE RE-SEALED UNDER ITEM 680.77000089, AS ORDERED BY ENGINEER.
3. SIGNAL HEADS WILL BE ASSEMBLED WITH TOP SECTIONS TO BE OF ALUMINUM CONSTRUCTION, WITH THE MIDDLE AND BOTTOM SECTIONS TO BE OF POLYCARBONATE CONSTRUCTION. SIGNAL HEADS WILL BE CABLED WITHOUT SPLICES.
4. ALL SIGNAL HEADS SHALL HAVE BACKPLATES. SIGNAL HEADS SHALL USE CAP VISORS; EXCEPT FOR ARROW DISPLAYS AND DISPLAY #7, WHICH WILL USE TUNNEL VISORS.
5. OLD TRAFFIC SIGNAL HEADS ARE NOT SHOWN ON PLAN.

* IT IS SUGGESTED THAT THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE SINCE IT HAS BEEN PREPARED FROM SEVERAL SOURCES



SYMBOL	DESCRIPTION	APPROVED DATE	DATE	PROJECT NO.	SCALE	SHEET NO.
	REVISIONS		4/2018	5054.583	1" = 20'	1 OF 1

AS-BUILT PLAN

COUNTY OF SUFFOLK
DEPARTMENT OF PUBLIC WORKS
YAPHANK, NEW YORK

GILBERT ANDERSON, P.E., COMMISSIONER

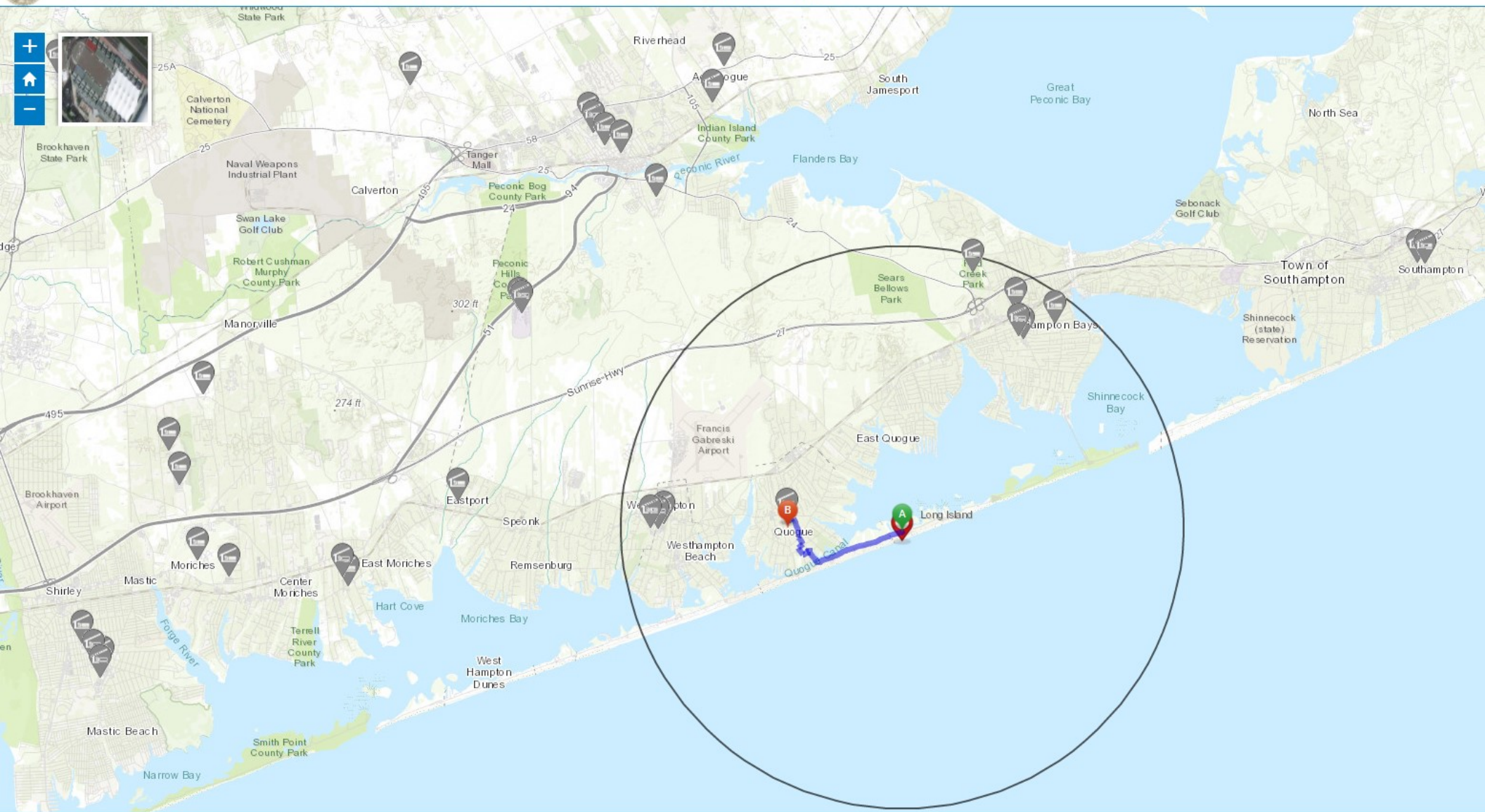
TRAFFIC SIGNAL PLAN

C.R. 32, PONQUOGUE AVENUE
AT
C.R. 89, DUNE ROAD

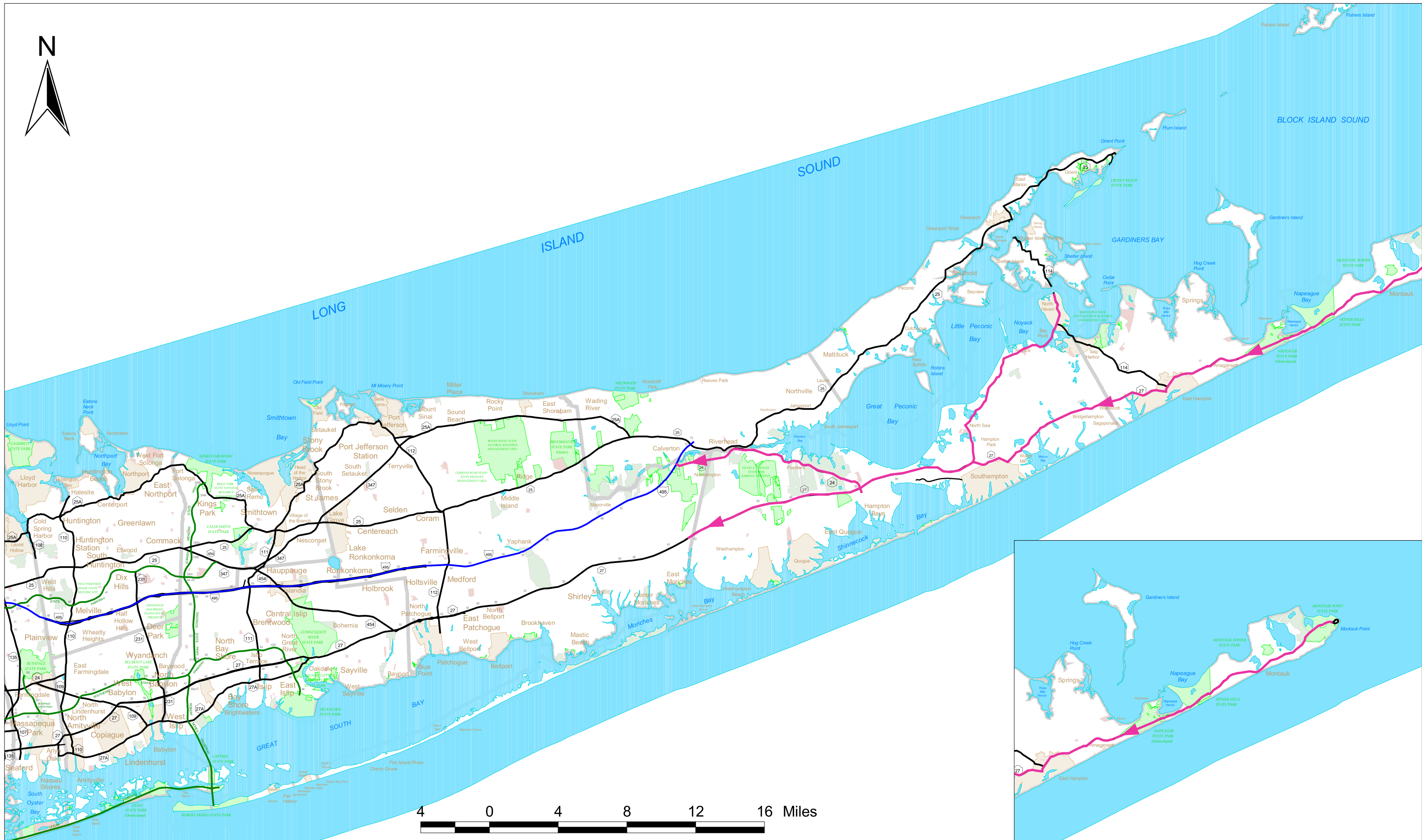
SUFFOLK COUNTY SHELTERS & EVACUATION ROUTES



Emergency Shelter and Evacuation Center Locator Tool, Suffolk County, NY



Shelters



Coastal Evacuation Routes - Suffolk County