Calverton Industrial Subdivision

3511 Middle Country Road, Hamlet of Calverton, Town of Riverhead Suffolk County, New York

PREPARED FOR

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June 2025

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

CALVERTON INDUSTRIAL SUBDIVISION
3511 MIDDLE COUNTRY ROAD
HAMLET OF CALVERTON, TOWN OF RIVERHEAD
SUFFOLK COUNTY, NEW YORK

PROJECT LOCATION:

130.91±-acre property located at
3511 Middle Country Road
Hamlet of Calverton, Town of Riverhead,
Suffolk County

TAX MAP NUMBERS:

District 600 - Section 117 – Block 2 – Lots 11 and 13

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DATE OF PREPARATION: June 2025

AVAILABILITY OF DOCUMENT: This document is a Draft Supplemental Environmental Impact Statement (DSEIS) prepared by the above-referenced Applicant. Copies are available for public review and comment at the offices of the Lead Agency. This DSEIS is also available electronically at _____

DATE OF ACCEPTANCE: September 4, 2025

COMMENT DEADLINE: November 16, 2025

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Abbreviations and Acronyms

ACM	asbestos-containing materials
amsl	above mean sea level
APE	Area of Potential Effect
AST	above ground storage tank
ATR	Automatic Traffic Recorder
bgs	below grade surface
Btu	British thermal units
CAC	Climate Action Council
CEA	Critical Environmental Area
CEQR	New York City Environmental Quality Review
CLCPA	The Climate Leadership and Community Protection Act
CO	Carbon Monoxide
CRIS	Cultural Resource Information System
CRRA	Community Risk and Resiliency Act
CSD	Central School District
cf	cubic foot (feet)
cy	cubic yard(s)
dB	decibel
dBA	single number descriptor
DEIS	Draft Environmental Impact Statement
DOS	New York State Department of State
DPF	diesel particulate filters
ECNYS	Ecological Communities of New York State
EDR	Environmental Data Resources, Inc.
EIA	United States Energy Information Administration
EPCAL	Enterprise Park at Calverton
FEAF	Full Environmental Assessment Form
FEMA	Federal Emergency Management Administration
FEIS	Final Environmental Impact Statement
FIRM	Flood Insurance Rate Map
GMZ	Groundwater Management Zones
gpd	gallons per day
GWP	Global Warming Potential
HCM	Highway Capacity Manual

IDA	Industrial Development Agency
ITE	Institute of Transportation Engineers
IPaC	Information for Planning and Conservation
LBP	lead-based paint
LIE	Long Island Expressway
LIPA	Long Island Power Authority
LIRR	Long Island Rail Road
LOS	level of service
MGD	million gallons a day
Mhhw	mean higher high water
MLE	Modified Ludzack-Ettinger
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NIOSH	National Institute of Occupational Safety and Health
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetland Inventory
NYC	New York City
NYMTC	New York Metropolitan Transportation Council
NYNHP	New York National Heritage Program
NYSBBA	New York State Breeding Bird Atlas
NYSDEC	New York State Department of Environmental Conservation
NYSDOL	New York State Department of Labor
NYSDOT	New York State Department of Transportation
NYSERDA	New York State Energy Research and Development Authority
OHM	oil and/or hazardous materials
OPD	Other Planned Development
OPRHP	Office of Parks, Recreation, and Historic Preservation
OSHA	Occupational Safety & Health Administration
PCEs	passenger-car equivalents
Pf	Palustrine farmed
PSEG	PSEG Long Island
REC	Recognized Environmental Conditions
REV	Reforming the Energy Vision
RPD	Riverhead Police Department
RTU	rooftop units

RVAC	Riverhead Volunteer Ambulance Corps
RWD	Riverhead Water District
SBR	sequencing batch reactor
SCDHS	Suffolk County Department of Health Services
SCDPW	Suffolk County Department of Public Works
SCSC	Suffolk County Sanitary Code
SEQRA	State Environmental Quality Review Act
sf	Square Feet
SGPA	Special Groundwater Protection Area
SGPIPA	Smart Growth Public Policy Act
SMP	Soil Management Plan
SPDES	State Pollutant Discharge Elimination System
STP	sewage treatment plant
SWPPP	Stormwater Pollution Prevention Plan
TIS	Traffic Impact Study
TIP	Transportation Improvement Program
TMC	turning movement count
TSF	tons per square foot
ULSD	Ultra-low sulfur diesel
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
VFD	Volunteer Fire Department
vpd	vehicles per day

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Executive Summary

1.1 Introduction

This document is a Draft Supplemental Environmental Impact Statement (DSEIS) prepared in accordance with the New York State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617. This DSEIS was prepared in response to the issuance of a Positive Declaration by the Town of Riverhead Town Board based upon the submission of an updated subdivision application for the Proposed Action in April 2025. This updated subdivision application was prepared by the Applicant, Bagatelle Associates and Eletag Associates, in response to the Town of Riverhead's adoption of updates to its Comprehensive Land Use Plan and approval of amendments to its Zoning Code in 2024. These actions taken by the Town of Riverhead were preceded by the acceptance of the Applicant's original Draft Environmental Impact Statement (DEIS) for the Proposed Action in January 2024. In the same month, the Town of Riverhead adopted a moratorium on all industrial development within certain portions of the Town. Specifically, areas covered by the moratorium were situated primarily within the Industrial A, B and C zoning districts within the hamlet of Calverton, including the site of the Proposed Action. This moratorium ended in October 2024 and a new Comprehensive Land Use Plan was adopted, followed by related amendments to the zoning regulations.

The Applicant has submitted an updated subdivision application to reflect the new zoning regulations as they pertain to the Subject Property. Specifically, the Subject Property is now located within the Calverton Industrial (CI) zoning use district, with various bulk and dimensional requirements. This supplemental DEIS has been prepared to address the changes in the updated plan, rather than prepare an entirely new DEIS. The preparation of a supplemental EIS is appropriate in this case, in accordance with 6 NYCRR Part 617.9(a)(7), which states, in pertinent part:

> *(i) The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:*
>
> *. . .*
>
> *(c) a change in circumstances related to the project.*

The updated plan remains consistent with the Proposed Action described in the DEIS with exception of several dimensional changes to reflect the new zoning district. The most notable differences are a reduction in the maximum allowable floor area and the relocation of the four acres reserved for a potential future water supply well. Overall, the Proposed Action consists of the subdivision of the 130.91±-acre property into seven lots, including:

- Lot 1 - 36.35± acres
- Lot 2 - 35.38± acres
- Lot 3 -17.41± acres
- Lot 4 - 4.73± acres
- Lot 5 - 20.39± acres
- Lot 6 - 12.18± acres
- Lot 7 – 4.00± acres

The first three lots, totaling 89.14± acres, would be intended for the future development of an estimated 970,734± sf of industrial space with an FAR of 0.25. This could increase to 1,164,881± sf of industrial space with an FAR of 0.3 if credits from a potential Transfer of Development Rights (TDR) are utilized. This is a decrease from the maximum allowable buildable area of 1,627,559± sf under the previous Industrial A zoning regulations.

Lot 4 would be utilized for the construction of an on-site sewage treatment plant (STP) that would serve the entire property. Lot 5 would be preserved as an open space area. Lot 6 would include a stormwater recharge basin and the overall subdivision right-of-way, while Lot 7 would be reserved for a potential water supply well, as referenced above. As previously shown on the subdivision plan in the accepted DEIS, the Proposed Action includes the dedication of a 0.47-acre strip along Middle Country Road to the New York State Department of Transportation. The Proposed Action would create and provide additional economic activity, jobs and tax revenues for the Town of Riverhead. The Proposed Action would require the extension of the Town of Riverhead Water District (RWD) Boundary, as well as other utilities (e.g., electric, natural gas).

The Subject Property is located at 3511 Middle Country Road approximately 0.50± miles west of the Long Island Expressway (LIE) terminus and presently consists of two lots designated on the Suffolk County Tax Map as District 600 – Section 117 – Block 2 – Lots 11 and 13. As noted above, both parcels are located in the newly created Calverton Industrial (CI) Zoning Use District of the Town of Riverhead Zoning Code and the Proposed Action has been revised to be consistent with the standards and regulations of this new zoning use district.

Since the subdivision layout has not substantially changed from the previous proposal examined in the accepted DEIS, many of the environmental impacts would not change or would be reduced. The environmental impacts that would remain essentially the same are related to the following topics:

- Subsurface and Environmental Conditions
- Soils and Topography (with slightly smaller buildings, earthwork is likely to be reduced)
- Ecological Resources
- Air Quality (decreased traffic generation would reduce mobile emissions)
- Noise (decreased traffic would result in reduced noise levels related to mobile sources)
- Cultural Resources.

This DSEIS focuses its analysis on the potential significant adverse impacts of the Proposed Action, as well as proposed mitigation measures, where significant adverse impacts have been identified for the following areas that were previously discussed in the Proposed Action's DEIS and that would be affected by the changes to the Town of Riverhead Zoning Code:

- Water Resources
- Zoning, Land Use and Community Character
- Community Facilities
- Traffic
- Aesthetics
- Energy and Climate Change.

It is noted that the analysis of the Proposed Action applies the permitted FAR of 0.3 (1,164,881± sf) with the use of TDRs, in order to present a worst-case scenario. Use of the 0.3 FAR in this analysis does not obligate the Applicant to purchase TDRs at this time.

This Executive Summary is designed solely to provide an overview of the Proposed Action, the potential significant adverse impacts identified, and mitigation measures proposed. Review of the Executive Summary is not a substitute for a full evaluation of the Proposed Action presented in Sections 2 through 4 of this DSEIS.

1.2 Description of the Proposed Action

1.2.1 History of the Proposed Action

This DSEIS has been prepared following a multi-year environmental review process for the "Calverton Industrial Subdivision" that began in 2021 with the submission of the original subdivision application. The review process was paused for nearly 10 months in 2024 during a moratorium on industrial development instituted by the Town of Riverhead in support of the update of its Comprehensive Plan. Following this moratorium, amendments to the Zoning Code led to the rezoning of the Subject Property and associated changes to the bulk and dimensional regulations relevant to the Proposed Action. In response, an updated subdivision application reflecting the changes to the Town's Comprehensive Plan and Zoning Code was submitted and is the subject of this DSEIS.

In summary, the timeline of the environmental review process for the Proposed Action is as follows:

- **October 20, 2021 -** The Applicant (Bagatelle Associates and Eletag Associates) submits a petition for major subdivision approval for the "Calverton Industrial Subdivision" including Part 1 of a Full Environmental Assessment Form ("FEAF").
- **February 3, 2022 –** The Town of Riverhead Planning Board, as Lead Agency for environmental review, classifies the Proposed Action as Type I, and issues a Positive Declaration indicating that the Proposed Action may have potentially significant adverse environmental impacts and requiring the preparation of a DEIS.
- **June 14, 2023 –** The Applicant submits the DEIS for the "Calverton Industrial Subdivision" to the Town of Riverhead for review and acceptance.

- **November 20, 2023 –** The Applicant submits a revised DEIS, based upon comments provided by the Town, for review and acceptance.
- **January 4, 2024 –** The Town of Riverhead formally accepts the submitted revised DEIS as adequate for public review and publishes a Notice of Completion. The Town circulates the accepted DEIS to all involved agencies.
- **January 4, 2024 –** The Town of Riverhead adopts a moratorium on industrial development within certain portions of the Town, primarily within the Industrial A, B and C zoning districts within the hamlet of Calverton. The purpose of the moratorium is to allow the Town to update its comprehensive plan, including a review of industrial development in Calverton. The SEQRA process for the Proposed Action is paused, with the comment period for the DEIS left open.
- **September 4, 2024 –** The Town Board adopts a Findings Statement completing the SEQRA process and adopts the Comprehensive Plan Update.
- **October 2024 –** The moratorium on industrial development ends, having been extended from its original end date of July 2024.
- **December 17, 2024 –** The Town Board adopts amendments to the zoning code and zoning map to be consistent with updates to the Comprehensive Plan in November 2024, following the completion of an environmental review process and issuance of a Negative Declaration. One notable change to the zoning code is the elimination of the Industrial A and C Zoning Use Districts. Certain Industrial A parcels, including the Subject Property, are rezoned to a new Calverton Industrial (CI) Zoning Use District.
- **April 10, 2025 –** The Applicant submits an updated subdivision map, based upon the recent amendments to the Zoning Code and Comprehensive Plan Update.
- **June 5, 2025 –** The Town of Riverhead issues an updated Positive Declaration for the Proposed Action, based on the updated subdivision application, requiring the preparation of this DSEIS.

1.2.2 Modified Subdivision Plan

Based on the recently adopted zoning amendments, the Subject Property is now situated within the Calverton Industrial (CI) Zoning Use District, with new bulk and dimensional requirements applicable to the Subject Property. The proposed subdivision plans have been amended to conform to these changes. The maximum development yield permitted on the three industrial parcels – Lots 1, 2 and 3 – has been modified.

Under the amended zoning regulations, the total floor area permitted is 970,734± sf, based upon a permitted Floor Area Ratio (FAR) of 0.25. This increases to 1,164,881± sf with the use of TDRs.[1] This is a reduction from the potential yield of 1,627,559 sf under the previous Industrial A Zoning Use District.

The subdivision layout has remained essentially unchanged from the previously accepted DEIS, with one notable exception: the proposed 4.00-acre parcel set aside for a potential water supply

[1] in order to assess the worst-case scenario, this DSEIS examines the potential use of TDRs (which permits an increase in FAR of 0.05 to a total of 0.3, in accordance with § 301-208.K of the Town Code) and applies those requirements to the Subject Property. This evaluation does not obligate the Applicant to use TDRs at this time, but allows for a review of the significant potential environmental impacts under a scenario that captures the highest development potential permitted on the Subject Property.

well has been moved from a location along Middle Country Road to an interior location within the Subject Property. This has slightly changed the size of Lot 1, out of which this parcel was carved.

1.2.3 Purpose, Needs and Benefits

As in the previously-accepted DEIS, the purpose of the Proposed Action is to subdivide an active sod farm to facilitate the future development of an estimated 1,164,881± sf of industrial space (with TDRs). Such a development will create and provide additional economic activity, jobs and tax revenues for the Town of Riverhead. These benefits include, but are not limited to:

- Construction costs for the Proposed Action are estimated to be as high as $134 million, based upon an FAR of 0.3 (using TDRs), which would stimulate the local economy for a two-year construction period. This estimate is based upon a recent industry standard of approximately $115 per square foot for industrial/warehouse construction and was estimated using IMPLAN software.[2]
- Construction spending would support approximately 790 jobs annually, including 478 direct jobs, 122 indirect jobs, and 190 induced jobs. Annual labor income is estimated to be approximately $70.5 million, for an average compensation of approximately $90,000. Overall economic output is estimated to be approximately $202 million annually during the two-year construction period.
- In the best-case scenario and with the use of TDRs, the Proposed Action could generate approximately 400 permanent jobs. Assuming these 400 are direct jobs, the project could support an additional 69 indirect jobs and 98 induced jobs, for a total of 567. Annual labor income would be approximately $37 million, for an average employee compensation of $65,000. Overall economic output is estimated to be $74 million annually. [3]

1.2.4 Required Permits and Approvals

To implement the Proposed Action, the following permits, approvals and reviews are required. There have been no changes from the previously-accepted DEIS:

[2] https://implan.com/. Note that the IMPLAN analysis was performed using a slightly higher square footage, which has since been adjusted downward by about 3,450 square feet.

[3] Direct Effect is an immediate result of direct spending (i.e., construction jobs directly related to on-site activity). Indirect Effect is the impact of local industries buying goods and services from other local industries (i.e., jobs supported from construction-related spending). Induced Effect is the response by an economy to an initial change (Direct Effect) that occurs through re-spending of income by direct employees. Money is recirculated through the household spending patterns causing further local economic activity (i.e., jobs created through household spending of income from direct jobs). Labor Income includes employee compensation (wages and benefits paid to employees) and proprietor income (profits earned by self-employed individuals). Value Added is the sum of Labor Income, other property income (such as corporate profits and interest income), and taxes on production and imports (net of subsidies). Value Added can also be defined as gross regional product. Output is the value of production and is equal to Value Added plus intermediate expenditures (monies spent purchasing goods and services to create an industry's production).

Government Entity	Approval
Town of Riverhead Planning Board	Major Subdivision (Industrial Subdivision) Approval
Town of Riverhead Town Board	Water District Boundary Extension Chapter 229 Excavation/Exportation Permit
Town of Riverhead Water District	Water Supply Connection
Riverhead Industrial Development Agency (IDA)	Financial Assistance (Potential)
Suffolk County Department of Health Services	Water, Sewage Disposal and Subdivision Approvals
Suffolk County Department of Public Works	Sewage Treatment Plant Approval Signal, Highway Work Permit
Suffolk County Planning Commission	239-m Referral
New York State Department of Environmental Conservation	General Permit for Discharges from Construction Activities (GP 0-20-001); Water District Boundary Extension
New York State Department of Transportation	Signal(s), Highway Access Permit
Long Island Power Authority/PSEG Long Island	Electric Utility Connection Review
National Grid	Natural Gas Utility Connection Review

In addition to the permits and approvals listed above, it is noted that the Town of Riverhead Conservation Advisory Council and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) would review the application in advisory capacities.

1.3 Existing Environmental Conditions, Potential Impacts and Proposed Mitigation

Since the subdivision layout has not changed from the previous proposal examined in the accepted DEIS, many of the environmental impacts would not change or would be reduced. Therefore, the only environmental issues discussed within this DSEIS are those that would be affected by the change in the allowable building floor area. These include:

- Water Resources
- Zoning, Land Use and Community Character
- Community Facilities
- Traffic
- Aesthetics
- Energy and Climate Change.

All of the analyses have been conducted using an FAR of 0.3, which analyzes the maximum development that would be permitted on the Subject Property, pursuant to the use of TDRs. As previously indicated, this analysis has been performed to present the worst-case scenario, but the Applicant is not obligated to use TDRs at this time.

1.3.1 Water Resources

1.3.1.1 Water Supply

The Subject Property is located outside the boundary of the Riverhead Water District and is not served by municipal water. The DEIS indicated that consultations were undertaken with the Riverhead Water District with regard to their capacity to supply both potable and fire suppression demand. As a result of these discussions, a four-acre parcel along the road frontage of the Subject Property (Lot 7) has been reserved for a potential water supply well. Consultations are ongoing with respect to water supply alternatives. Additional environmental review would be undertaken should another water source become available.

As indicated in the original DEIS, the industrial subdivision was projected to have a water demand of 65,013± gpd, based on an FAR of 0.4. No significant adverse impact with regard to water demand was anticipated in the DEIS. The projected water demand based upon the amended zoning classification would be 46,596 gallons per day (gpd), representing a reduction of 18,417 gpd.

As landscaping plans for the individual lots have not yet been developed, specific irrigation needs could not be determined. However, based upon the use of a 10 percent standard irrigation factor (irrigation comprising 10 percent of the domestic water demand), it is anticipated that the Proposed Project will result in an additional demand of approximately 4,674 gpd during the irrigation season.

As with the accepted DEIS, to minimize potential impacts to water resources and to reduce the demand for irrigation, the subdivision plan includes the preservation of naturally vegetated buffers around the site perimeter, as well as a 20.4± acres of open space.

Based on the foregoing, the water demand for the current action would be lower than previously analyzed. There would be no significant adverse water supply impacts, however, a four-acre parcel has been reserved for future water supply needs. No other mitigation is proposed.

1.3.1.2 Sewage Disposal

The accepted DEIS indicated that the Subject Property is not located within a municipal sewer district, but is located within Groundwater Management Zone III as identified in Article 6 of the Suffolk County Sanitary Code. Under Article 6, a community sewerage system is required as the method of sewage disposal for all construction projects other than single-family residences and conventional single-family residential developments when certain criteria are met.

The proposed industrial subdivision would result in sanitary flows of approximately 46,737 gpd. This figure exceeds the permitted flow of 18,661± gpd, based on the size of the parcel (130.91± acres/5,702,560.7± square feet) and the limitation of 300 gallons per day per 40,000 square feet of lot area for properties in Zone III. Because the site is not served by public sewers and the projected flows would exceed the permitted maximum, a sewage treatment plant (STP) is proposed. The STP is situated in the same location as shown on the subdivision plan in the accepted DEIS, and on a parcel with the same lot area (4.73 acres±). No changes to the STP, as described in the DEIS, are proposed as part of this DSEIS. Based on the reduction in overall floor area, the STP would discharge less effluent to the groundwater system as compared to the volume analyzed in the accepted DEIS.

Because the size of the proposed development would be reduced from previous estimates, and because no significant adverse impacts were previously identified, no significant adverse impacts to groundwater and sewage disposal are anticipated with the modified subdivision. Therefore, no mitigation is proposed.

1.3.1.3 Stormwater Runoff and Drainage

Under the existing conditions, there are no stormwater management facilities and the Subject Property contains little to no impervious surface due to its prior use as a sod farm.

It is expected that the amount of impervious surface area would decrease from the original plan due to the reduction in allowable floor area, the change in setbacks and the increase in the amount of landscaped area required. However, the stormwater management system will remain consistent with the original DEIS, utilizing the same methodologies and systems, including drywells and a recharge basin. The proposed 3.9±-acre recharge basin would remain between Lots 1 and 2 along the western border of the site. Any modifications to the stormwater management system due to the update of the subdivision plan are expected to be minimal.

No significant adverse environmental impacts associated with stormwater runoff were identified in the accepted DEIS. Since minimal changes to the system are proposed, this conclusion remains valid. Therefore, no mitigation is proposed. However, the implementation of a Stormwater Pollution Prevention Plan in accordance with State and local requirements would further minimize potential impacts.

1.3.2 Zoning, Land Use and Community Character

The Subject Property has historically been used predominately as a sod farm. Aside from this land use, non-agricultural vegetated areas are present in the southeast portion of the site and in an isolated area along Middle Country Road. In the northern portion, the location of a former farmstead, contains dilapidated structures and remnants dating back to at least 1938, the date of the oldest aerial photograph available.

Surrounding land uses include:

- **North of the Subject Property**: Single-family residences, agricultural and industrial uses.
- **East of the Subject Property**: Splish Splash Water Park, industrial uses, including a cement plant, commercial uses such as Tanger Outlets Riverhead and Hilton Garden Inn, single-family residences and undeveloped wooded land.
- **South of the Subject Property:** The tracks and abandoned Calverton Station of the Long Island Rail Road. Beyond the LIE, the area consists of predominantly recreational uses and open space, including Peconic Lake and Peconic River, commercial uses and single-family residences.
- **West of the Subject Property**: Agricultural land similar to the Subject Property. Further west, the area consists of additional agricultural land and single-family residences, commercial, institutional, and industrial uses. Industrial uses include a FedEx Shipping Center, a general contractor (including vehicle and equipment storage), and a propane/gas provider.

The removal of the existing sod farm will change the character of the Subject Property from an active agricultural use to a large-lot industrial subdivision. A substantial amount of vegetation

will be preserved within the southeast portion of the site and along the property boundaries to minimize impacts to the surrounding area.

The Subject Property was rezoned from its original Industrial A Zoning Use District to a new Calverton Industrial (CI) Zoning Use District in December 2024. Most of the area surrounding the Subject Property remains zoned for industrial use, primarily within this new CI Zoning Use District or within the Light Industrial Zoning Use District. As many of the surrounding parcels were also rezoned to the CI Zoning Use District, the proposed development is expected to be in character with the neighborhood. Therefore, as was stated in the accepted DEIS, the future condition of the Subject Property would be consistent with the character of the community and no significant adverse impacts are anticipated.

Overall, the Proposed Action conforms to the recently updated Comprehensive Plan and has been designed to comply with the amended zoning regulations, thus no significant adverse impacts have been identified. Therefore, no mitigation is proposed. As each proposed lot will be subject to a site plan review, specific design standards, landscaping and buffering will be developed at that time**.**

1.3.3 Community Facilities

Essential community services will be provided to the Subject Property by the following:

- **Fire Protection:** The Riverhead Volunteer Fire Department (RVFD)
- **Emergency Medical Service**: Riverhead Volunteer Ambulance Corps (RVAC)
- **Police Protection:** Riverhead Police Department (RPD)
- **Solid Waste Disposal:** Town of Riverhead Sanitation Department will oversee solid waste disposal, with waste collection performed by a licensed private carter.

Solid waste generation at full build-out is estimated to range from approximately 42.6 to 354.3 tons per month. This is a reduction of up to 140.7± tons per month from the prior plan, where solid waste generation ranged from 69.2± to 495± tons per month**.** All disposal processes will comply with Chapter 273 - Solid Waste of the Riverhead Town Code, ensuring no significant adverse impacts on the Town's waste management infrastructure, as was concluded in the accepted DEIS.

Aside from a specific reduction in solid waste generation, the modified subdivision would also result in an overall reduced demand for community services. The Riverhead VFD and RVAC would continue to provide fire protection and emergency medical services, respectively. The RPD will maintain its protection services with a potentially reduced need for intervention due to fewer onsite employees and proposed enhanced on-site security.

Although the conversion of the site from an agricultural use to a light industrial development will cause a nominal increase in demand for community services, sufficient capacity exists, no significant adverse impacts are expected and no mitigation is proposed. As was noted in the accepted DEIS, increased property tax revenues generated by the proposed action would assist in defraying the cost of additional community services.

1.3.4 Traffic

As part of the accepted DEIS, the Applicant had originally prepared a Traffic Impact Study (TIS) addressing the existing conditions of the area, analyzing the potential impacts of development at the previous permitted FAR of 0.4, and proposing mitigation measures. The applicant has revised the original TIS to reflect the changes in the underlying zoning and the revised maximum permitted developable floor area (reduced from 1,627,559 sf to 1,164,881± sf (with TDRs)).

The study methodology, the study area, and the intersections for the revised TIS are the same as analyzed in the original TIS. Furthermore, there is no change from the existing conditions as discussed in the original TIS. The future conditions were analyzed without and with the Proposed Action (the No-Build and Build conditions, respectively) to evaluate the effect of the Proposed Action.

1.3.4.1 Future No-Build Condition

As part of the No-Build analysis, the Town of Riverhead was contacted for information relating to other planned developments (OPD) that may affect traffic volumes in the Study Area. The Town, in a communication dated August 26, 2022, identified four projects for inclusion. These are:

- Proposed Industrial Park (H.K. Ventures), 4285 Middle Country Road
- Riverhead Logistics Center (Northpoint Development), 1743 Middle Country Road
- U-Haul of Calverton, Northeast corner of Middle Country Road (NY Route 25) and Manor Lane.
- JPD Calverton, 4195 Middle Country Road

Further correspondence was sent to the Town on January 14, 2025 to confirm the status of these projects and request information related to any new developments that may have arisen during the interim period. Via a response dated January 29, 2025, the Town indicated that each of the four projects was still under consideration. No additional projects were identified for inclusion.

There have been no changes in Planned Roadway Improvements from the original TIS. However, the intersection of NYS Route 25 at Edwards Avenue is presently undergoing a Safety Enhancement project (PIN 081001) that includes the installation of exclusive left-turn lanes on all approaches. A northbound left-turn phase will be added to the traffic signal. Construction is anticipated to be completed in 2025, before the build-out of this Project and, as such, the proposed improvements were included within the No-Build and Build conditions.

To account for population increases and background growth not related to the Proposed Project, an annual growth factor was applied to the existing traffic volumes. Background traffic volumes were projected to the year 2028, three years later than in the original TIS, reflecting the year when the development is expected to be fully occupied.

Based upon a review of NYSDOT published data, the anticipated annual growth rate for the Town of Riverhead is 1.7 percent. This 1.7 percent rate was applied to the 2022 existing traffic volumes for six years to represent future conditions. Traffic volumes for the 2028 No-Build Summer Condition for the weekday AM peak hour, weekday PM peak hour, and Saturday midday peak hours are shown in Figure 5 of the TIS of this DSEIS. The 2028 No-Build Fall Condition traffic volumes for the weekday AM peak hour, weekday PM peak hour, and Saturday Midday peak hours are shown in Figure 6 of the TIS.

1.3.4.2 Future Build Condition

To estimate future site-generated traffic volumes, the Institute of Transportation Engineers (ITE) publication *Trip Generation 11th Edition*[4] was utilized for the industrial uses. Specifically ITE Land Use Code (LUC) 130 – Industrial Park was used to estimate the total vehicle trips for 1,168,389 sf of industrial development. Overall, it is estimated that the Proposed Action's industrial development would generate 397 vehicle trips during the AM and PM peak hours, and 514 vehicle trips during the Saturday midday peak hour. It is noted that the number of trips estimated for the Saturday midday peak hour is higher than the number estimated for the weekday AM and PM peak hours. This is due to the limited sample size of ITE data for the Saturday midday peak hour. Utilizing a higher trip generation rate for Saturdays is consistent with the methodology utilized for the proposed project located at 4285 Middle Country Road.

These figures represent a substantial reduction in site-generated trips for the proposed subdivision in comparison to the larger project analyzed in the accepted DEIS.

1.3.4.3 Traffic Operations Analysis

A comparison of the Summer and Fall Build volumes for the Proposed Action was performed to determine the peak periods for the intersections within the study area. Overall, the critical season for the majority of study intersections was the Fall, with Fall volumes ranging from approximately zero percent to 26 percent higher than the summer volumes. Summer is the critical period for the Middle Country Road at Splish Splash Drive/Manor Road intersection during the weekday PM and Saturday peak hours, as well as the Old Country Road at Tanger Mall Drive/Gateway Plaza Access for the weekday AM, weekday PM, and Saturday peak hours.

Levels-of-service (LOS) analyses were conducted for the 2022 Existing, 2028 No-Build, and 2028 Build conditions for the Study Area intersections for the times set forth in the adopted scope. It is important to note that the future condition for the analysis contained in the DSEIS was extended to a 2028 Build Year (the Accepted DEIS analyzed a 2025 Build Year). By increasing the Build Year to 2028, three extra years of background traffic growth were applied to the existing condition traffic volumes. As a result, the No Build and Build analysis results, in some cases, indicate greater levels of delay for the current analysis at the same locations and movements in comparison with the accepted DEIS, despite the decrease in the size of the development.

Summer and Fall Conditions

The analysis for Summer and Fall LOS conditions shows that while most of the lane groups and approaches at each of the intersections during the peak hours will have the same LOS during the Build condition as the No-Build condition, there are several locations where there is a drop in LOS between No-Build to Build and/or the LOS is E/LOS F during the Build condition. These locations and their proposed mitigative measures include:

- Middle Country Road (NY Route 25) at Edwards Avenue
  - **Proposed Mitigation:** It is recommended that an eastbound right-turn lane be constructed in addition to the improvements proposed with the state project. With this additional improvement, the overall intersection LOS is C for the weekday AM, weekday PM, and Saturday Midday peak hours, with all movements operating at LOS D or better.

[4] *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, Washington D.C., September 2021

- Middle Country Road (NY 25) at Splish Splash Drive/Manor Road
  - Proposed Mitigation:
    - Construct an eastbound through lane, which is a continuation of the proposed second through lane at Middle Country Road at the Proposed Site Access
    - Construct a separate westbound right-turn lane
    - Construct a southbound left-turn lane to provide a separate left-turn lane and a shared through/right turn lane.
- Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue
  - Proposed Mitigation:
    - The results of a signal warrant analysis conducted for this intersection show that existing traffic volumes satisfy the traffic volume criteria for Warrant 2 (Four-Hour Vehicle Volume) and the delay criteria for Warrant 3 (Peak Hour). The future volumes satisfy the traffic volume criteria for Warrants 2 and 3 as well as the delay criteria for Warrant 3. Based on the results of the warrant evaluation and the intersection capacity analysis, the installation of a traffic signal is recommended at the Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue.
- Middle Country Road at Site Access
  - Proposed Mitigation:
    - Construct a dedicated eastbound shared through/right-turn lane that will continue as a through lane along the project frontage to the Middle Country Road at Splish Splash Drive/Manor Road intersection.
    - Construct a westbound dedicated left-turn lane such that the westbound approach consists of a dedicated left-turn lane and a through lane.
    - Construct the Site Access northbound approach as a dedicated left-turn lane and a dedicated right-turn lane.
    - The results of a signal warrant analysis conducted for this intersection show that the future traffic volumes, with all other mitigative measures factored in, satisfy the traffic volume criteria for Warrants 1 (Eight-Hour Vehicle Volume), 2 (Four-Hour Vehicle Volume), or 3 (Peak Hour). Based upon the results of the warrant analysis, a traffic signal is recommended at this location.

1.3.4.4 Interchange Assessment

A qualitative analysis of the merge and diverge operations was prepared for the following locations:

- Long Island Expressway (I-495) at West Main Street (NY Route 25)
- West Main Street (NY Route 25) at Old Country Road

Merge Operations

In general, the off-ramps from the LIE were shown to carry minimal volumes under existing conditions. It is anticipated that the merges would not experience undue congestion even under Build Conditions.

Diverge Operations

Similar to the merge sections, the points of divergence for the two relevant interchanges do not currently experience significant traffic volumes, based on the information available from the NYSDOT Traffic Data Viewer. Although the increase in volume at the ramps under build conditions may appear substantial, it is not likely to result in undue congestion. This is consistent with the conclusions reached in the accepted DEIS.

1.3.4.5 Comparison of Alternative Subdivision Plans

The DEIS identified the following Alternatives:

- Alternative 1 – No-Action Alternative
- Alternative 2 - Yield Map with 38 Lots in Accordance with Prevailing Zoning
- Alternative 3 - Single User under Existing Industrial A Zoning (No Subdivision)

Based on the modifications to the Town's zoning code, the discussion of alternative subdivision plans has been slightly revised from the original TIS as noted below:

- **Alternative 1 – No-Action Alternative:** This alternative is essentially reflective of the No-Build Condition. Therefore, no further traffic evaluation of this alternative is required
  Alternative 2 - Yield Map with 38 Lots in Accordance with Prevailing Zoning: Under this alternative, there would be 38 lots totaling 1,208,602 sf of industrial building area. A comparison of the trips associated with this Alternative and the Proposed Project shows that the two alternatives are comparable in the number of trips generated. This alternative would generate 14 more trips during the weekday AM peak hour (3 more entering and 11 more exiting), 14 more trips during the weekday PM peak hour (3 more entering and 11 more exiting), and 18 more trips during the Saturday Midday peak hour (5 more entering and 13 more exiting).
- **Alternative 3 - Single User under Existing Industrial A Zoning (No Subdivision):** Under this alternative, there would be one user consisting of a total of 1,444,187 sf of industrial building area. A comparison of the trips associated with this Alternative and the Proposed Project shows that this alternative would generate 94 more trips during the weekday AM peak hour (18 entering and 76 exiting), 94 more trips during the weekday PM peak hour (21 entering and 73 exiting), and 121 more trips during the Saturday Midday peak hour (38 entering and 83 exiting).

As was discussed in the accepted DEIS, the final scope included an evaluation of the potential for the establishment of a rail spur from the LIRR Ronkonkoma Branch as the project site directly abuts the railroad right-of-way. It can be concluded that the presence of a rail spur would not reduce the level of site traffic to the extent that it would affect the results of this study or reduce the level of mitigation identified.

1.3.4.6 Connection to a Future North Service Road of the Long Island Expressway

The conclusions in the accepted DEIS regarding a possible connection to a future North Service Road extension remain valid despite the Town's recent zoning amendment. There was no provision in the original plan for an extension of the North Service Road and therefore the potential benefits were not factored into the analysis. While having a secondary access along the service road extension would divert traffic from the primary access, the TIS demonstrates that the

surrounding roadway network can accommodate the proposed subdivision with the improvements that are proposed.

1.3.4.7 Construction Impacts

Although the magnitude of potential site development would decrease in accordance with the reduction in allowable floor area, there would be no substantive change in potential traffic-related construction impacts.

1.3.4.8 Site Access, Parking and Circulation

As was described in the accepted DEIS, the proposed site access/egress point would a full-movement curb cut proposed on Middle Country Road (NY Route 25), with a single entrance lane and two exit lanes to accommodate separate left-turn and right-turn movements. A westbound left-turn lane is proposed at the site access as well as an eastbound shared through/right turn lane that would extend east to the ensuing intersection. On-site circulation is proposed to be the same as the prior subdivision layout analyzed in the accepted DEIS. The amount of impervious surface area would potentially decrease as the reduction in allowable floor area would, in turn, lead to a corresponding reduction in the required number of parking spaces.

1.3.5 Aesthetics

The aesthetic character of the Subject Property is predominantly defined by its agricultural use (i.e., sod farm), and the wooded area at the southeast corner. The frontage along Middle Country Road contains utility poles with overhead wires within the visual horizon, which cross from the north to the south side of the roadway adjacent to the Subject Property. The visual environment in the immediate area surrounding the Subject Property is characterized by a mix of large, flat lots used for agricultural purposes providing open views or views partially screened by roadside vegetation, a small number of single-family residences, and some commercial development. These elements of the visual environment are contrasted by the warehouse-style and larger commercial buildings that are also visible along the major area roadways.

As with the previously-analyzed development, views of the Subject Property from surrounding roadways (e.g., Middle Country Road) and adjacent properties will be modified from current views as a result of the Proposed Action. There are currently expansive views of the site and the majority of the Subject Property is visible from Middle Country Road due to its agricultural nature and flat topography. Under the Proposed Action, views into the site would be limited with the exception of the proposed access at the northwest corner of the site.

Under the new zoning regulations, allowable building height was increased to 35 feet, five feet higher than allowed under the previous code. This increase is balanced by the implementation of enhanced landscape buffer and open space requirements. Specifically, larger portions of the site are designated for these buffers, which are now required along both public *and* private roadways. Therefore, this additional height will not pose significant impacts on the surrounding aesthetic resources. The introduction of new landscape buffer and open space requirements is anticipated to significantly enhance the visual appeal by reducing the visibility of future industrial buildings from surrounding properties and roadways.

As with the accepted DEIS, no significant adverse aesthetic impacts were identified, therefore, no mitigation is proposed. Each industrial lot will be subject to site plan and architectural review,

where additional design measures to minimize potential impacts to aesthetic resources can be incorporated.

1.3.6 Energy and Climate Change

1.3.6.1 Electricity and Natural Gas

Electricity is supplied by PSEG Long Island, which operates overhead electrical infrastructure in the vicinity of the site through its contract with the Long Island Power Authority. There is electric service available along the south side of Middle Country Road in the form of overhead wires. Overall, the Subject Property has historically placed little demand upon electrical resources due to its agricultural nature.

As with the Proposed Action in the accepted DEIS, electricity for the current Proposed Action is anticipated to be supplied via existing PSEG infrastructure present along Middle Country Road. Pending a formal letter of availability, it is expected that electrical infrastructure would be extended throughout the Subject Property within the utility corridor to be located within the right-of-way of the subdivision roadway. The reduced footprint of the Proposed Action and corresponding anticipated lower demand will result in decreased energy consumption (-256,601 MMBtu) compared to the original projection (646,044± MMBtu).

The Subject Property does not generate any demand for natural gas under existing conditions. As with the Proposed Action analyzed in the accepted DEIS, it is unknown at this time if future tenants will have a demand for natural gas. The nearest gas line is located along Middle Country Road approximately 800 feet from the Subject Property. Service can easily be extended to the Subject Property if and when needed.

As PSEG Long Island and National Grid presently provide service to millions of customers, the demand under future build conditions is not anticipated to result in any significant adverse impacts to energy supply.

1.3.6.2 Greenhouse Gas Emissions, Climate Change and Sustainability

Under the current use, the Subject Property does not contribute to global climate change in a significant way. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 36103C0461H, the Subject Property is in Zone X, which includes areas determined to be outside the 0.2% annual chance floodplain. Additionally, the Subject Property is not within a Special Flood Hazard Area. The lowest portion of the Subject Property is on the southeast corner at 35±-feet amsl which is well above a four-foot rise in sea level. Therefore, the proposed industrial subdivision would not be susceptible to flooding due to sea-level rise. Infrastructure within the Subject Property is not expected to be vulnerable to the effects of sea-level rise.

Construction of the Proposed Project in both the initial and future development phases is likely to utilize standard construction equipment. This remains true for the current Proposed Action. As such, the energy demand and direct GHG emissions in these phases is generated by the combustion of fossil fuel used in such equipment. Indirect emissions are caused by power generation, mobile sources (i.e., construction deliveries and employee car trips), from imported fossil fuels, and from embodied carbon in construction materials. Typically, GHG emissions from building construction are equivalent to about 20 years of building operational emissions. Since

the overall floor area would be reduced from the previous Proposed Action, GHG emissions are expected to be lower when compared to the original subdivision plan. Furthermore, the reduced GHG emissions are not anticipated to be significant compared to the total emissions of the Town of Riverhead, Suffolk County or New York State.

Similar to the Proposed Action analyzed in the accepted DEIS, the project involves a major subdivision that would enable the creation of three large building lots, allowing for future industrial development. The incorporation of renewable energy and conservation measures cannot be undertaken until the future end users (tenants) are known.

With the reduced floor area, the updated energy projections, overall energy use and GHG emissions are also anticipated to be reduced. Therefore, the conclusions in the accepted DEIS that there would be no significant adverse effects related to energy use, GHG emissions and climate change remain the same, and no mitigation measures are proposed.

1.4 Cumulative Impacts

In a letter dated January 29, 2025, the Town of Riverhead Planning Department indicated that there have been no new development applications within a one-mile radius of exits 72 and 73 of the Long Island Expressway. Additionally, none of the four projects identified in the DEIS have been formally withdrawn by the applicants and are still being planned for development. These four projects are:

- Proposed Industrial Park (H.K. Ventures), 4285 Middle Country Road
- Riverhead Logistics Center (Northpoint Development), 1743 Middle Country Road
- U-Haul of Calverton, Northeast corner of Middle Country Road (NY Route 25) and Manor Lane.
- JPD Calverton, 4195 Middle Country Road

The January letter also indicated that, while the Town has updated its zoning regulations, no revised plans for these projects have been submitted to the Town. These developments may be similarly impacted by the new zoning. However, as no new information on these projects is available, the DEIS information remains up to date with no changes or new developments proposed.

2

Description of Proposed Action

2.1 History of Proposed Action

On October 20, 2021, the Applicant (Bagatelle Associates and Eletag Associates) submitted a petition for major subdivision approval for the Subject Property to the Town and submitted Part 1 of a Full Environmental Assessment Form ("FEAF"), dated October 11, 2021. The proposed project, known as the "Calverton Industrial Subdivision" involved the creation of a subdivision to allow future industrial development of a 130.91±-acre industrially zoned property (the "Proposed Action" or "Proposed Project"). The Subject Property is located approximately 0.50± miles west of the Long Island Expressway's (LIE) terminus at 3511 Middle County Road, in the hamlet of Calverton, Town of Riverhead, Suffolk County, New York, (the "Subject Property," (**Figure 1** and **Figure 2**). The Subject Property consists of a total of 130.91± acres among two lots designated on the Suffolk County Tax Map as District 600 – Section 117 – Block 2 – Lots 11 and 13.

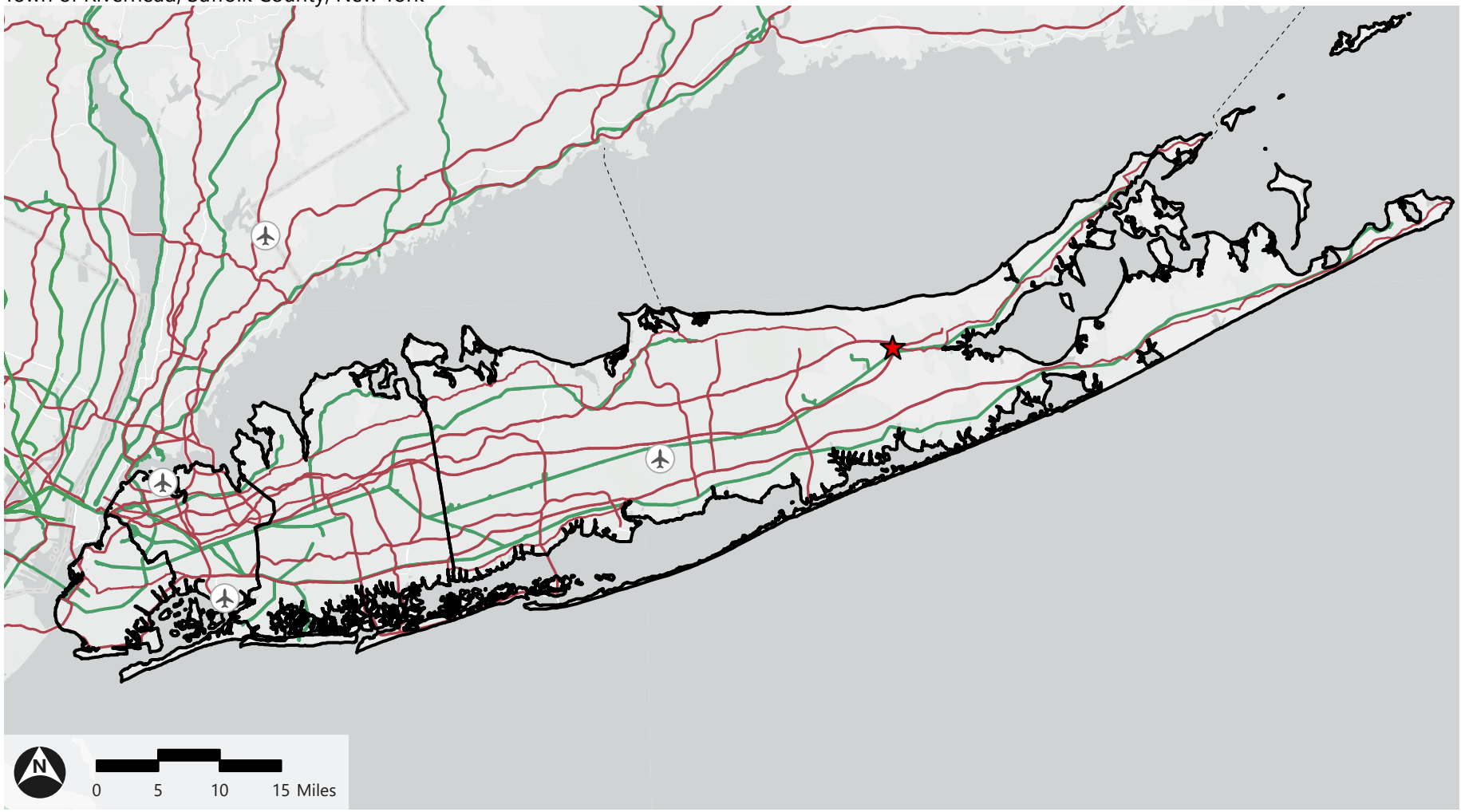
The originally-Proposed Project was intended to achieve the goal of the Applicant, which is to create an industrial subdivision that would accommodate development on the Subject Property in a manner consistent with the established zoning at that time. Development of the individual industrial lots was anticipated to occur over time, potentially over the course of several years, with industrial uses that conformed to the Industrial A zoning district in which the Subject Property was located at the time of the application. For purposes of analysis in the previously-accepted DEIS, the proposed subdivision consisted of three industrial lots, as follows:

- Lot 1: 40.61± acres, containing 707,647± sf of floor area for industrial use and 1,768,972 sf of lot coverage
- Lot 2: 35.38± acres, containing 616,399± sf of floor area for industrial use and 1,541,153 sf of lot coverage
- Lot 3: 17.42± acres, containing 303,513± sf of floor area for industrial use and 758,815 sf of lot coverage.

Together, these represented a maximum development of 1,627,559± sf of gross floor area across the three development lots, based on a floor area ratio (FAR) of 0.4, which was permitted in the Industrial A Zoning Use District.

Figure 1: Regional Context Map

Calverton Industrial Subdivision | 3511 Middle Country Road, Hamlet of Calverton
Town of Riverhead, Suffolk County, New York

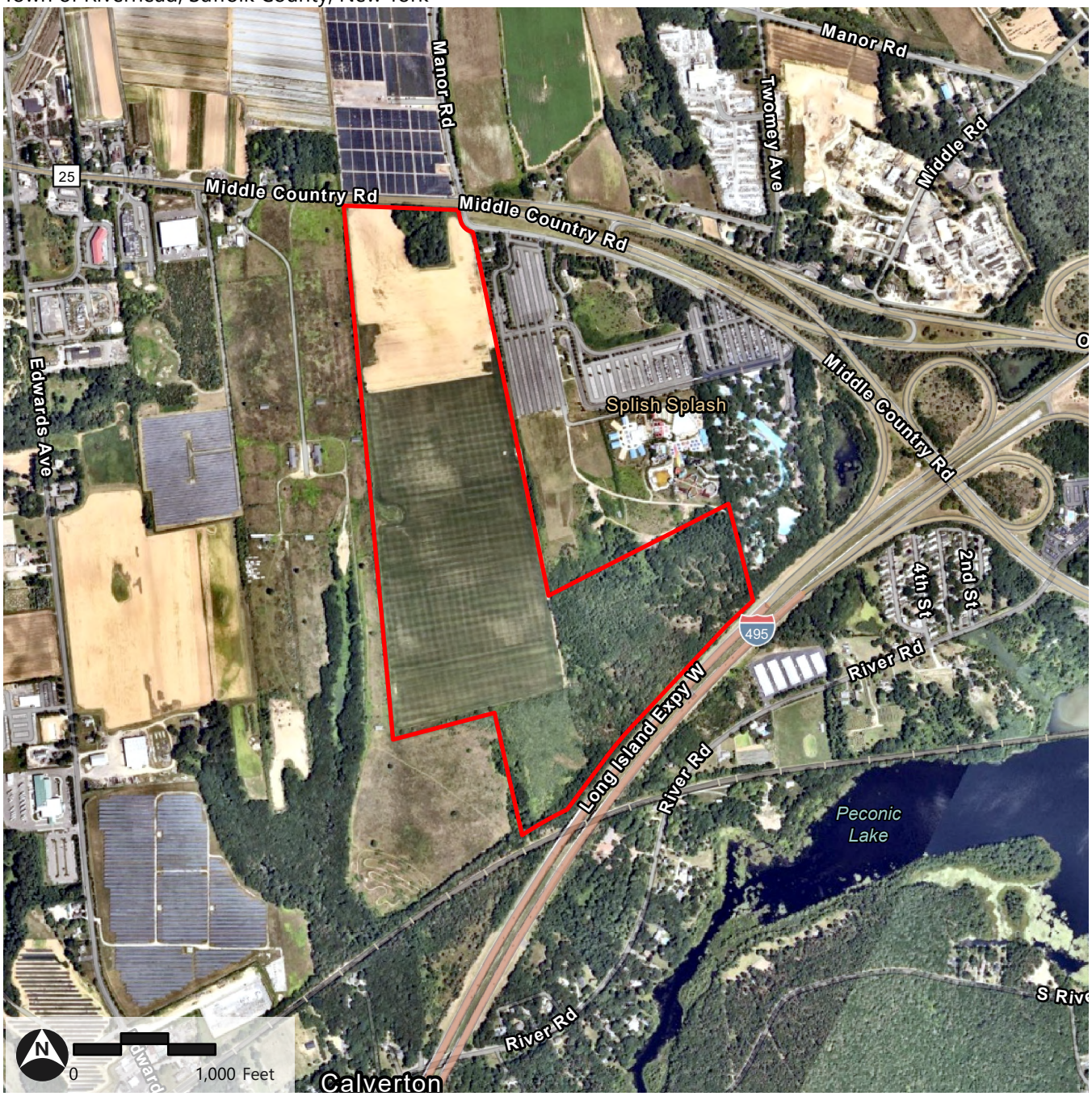


Path: \\vhb.com\gis\proj\Hauppauge\20490.00 Ostad Riverhead\Project\DraftMaps\DraftMaps.aprx (krondinella, 2/13/2025)

Source: NYS Ortho Imagery; NYS GIS; Arc GIS Hub; CUGIR

Figure 2: Site Location

Calverton Industrial Subdivision | 3511 Middle Country Road, Hamlet of Calverton
Town of Riverhead, Suffolk County, New York



Subject Property

*Boundaries are approximate

Source: nearmap; Suffolk County GIS.

Path: \\vhb.com\gis\proj\Hauppauge\20490.00 Ostad Riverhead\Project\DraftMaps\DraftMaps.aprx (krondinella, 2/13/2025)

Initial development of the Proposed Project would include the construction of an internal roadway network, defining the above-cited lots, extending from the Subject Property's frontage on Middle Country Road, and installation of a stormwater management system. Additionally, the Proposed Project would involve the construction of an on-site sewage treatment plant (STP) that would serve the entire property. Furthermore, the Proposed Action would require the extension of the Town of Riverhead Water District (RWD) Boundary, as well as other utilities (e.g., electric, natural gas) to serve the Proposed Project. A four-acre portion of the site along Middle Country Road was shown as preliminarily designated as a potential future well site for the RWD. As part of the Proposed Action, approximately 20.4± acres of open space would be preserved in the southeastern portion of the site.

The Town reviewed the petition and Full EAF, and on December 15, 2021, the Town commenced a coordinated review process, providing notice to involved agencies of its intent to act as the Lead Agency. Following a coordinated review with the involved agencies, the Town Planning Board declared itself as Lead Agency for the purpose of conducting an environmental review of the Proposed Action in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617.

On February 3, 2022, the Lead Agency classified the Proposed Action as Type I, and issued a Positive Declaration indicating that the Proposed Action may have a significant adverse impact on the environment and requiring preparation of a DEIS.

Pursuant to 6 NYCRR § 617.8, the Lead Agency initiated a public scoping process. The Applicant submitted a Draft Scope on March 29, 2022, which was made available to the public and circulated to involved agencies for review and comment on April 6, 2022. The Lead Agency held a public scoping session on May 5, 2022, and provided an opportunity for written comments. The Lead Agency adopted the Final Scope on June 6, 2022, and identified the following as potentially significant adverse environmental impacts to be addressed in the DEIS: subsurface and environmental conditions; soils and topography; water resources; ecological resources; zoning, land use and community character; community facilities; traffic; air quality; noise; aesthetic resources; cultural resources; and energy and climate change.

The DEIS was initially submitted to the Town of Riverhead in June 2023. Based on comments provided by the Town, the DEIS was revised and re-submitted to the Town in November 2023. On January 4, 2024 Riverhead accepted the DEIS as adequate for public review, prepared, filed and published a Notice of Completion, and circulated the document to the involved agencies. On January 4, 2024, the Town of Riverhead also adopted a moratorium on industrial development within certain portions of the Town (see discussion below) and the SEQRA process for the extant application was paused/suspended, with the comment period on the DEIS left open.

2.1.1 Summary of Town of Riverhead Moratorium, Updated Comprehensive Plan and Amended Zoning

2.1.1.1 Moratorium

As noted above, on January 4, 2024, the Town of Riverhead Town Board adopted a moratorium regarding industrial development in certain zoning districts within the Town, effectively as of that date. The moratorium indicated that the Town Board, Planning Board, Zoning Board or any other Town department shall not process, review, and/or take any action on any development applications within the Industrial A, B and C Zoning Use Districts within the Hamlet of Calverton (zip code 11933) during the moratorium period, which ended in July 2024, but was extended through October 2024. The moratorium also included the receipt of applications establishing receiving sites for Pine Barrens credits and other identified development credits during the period of the moratorium.

As indicated in Chapter 303. *Calverton Industrial Moratorium*, the Town's *2003 Comprehensive Plan* envisioned a "dynamic office/industrial center in and around Enterprise Park at Calverton" and notes that there is a substantial amount of industrially-zoned lands in the Town, including lands zoned Industrial A, Industrial B and Industrial C. Based on the *2003 Comprehensive Plan*, Town Planners estimated that

> *pursuant to existing zoning and dimensional regulations, approximately 12,000,000 square feet of industrial space could be developed within the Hamlet of Calverton within the Industrial A, Industrial B and Industrial C Zoning Use Districts, excluding lands which are already developed with or are slated for commercial solar energy production facilities, lands such as Robert Cushman Murphy County Park, Canoe Lake, and land from which development rights have been purchased.*

Much of this land is not located either within the RWD or the Riverhead Sewer District, and is located within a deep recharge zone (Groundwater Management Zone III), with an allowable sanitary density of 300 gallons per day per acre, which allows approximately 7,500 square feet of floor area per acre, while the current zoning regime allows up to 40% lot coverage, which translates to an allowable as of right build-out of 17,424 square feet per acre. Additionally, much of the Hamlet of Calverton is situated within an Environmental Justice Area, pursuant to NYSDEC criteria.[5]

The current industrial applications in the Calverton area of the Town would result in a significant amount of industrial development, which could result in the potential to create

> *significant impacts to air-quality, traffic congestion, water supply infrastructure, and other potentially significant environmental impacts as well as the potential to cause large-scale loss of some of the last remaining forested areas within the hamlet; loss, isolation or fragmentation of remaining open spaces; and loss or isolation of farmland and its prime agricultural soils.*

It also has the "potential to disproportionally affect the low income and minority population residing in proximity to these developments within the Hamlet of Calverton, " which, as noted above, has been identified as an environmental justice area.

[5] https://dec.ny.gov/regulatory/guidance-and-policy-documents/commissioner-policy-29-environmental-justice-and-permitting\

As the Town was in the process of updating its comprehensive plan, it indicated that industrial development within the Hamlet of Calverton should be studied as part of the update. Also, the Town's TDR program was expected to be "entirely revamped" to ensure its effectiveness in preserving farmland without direct cost to taxpayers. Thus, the Town

> *requires additional time to complete the Comprehensive Master Plan update so that new formulas for the TDR program can be developed and implemented. Should the Town allow the currently proposed development to proceed, the opportunity to incorporate these new TDR formulas into the code will be lost as well as the opportunity to preserve prime farmland. Accordingly, it is appropriate to briefly suspend development temporarily through a moratorium to ensure that the modifications to the TDR program can be developed and implemented to best protect the Town's farmland and the agricultural economy.*
>
> Therefore, a moratorium was necessary to determine appropriate measures or regulations to minimize potential negative impacts,
>
> > *as well as evaluate consistency with the existing and update to the Town's Comprehensive Plan as it relates to development applications located within the Industrial A, Industrial B, and Industrial C Zoning Use Districts within the Hamlet of Calverton (zip code 11933). This moratorium will allow for the study, development and implementation of measures to protect the rural character, open space and farmland in conjunction with industrial development.*

The moratorium allowed the Town the time to study the "unprecedented industrial development" within Calverton and allow decision-makers to "review, draft and adopt amendments for any new, resultant laws that may arise during the planning process."

2.1.1.2 2024 Comprehensive Plan Update

As indicated by the text above, at the time of the moratorium, the Town of Riverhead was in the process of updating its Comprehensive Plan. A SEQR process was undertaken regarding the updated Comprehensive Plan and the Final Generic Environmental Impact Statement was adopted on August 6, 2024. The Town Board adopted a resolution on September 4, 2024 issuing a Findings Statement (completing the SEQR process) and adopting the Comprehensive Plan Update (hereinafter "CPU"). Relevant updates to the Comprehensive Plan are discussed herein.

As indicated in the *CPU*, due to a number of factors, features and assets,

> *the Town's location presents many opportunities, it also brings challenges, such as increased development pressures, traffic, and other environmental impacts. One of the long-term issues for the community will be to manage growth effectively and balance the needs of residents, businesses, and the environment. Given this set of challenges, the Town initiated a planning process to update its comprehensive plan, which essentially acts as a roadmap, steering Riverhead toward a more sustainable, equitable, and livable community.* (page 7)

While the Plan includes 13 chapters, the discussion in this DSEIS focuses on just a few of these, including: *Development Patterns - Land Use and Zoning*; *Economic Development*; and *Future Land Use*. Amongst the goals included in the *CPU*, those related to economic development include the following:

- Encourage appropriately scaled and designed development in industrial areas that better aligns with the character and needs of the surrounding areas.

- Balance fiscal and community benefits when considering new development and zoning decisions.
- Promote sustainable economic growth and development and foster the creation of employment opportunities.

Overall, the *CPU* looks to achieve a balance amongst environmental stewardship, quality of life and economic growth for everyone within the Town of Riverhead.

The *Future Land Use* section of the *CPU an* provides zoning recommendations for the Town overall, and for industrial areas within the Town, including the Subject Property.

See **Section 3.2**, *Land Use, Zoning and Community Character* for a description of the updates relative to the Subject Property and the Proposed Action.

2.1.1.3 Zoning Amendments

Subsequent to the completion of the environmental review process for the updated Comprehensive Plan, the Town drafted proposed amendments to the Zoning Code regarding various zoning districts, including the Town's industrial districts. The Town Planning Department on behalf of the Town Board then completed Parts 1, 2 and 3 of the Short EAF with respect to the proposed zoning amendments. The Town Board held a public hearing on November 19, 2024, issued a Negative Declaration regarding the zoning amendments and adopted the amendments to the zoning code and map on December 17, 2024. The amendments revised the industrial zoning regulations within the Calverton area, based on the recommendations in the updated Comprehensive Plan.

Among other amendments adopted by the Town Board, certain parcels that were within the Industrial A Zoning Use District have been reclassified into the new Calverton Industrial (CI) Zoning Use District. The Industrial A Zoning Use District and the Industrial C Zoning Use District have been removed from the Town Code.

According to new Section 301.121 of Article XXV of the Town Code,

> *The intent of the Calverton Industrial (CI) Zoning Use District is to allow a mix of light industrial development, and office campuses in the area outside the boundary of Enterprise Park. The Calverton Industrial Zoning Use District is intended for moderate-sized businesses; to maintain the industrially-zoned lands outside of Enterprise Park, while concurrently minimizing the potential impacts to surrounding areas by eliminating or significantly restricting the uses permitted in the former Industrial A Zoning Use District…*

Additionally, the zoning regulations regarding transfers of development rights (TDR) (Article XLII) was modified and specifically indicates that the new CI Zoning Use District is a receiving area. The regulations indicate that

> *In its determination of the total development yield of a particular property upon which development rights are to be applied, the Board responsible for review shall consider the extent of natural features existing on the site, including, but not limited to, water surfaces, tidal wetlands, freshwater wetlands, horizontal area of escarpments, bluffs, woodlands and beaches below mean high water.*

Specifically, with respect to the redemption of preservation credits in the Calverton Industrial (CI) District, § 301-208.K. of the Town Code states:

Preservation credits may be used to increase the development yield for site plan applications made to the Town pursuant to Article LVI, Site Plan Review, of this chapter. In its review and approval of such site plan application, the Board responsible for review may increase the development yield at a rate of an additional 5,000 square feet of floor area per preservation credit redeemed to a maximum 0.30 floor area ratio.

Section 2.3, below discusses the changes to the Proposed Action based on the zoning amendments that were adopted by the Town Board on December 17, 2024.

Additionally, see Section 3.2 of this DSEIS for more detailed information regarding the modified zoning relative to the Subject Property and Proposed Action.

2.1.1.4 Positive Declaration and Supplemental DEIS

Based on the pause in the SEQR process for the Proposed Action, noted above, and the recent adoption of the zoning amendments by the Town, the Applicant has submitted an updated subdivision map (April 10, 2025). Subsequent to the filing, the Town of Riverhead adopted an updated Positive Declaration on June 5, 2025 (**Appendix A**). The SEQR regulations note that a supplemental EIS is "subject to the full procedural requirements of section 617.9 (a) of this Part except that scoping is not required." (Section 617.9(a)(7)(iii).

The use of a supplemental EIS is indicated as appropriate based on 6NYCRR Part 617.9(a)(7), which states:

(ii) The lead agency may require a supplemental EIS, limited to the specific significant adverse environmental impacts not addressed or inadequately addressed in the EIS that arise from:

(c) a change in circumstances related to the project.

As no public scoping was held for the DSEIS, the Town set the scope for the DSEIS to study the potential impacts of the proposed project, as follows:

1. *A complete analysis of the zoning amendments made which impact the project, including, but not limited to:*
    a. *The creation of the Calverton Industrial (CI) zoning use district.*
    b. *Changes to the dimensional regulations from the Industrial A zoning use district to the new CI zoning use district.*

This DSEIS has been prepared pursuant to the Positive Declaration issued by the Town of Riverhead (**Appendix A**).

2.2 Modified Subdivision Plan

Based on the recently-adopted zoning amendments, the Subject Property is now classified in the CI Zoning Use District. As indicated in Section 2.2 above, the bulk and dimensional requirements have changed, along with other regulations that are now applicable to the Subject Property. Therefore, the proposed subdivision has been amended to address these changes. A copy of the proposed modified subdivision plan is provided in **Figure 3** and **Appendix B** of this DSEIS.

The layout of the subdivision has remained essentially the same as in the previously-accepted DEIS, with the exception of one modification – the location of the proposed 4.00-acre parcel set-aside for a potential water supply well has been moved to within the subdivision from its previous location along Middle Country Road. This has slightly changed the size of Lot 1, out of which this parcel was carved.

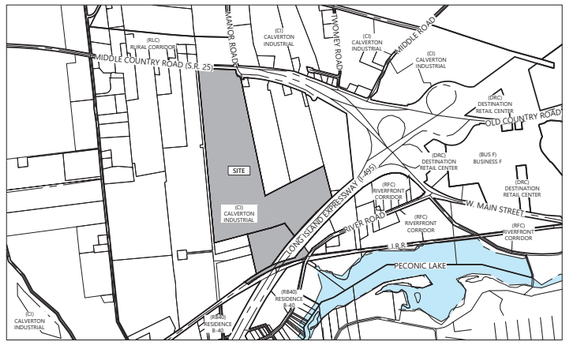
Additionally, the bulk and dimensional requirements shown on the subdivision plan have been modified to reflect the new CI Zoning Use District requirements. The amount of development permitted on the three development lots – Lots 1, 2 and 3 – has been modified, as shown on **Table 1**.

The column showing an FAR of 0.25 reflects the amount of development that is permitted under the new CI Zoning Use District. However, in order to assess the worst-case scenario, this DSEIS examines the potential use of TDRs (which permits an increase in FAR of 0.05 to a total of 0.3, in accordance with § 301-208.K of the Town Code) and applies those requirements to the Subject Property. This evaluation does not obligate the Applicant to use TDRs at this time, but allows for a review of the significant potential environmental impacts under a scenario that captures the highest development potential permitted on the Subject Property.

Table 1 Development Lot Data Based on Amended Zoning

Development Lot	Lot Size (sf/ac)	Floor Area – FAR 0.25 (sf)	Floor Area – FAR 0.3 (with TDRs) (sf)
Lot 1	1,583,367 / 36.35±	395,841.75	475,010.10
Lot 2	1,540,998 / 35.38±	385,249.50	462,299.40
Lot 3	758,570 / 17.41±	189,642.50	227,571.00
TOTAL	3,882,935 / 89.14±	970,733.75	1,164,880.50

Figure 3: Modified Subdivision Layout Map



Key Map

SCALE: 1" = 1,200'

General Notes

1. THIS PLAN WAS PREPARED USING A PRELIMINARY SURVEY PROVIDED BY SECCAFICO LAND SURVEYING PC DATED DECEMBER 2, 2020.
2. RIGHT-OF-WAY INCLUDING ROADWAY AND RECHARGE BASIN AREA SHALL BE OFFERED FOR DEDICATION TO THE TOWN OF RIVERHEAD. THE OPEN SPACE LOT WILL REMAIN PRIVATELY OWNED.

Zoning Summary Chart

Zoning District(S):	Calverton Industrial (CI)	
Zoning Regulation Requirements	Required	Provided
MINIMUM LOT AREA	80,000 SF	206,035 SF (4.73 AC) STP LOT
MINIMUM FRONTAGE	300 Feet	303.72 Feet
MINIMUM FRONT YARD SETBACK	100 Feet	100 Feet
MINIMUM LANDSCAPE BUFFER ALONG PUBLIC/PRIVATE STREET(S) (TRANSITION YARD)	50 Feet	50 Feet
MINIMUM LANDSCAPE BUFFER ALONG ALL OTHER PROPERTY LINES	10 Feet	10 Feet
MINIMUM SIDE YARD SETBACK	30 FT/ 60 FT COMBINED	30 FT/ 60 FT COMBINED
MINIMUM REAR YARD SETBACK	50 Feet	50 Feet
MAXIMUM FLOOR AREA RATIO	0.25 *	.25
MAXIMUM BUILDING HEIGHT	35 Feet	35
MAXIMUM BUILDING AREA	25.0%	25.0%
MAXIMUM IMPERVIOUS SURFACE	70.0%	70.0%
MINIMUM LANDSCAPED AREA	30.0%	30.0%

NOTE: ZONING CRITERIA TO MEET ZONING BASED ON FINAL LOT CONFIGURATION IN ACCORDANCE WITH THE ZONING FOR CALVERTON INDUSTRIAL (CI) AS OUTLINED IN THE TOWN CODE.

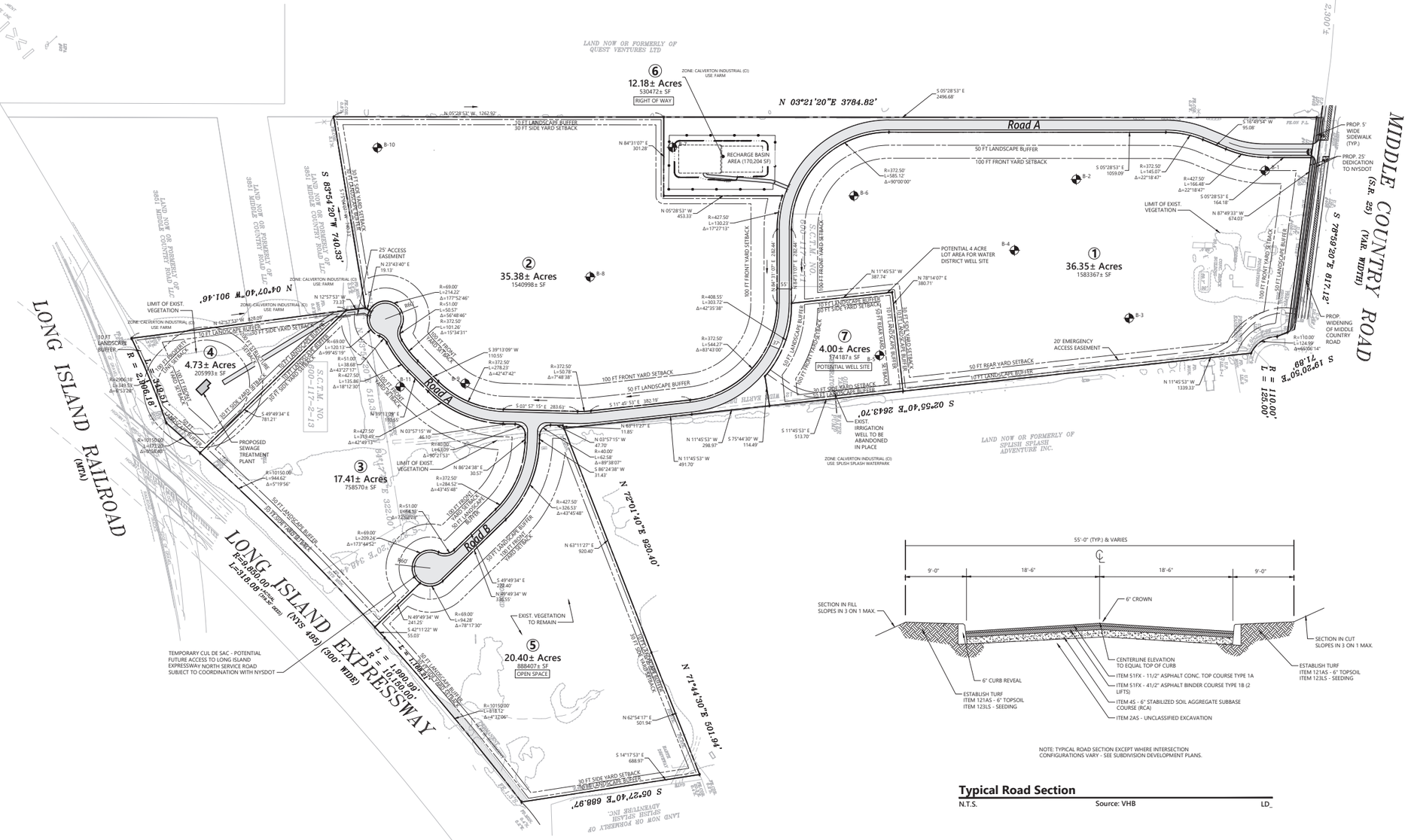
* MAXIMUM FLOOR AREA RATIO MAY BE INCREASED TO 0.30 WITH THE USE OF TRANSFER OF DEVELOPMENT RIGHTS (TDR) CREDITS.

Site Data Table

OWNER	BAGATELLE ASSOCIATES & ELETAG ASSOCIATES 124 GLEN COVE ROAD EAST HILLS, NY 11577
SCTM#	600-117-2-11 & 13
DATUM	NAVD 1988
ZONE	CALVERTON INDUSTRIAL (CI)
MUNICIPALITY	TOWN OF RIVERHEAD
HAMLET	CALVERTON
FIRE DISTRICT	RIVERHEAD FIRE DISTRICT
SCHOOL DISTRICT	RIVERHEAD CSD
EXISTING LOT AREA	5,702,560.7 SF (130.9 AC)

Site Area Breakdown

DEVELOPABLE LOTS (1-3)	3,882,935.0 SF	(89.1 AC)
SEWAGE TREATMENT PLANT (4)	205,993.0 SF	(4.7 AC)
OPEN SPACE (5)	888,407.0 SF	(20.4 AC)
RIGHT OF WAY (6)	530,472.0 SF	(12.2 AC)
POTENTIAL WELL SITE (7)	174,187.0 SF	(4.0 AC)
25' NYSDOT DEDICATION	20,566.7 SF	(0.5 AC)
TOTAL	5,702,560.7 SF	(130.9 AC)



NOTE: TYPICAL ROAD SECTION EXCEPT WHERE INTERSECTION CONFIGURATIONS VARY - SEE SUBDIVISION DEVELOPMENT PLANS.

Typical Road Section

N.T.S. Source: VHB LD_

vhb.com
vhb
Engineering, Surveying, Landscape Architecture and Geology, PC
100 Motor Parkway
Suite 350
Hauppauge, NY 11788
631.787.3400

0 80 160 320Feet

Calverton Industrial Subdivision
Middle Country Road
Calverton, NY

No.	Revision	Date	Appvd.
1	Revised per DEIS Comments	11/03/2023	
2	Revised for DSEIS	4/10/2025	

Designed by TC Checked by KPW

Issued for: Review Date: April 11, 2023

Not Approved for Construction

Drawing Title: Subdivision Preliminary Plat Plan

Drawing Number: C2.00

Sheet 2 of 32

Project Number: 20490.00

IT IS A VIOLATION OF SECTION 7209 OF ARTICLE 145 OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON TO ALTER THIS DOCUMENT THAT BEARS THE SEAL OF A PROFESSIONAL ENGINEER, UNLESS THE PERSON IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER

Pursuant to the previous Industrial A Zoning Use District, and based on the proposed subdivision, the Subject Property had a potential yield of 1,627,559 sf of floor area. Based on the amended zoning, the total floor area pursuant to the CI Zoning Use District is 970,734± sf, with a total of 1,164,881± sf permitted with the use of TDRs.

The lots containing the sewage treatment plant (Lot 4 - 4.73± acres), the open space area (Lot 5 - 20.39± acres), the stormwater recharge basin and overall subdivision right-of-way (Lot 6 – 12.18± acres) would remain essentially the same as in the previous subdivision plan, with only minor lot line modifications. In addition, the 4.00±-acre parcel (Lot 7) along Middle Country Road, reserved for a potential water supply well site, is still shown on the modified subdivision plan, but in a different location. Also, as previously shown on the subdivision plan in the accepted DEIS, the Proposed Action includes a dedication to the New York State Department of Transportation of a 0.47±-acre strip along the site's Middle Country Road frontage.

2.3 Purpose, Need and Benefits

As with the previously-accepted DEIS, the purpose of the Proposed Action is to subdivide an active agricultural property into three industrial lots in accordance with the prevailing zoning to facilitate: 1) the future development of an estimated 970,734± sf of industrial space with an FAR of 0.25 or 1,164,881± sf of industrial space with an FAR of 0.3 (with the use of TDRs); and 2) create and provide additional economic activity, jobs and tax revenues for the Town of Riverhead. The Subject Property is locationally well-suited to accommodate an industrial subdivision, being situated proximate to the Long Island Expressway.

The benefits listed in the previously-accepted DEIS also remain, though the number of jobs and additional tax dollars generated by the Proposed Action would be lower, based on the decrease in the amount of floor area permitted, as described below.

Based on an FAR of 0.3, the total floor area of warehouse/distribution space would be approximately 1,164,881 square feet. It is assumed that construction would occur over a two-year period. Using a recent industry standard of approximately $115 per square foot for industrial/warehouse development, the construction cost would be approximately $134.0 million. The economic analysis was performed using IMPLAN software.[6]

In the best-case scenario and with the use of TDRs, the Proposed Action could generate approximately 400 permanent jobs. Assuming these 400 are direct jobs, the project could support an additional 69 indirect jobs and 98 induced jobs, for a total of 567. Annual labor income would be approximately $37 million, for an average employee compensation of $65,000. Overall economic output is estimated at $74 million annually. [7]

[6] https://implan.com/. Note that the IMPLAN analysis was performed using a slightly higher square footage, which has since been adjusted downward by about 3,450 square feet.

[7] Direct Effect is an immediate result of direct spending (i.e., construction jobs directly related to on-site activity). Indirect Effect is the impact of local industries buying goods and services from other local industries (i.e., jobs supported from construction-related spending). Induced Effect is the response by an economy to an initial change (Direct Effect) that occurs through re-spending of income by direct employees. Money is recirculated through the household spending patterns causing further local economic activity (i.e., jobs created through household spending of income from direct jobs). Labor Income includes employee compensation (wages and benefits paid to employees) and proprietor income (profits earned by self-employed individuals). Value Added is the sum of Labor Income, other property income (such as corporate profits and interest income), and taxes on production and imports (net of subsidies). Value Added can also be defined as gross regional product. Output is the value of production and is equal to Value Added plus intermediate expenditures (monies spent purchasing goods and services to create an industry's production).

Construction spending would support approximately 790 jobs annually, including 478 direct jobs, 122 indirect jobs, and 190 induced jobs. Annual labor income is estimated to be approximately $70.5 million, for an average compensation of approximately $90,000. Overall economic output is estimated at approximately $202 million annually during the two-year construction period (**Appendix C**).

2.4 Required Permits and Approvals

To implement the Proposed Action, the following permits, approvals and reviews are required. There has been no change from the previously-accepted DEIS:

Government Entity	Approval
Town of Riverhead Planning Board	Major Subdivision (Industrial Subdivision) Approval
Town of Riverhead Town Board	Water District Boundary Extension Chapter 229 Excavation/Exportation Permit
Town of Riverhead Water District	Water Supply Connection
Riverhead Industrial Development Agency (IDA)	Financial Assistance (Potential)
Suffolk County Department of Health Services	Water, Sewage Disposal and Subdivision Approvals
Suffolk County Department of Public Works	Sewage Treatment Plant Approval Signal, Highway Work Permit
Suffolk County Planning Commission	239-m Referral
New York State Department of Environmental Conservation	General Permit for Discharges from Construction Activities (GP 0-20-001); Water District Boundary Extension
New York State Department of Transportation	Signal(s), Highway Access Permit
Long Island Power Authority/PSEG Long Island	Electric Utility Connection Review
National Grid	Natural Gas Utility Connection Review

In addition to the permits and approvals listed above, it is noted that the Town of Riverhead Conservation Advisory Council and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) would review the application in advisory capacities.

3

Existing Environmental Conditions, Potential Impacts and Proposed Mitigation

Since the subdivision layout has not changed from the previous proposal examined in the accepted DEIS, many of the environmental impacts would not change or would be reduced. The environmental impacts that would remain essentially the same are related to the following topics:

- Subsurface and Environmental Conditions
- Soils and Topography (with slightly smaller buildings, earthwork is likely to be reduced)
- Ecological Resources
- Air Quality (decreased traffic generation would reduce mobile emissions)
- Noise (decreased traffic would result in reduced noise levels related to mobile sources)
- Cultural Resources.

Those environmental issues that would be affected by the change in the allowable building floor area are:

- Water Resources
- Zoning, Land Use and Community Character
- Community Facilities
- Traffic
- Aesthetics
- Energy and Climate Change.

These topics are discussed below. As explained above, all of the analyses have been conducted using an FAR of 0.3, which analyzes the highest amount of development that would be permitted on the Subject Property, pursuant to the use of TDRs. As previously indicated, this analysis has been performed to present the worst-case scenario, but the Applicant is not obligated to use TDRs at this time.

3.1 Water Resources

3.1.1 Water Supply

As described in **Section 3.3.1** of the accepted DEIS, the Nassau-Suffolk region is underlain by a sole source aquifer system, which is the singular supply for potable water in the region. The depth to the water table on the Subject Property ranges from approximately 14± to 40± feet below grade (bgs) surface, and groundwater flow is likely to the southeast, towards the Peconic Bay. Furthermore, the Subject Property is located within the Central Suffolk Special Groundwater Protection Area, but not within either the Central Suffolk Pine Barrens or the Peconic Bay/Environs Critical Environmental Areas. The accepted DEIS notes that the Subject Property is located outside the boundary of the Riverhead Water District and is not served by municipal water.

The DEIS indicated that consultations were undertaken with the Riverhead Water District with regard to water supply capacity for both potable water and fire suppression purposes. The outcome of these discussions was the set-aside of a four-acre parcel along the road frontage of the Subject Property for a potential water supply well.

Consultations are ongoing with respect to water supply alternatives. Should another water source become available, additional environmental review would be undertaken. The four-acre area along Middle Country Road remains in the modified subdivision layout as reserved for potential water supply infrastructure, maintaining flexibility for future requirements.

As indicated in the DEIS, the industrial subdivision was expected to have a water demand of 65,013± gpd, based on an FAR of 0.4. No significant adverse impact with regard to water demand was anticipated in the DEIS. The projected water demand based on the amended zoning classification would be lower than initially projected, with an updated water demand of 46,596 gallons per day (gpd), as shown in **Table 2**. The updated water demand figure, based on an FAR of 0.3, will result in a total reduction of approximately 18,417 gpd as compared to figures analyzed in the DEIS.

Table 2 below presents the updated projected water demand, using SCDHS sewage disposal factors:

Table 2 Projected Water Demand

Land Use	Square Footage	Design Sewage Flow Rate (gpd)(1)	Total Water Demand (gpd)
General Industrial (Lot 1)	475,010	0.04	19,001±
General Industrial (Lot 2)	462,300	0.04	18,492±
General Industrial (Lot 3)	227,571	0.04	9,103±
Total			**46,596± gpd**

(1) General industrial buildings may contain up to 15% related office space without applying a proportionate office density loading or flow rating to the space. If office space exceeds 15% of gross floor area, then a proportionate office density loading, or flow rating must be applied to the entire office space. For purposes of this analysis, it is assumed there would be no more than 15% office space .

Similar to the DEIS, as landscaping plans for the individual lots have not yet been developed, specific irrigation needs could not be determined. However, based upon the use of a 10 percent standard irrigation factor (irrigation comprising 10 percent of the domestic water demand), it is anticipated that the Proposed Project will result in an additional demand of approximately 4,674 gpd during the irrigation season.

As with the accepted DEIS, to minimize potential impacts to water resources and reduce the need for irrigation, the subdivision plan includes the preservation of naturally vegetated buffers around the site perimeter, as well as a 20.4± acres of open space.

Based on the foregoing, the water demand with the current action would be lower and, as with the accepted DEIS, there would be no significant adverse water supply impacts. However, as noted above, the subdivision layout includes a four-acre parcel reserved for future water supply needs. No other mitigation is proposed.

3.1.2 Sewage Disposal

The accepted DEIS indicated that the Subject Property is not located within a municipal sewer district. The DEIS indicated that the Subject Property is subject to relevant aspects of the Suffolk County Code. According to Article 6 of the Suffolk County Sanitary Code, entitled *Realty Subdivisions, Developments and Other Construction Projects*, the Subject Property is located in Groundwater Management Zone III. Article 6 states that for construction projects other than single-family residences and conventional single-family residential developments, a community sewerage system is required as the method of sewage disposal when certain criteria are met. The criteria include the volume of site-generated sewer flow, as detailed below.

Based on the calculations contained in **Table 2**, above, the proposed industrial subdivision would result in the generation of approximately 46,737 gpd. This figure exceeds the permitted flow under Article 6 of 18,661± gpd, based on the size of the parcel (130.91± acres/5,702,560.7± square feet) and the Groundwater Management Zone III limitation of 300 gallons per day per 40,000 square feet of lot area.

Because the site is not served by public sewers and the sewage generation would be higher than the permitted flow, a community sewerage method of disposal (e.g., a sewage treatment plant [STP]) is proposed, as shown on the modified subdivision plan (**Appendix B**). The STP is situated in the same location as shown on the subdivision plan in the accepted DEIS, and on a parcel with the same lot area (4.73 acres±).

No changes to the STP, as described in the DEIS, are proposed as part of this DSEIS. Based on the reduction in overall industrial floor area, the STP would discharge less effluent to the groundwater system as compared to the volume analyzed in the accepted DEIS. Furthermore, the proposed action remains consistent with the relevant recommendations for the Central Suffolk Special Groundwater Protection Area (SGPA), as set forth in the *SGPA Plan*, which is described in the accepted DEIS. Additionally, the proposed subdivision remains consistent with the relevant recommendations of the *Long Island Comprehensive Waste Treatment Management Plan (208 Study)*, as detailed in the accepted DEIS.

Because the size of the proposed development would be reduced from previous estimates, and because no significant adverse impacts were previously identified, no significant adverse impacts to groundwater and sewage disposal are anticipated with the modified subdivision. Therefore, no mitigation is proposed.

3.1.3 Stormwater Runoff and Drainage

Under the existing conditions, there are no stormwater management facilities and the Subject Property contains little to no impervious surface due to its prior use as a sod farm. As such, it is expected that nearly all stormwater either percolates on-site or runs off-site following area topography.

Stormwater management practices for the modified subdivision, as was described in the accepted DEIS, will comply with the Town of Riverhead Stormwater Management and Erosion and Sediment Control Chapter (Chapter 275) of the Town Code.

It is expected that the amount of impervious surface area would decrease from the original plan due to the reduction in allowable floor area, the change in setbacks and the increase in the amount of landscaped area required. However, the stormwater management system will remain consistent with the original DEIS, utilizing the same methodologies and systems, including drywells and a recharge basin.

The proposed 3.9±-acre recharge basin would remain between proposed Lots 1 and 2 along the western border of the site. Any modifications to the stormwater management infrastructure due to the update of the subdivision plan are expected to be minimal. As with the stormwater management system analyzed in the DEIS, stormwater would be contained and recharged on-site and would serve to reduce pollutants that can be transported off-site by stormwater runoff. The collection and recharge of stormwater on-site prevents pollutants from reaching any downstream drainage systems and/or water bodies beyond the boundaries of the property. These types of stormwater recharge facilities have demonstrated the ability to remove nutrients, metals, oil and grease. Continued compliance with local and state stormwater management regulations will be maintained, ensuring that the project's impact on water runoff and quality remains mitigated.

No significant adverse environmental impacts associated with stormwater runoff were identified in the accepted DEIS. Since minimal changes to the system are proposed, this conclusion remains valid. Therefore, no mitigation is proposed. However, the implementation of a Stormwater Pollution Prevention Plan in accordance with local and State requirements would assist in minimizing potential impacts with respect to stormwater runoff.

3.2 Zoning, Land Use and Community Character

3.2.1 Land Use and Zoning

The Subject Property is currently used as a sod farm. As described in the DEIS, the site has been used as a sod farm. Of the remainder, non-agricultural vegetated areas are present at the southeast portion of the site, and in an isolated area on the north, along the property's frontage on Middle Country Road, which is the area of the former farmstead. This area contains dilapidated structures and remnants dating back to at least 1938, the date of the oldest aerial photograph available. These structures were likely used in connection with agricultural production and were abandoned in the following decades.

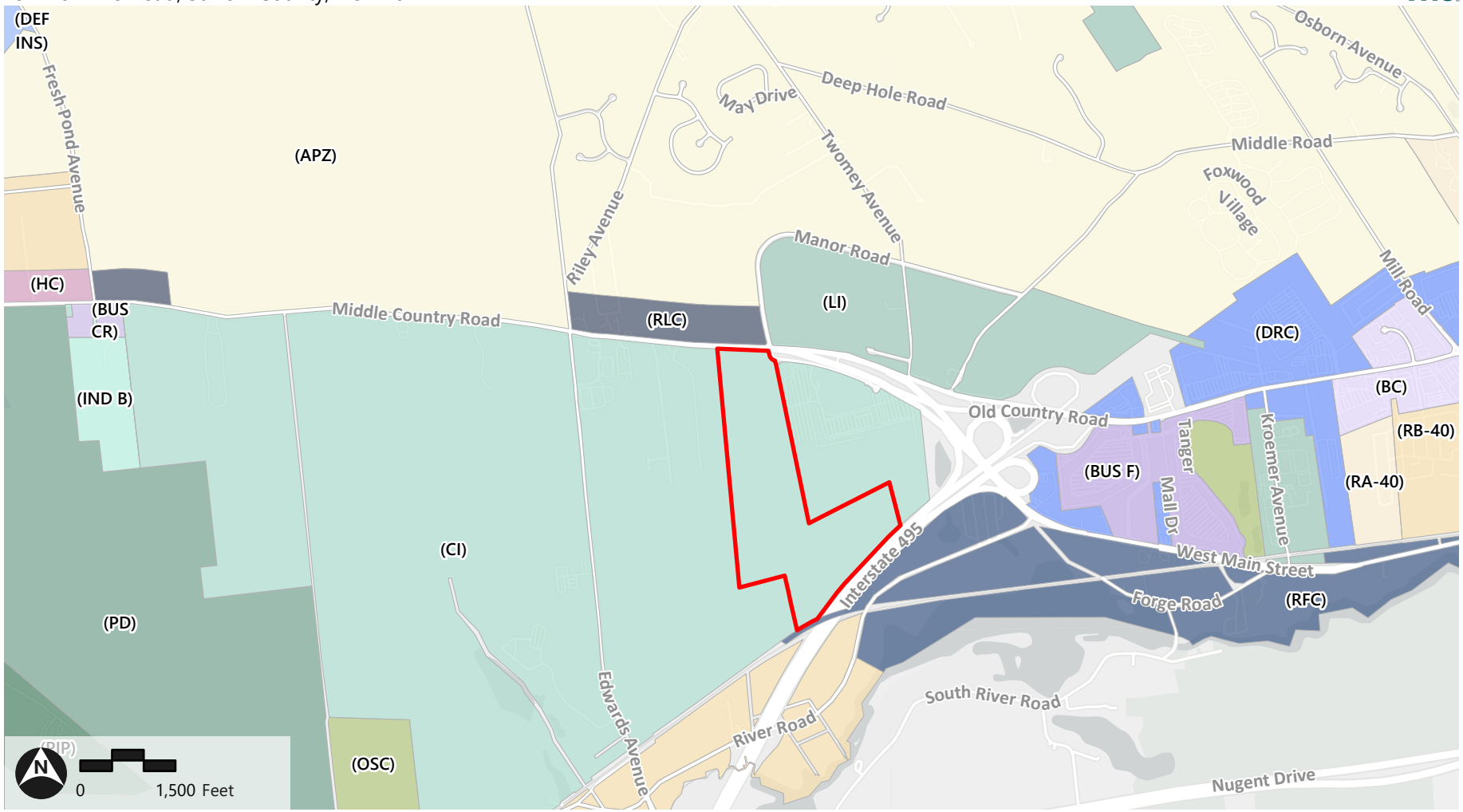
As described in the text and shown of Figure 18 of the accepted DEIS, surrounding land uses included to the north: single-family residences, and agricultural and industrial uses. To the east of the Subject Property Middle Country Road splits at the intersection of Manor Road, becoming Old Country Road and River Road (Route 25). These roadways intersect with the entrance/exit ramps of the LIE and continue east. Directly east of the Subject Property is Splish Splash Water Park. Land uses fronting Old Country Road (Route 58) within the Study Area are primarily industrial and include a cement plant and associated uses, commercial uses such as Tanger Outlets Riverhead and Hilton Garden Inn, single-family residences and undeveloped wooded land. Directly south of the Subject Property is the LIRR, further south is the LIE. Beyond the LIE, the area consists of predominantly recreational uses and open space, including Peconic Lake and Peconic River, commercial uses and single-family residences. Directly west of the Subject Property is agricultural land similar to the Subject Property. Further west, the area consists of additional agricultural land and single-family residences, commercial, institutional, and industrial uses. Industrial uses include a FedEx Shipping Center, a general contractor (including vehicle and equipment storage), and a propane/gas provider.

At the time the accepted DEIS was issued, the zoning classification of the site was Industrial A, in which a sod farm was a permitted use. Surrounding zoning classifications, as depicted on Figure 17 of the accepted DEIS, consist of industrial zoning to the east, west and northeast of Middle Country Road, with the Riverfront Corridor to the southeast, on the south side of the Long Island Expressway. The area to the north of the site, north of Middle Country Road was zoned Residence C (with an Agricultural Protection Zone farther north) and Industrial A to the northwest.

As discussed in **Section 2.2.3**, *Zoning Amendments*, a new "CI" zoning district was established by the Town in 2024. The Subject Property was placed in this district along with several surrounding properties (**Figure 4**). Zoning classifications for the larger surrounding area are also shown on **Figure 4.** Most of the area surrounding the Subject Property remains zoned for industrial use, but within the new CI Zoning Use District or within the Light Industrial Zoning Use District. The area to the north of Middle Country Road remains in the Agricultural Protection Zone. A copy of the new CI Zoning Use District text is included in **Appendix D**. With respect to the uses permitted within the CI Zoning Use District, it is noted that among the non-manufacturing industrial uses listed by Standard Industrial Classification (SIC) Codes in *301 Attachment 4B, Town of Riverhead Industrial Districts Table of Use Regulations*, last-mile fulfillment centers are not permitted, nor are trucking terminals, transfer stations. construction sand and gravel establishments, and industrial sand facilities. Most potential manufacturing uses are permitted with certain exceptions, including: concrete, concrete block and ready-mix concrete (paving and construction material manufacturing). Offices and certain retail uses are permitted, whereas others are prohibited or require special permits. The complete list of Permitted, Special Permit and Prohibited Uses in the CI Zoning Use District is contained in **Appendix D**. Overall, the variety of uses permitted within the CI Zoning Use District extends beyond those permitted in the Industrial A Zoning Use District.

Figure 4: Updated Zoning

Calverton Industrial Subdivision | 3511 Middle Country Road, Hamlet of Calverton
Town of Riverhead, Suffolk County, New York



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Subject Property

Town of Riverhead Zoning

- (BC) Business Center
- (BUS CR) Business CR
- (BUS F) Business F [Manufacturer Outet Center]
- (Def Ins) Defense Institutional
- (DRC) Destination Retail Center
- (RFC) Riverfront Corridor
- (RLC) Rural Corridor
- (HC) Hamlet Center
- (Ind B) Industrial B
- (CI) Calverton Industrial
- (LI) Light Industrial
- (PD) Planned Development
- (PIP) Planned Industrial Park
- (OSC) Open Space Conservation
- (APZ) Agricultural Protection
- (RA40) Residence A-40
- (RB40) Residence B-40

*Boundaries are approximate

Source: Town of Riverhead, ESRI

A comparison of the dimensional regulations of the former Industrial A and CI Zoning Use Districts is as follows:

Table 3 Comparison of Bulk and Dimensional Requirements of the Industrial A Zoning Use District v. CI Zoning Use District

Dimension	Former Zoning (Industrial A)	Current Zoning (CI)
Minimum Lot Area	80,000 sf	80,000 sf
Minimum Lot Width at Front Street (Lot Frontage)	200 FT	300 FT
Maximum Building Lot Coverage (Area)	40%	25%
Maximum Impervious Surface	70%	70%
Maximum Height of Buildings	30 FT	35 FT
Floor Area Ratio (FAR)	40%	25%
Maximum FAR with Transfer of Development Rights	N/A	30%
Minimum Front Yard Depth	100 FT	100 FT
Side Yards		
Minimum depth for each	50 FT	30 FT
Minimum combined depth for 2 sides	100 FT	60 FT
Minimum Rear Yard Depth	75 FT	50 FT
Minimum Landscaped Area	15%	30%
Minimum Landscape/Natural Buffer Along Public/Private* Streets	20 FT	50 FT
Minimum Landscape Buffer along All Other Property Lines	10 FT	10 FT

*Buffers to *Private street* added to CI Zoning Use District.

The CI Zoning Use District contained in 301 Attachment 4A Town of Riverhead Industrial Districts Schedule of Dimensional Regulations are included in **Appendix D** of this DSEIS.

Supplementary design standards of the new CI Zoning Use District include, but are not limited to, the following:

- *Along borders with public or private streets, a fifty -foot transition yard shall be provided. Said transition yard shall consist of landscaped or naturally vegetated non-disturbance buffer, as deemed appropriate by the reviewing board and shall only contain signs, lighting, a driveway and sidewalks.*
- *In order to soften the appearance of parking lots, large areas of surface parking should be broken up by rows of landscaping no less than 10 feet in width, in order to create parking fields of no more than 50 spaces each. Landscaping shall include ground cover, ornamental grasses, or low shrubs and deciduous trees. This landscaping requirement is in addition to the thirty-percent parcel-wide landscaping mentioned above.*
- *Planted berms shall be used to screen the view of automobiles from public roadways. Off-street parking is prohibited within fifty (50) foot transition yards and within 20 feet of side and rear property lines. No more than 10% of the required parking spaces shall be located within front yard setback area.*

Furthermore, as noted in Section 2.2.3, above, Article XLII regarding TDRs was also amended by the Town Board (**Appendix D**). The new CI Zoning Use District is listed among the eligible receiving districts. Specifically with respect to the CI Zoning Use District, Section 301-208.K states:

> *Preservation credits may be used to increase the development yield for site plan applications made to the Town pursuant to Article LVI, Site Plan Review, of this chapter. In its review and approval of such site plan application, the Board responsible for review may increase the development yield at a rate of an additional 5,000 square feet of floor area per preservation credit redeemed to a maximum 0.30 floor area ratio.*

As set forth in **Table 1**, in **Section 2.3.2**, above, the maximum yield permitted within the proposed industrial subdivision was reduced from 1,627,559± sf to 970,734± sf pursuant to the CI Zoning Use District, without the use of TDRs and 1,164,881± sf with the use of TDRs. While the proposed uses remain the same, the potential yield has been reduced accordingly.

As was described in the accepted DEIS, the majority of the Subject Property is used for agricultural purposes (sod farm) and is mostly cleared at its interior. The removal of the farm will change the character of the Subject Property from an active agricultural use to a large-lot industrial subdivision. A substantial amount of vegetation will be preserved within the southeast portion of the site and along the property boundaries. The Subject Property is ideally located within a centralized area of the Town zoned to accommodate industrial uses. While the zoning requirements have been modified, the permitted land uses have remained essentially the same. A few additional industrial use types are now allowed either by right or by special permit, though some other industrial uses have been eliminated, including last mile fulfillment centers, trucking terminals and transfer stations.

Table 4 presents a zoning compliance summary of the modified subdivision with the bulk and dimensional requirements of the new CI Zoning Use District, as shown on the modified subdivision map in **Appendix B**. The proposed layout complies with the CI requirements, as shown below.

Table 4 Zoning Compliance of Modified Subdivision with CI Zoning Use District

Dimension	Required/Permitted	Proposed
Minimum Lot Area	80,000 sf	206,035 sf (STP LOT)
Minimum Lot Width at Front Street (Lot Frontage)	300 FT	0*
Maximum Building Area	25%	25%
Maximum Impervious Surface	70%	70%
Maximum Height of Buildings	35 FT	35 FT
Floor Area Ratio (FAR) Maximum FAR with Transfer of Development Rights (TDRs)	25% 30%	25% 30%
Minimum Front Yard Depth	100 FT	100 FT
Side Yards Minimum depth for each Minimum combined depth for 2 sides	 30 FT 60 FT	 30 FT 60 FT
Minimum Rear Yard Depth	50 FT	N/A
Minimum Landscaped Contiguous Open Space Area	30%	30%
Minimum Landscape/Natural Buffer Along Public/Private Streets	50 FT	50 FT
Minimum Landscape Buffer along All Other Property Lines	10 FT	10 FT

*Lot 4 (STP) does not have frontage on the proposed right-of-way. However, Lots 1 -3 (Development Lots), as well as Lot 5 (Open Space) exceed the required 300-foot frontage.

With respect to community character, the proposed industrial subdivision conforms to the use, bulk and dimensional requirements of the recently modified zoning district. The enhanced landscaping and buffer requirements will help to minimize the impacts to the surrounding area. As many of the parcels surrounding Subject Property were also rezoned to the CI Zoning Use District, the proposed development is expected to be in character with the surrounding area. Overall, as was stated in the accepted DEIS, the future condition of the Subject Property would be consistent with the character of the community and no significant adverse impacts are anticipated.

As briefly described in **Section 2.1.1.2**, *Updated Comprehensive Plan*, above, the Town of Riverhead *CPU* was adopted by the Town Board on September 4, 2024. This plan was the culmination of a series of planning efforts undertaken over the course of the two decades since the Town's 2003 Comprehensive Plan was adopted and, more specifically, since 2020, when initial research and public engagement was undertaken by the Town.

While the *CPU* is broadly focused, the section referenced herein focuses on specific sections of the plan that are relevant to the Proposed Action, including: Chapter 2, Development Patterns: Land Use and Zoning; Chapter 4, Economic Development; Chapter 12, Sustainability and Resilience; and Chapter 13, Future Land Use, which "*serves as a 'To Do' list, outlining specific tasks related to land use and zoning*." The chapter contains zoning recommendations for each of the land use sectors. A brief summary of these chapters follows.

Chapter 2 contains a summary of the historic land use and zoning patterns within the Town. As can be seen on the Land Use Map (Figure 2 in the *CPU*), there are scattered industrial parcels, but the most industrial land use is concentrated at Enterprise Park at Calverton (EPCAL), along

Middle Country Road, and areas to the south. This pattern is reinforced in the Existing Zoning map (Figure 3 of the CPU).

The Industrial A District, in which the Subject Property was previously located (prior to the Town zoning amendments), is described as follows: "*Ind A allows for industrial and warehousing uses, primarily north and west of the terminus of the Long Island Expressway. IND A is intended to allow heavier uses than the Industrial C (Ind C) district*." The Subject Property is also shown within a Federal Opportunity Zone depicting "Zones Designated to Promote Investment" (Figure 5 in the *CPU*).

In addition to describing the existing land use and zoning patterns, this chapter summarizes townwide zoning issues and how they are addressed in other chapters of the *CPU*. One recommendation is to merge the Industrial C and Industrial A properties (including the Subject Property) into the new Calverton Industrial District and to lower the maximum allowable FAR to 0.25, with the potential to reach 0.3 with the use of development rights. Furthermore, additional setback and design guidance is indicated for these properties. This is discussed in more detail in Chapter 13 of the *CPU*.

Overall, with respect to economic development, as noted in Chapter 4, page 59 of the *CPU*, "*the economic development goals and strategies for Riverhead seek to support existing businesses, diversify local employment, increase the tax base, and maintain quality of life as guiding tenets*." More specifically, in Section 2.2.2, some economic development goals that are relevant to the Proposed Action include: *encourage appropriately scaled and designed development in industrial areas that better aligns with the character and needs of the surrounding areas; balance fiscal and community benefits when considering new development and zoning; and promote sustainable economic growth and development and foster the creation of employment opportunities*.

Pursuant to the goal of encouraging appropriately scaled and designed industrial development, the *CPU* describes carefully managing development by lowering allowable density and only allowing slight increases with the use of development rights. Lowering the FAR would address environmental concerns, while ensuring sustainability of industrial areas. This section also mentions the potential increase in height (along with appropriate setbacks) to support "innovation and expansion" within industrial areas without compromising the community character. Goals involve increasing sustainability design and development. Measures include use of natural and native vegetation, use of permeable surfaces and use of effective stormwater management practices that enhance water quality, reduce the potential for flooding and preserve the ecological health of the community.

The proposed industrial subdivision maintains 20.4 acres of contiguous natural open space and native vegetation in the southeast portion of property, along with retaining natural vegetation along the perimeter where feasible. Additionally, as described in **Section 3.1.3** of this DSEIS, the subdivision incorporates a stormwater management system that will comply with the Town of Riverhead Stormwater Management and Erosion and Sediment Control Chapter (Chapter 275) of the Town Code. As indicated in that section, all stormwater would be contained and recharged on-site through the use of a recharge basin and drywells. The collection and recharge of runoff on-site prevents the transport of pollutants off-site and resulting impacts to downstream drainage systems and/or water bodies beyond the boundaries of the property. These types of stormwater recharge facilities have demonstrated the ability to remove nutrients, metals, oil and grease. Continued compliance with local and state stormwater management regulations will be maintained, ensuring that the potential impact on water runoff and quality will be mitigated.

Chapter 12 notes that "*the urgency to adapt and mitigate the effects of climate change is paramount. Energy initiatives supported by this Plan aim to reduce energy consumption, lower greenhouse gas emissions, and enhance the community's sustainability*." Specific relevant goals related to sustainability and resiliency include: promote sustainable building practices, landscaping, and design. As the Proposed Action is an industrial subdivision, no specific buildings have been designed, and each industrial lot will be subject to individual site plan review, wherein specific site and architectural design, landscaping and buffering will be considered. At that time, sustainable building design and construction will be incorporated in furtherance of the goals outlined in the *CPU*. The DEIS examined GHG emissions, the reduction of energy usage and climate change. The subdivision layout, which is the subject of this DSEIS, includes the preservation of over 20 acres of natural vegetation on a single lot (Lot 5), comprising 15.6 percent of the overall lot area. Furthermore, the reduction in floor area across the subdivision, based on the reduction in FAR, as well as the change in landscaping/open space requirements, inherently will reduce the amount of impervious area, and reduce the amount of energy consumption and GHG emissions.

Finally, Chapter 13 sets forth the recommendations for zoning amendments that are both town-wide and for specific zoning districts. The recommendations related to industrial uses are based on the analysis undertaken in the remainder of the *CPU*. As noted above, for industrial areas, page 190 of the *CPU* indicates that the recommendations "*have been crafted to optimize land use, promote sustainable growth, and overall quality of life for residents and businesses alike*." As noted in the *CPU*, concerns were expressed about the industrial areas in Calverton, including the Subject Property and surrounding area. The *CPU* notes that such areas provide job opportunities and contribute to the tax base that supports public services, infrastructure and quality of life amenities that benefit the entire Town.

The specific recommendations for the area, including the Subject Property, were to create a new zoning district (combining the currently zoned Industrial A and Industrial C properties) or to modify the Industrial C Zoning Use District. The uses would be similar to Industrial C, but would eliminate the heavier industrial uses currently allowed in Industrial A. The new districts would require larger front yard setbacks to preserve the rural appearance, and the FAR would be reduced from 0.4 to 0.25 (or 0.3 if utilizing TDRs) to encourage more efficient and compact development to minimize environmental impacts. Building heights were proposed to be increased to 40 feet. Aside from specific changes to industrial and other districts, changes to the TDR regulations were also recommended, including adjustments in the transfer formula and the location of the receiving and sending areas. Additionally, more general town-wide zoning recommendations are included in this section of the *CPU*.

Pursuant to the recommendations in the *CPU*, the Town of Riverhead created the new CI District and rezoned Industrial A and Industrial C properties, including the Subject Property to the new Zoning District. The Proposed Action analyzed in the DEIS has been modified to comply with the requirements of the new CI district, in conformance with the recommendations outlined in the *CPU*. The proposed industrial subdivision, while smaller than previously analyzed and in acknowledgement of the aforementioned statements regarding positive economic impacts, will provide job opportunities (approximately 400 permanent jobs, see **Section 2.4** of this DSEIS) and enhance the tax base.

Based on the foregoing, the Proposed Action conforms to the *CPU* and has been designed to comply with the amended zoning regulations that emerged from the Plan, thus no significant adverse impacts have been identified. Therefore, no mitigation is proposed. Furthermore, since the Proposed Action is a major industrial subdivision, each proposed lot will be subject to individual site plan review, wherein specific site and architectural design, landscaping and buffering will be considered.

3.3 Community Facilities

Fire protection to the Subject Property is provided by the Riverhead Volunteer Fire Department (RVFD). As was detailed in the accepted DEIS, the RVFD operates six engines, one tower ladder, one aerial ladder, one heavy rescue, three brush trucks, one lighting and support unit, two traffic control units, one tanker, three utility vehicles and four chief's cars from four stations:

- Headquarters: 540 Roanoke Avenue, Riverhead
- Station 1: 323 Hamilton Avenue, Riverhead
- Station 2: 303 Hubbard Avenue, Riverhead
- Station 3: 517 Twomey Avenue, Calverton.

The RVFD has 210 volunteer firefighters organized into six companies: Reliable Engine Co. 1, Washington Engine Co. 2, Eveready Engine Co. 3, Eagle Hose Co. 4, Redbird Hook & Ladder Co. 1 and Fire Police Patrol Co. 1. RVFD answered 1435 alarms in 2024, 1482 in 2023 and 1462 in 2022.

Emergency medical service is provided by the Riverhead Volunteer Ambulance Corps (RVAC). RVAC operates five ambulances and three first response vehicles out of two stations:

- Headquarters: 1111 Osborn Avenue, Riverhead
- Station 1: 20 Manor Lane, Jamesport.

The RVAC consists of approximately 85 members, including emergency medical technicians and paramedics, and responded to 4809 alarms in 2024, 5132 in 2023 and 5504 in 2022.

The Subject Property lies within the service area of the Riverhead Police Department (RPD) with headquarters located at 210 Howell Avenue. The RPD consists of 88 uniformed officers and approximately 53 support staff and operates a patrol division (K-9, rescue/scuba and bay constable), detective division, a juvenile bureau/PAL, as well as specialty units comprising Community Oriented Policing Enforcement, Police Training and Neighborhood Watch/Crime Prevention.

The Town of Riverhead Sanitation Department collects residential solid waste through a private carter contracted through the Town of Riverhead Refuse and Garbage District for single-family homes and licenses private carters for condominiums, apartments, mobile homes, churches, businesses, schools or other institutions. The Sanitation Department also manages the Town's Yard Waste Facility.

Due to the reduced development scope based on the reduction in FAR, the modified subdivision is expected to generate lower quantities of solid waste. **Table 5**, below shows the estimated quantity of solid waste that would potentially be generated by the various uses permitted under the CI Zoning Use District, based on the floor area corresponding to a 0.3 FAR.

Table 5 Projected Solid Waste Generation

Land Use	Solid Waste Use Category[1]	Generation Rate (lbs per day)	Unit	Solid Waste Generation	
Warehouse	Warehouse	2 lbs per 100 sf	1,164,881± sf	23,298± lbs/day	(354.3± tons/month)
Light Industry	Industrial Building, factory	7 lbs per employee	400 employees[2]	2,800± lbs/day	(42.6± tons/month)
Research and Development	Industrial Building, factory	7 lbs per employee	400 employees[2]	2,800± lbs/day	(42.6± tons/month)

[1] Use categories from "Source of Waste" column in Table 5.3 of Salvato, J., *Environmental Engineering*. See source, below.

[2] Estimate of 400 direct permanent jobs as result of the full build-out under the Proposed Action (with use of TDR)s.

Source: Salvato, J. (2003). Solid Waste Management. In Environmental Engineering (5th ed.). Hoboken, N.J.: Wiley.

As shown on **Table 5**, at full build-out, solid waste generation is estimated to range from approximately 42.6 to 354.3 tons per month. This is a reduction of approximately 26.6± and 140.7± tons per month from the DEIS, where solid waste generation ranged from 69.2± to 495± tons per month**.** All disposal processes will comply with Chapter 273 - Solid Waste of the Riverhead Town Code, ensuring no significant adverse impacts on the Town's waste management infrastructure, as was concluded in the accepted DEIS.

As described in the accepted DEIS, the Town of Riverhead Sanitation Department will oversee solid waste disposal, with waste collection performed by a licensed private carter. Ultimate disposal locations are at the discretion of the carter, pursuant to disposal agreements, and thus would not be expected to result in significant adverse impacts to the Town's waste management facilities, practices, or plans.

Aside from a specific reduction in solid waste generation, the modified subdivision would also result in an overall reduced demand for community services. The Riverhead VFD and RVAC would continue to provide fire protection and emergency medical services, respectively. The RPD will maintain its protection services with a potentially reduced need for intervention due to fewer onsite employees and proposed enhanced on-site security.

The reduced scale of the modified subdivision, the decrease in the anticipated number of employees (see **Section 2.4,** *Purpose, Need and Benefits***,** of this DSEIS) and the reduction in the development footprint will result in a decreased demand on these services. As was concluded in the previous DEIS for the larger plan, no significant adverse impacts are anticipated for the modified plan.

Although the conversion of the site from an agricultural use to a light industrial development will cause a nominal increase in demand for community services, sufficient capacity exists, no significant adverse impacts are expected and no mitigation is proposed. As it was noted in the accepted DEIS, increased property tax revenues generated by the proposed action would assist in defraying the cost of additional community services.

3.4 Traffic

3.4.1 Introduction

In October 2021, the applicant submitted a petition for a major industrial subdivision to the Town of Riverhead. Under that petition, the maximum floor area that could be developed on the Subject Property was 1,627,559 sf of industrial space based on the prior FAR of 0.4. As part of the accepted DEIS, the applicant prepared a revised Traffic Impact Study (TIS) addressing the existing conditions of the area, analyzing the potential impacts of development at an FAR of 0.4 and proposing mitigation measures (**Appendix E**).

The Subject Property is now in the newly-established CI zoning district with a maximum permitted FAR of 0.3, with the use of TDRs. Therefore, the maximum development now permitted on the site is 1,164,881 sf (with use of TDRs). The traffic analysis, however, was performed using a total developable floor area of 1,168,389 sf due to the amended zoning regulations. [8] The applicant has revised the original TIS, included in the accepted DEIS (Appendix I of the DEIS), to address this change in circumstances.

The study methodology, the study area, and the intersections for the revised TIS are the same as analyzed in the original TIS (**Appendix E**). Furthermore, there is no change from the existing conditions as discussed in the original TIS.

3.4.2 Future No-Build Condition

The future conditions were analyzed without and with the proposed project (the No-Build and Build conditions, respectively) to evaluate the effect of the proposed project within the Study Area. Background traffic volumes were projected to the year 2028, three years later than in the original TIS, reflecting the year when the development is expected to be fully occupied.

As part of the No-Build analysis, the Town of Riverhead was contacted for information relating to other planned developments (OPD) that may affect traffic volumes in the Study Area. The Town, in a communication dated August 26, 2022, identified four projects within the study area for inclusion as OPDs. Further correspondence was sent to the Town on January 14, 2025 to confirm the status of these projects and request information related to any new developments that may have arisen during the interim period. Via a response dated January 29, 2025, the Town indicated that each of the four projects was still under consideration. No additional projects were identified for inclusion. Copies of the correspondence received from the Town are included in Appendix E, Attachment E of this DSEIS. The four identified projects are summarized below:

› Proposed Industrial Park (H.K. Ventures) – a 412,629 sf industrial park proposed at 4285 Middle Country Road in the Hamlet of Calverton to be constructed in two phases. The trips associated with this project were obtained from the Traffic Impact Study prepared by Stonefield Engineering. The projected site-generated trips were 164 for the weekday morning peak hour (133 entering

[8] It should be noted that when this traffic study was prepared, a previous iteration of the development was contemplated with 1,168,389 sf of gross floor area. This was utilized for the purposes of projecting the traffic to be generated by the proposed development. However, since that time, modifications to the subdivision plan have been contemplated such that the total buildable floor area will be 1,164,881 sf. While this is a marginal change, to present a more conservative analysis of the future conditions, the trip generation rates were not reduced to reflect the revised development plan. This is reflected in the trip generation estimate later in this section.

and 31 exiting), 164 for the weekday evening peak hour (34 entering and 130 exiting) and 181 for the Saturday Midday peak hour (58 entering and 123 exiting).

- Riverhead Logistics Center (Northpoint Development) – a 641,000 sf warehousing/distribution center proposed at 1743 Middle Country Road. Weekday site-generated trips for this project were provided by the Town of Riverhead as no formal traffic study had been conducted. A total of 101 trips were projected for the morning peak hour (77 entering and 24 exiting) and 103 trips were projected for the evening peak hour (29 entering and 74 exiting). Saturday midday peak hour trips were projected using the Institute of Transportation Engineers (ITE) publication *Trip Generation,11th Edition*1, Land Use Code (LUC) 150-Warehousing. A total of 32 trips was projected for the Saturday midday peak hour (20 entering and 12 exiting).
- U-Haul of Calverton – site plan application to construct two buildings, one three-story self-storage warehouse with a gross floor area of 117,114 sf and one single-story warehouse located on the northeast corner of Middle Country Road (NY Route 25) and Manor Lane. As no formal traffic study has been performed for this project, site-generated trips were determined using the ITE Trip Generation Manual, 11 Edition 1, LUC 151, Mini-Warehouse. A total of 11 trips were projected for the weekday morning peak hour (6 entering and 5 exiting), 18 for the weekday evening peak hour (8 entering and 10 exiting), and 20 for the Saturday midday peak hour (12 entering and 8 exiting).
- JPD Calverton – site plan application to construct a 74,560 sf multi-tenant warehouse to be located at 4195 Middle Country Road, Calverton. As no formal traffic study has been performed for this project, site-generated trips were determined using the ITE Trip Generation Manual, 11th Edition 1, LUC 150-Warehousing. A total of 33 trips were projected for the weekday morning peak hour (25 entering and 8 exiting), 35 for the weekday evening peak hour (9 entering and 26 exiting), and 4 for the Saturday midday peak hour (2 entering and 2 exiting).

Although the four projects are also subject to the same or similar reduction in FAR as the Subject Property, no such reduction has been taken in the analysis.

There have been no changes in Planned Roadway Improvements from the original TIS. However, the intersection of NYS Route 25 at Edwards Avenue is presently undergoing a Safety Enhancement project (PIN 081001) that includes the installation of exclusive left-turn lanes on all approaches. A northbound left-turn phase will be added to the traffic signal. Construction is anticipated to be completed in 2025, before the build-out of this Project and, as such, the proposed improvements were included within the No-Build and Build conditions.

To account for population increases and background growth not related to the Proposed Project, an annual growth factor was applied to the existing traffic volumes. Based upon a review of NYSDOT published data, the anticipated annual growth rate for the Town of Riverhead is 1.7 percent. This 1.7 percent rate was applied to the 2022 existing traffic volumes for six years to represent future conditions. Traffic volumes for the 2028 No-Build Summer Condition for the weekday AM peak hour, weekday PM peak hour, and Saturday midday peak hours are shown in Figure 5 of Appendix E of this DSEIS. The 2028 No-Build Fall Condition traffic volumes for the weekday AM peak hour, weekday PM peak hour, and Saturday Midday peak hours are shown in Figure 6 of Appendix E.

3.4.3 Future Build Condition

To estimate future site-generated traffic volumes, the Institute of Transportation Engineers (ITE) publication *Trip Generation 11th Edition*[9] was utilized for the industrial uses. Several potential land use codes (LUCs) were reviewed to determine which was most applicable. These include LUC 110 – General Light Industrial and LUC 150 – Warehouse. Ultimately, LUC 130 – Industrial Park, was chosen as it most accurately describes the probable future conditions. It is more likely that a variety of industrial tenants will occupy the site rather than a single homogeneous use or user. It is noted that other planned industrial developments within the study area were analyzed utilizing this land use code. The trip generation estimates for the Proposed Project are summarized in the table below.

Table 6 Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Sat Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Industrial Park [a]	322	75	**397**	87	310	**397**	165	349	**514**

a Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,168,389 sf.

These figures represent a substantial reduction in site-generated trips for the proposed subdivision in comparison to the larger project analyzed in the accepted DEIS.

It is noted that the number of trips estimated for the Saturday midday peak hour is higher than the number estimated for the weekday AM and PM peak hours. This is due to the limited sample size of ITE data Saturday midday peak hour. Utilizing a higher trip generation rate during for Saturdays is consistent with the methodology utilized for the proposed project located at 4285 Middle Country Road.

3.4.4 Traffic Operations Analysis

3.4.4.1 Intersection Capacity Analysis

Table 16 provides an intersection volume comparison of the Summer and Fall Build volumes. The Table shows that the fall volumes range from approximately zero percent to 26 percent higher than the summer volumes, and therefore represent the critical season for the majority of study intersections. The table shows that summer is the critical period for the Middle Country Road at Splish Splash Drive/Manor Road intersection during the weekday PM and Saturday peak hours, as well as the Old Country Road at Tanger Mall Drive/Gateway Plaza Access for the weekday AM, weekday PM, and Saturday peak hours. The Middle Country Road/Edwards Avenue intersection, West Main Street at Tanger Mall Drive intersection, and Middle Country Road at Site Access intersections are all within a three percent difference during the weekday PM peak hour. The Middle Country Road at Site Access intersection is within a three percent difference during the Saturday peak hour as well.

[9] *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, Washington D.C., September 2021

Table 7 Comparison of Intersection Volumes-Build Condition

Intersection	AM Peak Hour		PM Peak Hour		Saturday Midday Peak Hour	
	Summer	Fall	Summer	Fall	Summer	Fall
Middle Country Road (NY 25) at Edwards Avenue	2,015	2,288	2,472	2,410	2,612	2,928
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road	1,479	1,827	2,378	1,955	2,464	2,190
West Main Street (NY 25) at Tanger Mall Drive	637	767	1,064	1,036	1,326	1,375
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access	2,388	2,330	3,215	2,845	3,649	3,542
LIE (I 495) EB Off-Ramp at Edwards Avenue	1,499	1,821	1,551	1,659	1,796	2,210
LIE (I 495) WB On-Ramp at Edwards Avenue	1,234	1,539	1,666	1,866	1,445	1,633
Middle Country Road (NY 25) at Site Access	1,406	1,767	1,810	1,810	1,984	2,007

Levels-of-service (LOS) analyses were conducted for the 2022 Existing, 2028 No-Build, and 2028 Build conditions for the Study Area intersections for the times set forth in the adopted scope. **Table 8** through **Table 10** summarize the capacity analysis results included in Appendix E, Attachment H for the Summer Conditions and **Table 11** through **Table 13** summarize the capacity analysis results included in Appendix E, Attachment H for the Fall Conditions. For ease of comparison, the Build with Mitigation Condition results are included in Tables 6 through 11 and the specifics of the mitigation are discussed below.

In reviewing the information contained in **Table 8** through **Table 13**, below relative to the information contained in the accepted DEIS, it is important to note that the future condition for the analysis contained in the DSEIS was extended to a 2028 Build Year (the Accepted DEIS analyzed a 2025 Build Year). By increasing the Build Year to 2028, three extra years of background traffic growth were applied to the existing condition traffic volumes. As a result, the No Build and Build analysis results, in some cases, indicate greater levels of delay for the current analysis at the same locations and movements in comparison with the accepted DEIS, despite the decrease in the size of the development.

Summer Conditions

Table 8 Weekday AM Peak Hour LOS - Summer

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	15.0	B	15.1	B	17.3	B
		LTR [1]	12.4	B	48.9	F	63.0	F	21.2	C
		R	-	-	-	-	-	-	11.3	B
		Approach	12.4	B	47.6	D	61.3	E	18.6	B
	WB	L	-	-	45.4	D	49.1	D	31.1	C
		LTR [2]	7.0	A	11.3	B	11.3	B	13.0	B
		Approach	7.0	A	13.7	B	14.8	B	14.7	B
	NB	L	-	-	68.4	E	56.1	E	31.5	C
		LTR [2]	28.1	C	23.5	C	24.8	C	21.5	C
		Approach	28.1	C	48.1	D	39.7	D	26.3	C
	SB	L	-	-	30.1	C	30.2	C	28.8	C
		LTR [2]	27.6	C	38.3	D	38.1	D	36.3	D
		Approach	27.6	C	36.9	D	36.8	D	35.0	D
	Overall		**15.5**	**B**	**39.1**	**D**	**44.3**	**D**	**21.2**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	7.0	A	8.2	A	11.9	B	8.5	A
		T	-	-	-	-	-	-	8.3	A
		TR [3]	10.8	B	12.1	B	12.7	B	8.3	A
		Approach	10.5	B	11.6	B	12.6	B	8.3	A
	WB	L	7.1	A	8.0	A	8.8	A	5.8	A
		TR [3]	5.6	A	7.1	A	9.5	A	7.1	A
		R	-	-	-	-	-	-	4.1	A
		Approach	5.7	A	7.1	A	9.5	A	6.6	A
	NB	LTR	15.3	B	16.0	B	17.7	B	16.9	B
		LTR	17.0	B	18.5	B	17.7	B	16.9	B
	SB	L	-	-	-	-	21.1	C	-	-
		TR	-	-	-	-	-	-	18.5	B
		Approach	17.0	B	18.5	B	-	-	19.3	B
	Overall		**9.6**	**A**	**10.9**	**B**	**12.4**	**B**	**8.9**	**A**

Table 8 Weekday AM Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	8.6	A	9.0	A	9.4	A		
		T	3.2	A	3.4	A	3.3	A		
		Approach	3.8	A	4.0	A	4.0	A		NA
	WB	T	7.2	A	7.5	A	7.7	A		
	SB	L	39.6	D	37.9	D	36.5	D		
	Overall		**5.5**	**A**	**5.7**	**A**	**5.8**	**A**		
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	3.4	A	3.3	A	3.3	A		
		T, T	10.9	B	12.5	B	12.3	B		
		R	4.7	A	4.6	A	4.6	A		
		Approach	10.6	B	12.1	B	11.9	B		
	WB	L	6.7	A	8.9	A	8.9	A		
		T, T	7.0	A	7.1	A	7.1	A		
		R	5.4	A	5.3	A	5.3	A		
		Approach	6.9	A	7.1	A	7.1	A		NA
	NB	L	47.4	D	47.5	D	47.4	D		
		LT	47.2	D	47.4	D	47.3	D		
		R	0.0	A	0.0	A	0.0	A		
		Approach	21.8	C	22.1	C	22.0	C		
	SB	R	46.9	D	46.9	D	46.8	D		
	Overall		**10.3**	**B**	**11.4**	**B**	**11.2**	**B**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	17.9	C	31.7	D	39.5	E	9.5	A
		R	14.0	B	15.8	C	15.8	C	9.7	A
		Approach	-	-	-	-	-	-	10.4	B
	NB	T, T	-	-	-	-	-	-	13.5	B
	SB	T, T	-	-	-	-	-	-	12.2	B
	Overall								**10.9**	**B**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	8.8	A	10.1	B	10.1	B		NA

Table 8 Weekday AM Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	11.6	B
		TR					-	-	11.6	B
		Approach					-	-	11.6	B
	WB	L					11.4	B	7.5	A
		R					-	-	4.3	A
		Approach					-	-	5.4	A
	NB	L					82.5	F	20.0	C
		R					16.9	C	27.5	C
		Approach					-	-	24.6	C
	Overall						**-**	-	**9.7**	**A**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Table 9 Weekday PM Peak Hour LOS - Summer

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	32.9	C	40.5	D	40.5	D
		LTR [1]	12.5	B	22.2	C	22.2	C	13.7	B
		R	-	-	-	-	-	-	10.5	B
		Approach	12.5	B	22.7	C	23.1	C	14.1	B
	WB	L	-	-	32.8	C	41.3	D	22.1	C
		LTR [2]	15.3	B	23.7	C	32.2	C	32.2	C
		Approach	15.3	B	24.3	C	33.2	C	31.1	C
	NB	L	-	-	43.4	D	46.9	D	46.9	D
		LTR [2]	27.9	C	22.6	C	24.0	C	24.0	C
		Approach	27.9	C	31.9	C	33.8	C	33.8	C
	SB	L	-	-	28.3	C	29.2	C	29.2	C
		LTR [2]	24.3	C	39.5	D	41.1	D	41.1	D
		Approach	24.3	C	37.9	D	39.4	D	39.4	D
	Overall		**17.8**	**B**	**26.8**	**C**	**30.8**	**C**	**27.1**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	20.7	C	24.6	C	34.7	C	17.2	B
		T	-	-	-	-	-	-	9.8	A
		TR [3]	14.1	B	13.5	B	21.4	C	9.8	A
		Approach	14.9	B	15.1	B	19.5	B	10.8	B
	WB	L	10.2	B	9.8	A	14.6	B	7.1	A
		TR [3]	15.1	B	16.0	B	20.2	C	11.3	B
		R	-	-	-	-	-	-	5.3	A
		Approach	14.8	B	15.7	B	20.0	C	10.4	B
	NB	LTR	26.7	C	23.9	C	27.6	C	27.7	C
		LTR	26.7	C	23.9	C	27.6	C	27.7	C
	SB	L	27.1	C	31.3	C	43.6	D	-	-
		TR	-	-	-	-	-	-	27.8	C
		Approach	-	-	-	-	-	-	26.4	C
	Overall		**18.5**	**B**	**18.4**	**B**	**24.8**	**C**	**13.9**	**B**
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	11.7	B	12.6	B	12.7	B	NA	
		T	3.5	A	3.6	A	3.7	A		
		Approach	5.4	A	5.7	A	5.7	A		
	WB	T	9.6	A	10.2	B	10.3	B		
	SB	L	23.9	C	23.9	C	23.9	C		
	Overall		**8.4**	**A**	**8.8**	**A**	**8.7**	**A**		

Table 9 Weekday PM Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	9.0	A	11.0	B	11.0	B	NA	
		T, T	13.1	B	14.2	B	14.1	B		
		R	9.5	A	9.9	A	9.9	A		
		Approach	12.6	B	13.7	B	13.7	B		
	WB	L	7.4	A	8.4	A	8.4	A		
		T, T	17.3	B	20.7	C	20.5	C		
		R	10.1	B	10.9	B	10.9	B		
		Approach	16.3	B	19.5	B	19.3	B		
	NB	L	47.4	D	48.3	D	47.8	D		
		LT	47.5	D	47.8	D	47.7	D		
		R	0.2	A	0.2	A	0.2	A		
		Approach	26.6	C	26.9	C	26.7	C		
	SB	R	57.5	E	51.0	D	51.0	D		
	Overall		**17.9**	**B**	**19.6**	**B**	**19.5**	**B**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	19.2	C	26.7	D	28.3	D	11.2	B
		R	10.7	B	11.2	B	11.2	B	13.6	B
		Approach	-	-	-	-	-	-	12.6	B
	NB	T, T	-	-	-	-	-	-	6.2	A
	SB	T, T	-	-	-	-	-	-	8.0	A
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**9.2**	**A**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	9.4	A	15.0	C	16.3	C	NA	

Table 9 Weekday PM Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	10.9	B
		TR					-	-	10.9	B
		Approach					-	-	10.9	B
	WB	L					9.8	A	7.3	A
		R					-	-	11.2	B
		Approach					-	-	11.0	B
	NB	L					292.6	F	21.5	C
		R					19.3	C	27.3	C
		Approach					-	-	25.1	C
	Overall						**-**	**-**	**13.4**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Table 10 Saturday Midday Peak Hour LOS - Summer

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	23.9	C	28.5	C	28.8	C
		LTR [1]	15.7	B	38.1	D	47.1	D	19.4	B
		R	-	-	-	-	-	-	10.5	B
		Approach	15.7	B	37.5	D	46.4	D	18.0	B
	WB	L	-	-	43.7	D	161.9	F	32.2	C
		LTR [2]	12.8	B	16.7	B	19.9	B	20.3	C
		Approach	12.8	B	18.2	B	36.0	D	21.7	C
	NB	L	-	-	34.0	C	34.0	C	32.1	C
		LTR [2]	28.3	C	24.5	C	25.2	C	24.3	C
		Approach	28.3	C	27.7	C	28.0	C	26.8	C
	SB	L	-	-	31.2	C	32.7	C	31.6	C
		LTR [2]	25.4	C	38.7	D	38.7	D	37.2	D
		Approach	25.4	C	36.8	D	37.2	D	35.8	D
	Overall		**18.4**	**B**	**30.0**	**B**	**38.6**	**D**	**23.0**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	10.3	B	14.3	B	21.2	C	9.2	A
		T	-	-	-	-	-	-	12.4	B
		TR [3]	16.3	B	18.3	B	47.6	D	12.3	B
		Approach	15.7	B	17.9	B	44.8	D	12.0	B
	WB	L	12.7	B	16.4	B	47.6	D	9.8	A
		TR [3]	7.6	A	9.6	A	11.5	B	13.8	B
		R	-	-	-	-	-	-	8.4	A
		Approach	9.1	A	11.6	B	21.1	C	11.9	B
	NB	LTR	23.7	C	25.5	C	40.4	D	34.6	C
		LTR	23.7	C	25.5	C	40.4	D	34.6	C
	SB	L	25.5	C	29.7	C	51.4	D	34.2	-
		TR	-	-	-	-	-	-	37.8	D
		Approach	-	-	-	-	-	-	36.1	D
	Overall		**13.2**	**B**	**15.7**	**B**	**34.0**	**C**	**14.4**	**B**
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	11.9	B	12.8	B	13.2	B	NA	
		T	4.2	A	4.5	A	4.7	A		
		Approach	6.7	A	7.2	A	7.3	A		
	WB	T	9.6	A	10.0	B	10.2	B		
	SB	L	24.2	C	24.7	C	24.7	C		
	Overall		**8.9**	**A**	**9.4**	**A**	**9.4**	**A**		

Table 10 Saturday Midday Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	8.8	A	9.6	A	9.7	A	NA	
		T, T	19.4	B	22.2	C	22.4	C		
		R	12.5	B	13.2	B	13.3	B		
		Approach	18.1	B	20.5	C	20.6	C		
	WB	L	13.1	B	26.2	C	26.7	C		
		T, T	17.6	B	19.0	B	19.1	B		
		R	12.5	B	12.9	B	12.9	B		
		Approach	16.6	B	20.3	C	20.4	C		
	NB	L	51.4	D	51.9	D	51.9	D		
		LT	51.3	D	52.3	D	52.3	D		
		R	0.3	A	0.3	A	0.3	A		
		Approach	22.3	C	22.6	C	22.6	C		
	SB	R	54.0	D	56.1	E	56.1	E		
	Overall		**19.4**	**B**	**21.9**	**C**	**22.1**	**C**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	20.0	C	32.0	D	37.4	E	6.2	A
		R	19.2	C	26.3	D	26.3	D	12.2	B
		Approach	-	-	-	-	-	-	10.2	B
	NB	T, T	-	-	-	-	-	-	14.4	B
	SB	T, T	-	-	-	-	-	-	16.1	B
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**12.3**	**B**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	8.4	A	10.5	B	11.0	B	NA	

Table 10 Saturday Midday Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	14.6	B
		TR					-	-	14.6	B
		Approach					-	-	14.6	B
	WB	L					10.8	B	9.5	A
		R					-	-	9.4	A
		Approach					-	-	9.4	A
	NB	L					635.1	F	19.3	B
		R					36.1	E	23.7	C
		Approach					-	-	22.0	C
	Overall						**-**	**-**	**13.9**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

There are several movements in both the Summer and Fall conditions which demonstrate a decrease in delay from the No-Build to Build condition, despite accommodating an increase in volume of traffic generated by the Project. This occurs due to the operation of the traffic signal in the Synchro model. When more traffic is present, the controller in the simulation allocates more green time to the movements that receive heavier volumes. This can result in improvements to the weighted average of the time delay, as demonstrated in these instances.

The LOS for each of the lane groups and/or approaches were also reviewed for the No-Build and Build conditions at the signalized intersections. The analysis shows that while most of the lane groups and approaches at each of the intersections during the peak hours will have the same LOS during the Build condition as the No-Build condition, there are several locations where there is a drop in LOS between No-Build to Build and/or the LOS is E/LOS F during the Build condition. This includes the Middle Country Road (NY Route 25) at Edwards Avenue intersection and Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection as discussed below:

Middle Country Road (NY Route 25) at Edwards Avenue

The capacity analysis shows that the Middle Country Road (NY Route 25) at Edwards Avenue intersection operates at overall LOS B for the Existing weekday AM peak, weekday PM peak, and Saturday Midday peak hours.

With the NYSDOT's NY Route 25 at Edwards Avenue Safety Enhancement Project, dedicated turn lanes will be added to each of the approaches and protected/permitted phasing provided for the northbound approach. With these improvements in place and signal timing/phasing optimization, the capacity analysis shows an overall intersection LOS D for the weekday AM and LOS C for the weekday PM and Saturday Midday peak hours for the No-Build condition, with all movements operating at LOS D or better, except for the eastbound through movement which shows LOS F during the AM peak hour due to a volume/capacity ratio above 1. It is noted that while the No-Build condition includes the NYSDOT's intersection improvements, it also included the additional traffic associated with the OPDs and normal background traffic growth.

Under the Build condition, the overall intersection LOS is shown as LOS D for the Saturday peak hour, which is a drop in LOS from the No-Build condition (LOS C). The weekday AM peak hour remains at LOS D and the weekday PM peak hour remains as LOS C. A review of the lane groups/approaches shows a drop in LOS between the No-Build and Build condition for the following movements:

- Eastbound left-turn movement (LOS C for No-Build and LOS D for Build, PM)
- Eastbound through/right-turn movement (LOS F for No-Build and Build, AM)
- Eastbound approach (LOS D to LOS E for AM)
- Westbound left-turn movement (LOS C to D, PM, and LOS D to LOS F, Saturday)
- Westbound approach (LOS B to LOS D, Saturday)

To mitigate the traffic impacts to this intersection associated with the Proposed Project, it is recommended that an eastbound right-turn lane be constructed in addition to the improvements proposed with the state project. With this additional improvement, the overall intersection LOS is LOS C for the weekday AM, weekday PM, and Saturday Midday peak hours, with all movements operating at LOS D or better.

Middle Country Road (NY 25) at Splish Splash Drive/Manor Road

The capacity analysis shows that in the existing condition, the Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection operates at overall LOS A for the weekday AM peak hour and LOS B for the weekday PM and Saturday Midday peak hours, with all movements operating at LOS C or better. As noted previously, the weekday AM peak hour during the Summer period occurred from 7:30 a.m. to 8:30 a.m. whereas the hour of operations for the Splish Splash water park starts at 10:00 a.m. on a typical day. Therefore, the time at which the site will be generating the peak activity, as analyzed above, occurs outside of when the peak arrivals for the water park would be occurring. Under the No-Build condition, the overall intersection LOS is LOS B for the weekday AM, weekday PM, and Saturday Midday peak hours.

Under the Build condition, the overall intersection LOS is LOS B for the AM peak hour, a LOS C for the PM peak hour, which is a drop in LOS from LOS B (No-Build), and LOS C for the Saturday Midday peak hour, which is a drop in LOS from LOS B (No-Build). A review of the lane groups/approaches shows a drop in LOS between the No-Build and Build condition for the following movements:

- Eastbound left-turn (LOS A to LOS B, AM and LOS B to LOS C, Saturday)
- Eastbound through/right-turn (LOS B to LOS C, PM and LOS B to LOS D, Saturday)
- Eastbound approach (LOS B to LOS D, Saturday)
- Westbound left-turn (LOS A to LOS B, PM and LOS B to LOS D, Saturday)
- Westbound through/right-turn (LOS B to LOS C, PM and LOS A to LOS B, Saturday)
- Westbound approach (LOS B to LOS C, PM and Saturday)
- Northbound approach (LOS C to LOS D, Saturday)
- Southbound approach (LOS B to LOS C, AM and LOS C to LOS D, PM and Saturday)

To mitigate the traffic impacts to this intersection associated with the Proposed Project, the following improvements are recommended:

- Construct an eastbound through lane, which is a continuation of the proposed second through lane at Middle Country Road at the Proposed Site Access
- Construct a separate westbound right-turn lane
- Construct a southbound left-turn lane to provide a separate left-turn lane and a shared through/right turn lane.

With these improvements, the overall intersection LOS is LOS A for the weekday AM, and LOS B for the weekday PM (which is an improvement as compared to the original TIS) and Saturday Midday peak hours, with all movements operating at LOS D or better.

West Main Street (NY Route 25) at Tanger Mall Drive

The capacity analysis for the West Main Street (NY Route 25) at Tanger Mall Drive intersection shows the overall intersection operating at LOS A during the Existing, No-Build and Build conditions for the AM peak, PM peak, and Saturday Midday peak hours, with all movements operating at the same LOS during the Build condition as the No-Build conditions, except for the westbound through movement which shows a drop in LOS from LOS A (No-Build) to LOS B (Build) for the weekday PM and Saturday Midday peak hours. No mitigation is recommended to accommodate the Proposed Project.

Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access

The capacity analysis for the Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access intersection shows the overall intersection operating at LOS B or better during the Existing, No-Build and Build conditions for the AM peak and PM peak, while the Saturday Midday peak hour operates at LOS C during the No-Build and Build Condition. All movements were operating at the same LOS during the Build condition as the No-Build conditions. No mitigation is recommended to accommodate the Proposed Project.

Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue

The capacity analysis for the Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue intersection shows the eastbound left-turn and right-turn movements operating at LOS C or better for the Existing conditions. During the No-Build condition, the eastbound left-turn movement operates at LOS D (AM, PM, and Saturday) while the eastbound right-turn movement operates at LOS C (AM), LOS B (PM) and LOS D (Saturday). During the Build condition, the LOS drops for the eastbound left-turn movement during the weekday AM peak hour and Saturday peak hour from LOS D (No-Build) to LOS E (Build).

This intersection meets the warranting criteria for the consideration of a traffic signal (see Signal Warrant Analysis section of this Study) and given the operations as an unsignalized intersection, it is further recommended that a signal be installed at this location. The capacity analysis with these improvements shows an overall LOS B for the weekday AM and Saturday Midday peak hours and overall intersection LOS A for the weekday PM peak hour with all movements operating at LOS B or better for the weekday AM, weekday PM and Saturday Midday peak hours.

Long Island Expressway (I 495) WB On-Ramp at Edwards Avenue

The capacity analysis for the Long Island Expressway (I 495) WB On-Ramp at Edwards Avenue intersection shows the northbound left-turn movement operating at LOS C or better for the Existing, No-Build and Build conditions during the weekday AM, weekday PM and Saturday Midday peak hours. No mitigation is recommended to accommodate the Proposed Project.

Middle Country Road at Site Access

The capacity analysis for Middle Country Road at the Site Access shows that as an unsignalized intersection, the northbound left-turn movement will operate at LOS F during the Build condition for weekday AM, PM and Saturday Midday peak hours, and the northbound right-turn will operate at LOS E during the Saturday peak hour.

This intersection meets the warranting criteria for the consideration of a traffic signal (see Signal Warrant Analysis section of this Study) and given the operations as an unsignalized intersection, as indicated in the previously accepted DEIS, it is further recommended that a signal be installed at this location. In addition, to accommodate the traffic associated with this project, the following is also recommended:

- Construct a dedicated eastbound shared through/right-turn lane that will carry through as a through lane along the project frontage to/through the Middle Country Road at Splish Splash Drive/Manor Road intersection
- Construct a westbound dedicated left-turn lane such that the westbound approach consists of a dedicated left-turn lane and a through lane.

› Construct the Site Access northbound approach as a dedicated left-turn lane and a dedicated right-turn lane.

The capacity analysis with these improvements shows an overall LOS B for the intersection with all movements operating at LOS C or better for the weekday AM, weekday PM and Saturday Midday peak hours.

Fall Conditions

Table 11 through Table 13 summarize the capacity analysis results included in Attachment H for the Fall Conditions. For ease of comparison, the Build with Mitigation Condition results are included in the tables and the specifics of the mitigation are discussed below. There are a few movements which demonstrate a decrease in delay from the No-Build to Build condition, despite accommodating an increased volume of traffic generated by the Project, which is a result of the operation of the traffic signal in the Synchro model.

Table 11 Weekday AM Peak Hour LOS - Fall

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	15.9	B	15.0	B	16.7	B
		LTR [1]	18.6	B	77.7	F	83.7	F	23.9	C
		R	-	-	-	-	-	-	11.5	B
		Approach	18.6	B	75.9	E	81.8	F	20.8	C
	WB	L	-	-	48.1	D	55.8	E	36.7	D
		LTR [2]	9.4	A	12.3	B	11.5	B	12.9	B
		Approach	9.4	A	15.6	B	16.6	B	15.6	B
	NB	L	-	-	82.3	F	63.8	E	38.8	D
		LTR [2]	36.0	D	23.6	C	26.2	C	24.1	C
		Approach	36.0	D	52.2	D	42.4	D	30.5	C
	SB	L	-	-	30.0	C	31.9	C	30.0	C
		LTR [2]	30.7	C	38.5	D	38.2	D	38.2	D
		Approach	30.7	C	37.0	D	37.1	D	36.8	D
	Overall		**21.2**	**C**	**54.3**	**D**	**55.4**	**E**	**23.7**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	6.7	A	10.1	B	15.5	B	10.1	B
		T	-	-	-	-	-	-	7.7	A
		TR [3]	11.9	B	14.7	B	17.4	B	7.7	A
		Approach	11.6	B	14.3	B	17.3	B	7.9	A
	WB	L	9.0	A	11.8	B	13.5	B	5.5	A
		TR [3]	5.7	A	7.5	A	10.2	B	7.3	A
		R	-	-	-	-	-	-	3.6	A
		Approach	5.8	A	7.6	A	10.2	B	6.8	A
	NB	LTR	20.9	C	24.1	C	27.0	C	21.9	C
	SB	LTR	20.9	C	24.1	C	27.0	C	21.9	C
		L	-	-	-	-	-	-	24.1	C
		TR	-	-	-	-	-	-	24.9	C
		Approach	23.7	C	28.4	C	32.3	C	24.4	C
	Overall		**10.7**	**B**	**13.4**	**B**	**15.9**	**B**	**9.0**	**A**

Table 11 Weekday AM Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	9.0	A	9.4	A	9.9	A		
		T	3.5	A	3.7	A	3.7	A		
		Approach	3.9	A	4.1	A	4.2	A		
	WB	T	7.5	A	7.8	A	8.1	A		
	SB	L	40.3	D	35.5	D	35.5	D		
	Overall		**5.4**	**A**	**5.7**	**A**	**5.9**	**A**		
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	2.4	A	2.1	A	2.2	A		
		T, T	6.7	A	7.4	A	7.3	A		
		R	3.2	A	3.1	A	3.1	A		
		Approach	6.5	A	7.2	A	7.1	A		
	WB	L	4.2	A	4.9	A	4.9	A		
		T, T	5.0	A	5.4	A	5.4	A		
		R	3.9	A	4.1	A	4.1	A		
		Approach	4.9	A	5.3	A	5.3	A		
	NB	L	50.2	D	50.7	D	50.7	D		
		LT	50.7	D	51.3	D	51.3	D		
		R	0.0	A	0.0	A	0.0	A		
		Approach	13.6	B	14.8	B	14.8	B		
	SB	R	48.2	D	46.8	D	46.8	D		
	Overall		**6.6**	**A**	**7.2**	**A**	**7.1**	**A**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	30.9	D	109.6	F	144.7	F	11.0	B
		R	16.6	C	20.3	C	20.1	C	11.2	B
		Approach	-	-	-	-	-	-	10.5	B
	NB	T, T	-	-	-	-	-	-	13.5	B
	SB	T, T	-	-	-	-	-	-	12.2	B
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**11.7**	**B**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	9.1	A	9.4	A	10.7	B		

NA

Table 11 Weekday AM Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	11.7	B
		TR					-	-	11.7	B
		Approach					-	-	11.7	B
	WB	L					14.1	B	9.2	A
		R					-	-	4.4	A
		Approach					-	-	5.8	A
	NB	L					265.0	F	23.5	C
		R					23.9	C	32.7	C
		Approach					-	-	11.7	B
	Overall						**-**	**-**	**10.1**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Table 12 Weekday PM Peak Hour LOS – Fall

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	34.7	C	37.8	D	38.1	D
		LTR [1]	12.7	B	27.0	C	25.0	C	15.0	B
		R	-	-	-	-	-	-	11.8	B
		Approach	12.7	B	27.4	C	25.6	C	15.2	B
	WB	L	-	-	36.6	D	43.4	D	23.4	C
		LTR [2]	14.4	B	25.9	C	28.3	C	28.9	C
		Approach	14.4	B	26.5	C	29.9	C	28.4	C
	NB	L	-	-	54.8	D	66.4	E	62.4	E
		LTR [2]	27.5	C	20.0	C	22.0	C	21.6	C
		Approach	27.5	C	39.4	D	45.8	D	43.4	D
	SB	L	-	-	27.1	C	28.1	C	27.6	C
		LTR [2]	24.7	C	44.1	D	47.4	D	46.2	D
		Approach	24.7	C	42.1	D	45.2	D	44.1	D
	Overall		**17.5**	**B**	**31.1**	**C**	**33.0**	**C**	**28.5**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	12.9	B	24.2	C	29.7	C	16.8	B
		T	-	-	-	-	-	-	8.0	A
		TR [3]	8.7	A	11.5	B	14.6	B	0.0	A
		Approach	9.1	A	13.1	B	16.3	B	9.0	A
	WB	L	6.4	A	8.7	A	11.3	B	6.1	A
		TR [3]	9.6	A	15.6	B	17.8	B	10.7	B
		R	-	-	-	-	-	-	4.9	A
		Approach	9.6	A	15.6	B	17.8	B	10.0	B
	NB	LTR	21.8	C	24.4	C	26.7	C	26.8	C
		LTR	21.8	C	24.4	C	26.7	C	26.8	C
	SB	L	-	-	-	-	-	-	31.7	C
		TR	-	-	-	-	-	-	28.2	C
		Approach	25.3	C	31.6	C	35.0	D	30.7	C
	Overall		**11.3**	**B**	**17.2**	**B**	**19.6**	**B**	**12.5**	**B**
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	12.4	B	13.5	B	13.6	B	NA	
		T	3.5	A	3.7	A	3.8	A		
		Approach	5.1	A	5.4	A	5.3	A		
	WB	T	10.1	B	10.9	B	11.0	B		
	SB	L	23.2	C	23.2	C	23.4	C		
	Overall		**8.8**	**A**	**9.3**	**A**	**9.2**	**A**		

Table 12 Weekday PM Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	6.8	A	8.4	A	8.4	A	NA	
		T, T	10.4	B	12.0	B	12.0	B		
		R	8.0	A	8.8	A	8.8	A		
		Approach	10.0	B	11.6	B	11.6	B		
	WB	L	5.8	A	6.6	A	6.6	A		
		T, T	13.5	B	16.0	B	16.0	B		
		R	8.5	A	9.3	A	9.3	A		
		Approach	12.6	B	14.9	B	14.9	B		
	NB	L	47.7	D	44.5	D	44.5	D		
		LT	47.2	D	44.2	D	44.2	D		
		R	0.1	A	0.1	A	0.1	A		
		Approach	24.2	C	22.7	C	22.7	C		
	SB	R	49.3	D	50.3	D	50.3	D		
	Overall		**14.2**	**B**	**15.7**	**B**	**15.8**	**B**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	20.2	C	27.9	D	29.2	D	12.8	B
		R	10.6	B	11.1	B	11.1	B	16.5	B
		Approach	-	-	-	-	-	-	15.2	B
	NB	T, T	-	-	-	-	-	-	5.5	A
	SB	T, T	-	-	-	-	-	-	7.7	A
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**9.2**	**A**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	10.2	B	11.3	B	30.0	D	NA	

Table 12 Weekday PM Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	11.3	B
		TR					-	-	11.3	B
		Approach					-	-	11.3	B
	WB	L					10.0	B	7.6	A
		R					-	-	11.2	B
		Approach					-	-	11.0	B
	NB	L					292.6	F	20.7	C
		R					9.3	A	26.0	C
		Approach					-	-	24.0	C
	Overall						**-**	**-**	**13.3**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Table 13 Saturday Midday Peak Hour LOS - Fall

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	34.2	C	45.6	D	45.6	D
		LTR [1]	25.4	C	48.1	D	63.8	F	23.5	C
		R	-	-	-	-	-	-	11.8	B
		Approach	25.4	C	47.0	D	62.4	E	23.0	C
	WB	L	-	-	54.3	D	230.2	F	42.7	D
		LTR [2]	18.1	B	21.8	C	30.3	C	30.3	C
		Approach	18.1	B	23.8	C	52.8	D	31.7	C
	NB	L	-	-	48.4	D	52.2	D	52.2	D
		LTR [2]	138.4	F	27.7	C	30.0	C	30.0	C
		Approach	138.4	F	33.8	C	36.3	D	36.3	D
	SB	L	-	-	36.0	D	38.3	D	38.3	D
		LTR [2]	36.8	D	43.1	D	44.7	D	44.7	D
		Approach	36.8	D	41.8	D	43.6	D	43.6	D
	Overall		**49.8**	**D**	**36.7**	**D**	**51.4**	**D**	**31.1**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	13.0	B	20.7	C	29.0	C	11.3	B
		T	-	-	-	-	-	-	6.4	A
		TR [3]	8.0	A	9.1	A	12.4	B	0.0	A
		Approach	8.5	A	10.5	B	14.3	B	6.9	A
	WB	L	5.9	A	6.9	A	9.9	A	4.7	A
		TR [3]	9.0	A	12.4	B	15.0	B	7.1	A
		R	-	-	-	-	-	-	4.0	A
		Approach	9.0	A	12.4	B	15.0	B	6.3	A
	NB	LTR	24.9	C	27.7	C	32.0	C	29.2	C
	SB	LTR	24.9	C	27.7	C	32.0	C	29.2	C
		L	-	-	-	-	-	-	32.6	C
		TR	-	-	-	-	-	-	31.2	C
		Approach	28.2	C	32.7	C	38.0	D	32.1	C
	Overall		**10.3**	**B**	**13.4**	**B**	**16.5**	**B**	**8.7**	**A**
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	12.3	B	13.3	B	13.7	B	NA	
		T	4.9	A	5.3	A	5.5	A		
		Approach	6.8	A	7.4	A	7.6	A		
	WB	T	10.0	B	10.5	B	10.7	B		
	SB	L	26.4	C	26.5	C	26.5	C		
	Overall		**9.6**	**A**	**10.1**	**A**	**10.2**	**B**		

Table 13 Saturday Midday Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	10.1	B	12.2	B	11.0	B	NA	
		T, T	22.0	C	31.5	C	26.3	C		
		R	14.1	B	17.6	B	15.3	B		
		Approach	20.8	C	29.4	C	24.6	C		
	WB	L	21.7	C	33.0	C	36.8	D		
		T, T	19.2	B	20.6	C	20.2	C		
		R	12.9	B	13.1	B	12.8	B		
		Approach	19.5	B	23.0	C	23.5	C		
	NB	L	50.4	D	51.2	D	51.2	D		
		LT	49.9	D	50.6	D	50.6	D		
		R	0.3	A	0.4	A	0.4	A		
		Approach	19.8	B	20.1	C	20.1	C		
	SB	R	52.7	D	53.3	D	53.3	D		
	Overall		**21.0**	**C**	**26.0**	**C**	**24.2**	**C**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	39.6	E	106.2	F	128.5	F	8.1	A
		R	53.0	F	98.4	F	98.4	F	73.0	F
		Approach	-	-	-	-	-	-	50.9	D
	NB	T, T	-	-	-	-	-	-	18.3	B
	SB	T, T	-	-	-	-	-	-	23.4	C
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**40.6**	**D**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	8.6	A	9.0	A	11.8	B	NA	

Table 13 Saturday Midday Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	14.6	B
		TR					-	-	14.6	B
		Approach					-	-	14.6	B
	WB	L					10.5	B	9.4	A
		R					-	-	10.7	B
		Approach					-	-	10.5	B
	NB	L					665.7	F	18.2	B
		R					31.6	D	22.7	C
		Approach					-	-	21.1	C
	Overall						**-**	**-**	**14.0**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Review of **Table 11** through **Table 13** shows that all the signalized intersections have an overall intersection LOS D or better during the No-Build condition and LOS E or better during the Build condition for the weekday AM, weekday PM, and Saturday Midday peak hours.

The LOS for each of the lane groups and/or approaches were also reviewed for the No-Build and Build conditions at the signalized intersections. The analysis shows that while many of the lane groups and approaches at each of the intersections during the peak hours will have the same LOS during the Build condition as the No-Build condition, there are locations where there is a drop in LOS between No-Build to Build and/or the LOS is E/LOS F during the Build condition as discussed below.

Middle Country Road (NY Route 25) at Edwards Avenue

The capacity analysis shows that the Middle Country Road (NY Route 25) at Edwards Avenue intersection operates at overall LOS C for the Existing AM, LOS B for the Existing PM and LOS D for the Existing Saturday Midday peak hours, with the northbound approach operating at LOS F during the Saturday Midday peak hour.

With the NYSDOT's NY Route 25 at Edwards Avenue Safety Enhancement Project, dedicated turn lanes will be added to each of the approaches and protected/permitted phasing provided for the northbound approach. With these improvements in place and signal timing/phasing optimization, the capacity analysis shows an overall intersection LOS D for the weekday AM and Saturday Midday peak hours and LOS C during the weekday PM peak hour for the No-Build condition, with all movements operating at LOS D or better. The exceptions to this are the northbound left-turn movement which operated at LOS F, the eastbound through/right-turn lane which operates at LOS F, and the eastbound approach which operates at LOS E, all during the weekday AM peak hour. It is noted that while the No-Build condition includes the NYSDOT's intersection improvements, it also included the additional traffic associated with the OPDs and normal background traffic growth.

Under the Build condition, the overall intersection LOS is shown as LOS E for the weekday AM peak hour, which is a drop in LOS from the No-Build condition (LOS D), LOS C for the weekday PM peak hour and a LOS D for the Saturday Midday peak hour. A review of the lane groups/approaches shows a drop in LOS between the No-Build and Build condition for the following:

- Eastbound left-turn movement (LOS C to LOS D, PM)
- Eastbound through/right turn movement (LOS F AM, LOS D to LOS F, Saturday)
- Eastbound approach (LOS E to LOS F, AM and LOS D to LOS E, Saturday)
- Westbound left turn movement (LOS D to LOS E, AM and LOS D to LOS F, Saturday)
- Westbound approach (LOS C to LOS D, Saturday)
- Northbound left-turn movement (LOS D to LOS E, PM)
- Northbound approach (LOS C to LOS D, Saturday)

To mitigate the traffic impacts to this intersection associated with the Proposed Project, it is recommended that an eastbound right turn lane be constructed. With this improvement, the overall intersection LOS is LOS C for the weekday AM, weekday PM, and Saturday Midday peak hours, with all movements operating at LOS D or better with the exception of the northbound left-turn movement during the PM peak hour, although the overall northbound approach remains at LOS D.

Middle Country Road (NY 25) at Splish Splash Drive/Manor Road

The capacity analysis shows that the Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection operates at overall LOS B for the weekday AM, weekday PM, and Saturday Midday peak hours, with all movements operating at LOS D or better, during Existing, No-Build and Build conditions.

There are a few movements and/or approaches that drop in LOS and although the LOS for all movements, approaches and overall intersection is considered acceptable (LOS D or better), since the analysis shows that during the Summer condition, several movements, approaches and/or intersection LOS are less than desirable, the Summer condition was considered critical for this intersection. Therefore, the improvements identified for the Summer condition are recommended:

- Construct an eastbound through lane, which is a continuation of the proposed second through lane at Middle Country Road at the Proposed Site Access
- Construct a separate westbound right-turn lane
- Construct a southbound left-turn lane.

With these improvements, the overall intersection LOS is LOS A for the weekday AM and Saturday midday peak hours and LOS B for the weekday PM peak hour, with all movements operating at LOS C or better.

There was no change in traffic conditions at this intersection due to the reduction in the permitted industrial floor area at the subject property. Therefore, there was no change in the proposed mitigation improvements described above.

West Main Street (NY Route 25) at Tanger Mall Drive

The capacity analysis for the West Main Street (NY Route 25) at Tanger Mall Drive intersection shows the overall intersection operating at LOS A during the Existing, No-Build, and Build conditions for the weekday AM peak and weekday PM peak hour. For the Saturday Midday peak hour, the overall intersection is LOS A for Existing and No-Build conditions and LOS B for the Build conditions.

A review of the movements/approaches shows generally the same LOS for the Build conditions as the No-Build conditions, with all movements/approaches operating at LOS D or better. No mitigation is recommended to accommodate the Proposed Project. There was no change in traffic conditions at this intersection due to the reduction in the permitted industrial floor area at the subject property.

Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access

The capacity analysis for the Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access intersection shows the overall intersection operating at LOS A during the Existing, No-Build, and Build conditions for the AM peak, LOS B during the Existing, No-Build, and Build conditions for the PM peak, and LOS C for the Existing, No-Build, and Build conditions for the Saturday Midday peak hour. with generally all movements/approaches operating at the same LOS during the Build condition as the No-Build conditions. No mitigation is recommended to accommodate the Proposed Project. There was no change in traffic conditions at this intersection due to the reduction in the permitted industrial floor area at the subject property.

Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue

The capacity analysis for the Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue intersection shows the eastbound left-turn and right-turn movements operating at LOS D or better for the Existing weekday AM and PM peak hours, and LOS E and F, respectively for the Existing Saturday Midday peak hour. During the Build condition, the eastbound left-turn operates at LOS F during the weekday AM and Saturday peak hours, and LOS D during the PM peak hour.

This intersection meets the warranting criteria for consideration of a traffic signal (see Signal Warrant Analysis section of this Study) and given the operations as an unsignalized intersection, it is further recommended that a signal be installed at this location. The capacity analysis with these improvements shows an overall LOS B for the weekday AM, LOS A for the weekday PM and LOS D for the Saturday Midday peak hour with all movements operating at LOS D or better. The only exception is the eastbound right-turn movement during the Saturday midday peak hour, although it represents an improvement over the No-Build condition, and the LOS of the approach is at LOS D.

Long Island Expressway (I 495) WB On-Ramp at Edwards Avenue

The capacity analysis for the Long Island Expressway (I 495) WB On-Ramp at Edwards Avenue intersection shows the northbound left-turn movement operating at LOS B or better for the Existing and No-Build conditions and the Build conditions during the weekday AM and Saturday Midday peak hours. During the weekday PM peak hour, this movement operates at LOS D. There was no change in LOS at this intersection from the previously-analyzed amount of industrial development. Given the acceptable LOS, no mitigation is recommended to accommodate the Proposed Project.

Middle Country Road at Site Access

The capacity analysis for the Middle Country Road at Site Access intersection shows that as an unsignalized intersection, the northbound left-turn movement will operate at LOS F during the Build condition for weekday AM, weekday PM, and Saturday peak hours, while the northbound right-turn lane operates at LOS D (formerly LOS F with the higher amount of industrial square footage analyzed in the accepted DEIS) during the Saturday midday peak hour.

This intersection meets the warranting criteria for considering a traffic signal (see Signal Warrant Analysis section of this Study) and given the operations as an unsignalized intersection, it is further recommended that a signal be installed at this location. In addition, to accommodate the traffic associated with this project, the following is also recommended:

- Construct an eastbound shared through/right-turn lane that will carry through as a through lane along the project frontage to/through the Middle Country Road at Splish Splash Drive/Manor Road intersection
- Construct a westbound dedicated left-turn lane such that the westbound approach consists of a dedicated left-turn lane and a through lane.
- Construct the Site Access northbound approach as a dedicated left-turn lane and a dedicated right-turn lane.

The capacity analysis with these improvements shows an overall LOS A for the intersection during the weekday AM peak hour (which was previously LOS B with the higher amount of industrial square footage analyzed in the accepted DEIS) and overall LOS B (previously LOS C) during the weekday PM and Saturday Midday peak hour, with all movements operating at LOS C or better for each peak period.

3.4.5 Recommended Mitigation Measures

The results of the capacity analyses conducted for this Project show that to improve LOS and operations at some of the locations that could experience an increase in delay and a decrease in LOS, mitigation is proposed to accommodate site generated traffic from this project. **Table 15** summarizes the proposed mitigation measures for this Project. Furthermore, to demonstrate that the proposed improvements could be implemented within the limits of the public right-of-way, sketches for the proposed improvements are included in Appendix E, Attachment J.

Table 14 Mitigation Measures

Intersection	Existing/No-Build Geometry	Improvement	Build with Mitigation Geometry
Middle Country Road (NY Route 25) at Edwards Avenue [1]	EB: L, TR WB: L, TR NB: L, TR SB: L, TR	EB: construct right-turn lane Optimize signal timing/ phasing	EB: L, T, R WB: L, TR NB: L, TR SB: L, TR
Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road	EB L, TR WB: L, TR NB: LTR SB: LTR	EB: construct through lane [2] WB: construct right-turn lane SB: Construct left-turn lane	EB L, T. TR WB: L, T, R NB: LTR SB: L, TR
LIE (I 495) EB Off-Ramp at Edwards Avenue	EB: L, R NB: T, T SB: T, T	Signalize with optimized timing/phasing	EB: L, R NB: T, T SB: T, T
Middle Country Road (NY Route 25) at Site Access	NA	Construct Intersection and Signalize with optimized timing/phasing	EB: T, TR [2] WB: L, T NB: L, R

1 Existing geometry is shared left-turn/through/right-turn lane that is being modified as part of State roadway project to provide dedicated left-turn lanes on all approaches.

2 The proposed shared through/right-turn lane at the Middle Country Road at Site Access intersection will continue through the intersection along the Project's property frontage to/through the Middle Country Road at Splish Splash Drive/Manor Road intersection as a dedicated through lane.

It is noted that although there was a decrease in the amount of industrial floor area permitted on the site, due to the zoning amendment that reduced the FAR, no change in mitigation from that analyzed in the accepted DEIS is proposed.

3.4.6 Signal Warrant Analysis

As in the original TIS, Signal warrant analyses were performed for: 1) Middle Country Road at the Site Access Intersection and 2) Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection. Three of the warrants were considered applicable to the project and were examined. The warrants considered are outlined below:

- Warrant 1, Eight-Hour Vehicle Volume
- Warrant 2, Four-Hour Vehicle Volume

› Warrant 3, Peak Hour

The detailed technical analysis is provided in Appendix E, Attachment I. These analyses were performed in accordance with the 2023 *Manual on Uniform Traffic Control Devices* ("MUTCD").

The analysis was performed for the 2028 Build condition for the Middle Country Road at Site Access intersection and for the 2022 Existing, 2028 No-Build, and the 2028 Build conditions for the existing Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection. The methodology outlined in the accepted DEIS and included in the TIS was applied to both the Summer Condition and Fall Condition volumes.

The Build condition analyses were performed against the 70 percent warranting criteria since the posted speed limit on Middle Country Road is 50 mph and the ATR data showed an 85th percentile operating speed of 47 miles per hour (mph) for the eastbound direction and 44 mph for the westbound direction.

Middle Country Road at the Site Access is proposed as a three-legged intersection with the eastbound approach providing a through lane and a shared through/right turn lane and the westbound approach providing a dedicated left turn lane and a through lane. The Site Access northbound approach will provide a dedicated left-turn lane and a dedicated right-turn lane.

The results of the signal warrant analysis for this condition shows that the future traffic volumes satisfy the traffic volume criteria for Warrants 1, 2, or 3. Based upon the results of the signal warrant analysis, a traffic signal is recommended at this location (**Table 15**).

Table 15 Signal Warrant Analysis Summary- Middle Country Road at Site Access

Condition	Warrant 1: Eight Hour	Warrant 2: Four Hour	Warrant 3: Peak Hour	
			Volume	Delay
2028 Build - Summer	Yes	Yes	Yes	Yes
2028 Build - Fall	Yes	Yes	Yes	Yes

The Build condition analyses were performed against the 100 percent warranting criteria. This methodology was applied to both the Summer Condition and Fall Condition volumes.

The LIE Eastbound Off-Ramp at Edwards Avenue is a three-legged intersection with the southbound approach providing two through lanes and the northbound approach providing two through lanes. The LIE EB Off ramp eastbound approach provides a dedicated left-turn lane and a dedicated right-turn lane.

As shown in **Table 16,** the existing traffic volumes satisfy the traffic volume criteria for Warrant 2 and the delay criteria for Warrant 3. The future volumes satisfy the traffic volume criteria for Warrants 2 and 3 as well as the delay criteria for Warrant 3. Based on the results of the traffic signal warrant evaluation and the intersection capacity analysis, the installation of a traffic signal is recommended at the Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection.

Table 16 Signal Warrant Analysis Summary- Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection

Condition	Warrant 1: Eight Hour	Warrant 2: Four Hour	Warrant 3: Peak Hour	
			Volume	Delay
Summer				
2022 Existing	See Note 1	Yes	No	Yes
2028 Build	See Note 2	Yes	Yes	Yes
Fall				
2022 Existing	See Note 2	Yes	Yes	Yes
2028 Build		Yes	Yes	Yes

Notes:
[1] Meets four of six hours of turning movement count data volume available
[2] Meets all six hours of turning movement count data volume available

3.4.7 Interchange Assessment

A qualitative analysis of the merge and diverge operations was prepared for the following locations:

- Long Island Expressway (I-495) at West Main Street (NY Route 25)
- West Main Street (NY Route 25) at Old Country Road

The analysis focuses on the proposed traffic increases expected at each of the relevant ramps, but no roadway analysis was performed due to the free-flow nature of traffic operations at each of these locations. Headed to the Project Site, there are two locations where traffic merges and headed from the project site, there are two diverge maneuvers that occur in relation to accessing the Long Island Expressway at Exit 72.

3.4.7.1 Merge Operations

The Long Island Expressway (I-495) at West Main Street (NY Route 25) operates as a partial cloverleaf with a diverge loop ramp from I-495 eastbound Exit 72 off ramp to Route 25 westbound, where the eastbound off ramp then merges with West Main Street (NY Route 25). West of this intersection, Old Country Road merges with West Main Street where it becomes the westbound approach to the Middle Country Road at Splish Splash Drive/Manor Road. The I-495 eastbound Exit 72 off ramp to Route 25 westbound is a single lane ramp with an acceleration lane that merges with two Middle Country Road travel lanes. West of the interchange, Old Country Road is a single lane roadway where it merges with two Middle Country Road travel lanes.

Table 17 summarizes the volumes on the I-495 eastbound Exit 72 off ramp and the West Main Street and Old Country Road volumes.

Table 17 Peak Hour Trip Generation Merge Volumes

Roadway	Peak Hour [c]		
	AM	PM	Sat
I-495 at NY 25 Diverge Ramp	139	37	70
West Main Street	39	10	20
Total [a]	178	47	91
Old Country Road	6	2	3
Total [b]	184	49	94

a Total of I-495 at NY 25 Diverge Ramp and West Main Street merged volumes
b Total of West Main Street and Old Country Road merged volumes
c Volumes taken from Trip Assignment Figure 8 in the TIS.

These traffic volumes (which have been adjusted to reflect an FAR of 0.3) represent the project related traffic being added to each of the relevant merge sections during each of the peak hours analyzed within the report. To gain further perspective, these volumes were also compared to the total traffic currently present on each relevant ramp as available from the NYSDOT traffic data viewer. In general, from review of this information, the off-ramps from the LIE were shown to carry minimal volumes of traffic in the existing condition. Based on this, it would be expected that even with the increases in traffic noted above, the volumes would be such that the merges would not experience undue congestion.

3.4.7.2 Diverge Operations

East of the Middle Country Road at Splish Splash Drive/Manor Road intersection, West Main Street is a three-lane roadway which widens to provide two lanes for the Old Country Road (CR 58) diverge and two remaining travel lanes on West Main Street (NY Route 25). Further east, the I-495 westbound on-ramp diverges from West Main Street (NY Route 25) via one lane with two lanes remaining on West Main Street. **Table 18** summarizes the volumes on each of the diverging roadways, which shows that the Saturday Midday peak hour is the critical hour with more trips occurring at each of the diverges than during the weekday AM and weekday PM peak hours.

Table 18 Peak Hour Trip Generation Diverge Volumes

Roadway	Peak Hour [c]		
	AM	PM	Sat
Old Country Road at West Main Street Total [a]	43	176	199
Old Country Road	2	6	7
West Main Street [b]	41	170	192
West Main Street at I-495 westbound on ramp	32	133	150
West Main Street	9	37	42

a Total of West Main Street and Old Country Road eastbound volumes before roadways diverge
b West Main Street volumes east of I-495 westbound on ramp volumes
c Volumes taken from Trip Assignment Figure 8

Similar to the merge sections, the points of divergence for the two relevant interchanges do not currently experience significant volumes of traffic, based on the information available from the NYSDOT Traffic Data Viewer. As a result, similar to the larger industrial development analyzed in the accepted DEIS, though the increase in traffic at the ramps from the project related traffic may appear substantial, it is not likely to result in undue congestion in the future condition.

3.4.8 Comparison of Alternative Subdivision Plans

Based on the modifications to the Town's zoning code, the discussion of alternative subdivision plans has been slightly revised from the original TIS, as shown below.

The DEIS identified the following Alternatives:

- Alternative 1 – No-Action Alternative
- Alternative 2 - Yield Map with 38 Lots in Accordance with Prevailing Zoning
- Alternative 3 - Single User under Existing Industrial A Zoning (No Subdivision)

The following provides a comparison of the peak hour trip generation estimates for each alternative.

3.4.8.1 Alternative 1 – No-Action Alternative

Under this Alternative, neither the proposed project nor any of the Alternatives would occur. This alternative is essentially reflective of the No-Build Condition. Therefore, no further traffic evaluation of this alternative is required.

3.4.8.2 Alternative 2 – Yield Map with 38 Lots in Accordance with Prevailing Zoning

Under this Alternative, there would be 38 lots totaling 1,208,602 sf of industrial building area. The trips associated with this alternative were estimated using the ITE *Trip Generation, 11th Edition*. The number of vehicle trips generated by the industrial use for Alternative 2 was estimated based on ITE LUC 130 – Industrial Park. The trip generation estimate for the Proposed Project is summarized in **Table 19**.

Table 19 Trip Generation – Comparison of Alternatives

Alternative	AM Peak Hour			PM Peak Hour			Sat Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Proposed Project [a]	322	75	397	87	310	397	165	349	514
Alternative 1- No-Action	0	0	0	0	0	0	0	0	0
Alternative 2- 38 Lots[b]	333	78	411	90	321	411	170	362	532

Notes:

a Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,168,389 sf.

b Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,208,602 sf.

A comparison of the trips associated with this Alternative and the Proposed Project shows that the two alternatives are comparable in the number of trips generated. This alternative would generate 14 more trips during the weekday AM peak hour (3 more entering and 11 more exiting), 14 more trips during the weekday PM peak hour (3 more entering and 11 more exiting), and 18 more trips during the Saturday Midday peak hour (5 more entering and 13 more exiting).

3.4.8.3 Alternative 3- Single User under Existing Industrial A Zoning (No Subdivision)

Under this Alternative there would be one user consisting of a total of 1,444,187 sf of industrial building area. The trips associated with this alternative were estimated using the ITE *Trip Generation,11th Edition*. [1] The number of vehicle trips generated by the industrial use for Alternative 3 was estimated based on ITE LUC 130 – Industrial Park. The trip generation estimate for the Proposed Project is summarized in **Table 20**.

Table 20 Trip Generation – Alternative 3

Alternative	AM Peak Hour			PM Peak Hour			Sat Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Proposed Project [a]	322	75	397	87	310	397	165	349	514
Alternative 3 [b]	398	93	491	108	383	491	203	432	635

a Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,168,389 sf.

b Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,444,187 sf.

A comparison of the trips associated with this Alternative and the Proposed Project shows that this alternative would generate 94 more trips during the weekday AM peak hour (18 entering and 76 exiting), 94 more trips during the weekday PM peak hour (21 entering and 73 exiting), and 121 more trips during the Saturday Midday peak hour (38 entering and 83 exiting).

3.4.8.4 Alternative 4- Providing Rail Spur to Connect to the Long Island Rail Road Ronkonkoma Branch

As was discussed in the accepted DEIS, the final scope included an evaluation of the potential for the establishment of a rail spur from the LIRR Ronkonkoma Branch as the project site directly abuts the railroad right-of-way. Although it is likely that future industrial tenants could utilize such a facility, construction of a rail spur would encompass significant challenges and difficulties. The site has a relatively short frontage along the right-of-way (349.51') and is situated at a horizontal curve.

Typically, a turnout should be located on a tangent (straight) and level section of track. In addition, there+ is a significant difference in grade between the existing rail line and the abutting Subject Property. This grade difference is in the range of 6 to 8 feet over a horizontal distance of a few hundred feet. The preferred maximum track grade for freight rail is 1%, however, achieving this would require significant regrading of the site in this area and perhaps further north as site topography continues to rise to the north. Construction of any such rail spur would require coordination and approvals from MTA Long Island Rail Road (the owner), New York and Atlantic Railway (the designated freight carrier) and potentially, the Surface Transportation Board.

Based on information contained in the ITE publication *Trip Generation,11th Edition,* for an Industrial Park (LUC 130), heavy trucks constitute approximately 10 percent of the total traffic volume during the peak periods. The extent to which this figure would be reduced by the construction of a rail spur would be limited by at least two important factors. The first is the site geography may only allow for one or two potential buildings to have access to a rail spur. The second is that the nature of tenants is unknown at this time, but only a manufacturer or a distribution/fulfillment center would likely utilize such a facility and a fulfillment center is specifically prohibited by the newly-enacted zoning regulations.

It can be concluded that the presence of a rail spur would not reduce the level of site traffic to the extent that it would affect the results of this study or reduce the level of mitigation identified.

3.4.9 Connection to a Future North Service Road of the Long Island Expressway

The conclusions in the accepted DEIS regarding a possible connection to a future North Service Road extension remain valid despite the Town's recent zoning amendment. There was no provision in the original plan for an extension of the North Service Road and therefore the potential benefits were not factored into the analysis. While having a secondary access along the service road extension would divert traffic from the primary access, the TIS (Appendix E) demonstrates that the surrounding roadway network can accommodate the proposed subdivision with the improvements that are proposed.

3.4.10 Construction Impacts

Although the magnitude of potential site development would decrease in accordance with the reduction in allowable floor area, there would be no substantive change in potential traffic-related construction impacts.

3.4.11 Site Access, Parking and Circulation

As was described in the accepted DEIS, the proposed site access/egress point would a full-movement curb cut proposed on Middle Country Road (NY Route 25), with a single entrance lane and two exit lanes to accommodate separate left-turn and right-turn movements. A westbound left-turn lane is proposed at the site access as well as an eastbound shared through/right turn lane that would extend east to the ensuing intersection. Onsite circulation is proposed to be the same as the prior subdivision layout analyzed in the accepted DEIS. The amount of impervious surface area would potentially decrease as the reduction in allowable floor area would, in turn, lead to a corresponding reduction in the required number of parking spaces.

3.4.12 Conclusions

The revised TIS analyzed the potential construction of 1,168,389 sf of light industrial buildings on three tax lots. Access to the development will be provided via one full-movement curb cut on Middle Country Road (NY Route 25), west of the Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection. The Proposed Project is expected to be completed by 2028. The following conclusions may be drawn from the traffic and parking evaluation:

- The Proposed Project is expected to generate 397 vehicle trips during the weekday AM peak hour (322 entering and 75 exiting), 397 vehicle trips during the weekday PM peak hour (87 entering and 310 exiting), and 514 vehicle trips during the Saturday midday peak hour (165 entering and 349 exiting).
- Comparison of the Fall and Summer Build volumes shows that the fall volumes are up to 26 percent higher than the summer volumes and, therefore, represent the critical season for most of the study intersections. The exceptions are the Middle Country Road at Splish Splash Drive/Manor Road intersection during the weekday PM and Saturday peak hours and Old Country Road at Tanger Mall Drive/Gateway Plaza Access for the weekday AM, weekday PM, and Saturday peak hours. The Middle Country Road/Edwards Avenue intersection, West Main Street at Tanger Mall Drive intersection, and Middle Country Road at Site Access intersection are all within a 3 percent difference during the weekday PM peak. The Middle Country Road at Site Access intersection is within a 3 percent difference during the Saturday peak as well.
- As with the larger Proposed Action analyzed in the original TIS (Appendix I of the accepted DEIS), the results of the capacity analysis indicate mitigation is recommended at the following locations:
  - Middle Country Road (NY Route 25) at Edwards Avenue: it is recommended that an eastbound right-turn be constructed and the signal timing and phasing be optimized.
  - Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road: the following measures are recommended to improve LOS:
    - construct an eastbound through/right-turn lane
    - construct a westbound right-turn lane
    - construct a southbound left turn lane
    - Optimize signal timing and phasing.
  - Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue: to improve operations, the intersection is proposed to be signalized with optimized signal timing and phasing.
  - Middle Country Road at the Site Access: construct a three-legged intersection with the eastbound approach consisting of a through lane and a shared through/right-turn lane, the westbound approach consisting of a dedicated left-turn lane and a through lane, and the northbound approach consisting of separate left-turn and right-turn lanes. The intersection is proposed to be signalized with optimized timing and phasing.
- Based on the results of the traffic signal warrant evaluation and the intersection capacity analysis, the installation of a traffic signal is recommended at the Middle Country Road at the Site Access intersection and at the LIE eastbound off-ramp at Edwards Avenue.
- The proposed project is not expected to significantly increase the rate of crashes in the study area.

The Proposed Action represents a reduction in floor area from the original concept presented in the accepted DEIS. The original TIS concluded that, with the recommended mitigation, there would be no significant adverse impacts related to traffic. The revised TIS, based on the reduced development plan, also concludes that with the proposed access and recommended mitigation measures, there will be no significant impacts on the intersections and adjacent roadway system. The proposed roadway improvements will be subject to the approval of NYSDOT and the Town of Riverhead.

3.5 Aesthetic Resources

As indicated in the accepted DEIS, the aesthetic character of the Subject Property is predominantly defined by its agricultural use (i.e., sod farm), and the wooded area at the southeast corner of the site. Also, though not publicly visible, there are remnants of dilapidated structures, likely associated with the former farmstead, within a heavily wooded patch along Middle Country Road, which extends approximately 450 feet into the site blocking parts of the property from public view. As seen in the photographs below, some of the land is fallow and some contains sod, and these areas are publicly visible from Middle Country Road. Additionally, Middle Country Road, along the property's frontage, contains utility poles with overhead wires within the visual horizon, which cross from the north to the south side of the roadway adjacent to the Subject Property.

Additionally, the visual environment in the immediate area surrounding the Subject Property is partially characterized by a mix of large, flat lots used for agricultural purposes providing open views or views partially screened by roadside vegetation, a small number of single-family residential homes interspersed, and some small commercial development. These elements of the visual environment are contrasted by the warehouse-style and larger commercial buildings (one-to-two stories) that are also present and visible along the major roadways in the area. These buildings vary in terms of setbacks and visibility from the roadway, although most are at least partially visible from Middle Country Road and the other public roadways within the area. Most do not have significant setbacks, whereas some of the more intensive uses are set back from the roadway and are concealed from public view from certain angles (e.g., Coastal Pipeline Products Corporation and Splish Splash).

As with the previously-analyzed development, views of the Subject Property from surrounding roadways (e.g., Middle Country Road) and adjacent properties will be modified from current views as a result of the current Proposed Action. Whereas there are currently expansive views of the site and the majority of the Subject Property is visible from Middle Country Road due to its agricultural nature and flat topography, views into the site under the Proposed Action would be limited with the exception of the proposed access at the northwest corner of the site.

The modified subdivision for the Subject Property, now within the CI Zoning Use District, introduces modifications that have some influence the aesthetic and visual impacts of the proposed development. Under the new zoning regulations, building height is now permitted to be 35 feet, five feet higher than allowed under the previous zoning (30 feet). This increase is balanced by the implementation of enhanced landscape buffer and open space requirements, as described in **Section 3.2**, above and shown in **Table 4**. Specifically, larger portions of the site are designated for these buffers, which are now required along both public *and* private roadways, as shown on the modified subdivision plan in **Appendix B**.

The introduction of new landscape buffers and open space requirements is anticipated to significantly enhance the visual appeal of the area by reducing the visibility of future industrial buildings from surrounding properties and roadways. These measures are designed to ensure that the development blends seamlessly with the existing environment, thereby preserving the area's overall aesthetic character. Enhanced buffers will screen the new structures, contributing to a more attractive and integrated appearance. Similar to the project examined in the DEIS, a combination of modified setbacks, buffering, large lot sizes, and the height limitation of buildings at no greater than 35 feet, along with strategic placement of structures on future industrial lots, will likely minimize the visibility of the proposed buildings from off-site properties and roadways. Moreover, the location of the Subject Property, bordered by the LIRR and LIE to the south, and the choice to maintain a portion of

the southeastern side of the site in its natural state, further aids in reducing the visual impact of the proposed future industrial developments.

As with the accepted DEIS, no significant adverse aesthetic impacts were identified, therefore, no mitigation is proposed. Also, as with the previously analyzed project, each individual industrial lot would undergo site plan and architectural design approval, where if deemed necessary, additional design measures to minimize potential impacts to aesthetic resources can be incorporated.

3.6 Energy and Climate Change

3.6.1 Electricity and Natural Gas

Electricity is supplied to the site by PSEG Long Island, which operates overhead electrical infrastructure in the vicinity of the site through its contract with the Long Island Power Authority. There is electric service available along the south side of Middle Country Road in the form of overhead wires. Overall, the existing Subject Property previously placed little demand upon electrical resources due to its agricultural nature. Furthermore, surrounding development is well served by PSEG Long Island infrastructure consisting of transmission lines, substations and solar farms all proximate to the Subject Property.

As with the Proposed Action in the accepted DEIS, electricity for the current Proposed Action is anticipated to be supplied via existing PSEG infrastructure which is already present along Middle Country Road. Pending a formal letter of availability, it is assumed electrical infrastructure would be extended throughout the Subject Property within the utility corridor to be located within the right-of-way of the subdivision roadway.

The modified subdivision necessitates an update to the projected energy use table to reflect changes in the reduced floor area. The reduced footprint and anticipated lower demand will result in decreased energy consumption (-256,601 MMBtu) compared to the original projection (646,044± MMBtu). **Table 21** below provides the updated projected source energy for the modified subdivision plan, based on a 0.3 FAR:

Table 21 Projected Energy Use

Lot Use	Maximum Building Coverage (gsf) or Energy per Flow (gpd)	Source Energy Use Multiplier (kBtu/sf)[10,11]	Annual Average Energy Use (kBtu)
Industrial Lot 1(1)	475,010 gsf	554.3	263,298,043±
Industrial Lot 2(1)	462,300 gsf	554.3	256,252,890±
Industrial Lot 3(1)	227,571 gsf	554.3	126,142,606±
Sewage Treatment Plant(2)	46,596 gpd	7.51	349,936±
Total (kBtu)			646,043,475±
Total (MMBtu)			646,044±

(1) Multiplier source: R (nyc.gov)
(2) Multiplier source: US Energy Use Intensity by Property Type (energystar.gov)

The accepted DEIS indicates that the estimate of energy use is for the maximum allotted building space permitted under Town Code and gross-floor-area of final build-out may be different, as various tenants may have different energy requirements (e.g., refrigerated warehouses may use more energy than typical dry storage warehouses. This remains the case under the reduced floor area analyzed in this DSEIS.

[10] New York City Mayor's Office of Environmental Coordination. *Technical Manual.* Available at: R (nyc.gov). Accessed September 2022.
[11] ENERGY STAR. *Portfolio Manager*. Available at: US Energy Use Intensity by Property Type (energystar.gov). Accessed September 2022.

With respect to natural gas, as described in the accepted DEIS, Under the existing condition, the Subject Property does not generate a demand for natural gas. As with the Proposed Action analyzed in the accepted DEIS, it is unknown if future tenants will have a need for natural gas and this will only be known once individual tenants are identified. The nearest natural gas line is located approximately 800 feet from the Subject Property, along Middle Country Road. If required, it would be the responsibility of the development and future tenant(s) to coordinate with National Grid and have service extended to the Subject Property. The development and/or future tenant(s) would need to coordinate with National Grid, obtain a letter of availability and construct natural gas infrastructure to prevailing regulations.

As indicated above, the Subject Property is within the service area of PSEG Long Island which maintains infrastructure in the form of overhead wires along Middle Country Road. While specific tenants and their energy needs are not known at this time, it is assumed that electricity will be used by future industrial uses. As such, it is expected that electricity for the Proposed Action would be supplied via PSEG with infrastructure extended from Middle Country Road, through a utility corridor along proposed internal subdivision roadway. Once the energy demands of future tenants are known, a letter of availability will be obtained from PSEG Long Island and electric service will be installed according to prevailing regulations.

Furthermore, as indicated in the accepted DEIS, the future individual buildout of subdivided lots would be subject to design review based on the effective standards at the time of Building Permit applications to the Town of Riverhead Building Department. As such, the future buildout of the industrial subdivision is expected to be compliant with applicable building and energy code standards. As PSEG Long Island and National Grid service millions of customers across Long Island, the energy use related to the future construction of the Proposed Project is not anticipated to result in a significant adverse energy impact.

3.6.2 Greenhouse Gas Emissions, Climate Change and Sustainability

Currently, there is very little demand for electricity at the Subject Property as the only activity associated with the site is maintaining the sod farm. There are no buildings located on the property and the on-site irrigation wells require a nominal amount of power when in use during the irrigation season. Under the existing condition, the Subject Property does not generate a demand for natural gas.

The standard farm equipment used during the sod farming operations burns fossil fuels, with smaller GHG emissions compared to nearby commercial uses, residences, and roadways. As noted, the active sod farming operation does not use natural gas, nor does it demand much electricity. However, with respect to its current use, farm vegetation acts as a sink, i.e., reduces CO_2 through photosynthesis. As such, under the current use, the Subject Property does not contribute to global climate change in a significant way.

As discussed in the accepted DEIS, according to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) number 36103C0461H, the Subject Property is in Zone X, which includes areas determined to be outside the 0.2% annual chance floodplain. Additionally, the Subject Property is not within a Special Flood Hazard Area, which is the 100-year floodplain.

Similar to the Proposed Action analyzed in the accepted DEIS, the project involves a major subdivision that would permit the creation of three industrial development lots on the Subject Property, allowing for future industrial development. As such, the development of the three

industrial lots is not part of initial development plans (i.e., subdivision roadway, STP, utility corridor). Based on this, the incorporation of renewable energy and conservation measures cannot be completed until individual end users (tenants) and their energy needs are known. Upon tenant selection, renewable energy and conservation measures would be evaluated during the future buildout period which would occur after subdivision approval. Future buildings will be subject to the prevailing regulations regarding building design and energy conservation, which includes energy efficiency and GHG requirements.

As indicated in the accepted DEIS, construction of the Proposed Project in both the initial and future development phases is likely to utilize standard construction equipment. This would also remain true for the current Proposed Action. As such, the energy demand and direct GHG emissions in these phases is generated by the combustion of fossil fuel used in such equipment. Indirect emissions, similar to operations, are coming from any electricity generation, mobile sources (i.e., construction deliveries and employee car trips), from the imported fossil fuels, and from the embodied carbon in the construction materials. Typically, GHG emissions during building construction are equivalent to about 20 years of the building operational emissions. Since the overall development square footage would be lower than in the previously Proposed Action, GHG emissions are expected to be lower as compared to the original subdivision. Furthermore, the project's reduced GHG emissions are not anticipated to be significant compared to the total emissions of the Town of Riverhead, Suffolk County or New York State.

There would be no change in conclusions with respect to sea-level rise impacts as compared to the action analyzed in the accepted DEIS. As that document noted, the lowest portion of the Subject Property is on the southeast corner (the proposed preserved open space area) at 35±-feet amsl which is well above a four-foot rise in sea-level. Therefore, based on the foregoing, the proposed industrial subdivision would not be subject to future flooding due to sea-level rise. Additionally, the proposed internal road network, sewage treatment plant and utility infrastructure would all be located over 3.5±-miles from any area that may be impacted by sea-level rise at four feet mean higher high water[12] in the year 2100. As such, infrastructure on the Subject Property is not expected to experience the effects of sea-level rise.

With the reduced floor area, the updated energy projections, overall energy use and GHG emissions are also anticipated to be reduced. This reduction in energy use and GHG emissions ensures sustainable development that aligns with regulatory standards and community objectives, as expressed in the *CPU*. Therefore, the conclusions in the accepted DEIS that there would be no significant adverse effects related to energy use, GHG emissions and climate change remain the same, and no mitigation measures are proposed.

[12] MHHW is defined as "the average of the higher high water height of each tidal day observed over the National Tidal Datum Epoch," according to the National Oceanic and Atmospheric Administration. *Tides and Currents Tidal Datum*. Available at: NOAA Tides & Currents (https://tidesandcurrents.noaa.gov/datum_options.html) , Originally accessed September 2022.

4

Cumulative Impacts

4.1 Pending/Proposed Developments

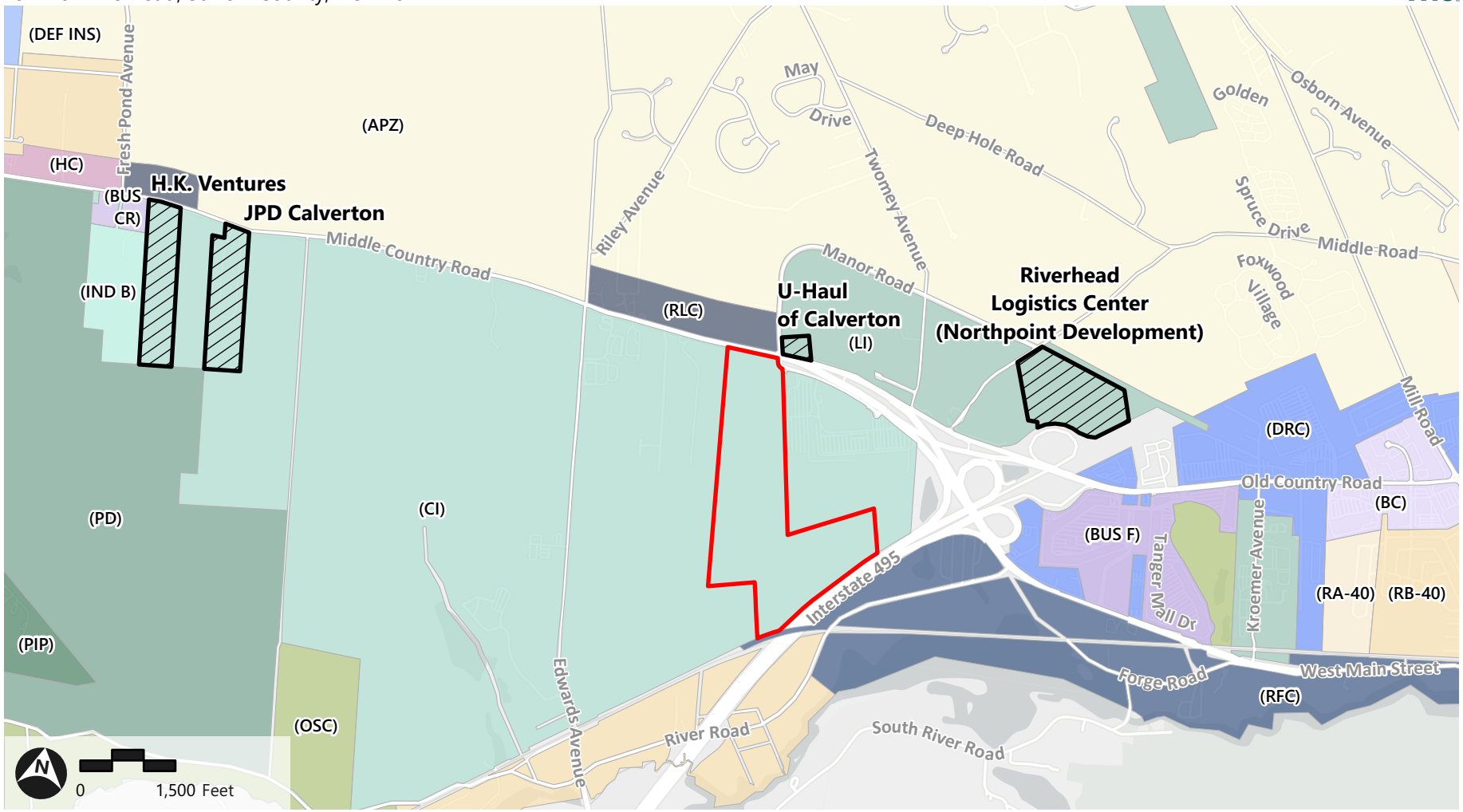
In a letter dated January 29, 2025, the Town of Riverhead Planning Department indicated that there have been no new development applications within a one-mile radius of exits 72 and 73 of the Long Island Expressway (**Appendix F**). Additionally, none of the four projects identified in the DEIS and below have been formally withdrawn by the applicants and are still being planned for development. The January 29th letter also indicated that while the Town has updated its zoning regulations, combining Industrial A and C zones into the new Calverton Industrial Zoning Use District with a reduced floor area ratio and creating the Light Industrial (LI Zoning Use District), which also includes a reduced floor area ratio, among other changes; no revised plans for these projects have been submitted to the Town.

The "other planned developments" previously examined are H.K. Ventures and JPD Calverton, which are also within this new CI zoning use district. Additionally, Northpoint Development and U-Haul of Calverton are now in the LI zoning use district. These developments may be similarly impacted by the new zoning. However, as no new information on these projects is available, the DEIS information remains up-to-date with no changes or new developments proposed.

See **Figure 5** for the location of these other planned developments relative to the Subject Property.

Figure 5: Other Planned Developments

Calverton Industrial Subdivision | 3511 Middle Country Road, Hamlet of Calverton
Town of Riverhead, Suffolk County, New York



Subject Property
Other Planned Developments

Town of Riverhead Zoning

- (BC) Business Center
- (BUS CR) Business CR
- (BUS F) Business F [Manufacturer Outet Center]
- (Def Ins) Defense Institutional
- (DRC) Destination Retail Center
- (RFC) Riverfront Corridor
- (RLC) Rural Corridor
- (HC) Hamlet Center
- (Ind B) Industrial B
- (CI) Calverton Industrial
- (LI) Light Industrial
- (PD) Planned Development
- (PIP) Planned Industrial Park
- (OSC) Open Space Conservation
- (APZ) Agricultural Protection
- (RA40) Residence A-40
- (RB40) Residence B-40

*Boundaries are approximate

Source: Town of Riverhead, ESRI

Path: \\vhb.com\gis\proj\Hauppauge\20490.00 Ostad Riverhead\Project\DraftMaps\2025_DSEIS_Figures.aprx (krondinella, 4/11/2025)

5

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https://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf

Alternatives and Their Impacts

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Appendix A

TOWN OF RIVERHEAD
PLANNING BOARD

4 W. 2nd Street, 2nd Floor, RIVERHEAD, NEW YORK 11901-2707
(631) 727-3200, EXT. 240, FAX (631) 727-9101

Ed Densieski, Chairman *Kenneth Zilnicki, Member* *Joseph H. Baier, Member*
John Hogan, Vice-Chair/Secretary *George Nunnaro, Member*

June 5, 2025

Keith H. Archer, Esq.
445 Broad Hollow Rd., Suite 127
Melville, NY 11747-3601

Resolution No. 2025-051
Issues Positive Declaration Pursuant to SEQRA and Calls for the Preparation of a Supplemental Environmental Impact Statement for the Major Subdivision Application of Calverton Industrial Subdivision (OSTAD)
3511 Middle Country Road and 2140 River Road, Calverton, NY
SCTM No. 600-117-2-11, 600-117-2-13, and 600-138-1-123.1

WHEREAS, the Riverhead Planning Board is in receipt of a major subdivision application seeking approval to subdivide approximately 130.9 acres of industrially zoned land within the Hamlet of Calverton, in the Town of Riverhead; and

WHEREAS, by Planning Board Resolution No. 2021-112, dated November 18, 2021, the Riverhead Planning Board classified the proposed action as a Type 1 Action pursuant to SEQRA and initiated a coordinated SEQRA review with involved agencies, with the Planning Board requesting Lead Agency designation; and

WHEREAS, the SEQRA coordination request was sent to involved agencies by letter dated December 15, 2021; and

WHEREAS, by Planning Board Resolution No. 2022-006, dated February 3, 2022, the Riverhead Planning Board assumed Lead Agency status for the purposes of SEQRA review, and issued a positive declaration, finding that the proposed action may have a significant potential adverse impact on the health, welfare, and the environment; and

WHEREAS, on March 29, 2022, the applicant submitted a Draft Scope for the Draft Environmental Impact Statement on the proposed project; and

WHEREAS, a Notice of Availability of Scope was made available in the April 13, 2022 New York State Department of Environmental Conservation's Environmental News Bulletin; and

WHEREAS, the Planning Board held a public scoping session on May 5, 2022 at 6:00pm, with public attendance handled in person and via Zoom or other similar electronic conferencing service; and

WHERAS, the public scoping session was kept open for the submission of written comment until 4:30 p.m. on May 16, 2022; and

WHEREAS, by Resolution No. 2022-054, dated June 2, 2022, the Planning Board adopted a Final Scope to be used for the preparation of a Draft Environmental Impact Statement (DEIS); and

WHEREAS, on June 16, 2023, the project sponsor submitted a Draft Environmental Impact Statement for the project, which was reviewed by the Planning Department, and rejected as inadequate for public review and circulation on August 18, 2023, with a written list identifying the deficiencies with the document; and

WHEREAS, on November 20, 2023, the project sponsor submitted a revised Draft Environmental Impact Statement (DEIS) for the project, prepared by VHB Engineering, Surveying, Landscape Architecture and Geology, P.C., dated November 2023, which addressed the deficiencies noted with the original submission; and

WHEREAS, by Resolution No. 2024-005, adopted January 4, 2024, the Planning Board accepted deemed the deemed the DEIS adequate for public review and circulation to involved agencies; and

WHEREAS, subsequent to the document's acceptance by the Planning Board, the Riverhead Town Board, by Resolution No. 2024-062, adopted January 3, 2024, the Town Board adopted a Local Law to include Chapter 303: Calverton Industrial Moratorium, which precluded further review of the Calverton Industrial Subdivision (OSTAD) application; and

WHEREAS, by Resolution No. 2024-571, adopted June 18, 2024, the Riverhead Town Board extended the Calverton Industrial Moratorium; and

WHEREAS, by Resolution No. 2024-760, adopted September 4, 2024, the Riverhead Town Board issued a SEQRA Findings Statement and adopted the 2024 Comprehensive Plan Update for the Town of Riverhead; and

WHEREAS, by a series of Town Board resolutions, adopted on December 17, 2024, the Town Board implemented a number of changes to the Town's industrial zoning districts, which impacted the zoning district in which the Calverton Industrial Subdivision (OSTAD) properties are located; and

WHEREAS, in response to the zoning amendments, the applicant has submitted a revised subdivision plat responsive to the amendments made to the zoning district, including but not limited to the new zoning use district, as well as the dimensional regulations of the new Calverton Industrial (CI) zoning use district in which it is located; and

WHEREAS, that the Planning Board, as SEQRA Lead Agency, finds the best course of action to address the zoning amendments is to require the preparation of a Draft Supplemental Environmental Impact Statement (DSEIS), which will be reviewed concurrently with the DEIS accepted by the Planning Board on January 4, 2024. Now, therefore be it

RESOLVED, that the Planning Board hereby issues a Positive Declaration, requiring the preparation of a DSEIS for the Calverton Industrial Subdivision (OSTAD); and be it further

RESOLVED, that pursuant to SEQRA, public scoping remains optional pursuant to 6NYCRR 617.8(a), and as such, the Planning Board does not desire to hold a public scoping session for the preparation of a Supplemental EIS; and be it further

RESOLVED, that the Planning Board hereby sets the scope of the Supplemental DEIS to study the following impacts:

1. A complete analysis of the zoning amendments made which impact the project, including, but not limited to:

    a. The creation of the Calverton Industrial (CI) zoning use district.

    b. Changes to the dimensional regulations from the Industrial A zoning use district to the new CI zoning use district.

RESOLVED, the requisite SEQRA Notice of Determination/Positive Declaration be filed with the NYSDEC Environmental News Bulletin (ENB) and all relevant information be filed with the Town Clerk; and be it further

RESOLVED, that the Town Clerk is hereby authorized to forward a certified copy of this resolution to the Planning Department, the ENB and to the applicant or his agent; and be it further

RESOLVED, that all Town Hall Departments may review and obtain a copy of this resolution from the electronic storage device and if needed, a certified copy of same may be obtained from the Office of the Town Clerk.

Very truly yours,

Edward Densieski,
Planning Board Chairman

A motion was made by Mr. Hogan and seconded by Mr. Zilnicki that the aforementioned resolution be approved:

THE VOTE

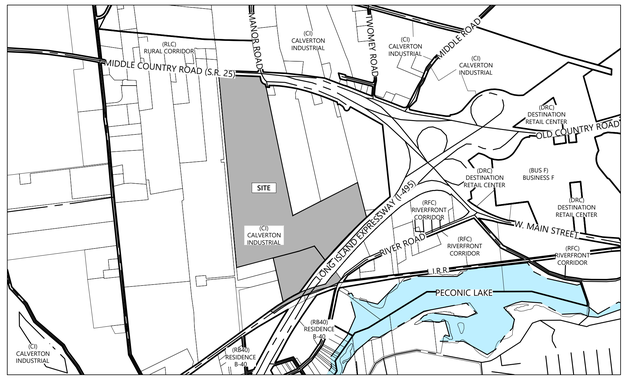
BAIER _X_ YES ___ NO ZILNICKI _X_ YES ___ NO

NUNNARO _X_ YES ___ NO HOGAN _X_ YES ___ NO

DENSIESKI _X_ YES ___ NO

THIS RESOLUTION _X_ WAS ___ WAS NOT
THEREFORE DULY ADOPTED

Appendix B



Key Map

SCALE: 1" = 1,200'

General Notes

1. THIS PLAN WAS PREPARED USING A PRELIMINARY SURVEY PROVIDED BY SECCAFICO LAND SURVEYING PC DATED DECEMBER 2, 2020.
2. RIGHT-OF-WAY INCLUDING ROADWAY AND RECHARGE BASIN AREA SHALL BE OFFERED FOR DEDICATION TO THE TOWN OF RIVERHEAD. THE OPEN SPACE LOT WILL REMAIN PRIVATELY OWNED.

Zoning Summary Chart

Zoning District(S):	Calverton Industrial (CI)	
Zoning Regulation Requirements	Required	Provided
MINIMUM LOT AREA	80,000 SF	206,035 SF (4.73 AC) STP LOT
MINIMUM FRONTAGE	300 Feet	303.72 Feet
MINIMUM FRONT YARD SETBACK	100 Feet	100 Feet
MINIMUM LANDSCAPE BUFFER ALONG PUBLIC/PRIVATE STREET(S) (TRANSITION YARD)	50 Feet	50 Feet
MINIMUM LANDSCAPE BUFFER ALONG ALL OTHER PROPERTY LINES	10 Feet	10 Feet
MINIMUM SIDE YARD SETBACK	30 FT/ 60 FT COMBINED	30 FT/ 60 FT COMBINED
MINIMUM REAR YARD SETBACK	50 Feet	50 Feet
MAXIMUM FLOOR AREA RATIO	0.25 *	.25
MAXIMUM BUILDING HEIGHT	35 Feet	35
MAXIMUM BUILDING AREA	25.0%	25.0%
MAXIMUM IMPERVIOUS SURFACE	70.0%	70.0%
MINIMUM LANDSCAPED AREA	30.0%	30.0%

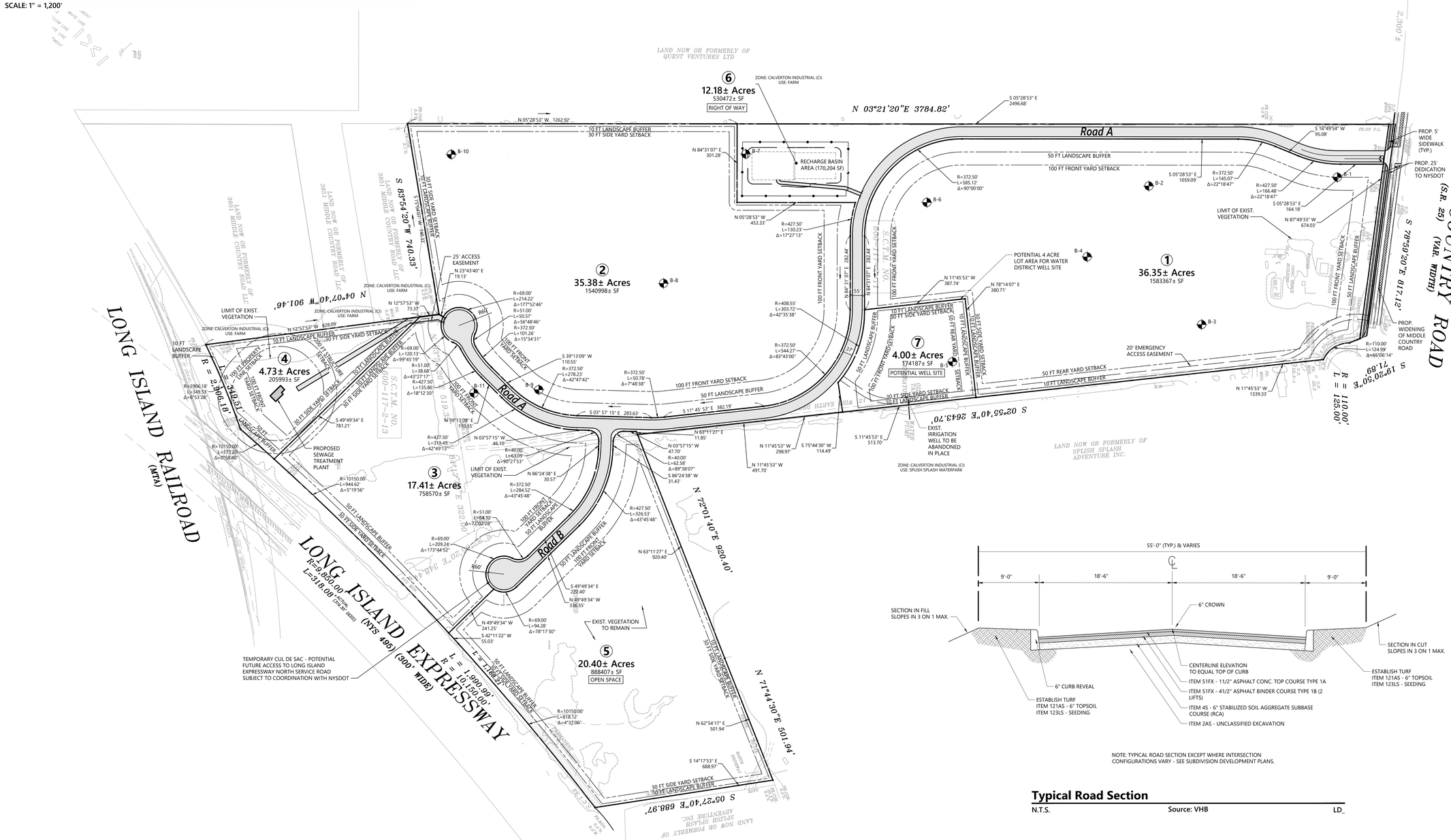
NOTE: ZONING CRITERIA TO MEET ZONING BASED ON FINAL LOT CONFIGURATION IN ACCORDANCE WITH THE ZONING FOR CALVERTON INDUSTRIAL (CI) AS OUTLINED IN THE TOWN CODE.

* MAXIMUM FLOOR AREA RATIO MAY BE INCREASED TO 0.30 WITH THE USE OF TRANSFER OF DEVELOPMENT RIGHTS (TDR) CREDITS.

Site Data Table

OWNER	BAGATELLE ASSOCIATES & ELETAG ASSOCIATES 124 GLEN COVE ROAD EAST HILLS, NY 11577
SCTM#	600-117-2-11 & 13
DATUM	NAVD 1988
ZONE	CALVERTON INDUSTRIAL (CI)
MUNICIPALITY	TOWN OF RIVERHEAD
HAMLET	CALVERTON
FIRE DISTRICT	RIVERHEAD FIRE DISTRICT
SCHOOL DISTRICT	RIVERHEAD CSD
EXISTING LOT AREA	5,702,560.7 SF (130.9 AC)

	A	B	C
1	**Site Area Breakdown**		
2	DEVELOPABLE LOTS (1-3)	3,882,935.0 SF	(89.1 AC)
3	SEWAGE TREATMENT PLANT (4)	205,993.0 SF	(4.7 AC)
4	OPEN SPACE (5)	888,407.0 SF	(20.4 AC)
5	RIGHT OF WAY (6)	530,472.0 SF	(12.2 AC)
6	POTENTIAL WELL SITE (7)	174,187.0 SF	(4.0 AC)
7	25' NYSDOT DEDICATION	20,566.7 SF	(0.5 AC)
8	TOTAL	5,702,560.7 SF	(130.9 AC)


LAND NOW OR FORMERLY OF QUEST VENTURES LTD
6
12.18± Acres
530472± SF
RIGHT OF WAY
ZONE: CALVERTON INDUSTRIAL (CI) USE: FARM
N 03°21'20"E 3784.82'
S 05°28'53" E 2496.68'
N 05°28'53" W 1262.92'
10 FT LANDSCAPE BUFFER
30 FT SIDE YARD SETBACK
Road A
50 FT LANDSCAPE BUFFER
100 FT FRONT YARD SETBACK
RECHARGE BASIN AREA (170,204 SF)
N 84°31'07" E 301.28
N 05°28'53" W 453.33'
R=427.50'
L=130.23'
Δ=17°27'13"
R=372.50'
L=585.12'
Δ=90°00'00"
S 05°28'53" E 1059.09'
R=372.50'
L=145.07'
Δ=22°18'47"
R=427.50'
L=166.48'
Δ=22°18'47"
S 05°28'53" E 164.18'
N 87°49'33" W 674.03'
S 16°49'54" W 95.08'
LIMIT OF EXIST. VEGETATION
PROP. 5' WIDE SIDEWALK (TYP.)
PROP. 25' DEDICATION TO NYSDOT
MIDDLE COUNTRY ROAD (S.R. 25) (VAR. WIDTH)
S 78°59'20"E 817.12'
PROP. WIDENING OF MIDDLE COUNTRY ROAD
R=110.00'
L=124.99'
Δ=65°06'14"
S 19°20'50"E 71.89'
R = 110.00'
L = 125.00'
2
35.38± Acres
1540998± SF
B-8
25' ACCESS EASEMENT
N 23°43'40" E 19.13'
ZONE: CALVERTON INDUSTRIAL (CI) USE: FARM
N 12°57'53" W 73.37'
N 12°57'53" W 828.09'
LIMIT OF EXIST. VEGETATION
10 FT LANDSCAPE BUFFER
30 FT SIDE YARD SETBACK
100 FT FRONT YARD SETBACK
R=69.00'
L=214.22'
Δ=177°52'46"
R=51.00'
L=50.57'
Δ=56°48'46"
R=372.50'
L=101.26'
Δ=15°34'31"
R=69.00'
L=120.13'
Δ=99°45'19"
R=51.00'
L=38.68'
Δ=43°27'17"
R=427.50'
L=135.86'
Δ=18°12'30"
S 39°13'09" W 110.55'
R=372.50'
L=278.23'
Δ=42°47'42"
R=372.50'
L=50.78'
Δ=7°48'38"
100 FT FRONT YARD SETBACK
50 FT LANDSCAPE BUFFER
S 03° 57' 15" E 283.63'
S 11° 45' 53" E 382.19'
N 84° 31' 07" E 282.44'
N 11°45'53" W 387.74'
N 78°14'07" E 380.71'
POTENTIAL 4 ACRE LOT AREA FOR WATER DISTRICT WELL SITE
B-4
1
36.35± Acres
1583367± SF
B-1
B-2
B-3
B-6
B-7
B-10
B-11
4
4.73± Acres
205993± SF
3
17.41± Acres
758570± SF
7
4.00± Acres
174187± SF
POTENTIAL WELL SITE
B-5
R=408.55'
L=303.72'
Δ=42°35'38"
R=372.50'
L=544.27'
Δ=83°43'00"
20' EMERGENCY ACCESS EASEMENT
N 11°45'53" W 1339.33'
S 02°55'40"E 2643.70'
S 11°45'53" E 513.70'
EXIST. IRRIGATION WELL TO BE ABANDONED IN PLACE
ZONE: CALVERTON INDUSTRIAL (CI) USE: SPLISH SPLASH WATERPARK
LAND NOW OR FORMERLY OF SPLISH SPLASH ADVENTURE INC.
N 11°45'53" W 298.97'
S 75°44'30" W 114.49'
N 11°45'53" W 491.70'
N 03°57'15" W 47.70'
R=40.00'
L=62.58'
Δ=89°38'07"
S 86°24'38" W 31.43'
N 63°11'27" E 11.85'
N 63°11'27" E 920.40'
N 72°01'40"E 920.40'
S 49°49'34" E 222.40'
N 39°49'34" W 386.55'
N 49°49'34" W 241.25'
S 42°11'22" W 55.03'
R=69.00'
L=94.28'
Δ=78°17'30"
EXIST. VEGETATION TO REMAIN
5
20.40± Acres
888407± SF
OPEN SPACE
N 71°44'30"E 501.94'
N 62°54'17" E 501.94'
S 14°17'53" E 688.97'
S 05°27'40"E 688.97'
R=1050.00'
L=818.12'
Δ=4°32'06"
R=372.50'
L=284.52'
Δ=43°45'48"
R=427.50'
L=326.53'
Δ=43°45'48"
R=40.00'
L=62.83'
Δ=90°2'153"
N 86°24'38" E 30.57'
R=51.00'
L=64.33'
Δ=72°02'28"
R=69.00'
L=209.24'
Δ=173°44'52"
R=69.00'
L=214.22'
Δ=177°52'46"
R60'
LONG ISLAND RAILROAD (MTA)
LONG ISLAND EXPRESSWAY (I-495) (300' WIDE)
R = 2906.18'
L = 349.53'
R=2906.18'
L=349.53'
Δ=6°53'28"
R=10150.00'
L=173.20'
Δ=0°58'40"
R=1050.00'
L=944.62'
Δ=51°19'56"
R=2,050.00' (RADIAL FROM N. 62°)
L=318.08'
R = 1,990.99'
R = 10,150.00'
L = 1,168.21'
T = 584.37'
S 83°54'20"W 740.03'
N 04°07'40"W 901.46'
S 05°27'40"E 688.97'
TEMPORARY CUL DE SAC - POTENTIAL FUTURE ACCESS TO LONG ISLAND EXPRESSWAY NORTH SERVICE ROAD SUBJECT TO COORDINATION WITH NYSDOT
PROPOSED SEWAGE TREATMENT PLANT
LIMIT OF EXIST. VEGETATION
LAND NOW OR FORMERLY OF 3851 MIDDLE COUNTRY ROAD LLC
SCTM NO. 600-117-2-13
SCTM NO. 600-117-2-11
SCTM NO. 600-117-2-10
SCTM NO. 600-117-2-9
SCTM NO. 600-117-2-8
SCTM NO. 600-117-2-7
SCTM NO. 600-117-2-6
SCTM NO. 600-117-2-5
SCTM NO. 600-117-2-4
SCTM NO. 600-117-2-3
SCTM NO. 600-117-2-2
SCTM NO. 600-117-2-1
SCTM NO. 600-117-1-1
SCTM NO. 600-117-1-2
SCTM NO. 600-117-1-3
SCTM NO. 600-117-1-4
SCTM NO. 600-117-1-5
SCTM NO. 600-117-1-6
SCTM NO. 600-117-1-7
SCTM NO. 600-117-1-8
SCTM NO. 600-117-1-9
SCTM NO. 600-117-1-10
SCTM NO. 600-117-1-11
SCTM NO. 600-117-1-12
SCTM NO. 600-117-1-13
SCTM NO.

Appendix C

Calverton Industrial Subdivision – FAR 0.3 - 1,168,389 Square Feet

Construction Economic Indicators

Impact	Employment	Labor Income	Value Added	Output
Direct	477.91	$46,267,286.86	$81,838,257.29	$131,181,167.23
Indirect	121.7	$11,361,896.86	$19,329,717.70	$33,526,084.99
Induced	189.74	$12,886,665.95	$24,183,433.70	$37,114,867.42
Total	789.34	$70,515,849.67	$125,351,408.69	$201,822,119.65

Operational Economic Indicators

Impact	Employment	Labor Income	Value Added	Output
Direct	400	$25,519,701.36	$27,692,454.20	$41,542,409.32
Indirect	68.75	$4,865,390.69	$7,937,955.47	$13,363,748.90
Induced	97.92	$6,655,614.09	$12,495,968.20	$19,167,015.86
	566.67	$37,040,706.14	$48,126,377.86	$74,073,174.07

Assumptions: 1,168,389 square feet of gross floor area (industrial/warehouse), based on 0.3 FAR

$115/square foot construction cost (industrial/warehouse)

$134.4 million total construction cost

Source: IMPLAN

Appendix D

Chapter 301. Zoning and Land Development

Part 2. Districts

Article XXV. Calverton Industrial (CI)

[Added 10-12-2004 by L.L. No. 37-2004; amended 12-17-2024 by L.L. No. 50-2024]

[1] *Editor's Note: Original Art. **XXV**, Recreational District, of the 1976 Code, added 12-15-1981, as amended, was repealed 7-15-2008 by L.L. No. 22-2008.*

§ 301-121. Purpose and intent.

The intent of the Calverton Industrial (CI) Zoning Use District is to allow a mix of light industrial development, and office campuses in the area outside the boundary of Enterprise Park. The Calverton Industrial Zoning Use District is intended for moderate-sized businesses; to maintain the industrially zone lands outside of Enterprise Park, while concurrently minimizing the potential impacts to surrounding areas by eliminating or significantly restricting the uses permitted in the former Industrial A Zoning Use District. In addition, the district allows and encourages commercial recreation businesses. The use of generous landscaping and open space buffers is intended to help protect the rural appearance and minimize views of development from the expressway and arterial roads.

§ 301-122. Uses.

In the Calverton Industrial (CI) Zoning Use District, no building, structure, or premises shall be used or arranged or designed to be used, and no building or structure shall be hereafter erected, reconstructed, or altered, unless listed as a permitted, specially permitted or permitted accessory use in conformity with the Industrial Districts Table of Use Regulations incorporated into this chapter by reference and made a part hereof with the same force and effect as if such requirements were herein set forth in full as specified in said Industrial Districts Table of Use Regulations.

§ 301-123. Lot, yard, bulk and height requirements.

A. No buildings shall be erected nor any lot or land area utilized unless in conformity with the Zoning Schedule incorporated into this chapter by reference and made a part hereof with the same force and effect as if such requirements were herein set forth in full as specified in said schedule, except as may be hereafter specifically modified.

B. In order to foster environmental conservation as well as preservation of the Town's scenic and rural quality, properties shall provide attractively landscaped contiguous open space areas, equal to at least 30% of the lot area, that shield views of the development from arterial roads and the Long Island Expressway. Preference is given to preservation of existing habitat (such as meadows or forests) rather than clearance and creation of new habitat.

§ 301-124. Supplementary design standards.

A. Design standards.

(1) Developments of multiple buildings in the Calverton Industrial (CI) District shall be planned in a campus layout to the extent practicable as determined by the Board responsible for review. No individual building within a campus style development shall exceed 50,000 square feet.

(2) Continuous sidewalks, off-street transit stops (where routes exist or are planned) and bike racks close to business entrances shall be provided for properties fronting Route 25 or other major arterial street.

(3) Signage shall be provided in accordance with Article **XLVIII**, Signs, of this chapter.

(4) Buffering and transitions.

(a) Trash/dumpster areas shall be screened by wood fences or landscaping, or a combination thereof, pursuant to § **245-8**.

(b) Along borders with public or private streets, a fifty-foot transition yard shall be provided. Said transition yard shall consist of landscaped or naturally vegetated nondisturbance buffer, as deemed appropriate by the reviewing board and shall only contain signs, lighting, a driveway and sidewalks. Along property lines shared with Enterprise Park and other properties, buffer plantings of a minimum ten-foot depth shall be provided. Buffer plantings shall minimize views of paving and buildings from public streets and from Enterprise Park.

B. Parking standards.

(1) The number of off-street parking spaces in the CI Zoning Use District shall be provided in accordance with § **301-231**, Off-street parking, of this chapter.

(2) Planted berms shall be used to screen the view of automobiles from public roadways.

(3) Off-street parking is prohibited within fifty-foot transition yard and within 20 feet of side and rear property lines. No more than 10% of the required parking shall be located within front yard setback area.

(4) In order to soften the appearance of parking lots, large areas of surface parking should be broken up by rows of landscaping no less than 10 feet in width, in order to create parking fields of no more than 50 spaces each. Landscaping shall include ground cover, ornamental grasses, or low shrubs and deciduous trees. This landscaping requirement is in addition to the 30% parcel-wide landscaping mentioned above.

(5) In order to provide recharge of the groundwater basin and minimize runoff, at least one of the following stormwater management techniques shall be used in parking lots where underlying soils support infiltration of precipitation to the groundwater:

(a) Where sanding and salting are not used in the winter, low-traffic or seasonal parking overflow areas of the parking lot shall be surfaced with porous pavement or gravel.

(b) Landscaped areas of the parking lot shall be sited, planted, and graded in a manner to provide infiltration and detention of runoff from paved areas.

301 Attachment 4B

Town of Riverhead
Industrial Districts Table of Use Regulations
[Added 12-17-2024 by L.L. No. 48-2024]

P = Permitted use
SP = Special Permit use
X = Prohibited use

ANY USE NOT LISTED HERE IN THIS TABLE ARE PROHIBITED IN ALL DISTRICTS

SIC Code[1]	Use Classification	LI Light Industrial	CI Calverton Industrial
	Residential uses.		
	All new residential uses.	X	X
	One- or two-family dwelling lawfully existing prior to adoption of this chapter.	P	P
	Residential community facilities.		
	Nursery school or child day-care as principal use.	X	X
	Park, playground or recreational area when authorized or operated by the municipality.	P	P
8411	Public library or museum.	P	P
	Fire station, municipal office or any government building of similar character.	P	P
	School, elementary or high, denominational or private, operated or licensed by the New York State Education Department.	X	X
	General community facilities.		
	Helicopter landing area.	X	X
	Public utility structure or right-of-way, sewage treatment plant or water supply facility necessary to serve the municipality, except wireless communications towers and antennas and satellite earth stations.	P	P
	Wireless communications towers and antennas and satellite earth stations.	SP	SP
	Business uses.		
	Agricultural category.		
01 - 02	Agriculture.	P	P
0752	Animal shelter and kennel	P	P
	Vertical farming	P	P
074	Veterinary services and kennel	P	P
078	Landscape and horticultural services	P	P
	Greenhouse, agricultural	P	P
	Greenhouse, commercial	P	P
	Plant nursery	P	P
	Wholesale business category.		
5012	Automotive and other motor vehicles.	X	P
5013-4	Automobile parts and supplies	P	P
5021 & 3	Furniture and home furnishings	P	P
5031	Lumber, plywood and millwork	P	P

SIC Code[1]	Use Classification	LI Light Industrial	CI Calverton Industrial
5091	Sporting and recreational goods and supplies	P	P
5043	Photographic equipment and supplies	P	P
5044	Office equipment	P	P
5063	Electrical apparatus and equipment, wiring supplies and construction materials	P	P
5064	Electrical appliances, television and radio sets	P	P
5065	Electronic parts and equipment	P	P
5072	Hardware	P	P
5074-5	Plumbing and heating equipment supplies	P	P
5078	Refrigeration equipment and supplies	P	P
5046	Commercial equipment, not elsewhere classified	P	P
5083	Farm and garden machinery and equipment	P	P
5084	Industrial machinery and equipment	P	P
5085	Industrial supplies	P	P
5087	Service establishment equipment and supplies	P	P
5088	Transportation equipment and supplies, except motor vehicles	P	P
5094	Jewelry, watches, diamonds and other precious stones	P	P
5099	Other durable goods, wholesale distribution	P	P
5111-3	Paper and paper products	P	P
5122	Drugs, proprietaries and sundries	P	P
5133	Piece goods (woven fabrics)	P	P
5131	Piece goods, notions and other dry goods	P	P
5136-7	Clothing, furnishings and accessories	P	P
5139	Footwear	P	P
5141-9	Groceries and related products	P	P
5181-2	Beer, wine and distilled alcoholic beverages, wholesale distribution only	SP	SP
5191	Farm supplies, wholesale	SP	SP
5199	Nondurable goods, not elsewhere classified	SP	SP
	Retail business category.		
602	Commercial banks and credit agencies	X	X
606	Credit unions	X	X
	Drive-through or drive-in banks or credit unions	X	X
5083	Farm and garden machinery and equipment	P	P
5191	Farm supplies, retail	P	P
5211	Lumber and other building materials dealers	P	P
5261	Retail nursery and lawn and garden supply stores	P	P
5999	Ice dealers	P	P
5983	Fuel oil dealers (fuel storage in tanks)	SP	SP
5984	Liquefied gas dealers (fuel storage in tanks)	SP	SP
	Office business category.		
807	Medical and dental laboratories	P	P
829	Schools and educational services, not elsewhere classified	P	P
8322	Individual and family social services	P	P
833	Job training and vocational rehabilitation	P	P

SIC Code[1]	Use Classification	LI Light Industrial	CI Calverton Industrial
8399	Social services not elsewhere classified	P	P
871	Engineering, architectural, and surveying	P	P
873	Research development, and testing services	P	P
4121	Taxicabs	P	P
	Service categories.		
15-17	Building and construction, general and special trade contractors	P	P
41	Public passenger transportation services and terminals	SP	SP
726	Crematory	SP	SP
734	Services to dwellings and other buildings	P	P
7384	Photofinishing laboratory	P	P
7532-39	Automotive and auto body repair shop	P	P
7549	Automotive services, except repair and carwashes	P	P
762	Electrical repair	P	P
764	Reupholstery and furniture repair	P	P
769	Other repair services and welding	P	P
7399	Business services, not elsewhere classified	SP	SP
	Tier 2 battery energy storage systems pursuant to Chapter 301, Part 3, Article LIIC	SP	SP
	Commercial solar energy production systems pursuant to Chapter 301, Part 3, Article LII	SP	SP
	Wireless communication towers, antennas and satellite earth stations pursuant to Chapter 301 Article LI.	SP	SP
	Amusement and recreation services.		
783	Motion-picture theater, regional	X	P
7999	Art galleries, commercial	P	P
7991	Physical fitness facilities	P	P
7992	Public golf courses	SP	SP
7993	Coin-operated amusement devices	X	X
7996	Amusement parks	X	SP
7997	Membership sports and recreation clubs	SP	SP
7999	Miniature golf courses	SP	SP
7999	Archery ranges	P	P
7999	Golf driving ranges	SP	SP
7999	Ice skating rink operation	SP	SP
7999	Riding academy and schools	SP	SP
7999	Go-cart raceway operation, indoor	SP	P
7999	Go-cart raceway operation, outdoor	SP	SP
	Other motorized raceway, indoor (excluding automobiles)	SP	SP
	Other motorized raceway, outdoor (excluding automobiles)	X	SP
8999	Other services	P	P
	Adult uses as set forth in Chapter 301 Article XXVIII	X	X
	Industrial uses		

SIC Code[1]	Use Classification	LI Light Industrial	CI Calverton Industrial
	Nonmanufacturing industry.	P	P
4225	Warehousing, general	P	P
	Last mile fulfillment center	X	X
423	Trucking terminal and transfer station	X	X
781	Motion-picture production	P	P
7391	Research and development laboratories	P	P
7395	Photofinishing laboratory	P	P
7397	Commercial testing laboratory	P	P
4225	Self-service storage facility	P	P
1442	Construction sand and gravel	X	X
1446	Industrial sand	X	X
	Manufacturing industry.		
202	Dairy products	P	P
203	Preserved fruits and vegetables	P	P
204	Grainmill products	P	P
205	Bakery products	P	P
2091	Canned or cured seafood	P	P
2097	Manufactured ice	P	P
242	Sawmill and planning mill	P	P
243	Millwork, plywood and structural members	P	P
244	Wood containers	P	P
245	Prefabricated buildings	P	P
25	Furniture and fixtures	P	P
27	Printing and publishing	P	P
321-3	Glass and glass products	P	P
3271-3	Concrete, concrete block and ready-mixed concrete (paving and construction material manufacturing)	X	X
326	Pottery and related products	P	P
3444 & 6	Sheet metal, architectural and ornamental metalwork	P	P
3573	Electronic computing equipment	P	P
372	Aircraft, aircraft engines and parts, services and repair	P	P
373	Ship and boat building and repairing	P	P
381	Engineering and scientific instruments	P	P
382	Measuring and controlling devices	P	P
383	Optical instruments and lenses	P	P
384-5	Medical instruments and lenses	P	P
3949	Sporting and athletic goods, not elsewhere classified	P	P
	Accessory uses.		
	Customary accessory structure and/or use, except those prohibited by this chapter.	P	P
	Outdoor storage incidental and subordinate to the principal use, suitably screened and not located withing required front yard.	P	P
	Cafeteria for an office or other building, when contained within the building or ancillary structure on the same parcel, for the purpose of serving employees and their guests.	P	P

SIC Code[1]	Use Classification	LI Light Industrial	CI Calverton Industrial
	Retail sales accessory to a wholesale business not to exceed 10% of the gross floor area of the wholesale business or 3,000 sq. ft. whichever is less.	P	P
	Day-Care Facility incidental and subordinate to principal use for the purposes of serving employees and not general public.	P	P
	The sale at retail of homegrown or homemade products upon agriculturally used land, provided that all retail uses shall be subject to site plan approval pursuant to Chapter 301 Article LIIA, Farm Stand Review, and the other provisions of this chapter. The farmer may sell supporting farm products and farm products not grown by the farmer, provided that the area for the sale of said products at no time exceeds 40% of the total merchandising area.	P	P
	Tier 1 battery energy storage systems pursuant to Chapter 301, Part 3, Article LIIC	P	P
	Tier 2 battery energy storage systems pursuant to Chapter 301, Part 3, Article LIIC	SP	SP
	Adult uses as set forth in Chapter 301 Article XXVIII	X	X

[1] "SIC" refers to the Standard Industrial Classification Manual which can be accessed at the following link: https://www.osha.gov/data/sic-manual

301 Attachment 4A

Town of Riverhead

Industrial Districts Schedule of Dimensional Regulations
[Added 6-6-2006 by L.L. No. 18-2006; amended 12-17-2024 by L.L. No. 45-2024]

Zoning Use District	Minimum Lot Area (square feet)	Minimum Lot Frontage (feet)	Minimum Front Yard (feet)	Minimum Rear Yard (feet)	Minimum Side Yard (feet)	Minimum Side Yard (total feet)	Maximum Building Area	Maximum Floor Area Ratio	Maximum Floor Area Ratio w/TDR	Minimum Landscaped Area	Maximum Height (feet)	Maximum Impervious Surface
Light Industrial (LI)	80,000	100	50	50	20	40	25%	0.25	0.30	25%	35	60%
Calverton Industrial (CI)	80,000	300	100	50	30	60	25%	0.25	0.30	30%	35	70%

Chapter 301. Zoning and Land Development

Part 2. Districts

Article XLII. Transfer of Development Rights

[Added 8-7-2018 by L.L. No. 15-2018[1]]

[1] *Editor's Note: This local law superseded former Art. XLII, Transfer of Development Rights, added 4-19-2005 by L.L. No. 12-2005, as amended, consisting of §§ **301-199** to **301-210**.*

§ 301-199. Statutory authority.

This article is adopted pursuant to § 261-a of the New York State Town Law and the Town of Riverhead Comprehensive Plan. All of the powers and conditions set forth in Town Law § 261-a are hereby adopted. The Riverhead Town Board hereby designates the Riverhead Planning Board as the Town body authorized to implement the transfer of development rights program as set forth herein.

§ 301-200. Definitions.

In addition to the definitions provided in Town Law § 261-a, the definitions in § **301-3** of this chapter shall apply to this article.

§ 301-201. Intent and purpose.

It is the intent and purpose of this article to implement the land use policies set forth in the Town of Riverhead Comprehensive Plan with specific reference to protection of the lands located within the Agriculture Protection Zone (APZ), the preservation of agricultural lands, the support of the existing agricultural industry, and the necessary and appropriate economic development of the community.

§ 301-202. Transfer of development rights map.

Pursuant to § 261-a, Subdivision 2b, of the New York Town Law, the relevant sending and receiving districts of the Town of Riverhead TDR Law shall be those areas specifically mapped in accordance with the stated goals of the Town of Riverhead Comprehensive Plan adopted by the Riverhead Town Board by resolution dated November 3, 2003.

§ 301-203. Procedure for designating sending and receiving districts.

A. Sending district. Prior to mapping a sending district, the Town Board shall determine:

(1) That the land consists of agricultural use or prime agricultural soils or other natural features identified for protection.

(2) That the sending district is consistent with a Comprehensive Plan pursuant to § 272-a of the New York State Town Law.

(3) That the rules and regulations promulgated pursuant to the State Environmental Quality Review Act (SEQRA) have been complied with.

B. Receiving district. Prior to mapping a receiving area, the Town Board shall determine:

(1) The effects of potential increased development which is possible under transfer of development rights, including the requirements that the receiving district contains adequate transportation, water supply, waste disposal and fire protection, that there will be no significant environmentally damaging consequences, and that such increased development is compatible with the development otherwise permitted by any municipality or agency thereof having jurisdiction to approve permissible development within the district.

(2) That the receiving district is consistent with a Comprehensive Plan pursuant to § 272-a of the Town Law.

(3) That the rules and regulations promulgated pursuant to the State Environmental Quality Review Act (SEQRA) have been complied with.

§ 301-204. Designation of sending districts.

[Amended 12-17-2024 by L.L. No. 43-2024]
Pursuant to § **301-202** of this article, the Town Board shall be authorized to establish specifically mapped lands in accordance with § 261-a, Subdivision 2b. The following zoning use district is hereby mapped as a sending district:

A. Agriculture Protection (APZ) Zoning Use District.

B. Residence A-80 (RA80) Zoning Use District.

C. Residence B-80 (RB80) Zoning Use District.

§ 301-205. Designation of receiving districts.

[Amended 12-17-2024 by L.L. No. 43-2024]
Pursuant to § **301-202** of this article, the following zoning use districts are hereby mapped as receiving districts:

A. Residence A-80 (RA80) Zoning Use District.

B. Residence A-40 (RA40) Zoning Use District.

C. Hamlet Residential (HR) Zoning Use District.

D. Retirement Community (RC) Zoning Use District.

E. Business Center (BC) Zoning Use District.

F. Shopping Center (SC) Zoning Use District.

G. Destination Retail Center (DRC) Zoning Use District.

H. Commercial/Residential Campus (CRC) Zoning Use District.

I. Business F Zoning Use District.

J. Planned Recreational Park (PRP) Zoning Use District.

K. Calverton Industrial (CI)

§ 301-206. Procedures for severing development rights.

[Amended 12-17-2024 by L.L. No. 43-2024]

A. Preservation credit certificate. A property owner may request preservation credit certificates from the Planning Board by submission of the following:

   (1) A completed preservation credit certificate application form to be supplied by the Planning Board;

   (2) Property survey showing existing conditions certified to the Town of Riverhead and the area to be preserved;

   (3) Current title commitment prepared by a company licensed to do business in the County of Suffolk and noting the Town of Riverhead as proposed insured;

   (4) Copy of deed;

   (5) Legal description of the area from which rights are to be severed;

   (6) Copy of tax bill;

   (7) Fee of $500.

B. Upon the recording of the conservation easement in the office of the County Clerk, or submission of the conservation easement to the Planning Board in recordable form, encumbering all or part of a sending parcel and the provision of evidence of same to the Planning Board together with a current title insurance policy showing title insurance acceptable to the Planning Board in an amount equal to the value of the conservation easement and naming the Town of Riverhead as an insured, the Planning Board shall issue a preservation credit certificate certifying that the holder is entitled to a specific number of preservation credits. Fractional credits may be issued by the Planning Board.

§ 301-207. Allocation of preservation credits.

[Amended 12-17-2024 by L.L. No. 43-2024]
When an application for the allocation of preservation credits is made to the Planning Board, such Board shall calculate the total number of credits upon the real property within a designated sending area using a development yield factor. Development yield is established by multiplying the gross area of the parcel by the relevant development yield factor for the sending district. The development yield factor for all mapped sending areas shall be one right per 43,560 square feet of unimproved real property, except that no allocation of preservation credits shall be made for the following:

A. Real property from which rights have been previously purchased or transferred.

B. Real property improved with any structure not an agricultural structure as defined herein, or any improvement, including golf courses.

C. Parcels of property less than seven acres in size.

D. Any land concerning which the Planning Board determines that the severing of development rights therefrom would be inconsistent with the goals and objectives set forth in the Comprehensive Plan.

§ 301-208. Redemption of preservation credits.

[Amended 12-17-2024 by L.L. No. 43-2024]
Preservation credits may be used to increase the development yields within mapped receiving areas according to the procedures set forth herein. In its determination of the total development yield of a particular property upon which development rights are to be applied, the Board responsible for review shall consider the extent of natural features existing on the site, including, but not limited to, water surfaces, tidal wetlands, freshwater wetlands, horizontal area of escarpments, bluffs, woodlands and beaches below mean high water.

A. Retirement Community (RC) zoning use district. Preservation credits may be used to increase the development yield associated with site plan applications made to the Town pursuant to Article **VIII**, Residence RC (RC) Zoning Use District (Retirement Community), of this chapter. In its review and approval of such site plan applications, the Board responsible for review may increase the allowable development yield at a rate of one dwelling unit per preservation credit redeemed, not to exceed four dwelling units per 40,000 square feet. In its review and approval of subdivisions within the RC Zoning Use District utilizing preservation credits, the Planning Board shall condition the final map approval upon the redemption of the appropriate number of credits, with the signature and recording of the subdivision predicated upon the redemption and retiring of the appropriate number of preservation credits.

B. Business Center (BC) zoning use district. Preservation credits may be used to increase the development yield associated with site plan applications made to the Town pursuant to Article **LVI**, Site Plan Review, of this chapter. In its review and approval of such site plan applications, the Board responsible for review may increase the allowable development yield at a rate of an additional 3,000 square feet of floor area per preservation credit redeemed to a maximum 0.3 floor area ratio.

C. Shopping Center (SC) zoning use district. Preservation credits may be used to increase the development yield associated with site plan applications made to the Town pursuant to Article **LVI**, Site Plan Review, of this chapter. In its review and approval of such site plan applications, the Board responsible for review may increase the allowable development yield at a rate of an additional 3,000 square feet of floor area per preservation credit redeemed to a maximum 0.3 floor area ratio.

D. Destination Retail Center (DRC) zoning use district. Preservation credits may be used to increase the development yield associated with site plan applications made to the Town pursuant to Article **LVI**, Site Plan Review, of this chapter. In its review and approval of such site plan applications, the Board responsible for review increase the allowable development yield at a rate of an additional 3,000 square feet of floor area per preservation credit redeemed to a maximum 0.3 floor area ratio.

E. Business F Zoning Use District. Preservation credits may be used to increase the development yield associated with site plan applications made to the Town pursuant to Article **LVI**, Site Plan Review, of this chapter. In its review and approval of such site plan applications, the Board responsible for review may increase the allowable development yield at a rate of an additional 3,000 square feet of floor area per preservation credit redeemed to a maximum of 0.3 floor area ratio.

F. Planned Recreational Park (PRP) Zoning Use District. Preservation credits may be used to increase the development yield associated with site plan applications made to the Town pursuant to Article **LVI**, Site Plan Review, of this chapter. In its review and approval of such site plan applications, the Board responsible for review may increase the allowable development yield at a rate of an additional 1,500 square feet of floor area per preservation credit redeemed to a maximum of 0.2 floor area ratio.

G. Calverton Industrial (CI). Preservation credits may be used to increase the development yield for site plan applications made to the Town pursuant to Article **LVI**, Site Plan Review, of this chapter. In its review and approval of such site plan application, the Board responsible for review may increase the development yield at a rate of an additional 5,000 square feet of floor area per preservation credit redeemed to a maximum 0.30 floor area ratio.

§ 301-209. Administration.

The Planning Board shall be the sole administrator of the procedures and functions associated with this article. The Planning Board shall:

A. Issue preservation credit certificates upon the recording of appropriate easements.

B. Keep records of, retain and catalog both issued and redeemed preservation credits certificates in a Town-managed database.

C. Prepare and distribute an annual report providing statistics on TDR program activity.

D. Discontinue the redemption of preservation credits for residential properties upon the redemption of 500 residential credits anywhere within the Town.

E. Not permit an area encumbered by a conservation easement to be included in any development yield calculation for subdivision approval by the Riverhead Planning Board.

§ 301-210. Commercial site plan administration.

[Added 5-7-2019 by L.L. No. 11-2019]
The agency responsible for commercial site plan approval shall be the administrator for application of preservation certificates on commercial site plan applications as follows:

A. In the event that preservation credit certificates are to be applied to commercial development as set forth in this chapter, the agency responsible for commercial site plan approval shall have the authority to vary the development standards set forth in this chapter, including, but not limited to, parking, floor area ratio and lot coverage requirements. The agency responsible for commercial site plan approval shall utilize the standards set forth in § 267-b of the Town Law of the State of New York in determining whether to vary development standards as set forth herein.

B. This § **301-210** is adopted pursuant to the Municipal Home Rule Law of the State of New York and is expressly intended to supersede the provisions of Town Law § 267-b and § **105-8** of the Town Code of the Town of Riverhead.

Appendix E

TRAFFIC IMPACT STUDY

Proposed Industrial Subdivision

3511 Middle Country Road, Hamlet of Calverton, Town of Riverhead, Suffolk County, New York

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1

Introduction

This Traffic Impact Study (TIS) summarizes the evaluation of the potential traffic impacts associated with the development of an industrial subdivision consisting of a total of 130.9-acres in the Town of Riverhead, Suffolk County, New York. The Proposed Action assumes the subdivision of the property into industrial lots with a maximum building coverage of approximately 30 percent for each of the proposed lots. This results in a total of 1,168,389 square feet (sf) of industrial floor area, assuming the full buildout of the project. The purpose of this study is to determine if there are significant traffic impacts due to the Proposed Project, to evaluate the adequacy of the adjacent roadway network to accommodate the Proposed Project, and to propose mitigation measures, if required.

Based on the results of the study, it has been concluded that with the proposed site access and identified mitigation measures, the Study Area intersections and surrounding roadway network will accommodate the additional trips associated with the Proposed Action and will not be negatively impacted.

Project Description

On October 20, 2021, the Applicant (Bagatelle Associates and Eletag Associates) submitted a petition for major subdivision approval for the Subject Property to the Town of Riverhead. Under that application, the Applicant was proposing to create and develop a subdivision known as Calverton Industrial Subdivision to allow future development of the130.9±-acre site (located at 3511 Middle

Country Road and 2140 River Road in Riverhead, NY) with a maximum of 1,627,559 sf of gross floor area across three development lots. This represented a floor area ratio of 0.4, which was the maximum permitted under the Industrial A Zoning Use District at the time. Subsequent to the submission and review of a Draft Environmental Impact Statement (DEIS), the Town of Riverhead adopted a moratorium on industrial developments within certain portions of the town, suspending the State Environmental Quality Review Act (SEQRA) process for the application.

While the moratorium was in effect, the Town of Riverhead was undergoing the review process for their updated Comprehensive Plan, which included zoning amendments for the industrial subcategory of districts. As a result of these efforts, certain parcels within the Industrial A Zoning Use District in Calverton, including the subject property, were reclassified to the new Calverton Industrial (CI) Zoning Use District. In so doing, a maximum FAR of 0.25 was set for these properties with the provision that the FAR could be increased to 0.3 for a property through the acquisition of TDR credits.

The original DEIS included a traffic impact study which was dated November 2023 which was prepared assuming the maximum development of the property based on the previous maximum FAR of 0.4 which amounted to 1,627,559 sf of building area. Because the permitted FAR for the property is now 0.3, assuming the TDR credits are acquired, the potential maximum development of the subdivision has decreased to1,168,389 sf. Accordingly, this document represents an updated study to examine the impacts of that development, assuming the current maximum building area were to be constructed.

The property is located on the south side of Middle Country Road, west of the Middle Country Road at Splish Splash Drive/Manor Road intersection approximately 0.5 miles west of the eastern terminus of the Long Island Expressway. Access to the development will be provided via one full movement driveway on Middle Country Road which will include a traffic signal which will be constructed with the proposed project. An emergency only access easement is also proposed along the eastern boundary of the property ultimately accessing Middle Country Road. The project location is shown in Figure 1. The Overall Site Plan is included in Attachment A.

Study Methodology

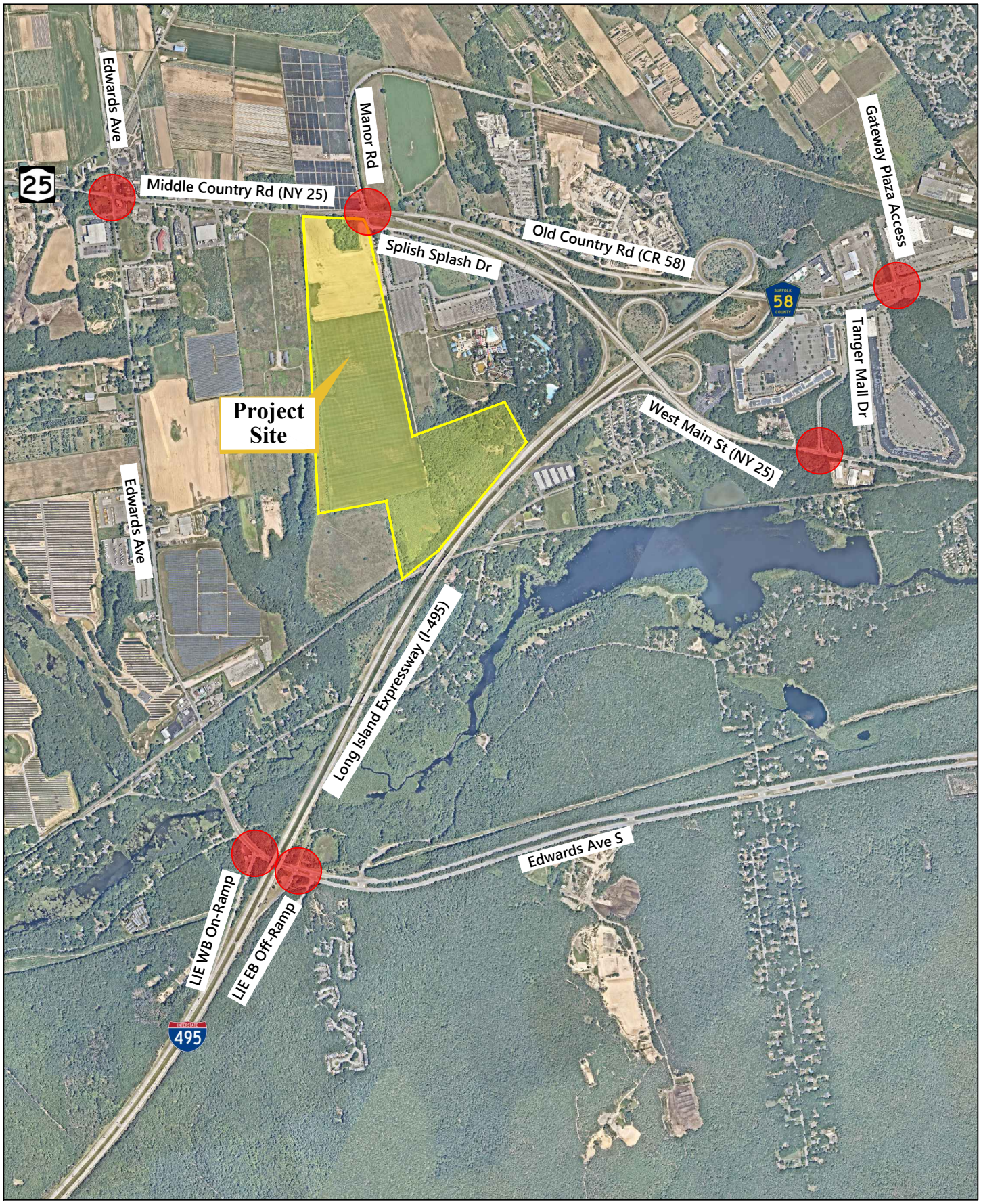
The TIS was prepared in accordance with the Final Scope of the Draft Environmental Impact Statement (DEIS) for the Proposed Project (Most recently updated June 2, 2022) which was adopted by the Town of Riverhead Planning Board and includes an evaluation of the existing traffic operations, an assessment of future conditions without development of the Proposed Project, an estimate of projected traffic volumes for the Proposed Project, and the evaluation of the potential impact on future traffic operations in the Study Area. Specifically:

- Field inventories were completed to document existing conditions in the Study Area.
- Turning movement counts were collected at the Study Area intersections during the weekday AM peak period, the weekday PM peak period, and the Saturday Midday peak period. As it is well understood that the study area experiences seasonal changes in traffic, data was collected both during the Fall and Summer seasons.

- A comparison was made of pre-COVID volume data and post-COVID volume data to determine the need for adjustments to intersection traffic volumes to account for the potential impacts of the pandemic.
- Existing traffic volumes collected at the Study Area intersections in 2022 were expanded to the future development year (2028).
- Information about Other Planned Developments (OPDs) was obtained from the Town of Riverhead and added to the Existing traffic volumes as necessary to produce the No-Build traffic volumes.
- A Traffic Signal Warrant Analysis was prepared for the location of the proposed site access driveway on Middle Country Road (NY 25).
- Traffic generated by the Proposed Project was estimated, distributed through the Study Area, and added to the No-Build volumes to develop the Proposed Project Build volumes.
- Capacity analyses were performed for the Study Area intersections for the Existing, No-Build, and Build conditions.
- The need for traffic mitigation measures was evaluated.
- A qualitative analysis for construction traffic impacts was prepared.
- A qualitative analysis for the interchanges associated with the Long Island Expressway (I-495) at West Main Street (NY 25) and West Main Street (NY 25) at Old Country Road (CR 58) was prepared.
- A comparative analysis was prepared for the traffic generation associated with the proposed action relative to that of alternative development options for the site.
- An evaluation for the potential connection of the site to a future North Service Road to the Long Island Expressway was performed.
- Crash analysis was conducted for the latest pre-Covid three-year period for the study intersections and roadway segments.
- The proposed site access configuration and internal circulation was evaluated

The Study Area for the Proposed Project includes the following intersections, as required by the Final Scope of the DEIS, which were evaluated in detail for the weekday AM and PM peak hours and the Saturday Midday peak hour (Figure 1):

1. Middle Country Road (New York (NY) Route 25) at Edwards Avenue
2. Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road
3. West Main Street (NY Route 25) at Tanger Mall Drive
4. Old Country Road (County Road (CR) 58) at Tanger Mall Drive/Gateway Plaza Access
5. Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue
6. Long Island Expressway (I-495) Westbound On-Ramp at Edwards Avenue



Not to Scale

Legend

Study Intersection

Project Location
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 1

2

Existing Conditions

Evaluation of the transportation impacts associated with the Proposed Project requires a thorough understanding of the existing transportation conditions in the Study Area. Roadway geometry, traffic control, daily and peak hour traffic flow, existing land uses surrounding the site, and multimodal accommodations are described in detail below.

Roadway and Intersection Conditions

Principal Roadways

Middle Country Road / West Main Street (NY Route 25)

Middle Country Road / West Main Street, designated NY Route 25, is an urban principal arterial roadway under the jurisdiction of New York State Department of Transportation (NYSDOT). West of the Interchange with the Long Island Expressway (I-495), this roadway is designated as Middle Country Road while east of the Long Island Expressway, the designation changes to West Main Street. Middle Country Road provides east/west travel and provides one travel lane in each direction in the vicinity of the property. At some major intersections, the roadway widens to provide dedicated turn lanes and along the property frontage, there exists an eight to nine-foot-wide shoulder on both sides of the roadway. There are no sidewalks on the roadway in the vicinity of the Project Site and the posted speed limit on Middle Country Road is 50 miles per hour (mph). East of the subject site, Middle Country Road intersects with the interchanges for both Old Country Road (CR 58) and the Long Island Expressway (I 495) Exit 72 where it changes in designation to West Main Street. Traffic volume data provided by the NYSDOT indicates that the 2019 Annual Average Daily Traffic (AADT)

on Middle Country Road, west of Edwards Avenue is 16,551 vehicles per day (vpd) and 15,503 vpd east of Edwards Avenue.

Edwards Avenue

Edwards Avenue is an urban minor arterial roadway that provides north/south travel between Sound Avenue (to the north) and S. River Road (to the south), where it turns into Nugent Drive (County Road 94). Edwards Avenue between Sound Avenue (to the north) and River Road (to the south) is under the jurisdiction of the Town of Riverhead and provides one travel lane in each direction. The section of Edwards Avenue between River Road and S. River Road is designated CR 94, where it continues as Nugent Drive (CR 94) and is under the jurisdiction of Suffolk County and provides two travel lanes in each direction with additional turn lanes at some intersections. Sidewalks exist intermittently along Edwards Avenue and the posted speed limit is 45 mph. Traffic volume data available from the NYSDOT Traffic Data Viewer (TDV) indicates that the 2019 AADT on Edwards Avenue, north of Middle Country Road is estimated to be 4,040 vpd, between Middle Country Road and River Road is estimated to be 7,890 vpd and south of River Road it is 9,880 vpd.

Manor Road

Manor Road is an urban local roadway under the jurisdiction of the Town of Riverhead. Manor Road provides north/south travel just north of Middle Country Road that bends for east/west travel to its intersection with Middle Road. There are no sidewalks along Manor Road and the posted speed limit is 45 mph.

Old Country Road (CR 58)

Old Country Road, designated CR 58, is an urban principal arterial roadway under the jurisdiction of the Suffolk County Department of Public Works. (SCDPW) Old Country Road provides east/west travel between NY Route 25 (to the west) and Doctors Path/NY 25 (to the east). Within the study area, there are sidewalks along Old Country Road in some areas east of the junction with the Long Island Expressway. The posted speed limit on Old Country Road is 35 mph. Traffic volume data available from the NYSDOT TDV indicates that the 2019 AADT on Old Country Road between NY Route 25 (west) and Osborn Avenue is 31,547 vpd.

Long Island Expressway (LIE) (I-495)

The Long Island Expressway (LIE), designated Interstate 495, is a controlled-access east-west freeway under the jurisdiction of the NYSDOT. It runs from the western portal of the Queens-Midtown Tunnel and terminates at CR 58 in Riverhead. The section of the LIE between exit 71 (Edwards Avenue) under to Exit 73 (NY Route 25/Middle Country Road) provides four travel lanes in each direction. The NYSDOT Traffic Data Viewer reports the estimated 2019 AADT for this section of the LIE at 23,253 vpd and the posted speed limit is 55 mph.

Study Intersections

Middle Country Road (NY Route 25) at Edwards Avenue

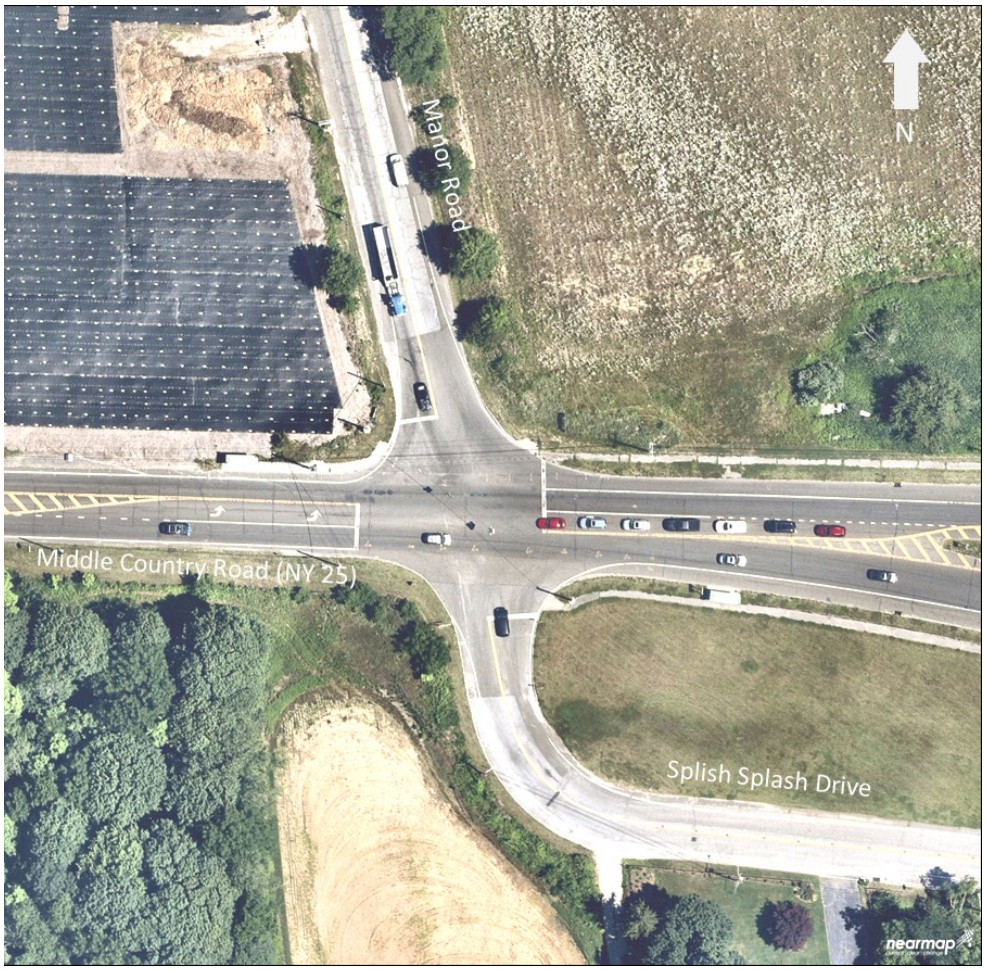


The Middle Country Road (NY Route 25) at Edwards Avenue intersection is a four-legged intersection operating under traffic signal control. The Middle Country Road eastbound and westbound approaches each provide a single shared lane for left-turn/through/right turn movements. The Edwards Avenue northbound and southbound approaches each provide a shared lane for left-turn/through/right turn movements. At the intersection, sidewalks are provided on the south side of Middle Country Road. No marked crosswalks, pedestrian pushbuttons, or pedestrian signals are provided at this intersection. The intersection is controlled by a two-phase traffic signal with the following phasing:

- Middle Country Road northbound and southbound movements
- Edwards Avenue eastbound and westbound movements

At present, this location is undergoing reconstruction to provide additional turn lanes and re-phasing in each direction of travel. Details of this action are described in Chapter 3 of this report.

Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road



The Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection is a four-legged intersection operating under traffic signal control. The Middle Country Road eastbound and westbound approaches each provide a dedicated left-turn lane and a shared through/right turn lane. The Splish Splash Drive northbound and Manor Road southbound approaches each provide a single lane for shared left-turn/through/right-turn movements. Sidewalks are provided on both sides of Middle Country Road east of Splish Splash Drive/Manor Road. No marked crosswalks or pedestrian signals are provided at the intersection though there are pedestrian pushbuttons provided to cross the Manor Road southbound approach to the intersection.

The intersection is controlled by a multi-phase traffic signal with the following phasing:

- Middle Country Road westbound movements with protected left-turns
- Middle Country Road eastbound and westbound movements with permitted left-turns
- Splish Splash Drive northbound and Manor Road southbound movements

West Main Street (NY Route 25) at Tanger Mall Drive



The West Main Street (NY Route 25) at Tanger Mall Drive intersection is a three-legged intersection operating under traffic signal control. The West Main Street eastbound approach provides a dedicated left-turn lane and a through lane. The West Main Street westbound approach provides a through lane and a channelized right-turn lane. The Tanger Mall Drive southbound approach provides a dedicated left-turn lane and a dedicated channelized right-turn lane. Sidewalks are provided on the south side of West Main Street. No marked crosswalks, pedestrian pushbuttons, or pedestrian signals are provided at the intersection.

The intersection is controlled by a two-phase traffic signal with the following phasing:

- West Main Street eastbound and westbound movements
- Tanger Mall Drive southbound movements

Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access



The Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access intersection is a four-legged intersection operating under traffic signal control. The Old Country Road eastbound approach provides a dedicated left-turn lane, two through lanes, and a channelized right-turn lane. The Old Country Road westbound approach provides a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane. The Tanger Mall Drive northbound approach provides a dedicated left-turn lane, a shared left-turn/through lane, and a channelized right-turn lane. The Gateway Plaza Access southbound approach provides a dedicated right-turn lane. Sidewalks are provided along both sides of Old Country Road, along the west side of Tanger Mall Drive and along the east side Gateway Plaza Access. Marked crosswalks exist on each approach with pedestrian pushbuttons and pedestrian signals provided on each corner of the intersection to facilitate crossing each approach.

The intersection is controlled by a multi-phase traffic signal with the following phasing:

- Protected Old Country Road eastbound and westbound left-turn movements with a southbound right-turn overlap
- All Old Country Road eastbound and westbound movements with permitted left-turns
- Protected Old Country Road westbound left-turn movement
- All Tanger Mall Drive northbound movements

Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue



The Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection is a three-leg intersection operating under stop control on the eastbound off-ramp approach. The Edwards Avenue northbound and southbound approaches each provide two through lanes. The LIE Eastbound Off-Ramp approach provides a dedicated left-turn lane and a dedicated right-turn lane. A sidewalk exists on the west side of Edwards Avenue between the LIE Eastbound Off-Ramp and Mill Road. A marked crosswalk exists across the northbound approach.

Long Island Expressway (I-495) Westbound On-Ramp at Edwards Avenue



The Long Island Expressway (I-495) Westbound On-Ramp at Edwards Avenue intersection is a three-leg intersection which facilitates vehicles merging onto the Long Island Expressway (I-495). The Edwards Avenue southbound approach consists of a through lane and a shared through/right turn lane. The Edwards Avenue northbound approach consists of a dedicated left-turn lane and two through lanes. A sidewalk exists on the west side of Edwards Avenue between the LIE Eastbound Off-Ramp and Mill Road and along the north side of the Westbound On-Ramp. A marked crosswalk exists on the northbound approach.

Existing Traffic Volume Data

Automatic Traffic Recorder (ATR) data collected by the NYSDOT illustrates the general traffic volume characteristics on Middle Country Road in the Study Area and is summarized in Table 1.

Table 1 Traffic Volume Summary

		Weekday AM Peak Hour			Weekday PM Peak Hour		
Roadway	AADT [1]	Volume	K Factor [2]	Dir. Dist. [3]	Volume	K Factor	Dir. Dist.
Middle Country Road (NY Route 25)	15,503	949	6%	67% EB	1,198	8%	57% WB

Source: NYSDOT Traffic Count Hourly Reports: June 23, 2019, ATR for Middle Country Road Station 070043.

1 Annual Average Daily Traffic expressed in vehicles per day

2 Represents the percent of daily traffic that occurs during the peak hours

3 Directional distribution of peak hour traffic

The NYSDOT hourly traffic volume report shows that Middle Country Road has an AADT of 15,503 vpd. The weekday AM peak hour accounts for six percent of the daily traffic and the weekday PM peak hour accounts for eight percent of the daily traffic. Traffic flow along Middle Country Road is heavier in the eastbound direction during the weekday AM peak hour and heavier in the westbound direction during the weekday PM peak hour.

The Final Scoping document for this project stated that manual turning movement counts at the six Study Area intersections are to be conducted during a range of times throughout the year. This included the following seasons:

- during the last week in June through the 2nd week of July to capture the peak season for the Lavender by the Bay Farm
- peak season for Splish Splash water park
- peak agritourism/fall season time (i.e. 'Pumpkin Picking' season)

While it is understood that the study area experiences seasonal fluctuations in traffic between the Fall (due to increases in east/west travel accessing the north fork of Long Island) and Summer (due to increases in east/west travel accessing Splish Splash water park and the north fork wine trail), it is the understanding that area traffic volumes during the peak season for Lavender by the Bay would not increase as greatly as the other times of the year. To demonstrate this, the NYSDOT Traffic Count Hourly Report was obtained for the continuous count station located at CR 63, Lake Avenue, Station 071021, for 2017, 2018, and 2019. This count station is located south of West Main Street (NY Route 25) and Flanders Road (NY Route 24), east of Center Drive S. and west of Riverleigh Avenue. Continuous count stations are placed throughout New York State by the NYSDOT to collect and monitor traffic volumes to determine fluctuations and trends in areas for monitoring and planning purposes.

A review of the June, August and October volumes showed that the October volumes were higher (by seven to 15 percent) than the June volumes for each of the three years. The data also showed that the August volumes were approximately five percent higher than the June volumes for 2018 and within approximately 1.3 percent of the 2019 volumes. No August volumes were provided for this

count station for 2017. Therefore, based upon this count station data, by analyzing the Fall and Summer seasons, a reasonable 'worst-case' scenario for the highest seasonal increases in traffic within the study area is accounted for in this study. The use of June data would involve the use of lower background traffic volumes and not provide additional information beyond the two Summer and Fall periods studied. Therefore, data was not collected during the window between late June and early July. It is also noted that unlike certain land uses such as recreational and hotel land uses in a tourist area, whereby its' trip generation fluctuates, the proposed land use is not seasonal and therefore, its volume is relatively constant throughout the year. Therefore, the traffic volumes obtained for the Summer condition are more reflective of the existing trips associated with the Splish Splash waterpark then for the proposed project.

Intersection turning movement counts (TMCs) were conducted at the Study Area intersections during the study periods for the weekday AM peak period from 7:00 to 9:00 a.m., the extended weekday PM peak period from 2:00 to 6:00 p.m., each of which time period covers the arrival and dismissal times of the Riverhead Charter School, and the Saturday Midday peak period from 10:00 a.m. to 2:00 p.m. The times of day account for the peak periods of ambient traffic on the roadway network for the study periods as well as the peak hours of operation for the nearby Riverhead Charter School and nearby Splish Splash Water Park. The Splish Splash waterpark generally operates between the end of May (Memorial Day weekend) through the beginning of September (through Labor Day weekend). During the 2022 season Splish Splash opened for operation on May 28th, 2022 and closed September 5th, 2022. Splish Splash waterpark is open on weekdays from 10:00 a.m. to 6:00 p.m. Weekend hours are 10:00 a.m. to 7:00 p.m. The park's website indicates that the park attractions and hours may change without notice. The TMCs were conducted during the summer and fall periods in 2022 on the following dates:

Summer Conditions

- Friday, August 5, 2022
    - Sunny, High 90 degrees Low 79 degrees
- Saturday, August 6, 2022
    - Partly Cloudy, High 90 degrees Low 75 degrees

Fall Conditions

- Wednesday, October 12, 2022
    - Sunny, High 70 degrees Low 46 degrees
- Saturday, October 15, 2022
    - Sunny, High 70 degrees Low 46 degrees

The peak period traffic volume data is included in Attachment B. The turning movement counts include a breakdown of the class of vehicles identified between heavy/articulated trucks, light vehicles, and buses for each movement.

Traffic counts were conducted as noted above, and the volumes for each season assessed to determine the potential effect of the COVID-19 Pandemic. To account for potential traffic volume changes, hourly traffic volumes were obtained using Automatic Traffic Recorders (ATRs) at the following locations:

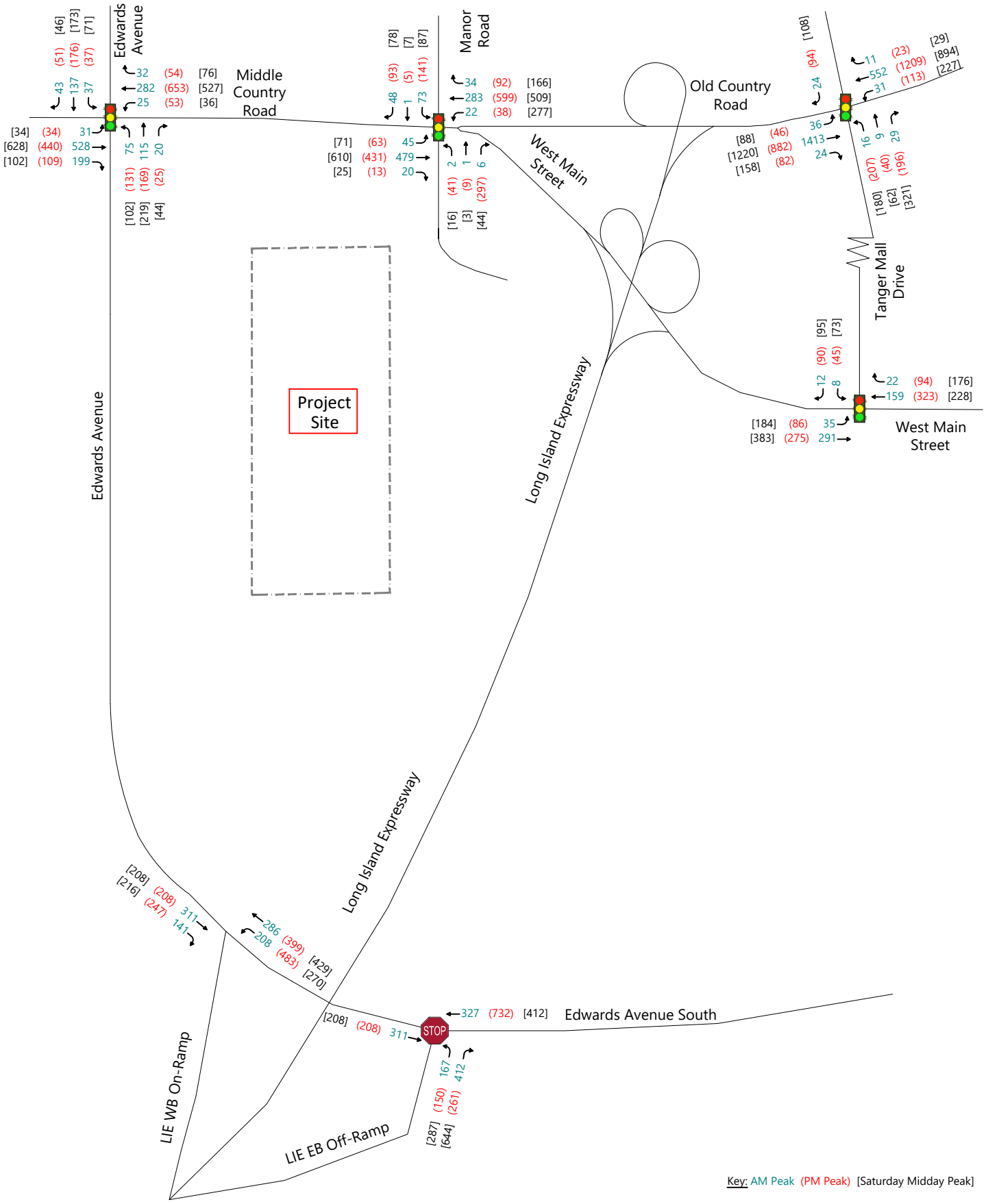
- Middle Country Road (NY Route 25) east of Edwards Avenue
- West Main Street (NY Route 25) south of River Road (east of the Long Island Expressway (I-495)

The ATRs were installed as follows:

- Beginning Friday, August 5, 2022, through Saturday, August 13, 2022 (to represent summer conditions when the Splish Splash Water Park is open)
- Beginning Tuesday, October 10, 2022, through Wednesday, October 19, 2022, to represent typical periods when school is in session

The ATR locations coincide with data available from the NYSDOT Traffic Data Viewer that are representative of pre-COVID conditions. Comparison of pre-COVID traffic volume data to the 2022 ATR data indicated that some of the 2022 peak hour traffic volumes are currently lower than pre-COVID conditions. Based on a review of the traffic volume data, COVID adjustment factors of 1.12, 1.00, and 1.13 were used to adjust the weekday AM peak, weekday PM peak, and Saturday Midday peak hour traffic counts, respectively, for both the summer and fall 2022 traffic volumes to represent typical 2022 Existing traffic volumes as they would be without the COVID pandemic effects. The ATR volume data is included in Attachment C.

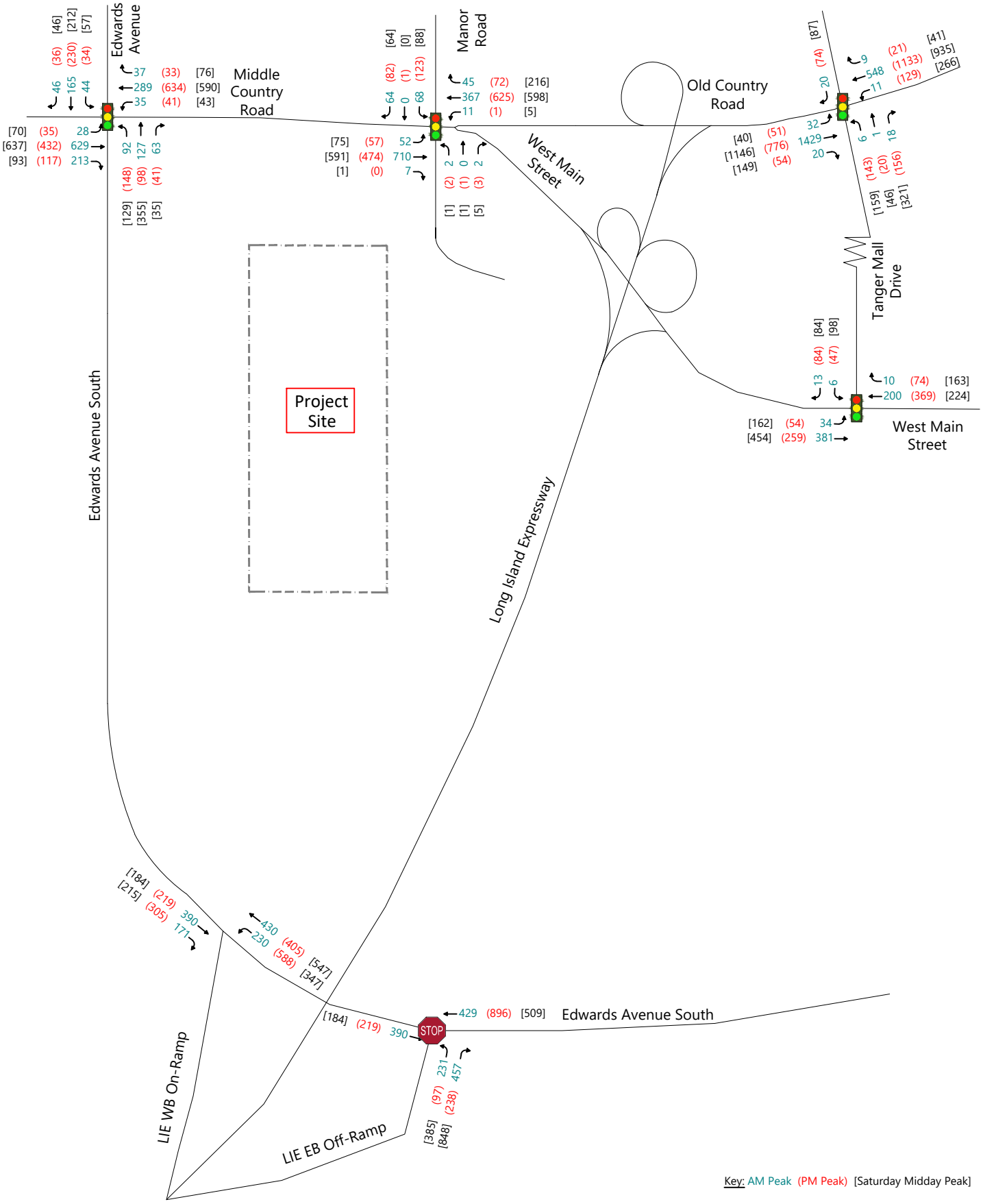
The 2022 Existing Summer volumes are illustrated in Figure 2 and the 2022 Existing Fall volumes are illustrated in Figure 3. Based on the data, the weekday AM peak hour generally occurs from 7:30 to 8:30 a.m., the weekday PM peak hour generally occurs from 4:30 to 5:30 p.m. and the Saturday Midday peak hour occurs from 12:00 a.m. to 1:00 p.m.



Key: AM Peak (PM Peak) [Saturday Midday Peak]

Not to Scale

2025 Existing Summer Traffic Volumes **Figure 2**
Ostad Riverhead
3511 Middle Country Road
Calverton, New York



Not to Scale

2025 Existing Fall Traffic Volumes
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 3

Multi-Modal Accommodations

Bus service in Riverhead is provided by Suffolk County Transit. Bus stops are currently provided on both the east and west approaches of the Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road and the Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access study intersections for the S58 and S62 bus routes. Bus Route S8A also traverses the study area on Edwards Avenue in the vicinity of River Road. The online service schedules for the three routes are summarized in Table 2. The site is located approximately four miles of travel distance from the Riverhead station of the Long Island Rail Road (LIRR). The LIRR operates 24-hours-a-day, 7-days-a-week, including all holidays, with service intervals varying by destination and time of day.

Table 2 Existing Transit Service

Route	Location	Time Period [1]	Hours of Operation [2]	Frequency [3]
S8A	Calverton, Riverhead	M-F; Sat	7:00 a.m.-8:00 p.m.	60-80
	SCCC-Riverhead	Sun	NA	NA
S58	East Northport to Riverhead County Center	M-F	5:40 a.m.-8:40 p.m.	40-65
		Sat, Sun	5:50 a.m.-8:40 a.m.	40-65
S62	Hauppauge to Smith Haven Mall, Riverhead	M-F	6:00 a.m.-7:50 p.m.	30-80
		Sat	6:15 a.m.-7:50 p.m.	55-65
		Sun	NA	NA

1 M-F is Monday through Friday
2 Time of day that bus service is provided
3 Time between buses on the route in minutes
NA Not Applicable, Service not provided

Regarding pedestrian accommodations in the vicinity of the site, sidewalks exist along the south side of Middle Country Road (NY Route 25) from Edwards Avenue to approximately two tenths of a mile west of the site frontage. At the Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection, there is a small section of sidewalk on the north-west corner up to the existing bus stop. On the east side of the intersection, a sidewalk is provided on both sides of Middle Country Road (NY Route 25) and continues east beyond the Long Island Expressway (I-495) at West Main Street (NY Route 25)/Old Country Road (CR 58) interchange. As part of the development of the site, a sidewalk would be installed along the entire site frontage along Middle Country Road.

Despite the availability of public transportation within the study area, no reductions for alternative modes of transportation were assumed to present a more conservative analysis.

Crash History

Crash data for the Project Study Area was obtained from the NYSDOT for the three-year period exclusive of the COVID-19 Pandemic from January 1, 2016, to December 31, 2018, for the Study Area intersections and interchange listed below.

- Middle Country Road (NY Route 25) at Edwards Avenue
- Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road
- West Main Street (NY Route 25) at Tanger Mall Drive
- Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access
- Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue
- Long Island Expressway (I-495) Westbound On-Ramp at Edwards Avenue
- Long Island Expressway (I-495) at West Main Street (NY Route 25)/Old Country Road (CR 58)

Review of the data shows that during the three-year period, a total of 173 crashes occurred at the study area intersections and interchange. Table 3 summarizes the crashes. Detailed crash data can be found in Attachment D.

Table 3 Summary of Three-Year Crash History – Intersections & Interchange

Intersections & Interchange	Total Crashes	Severity			
		Fatal	INJ [1]	PDO [2]	NR [3]
Middle Country Road (NY Route 25) at Edwards Avenue	25	0	10	8	7
Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road	18	0	9	8	1
West Main Street (NY Route 25) at Tanger Mall Drive	3	0	1	1	1
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access	58	0	18	28	12
Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue	32	0	5	11	16
Long Island Expressway (I-495) Westbound On-Ramp at Edwards Avenue	4	0	2	0	2
Long Island Expressway (I-495) at West Main Street (NY Route 25)/Old Country Road (CR 58)	33	0	10	15	8

Source: NYSDOT crash data dated January 2016 through December 2018.

1 Personal Injury

2 Property-Damage Only

3 Non-Reportable

As shown in Table 3, of the 173 total intersection crashes, there were 55 injury crashes, 71 property-damage collisions and 47 non-reportable incidents (no injury and less than $1,000 in property damage). There were no fatalities reported at the study area intersections in the three-year period. The following is noted regarding the intersection crashes:

Middle Country Road (NY Route 25) at Edwards Avenue

A total of 25 crashes were reported at this intersection, including 11 rear-end collisions. The remaining crashes were a mix of right-angle, overtaking, sideswipe, left-turn, head-on, fixed-object, and "other". A closer look revealed that the rear-end crashes occurred in various directions (no directional trends) and they were primarily due to following too closely and driver inattention. The remaining crashes were also due to driver error including failure to yield the right-of-way, driver inattention, and improper turning/passing/lane usage.

Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road

A total of 18 crashes were reported at this intersection, including nine rear-end collisions. The remaining crashes were a mix of right-angle, left-turn, overtaking, right-turn, and "other". A closer look revealed that the rear-end crashes primarily occurred in the eastbound and westbound directions (56 percent and 33 percent, respectively). The rear-end crashes were primarily due to driver inattention and following too closely. The remaining crashes were also due to driver error including failure to yield the right-of-way and driver inattention.

West Main Street (NY Route 25) at Tanger Mall Drive

A total of three crashes were reported at this intersection, including two rear-end collisions and one of unknown collision type. The rear-end crashes both occurred in the south-westbound direction and were due to following too closely and obstructed/limited view. The unknown crash was due to failure to yield the right-of-way.

Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access

A total of 58 crashes were reported at this intersection, including 25 rear-end, 11 right-angle, and ten overtaking collisions. The remaining crashes were a mix of left-turn, head-on, "other", and there was one collision with a bicyclist. A closer look revealed that the rear-end crashes primarily occurred in the eastbound and westbound directions (36 percent for both directions, totaling 72 percent), which is to be expected based on the prevailing level of traffic. The rear-end collisions were primarily due to following too closely, driver inattention, and backing unsafely. Just over half of the right-angle crashes involved a south/south-westbound and eastbound vehicle (55 percent) and they were primarily due to failure to yield the right-of-way and disregarding traffic control devices. The overtaking collisions primarily occurred in the northbound and westbound directions (60 percent and 30 percent, respectively) and were due to improper turning/passing/lane usage, unsafe lane change, and failure to yield the right-of-way. The remaining crashes were also due to driver error including failure to yield the right-of-way, driver inattention, and improper turning.

The one collision with a bicyclist at the intersection involved a bicyclist traveling in the westbound direction who crossed against the signal and was struck by a northbound vehicle going straight. It was attributed to improper passing/lane usage by the bicyclist and resulted in an injury.

Review of the crash experience at this location showed that the majority of the collisions occurred due to some form of driver error. As this is a heavily traveled intersection with access from two major retail centers (one which may be classified as a regional outlet center), the level of crash experience

exhibited based primarily on driver error is not indicative of any underlying safety hazard in need of correction.

Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue

A total of 32 crashes were reported at this intersection, including 19 rear-end collisions. The remaining crashes were a mix of right-angle, left-turn, overtaking, and crashes with unknown details. A closer look revealed that most of the rear-end crashes occurred in the eastbound direction (84 percent) and they were primarily due to following too closely and driver inattention. The remaining crashes were also due to driver error including failure to yield the right-of-way and driver inattention.

As detailed in the analysis section of this report, this location would be proposed to be signalized in the future condition. Therefore, the crash experience exhibited for the unsignalized configuration would not be relevant to the future condition.

Long Island Expressway (I-495) Westbound On-Ramp at Edwards Avenue

A total of four crashes were reported at this intersection, including one each of a rear-end, overtaking, fixed-object, and pedestrian collision. The rear-end crash occurred in the south-eastbound direction and was due to driver inattention. The overtaking crash occurred in the southbound direction and was due to unsafe speed. The fixed-object collision involved a south-eastbound vehicle that disregarded traffic control devices, made a right turn, and struck a sign post. The collision with the pedestrian involved a vehicle that was backing in the eastbound direction and struck the pedestrian who was not in the roadway, resulting in an injury. The crash was attributed to driver inattention.

Long Island Expressway (I-495) at West Main Street (NY Route 25)/Old Country Road (CR 58) – Interchange

A total of 33 crashes were reported at this interchange, including nine overtaking, eight rear-end, and seven fixed-object collisions. The remaining crashes were a mix of right-angle, left-turn, “other”, and collisions with animals. A closer look revealed that the overtaking crashes were primarily due to failure to yield the right-of-way as well as unsafe speed, aggressive driving/road rage, and passing too closely. The rear-end crashes were due to following too closely, driver inattention/inexperience, and improper passing/lane usage. The fixed-object crashes included collisions with barrier, support/utility poles, sign posts, and curbing. They were due to slippery pavement on snowy and wet roadway surface conditions, unsafe speed, and reaction to other uninvolved vehicles. The remaining crashes were due to various factors, including backing unsafely, turning improperly, failure to yield the right-of-way, driver inattention, and animal’s action.

Crash History Considerations

Given the nature of the roadways in the study area, which includes some local roadways, as well as County and State urban arterials, with multiple exits from the Long Island Expressway (I-495), high traffic volumes, and regional attractions in the way of the Splish Splash water park and the Tanger Outlets Mall, the level of crash experience that was indicated by the crash data is not unusual. The introduction of the traffic due to the development of the project site will increase traffic levels in the study area. However, with a well-developed access plan, the operation of the site as proposed will not unduly increase the rate of accident occurrence in the study area.

3

Future Conditions

The analysis of future conditions, with and without the Proposed Project, was performed to evaluate the effect of the Proposed Project in the Study Area. Background traffic volumes in the Study Area were projected to the year 2028, reflecting the year when the development is expected to be completed and fully occupied. The No-Build condition represents the future traffic conditions without construction of the Proposed Project and the Build condition represents future traffic conditions with construction of the Proposed Project.

No-Build Condition

No-Build traffic volumes include existing traffic and new traffic due to general traffic growth and other planned developments (OPDs) near the Subject Property as identified by the local and/or nearby municipality and review agencies.

Other Planned Developments (OPDs)

The Town of Riverhead was contacted for information relating to OPDs that may affect traffic volumes in the Study Area. In communication from the Town of Riverhead dated August 26, 2022, four (4) projects were identified within the study area for inclusions as OPDs. Subsequently, correspondence was sent to the town on January 14, 2025 to confirm the status of these projects and request information related to any new developments that have been contemplated in the interim period. Via a response dated January 29, 2025, it was indicated by a representative of the Town that each of the projects was still active and revised applications had yet to be filed with the Town for

each. Additionally, in this correspondence, no new projects were identified for inclusion. Copies of the correspondence received from the Town in response to this request are included in Attachment E to this report.

It is important to note that several of the projects identified by the Town would be subject to the same zoning regulations associated with this update to the current application. Regardless, information related to required changes in yield to account for the reductions in permitted FAR have yet to be made available. Accordingly, to present a conservative assessment of the future cumulative impacts in the study area, the information provided by the Town of Riverhead was utilized without any adjustments to account for the changes in zoning. According to the Town, the following OPDs should be considered in the future conditions:

- Proposed Industrial Park– a 412,629 sf industrial park proposed at 4285 Middle Country Road in the Hamlet of Calverton to be constructed in two phases. The trips associated with this project were obtained from the Traffic Impact Study prepared by Stonefield Engineering. The trips associated with this project for the weekday AM and PM peak hours were identified as 164 total AM peak hour trips (133 entering and 31 exiting), 164 total PM peak hour trips (34 entering and 130 exiting) and 181 total Saturday Midday peak hour trips (58 entering and 123 exiting).
- Riverhead Logistics Center (Northpoint Development) – a 641,000 sf warehousing/distribution center proposed at 1743 Middle Country Road. The trips associated with this project were provided by the Town of Riverhead for the weekday AM and PM peak hours and identified as 101 total AM peak hour trips (77 entering and 24 exiting) and 103 total PM peak hour trips (29 entering and 74 exiting). The trips associated with the Saturday Midday peak hour were determined using the Institute of Transportation Engineers' (ITE) publication *Trip Generation,11th Edition*[1], Land Use Code (LUC) 150-Warehousing and were estimated to be 32 total Saturday Midday peak hour trips (20 entering and 12 exiting). At the time of request and preparation of this study, no formal traffic impact study had been conducted in connection with this Riverhead Logistics.
- U-haul of Calverton – site plan application proposing to construct two new buildings, one being a three-story self-storage warehouse facility with a total floor area of 117,114 sf and the other being a one-store warehousing facility with an unidentified tenant located on the northeast corner of the intersection of Middle Country Road (NY Route 25) and Manor Lane. The trips associated with this land use were determined using the ITE *Trip Generation Manual, 11 Edition* [1], LUC 151, Mini-Warehouse and were estimated to be 11 total AM peak hour trips (6 entering and 5 exiting), 18 total PM peak hour trips (8 entering and 10 exiting), and 20 total Saturday Midday peak hour trips (12 entering and 8 exiting). At the time of request and preparation of this study, no environmental review has been performed and no formal traffic impact study had been conducted in connection with Uhaul of Calverton.
- JPD Calverton – site plan application proposing to construct a 74,560 sf multi-tenant warehouse building proposed at 4195 Middle Country Road, Calverton, NY. The trips associated with this land use were determined using the ITE Trip Generation Manual, 11th Edition [1], L:UC 150, Warehousing and were estimated to be 33 total AM peak hour trips (25 entering and 8 exiting), 35 total PM peak hour trips (9 entering and 26 exiting), and 4 total Saturday Midday trips (2 entering and 2 exiting). At the time of request and preparation of this study, no environmental

1 Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

review has been performed and no formal traffic impact study had been conducted in connection with JPD Calverton.

The trips associated with the above noted projects are included in the No-Build conditions and are shown in Figure 4 and the OPD distribution and trip assignments are included in Attachment E.

Planned Roadway Improvements

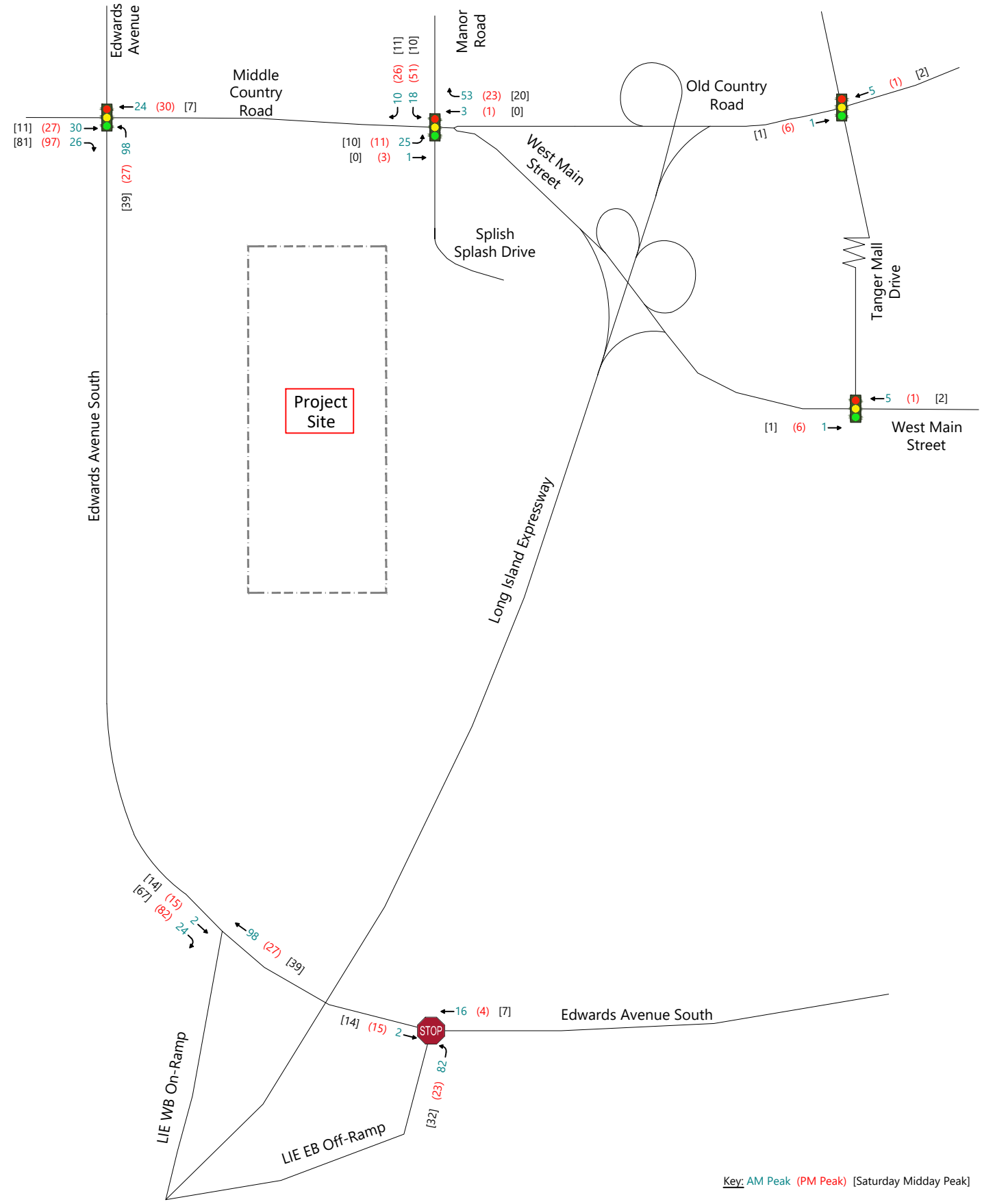
The Nassau/Suffolk Transportation Improvement Program (TIP) is a five-year listing that identifies all proposed federally funded transportation improvement projects in the New York Metropolitan Transportation Council (NYMTC) region. These improvements cover various transportation modes and facilities, including roadways and bridges, bicycle and pedestrian facilities, transit equipment and services, safety improvements and demand management programs. Projects funded through other sources are also identified to provide a more comprehensive picture of proposed transportation improvements in the region. The following project was identified:

NYS Route 25 at Edwards Avenue Safety Enhancements (PIN 081001) – The intersection of Middle Country Road and Edwards Avenue is currently undergoing an intersection widening to provide exclusive left-turn lanes on all approaches. A northbound left-turn phase will be added. Construction is anticipated to be completed in 2025, before the build-out of this Project and as such the proposed improvements were included within the No-Build and Build conditions. The signal timing and phasing was optimized in this study in consideration of the improvements proposed. The full design report for this intersection improvement project is included in Attachment F.

Additionally, it was noted that, following the TMC data being collected in 2022 there was a roadway improvement east of the intersection of Middle Country Road (NY 25) and Splish Splash Drive/Manor Road that was not indicated by the New York Department of Transportation in record plans that were received via FOIL. Specifically, a right-turn lane was constructed from Splish Splash Drive connecting directly to the eastbound direction of travel on NY 25. This lane, and merge, allow the traffic exiting Splish Splash Drive via a northbound right-turn at the signalized intersection of Middle Country Road (NY 25) and Manor Road/Splish Splash Drive to exit directly without using the signal. Therefore, in the No Build condition the northbound right-turns do not travel through the signal.

Background Traffic Growth

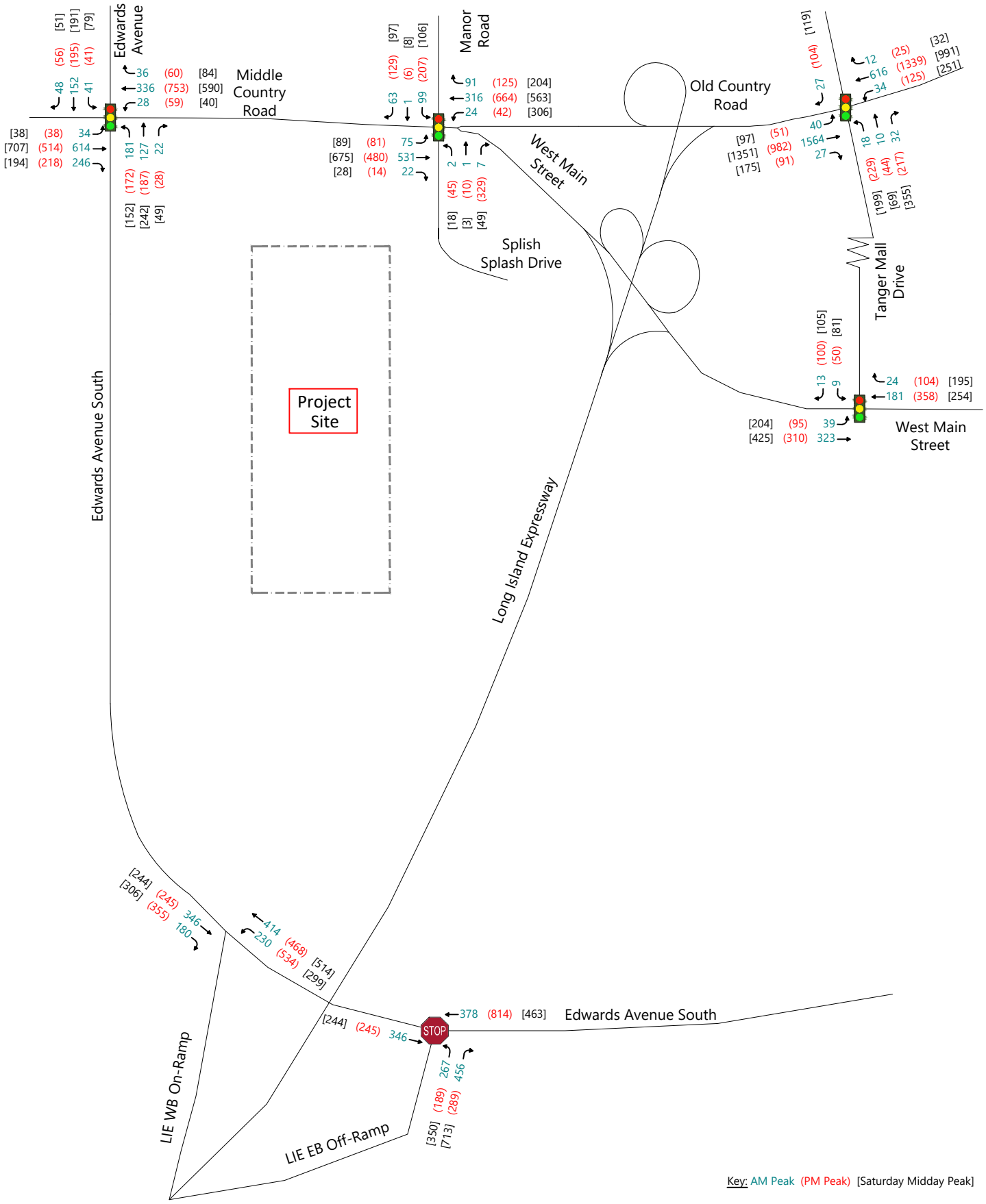
To account for increases in general population and background growth not related to the Proposed Project, an annual growth factor was applied to the Existing traffic volumes. Based on review of NYSDOT published growth rates, the anticipated growth rate for the Town of Riverhead is 1.7 percent per year. The 1.7 percent annual growth rate used for this Project was applied to the 2022 Existing traffic volumes for six years to represent the future condition. The 2028 No-Build Summer Condition traffic volumes for the weekday AM peak hour, weekday PM peak hour, and Saturday Midday peak hours are shown in Figure 5 and the 2028 No-Build Fall Condition traffic volumes for the weekday AM peak hour, weekday PM peak hour, and Saturday Midday peak hours are shown in Figure 6.



Not to Scale

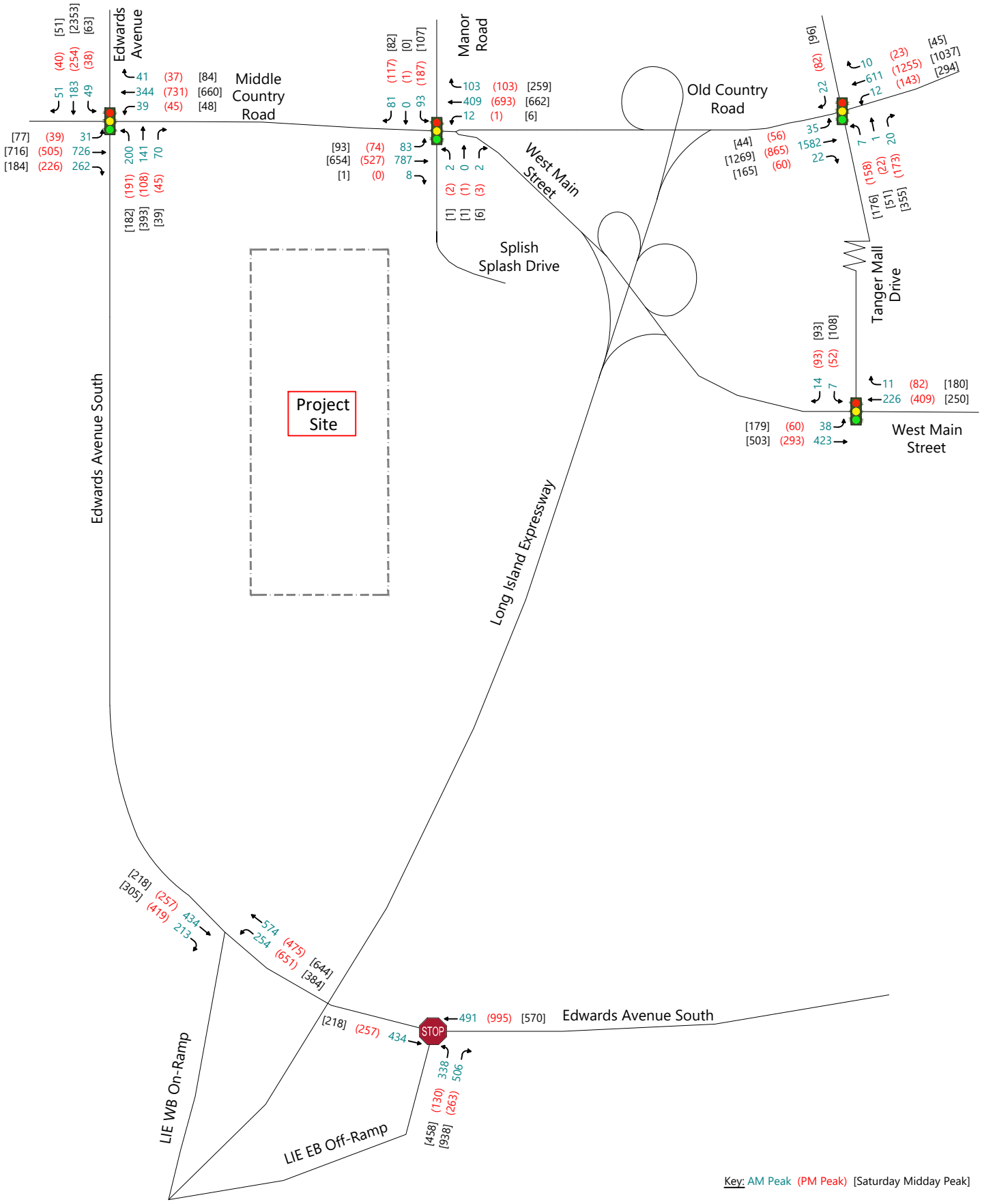
Other Planned Developments
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 4



Not to Scale

2028 No-Build Summer Traffic Volume **Figure 5**
Ostad Riverhead
3511 Middle Country Road
Calverton, New York



Not to Scale

2028 No-Build Fall Traffic Volume
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 6

Build Condition

To estimate the traffic impact of the proposed development, the traffic anticipated to be generated by the proposed development was estimated and added to future 2028 No-Build traffic volumes.

Project Generated Traffic Volumes

To estimate the site-generated traffic anticipated at the Subject Property, the Institute of Transportation Engineers' (ITE) publication Trip Generation 11th Edition[2] was utilized for the industrial uses. Several land use codes (LUCs) were reviewed as it relates to the potential traffic generation for the proposed development. This included LUC 110 – General Light Industrial and LUC 150 – Warehouse. Ultimately, the number of vehicle trips generated by the industrial use for the Proposed Project was estimated based on LUC 130 – Industrial Park, which most accurately describes the likely use of the subdivision with multiple different industrial tenants occupying the space to be constructed with a variety of operations, rather than the entirety of the buildings being utilized in a homogenous manner. It is also noted that other planned developments in the study area which are proposing industrial space (such as the HK Ventures project located at 4285 Middle Country Road) utilized this land use code to determine the traffic which will be generated by such floor area. The trip generation estimate for the Proposed Project is summarized in Table 4.

Table 4 Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Sat Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Industrial Park [a]	322	75	397	87	310	397	165	349	514

a Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,168,389 sf.

Based on the projections outlined above, the Proposed Project is expected to generate 397 vehicle trips during the weekday AM peak hour (322 entering and 75 exiting), 397 vehicle trips during the weekday PM peak hour (87 entering and 310 exiting), and 514 vehicle trips during the Saturday Midday peak hour (165 entering and 349 exiting).

It is noted that the trip generation estimated for the Saturday Midday peak hour is higher than the trip generation estimated for the weekday AM and PM peak hours. This is due to the limited sample size of the ITE data for this LUC for the Saturday Midday peak hour. Utilizing a higher trip generation rate during the Saturday Midday peak hour is consistent with the trip generation estimates and analysis used for the proposed 412,629 sf Industrial Park at 4285 Middle Country Road.

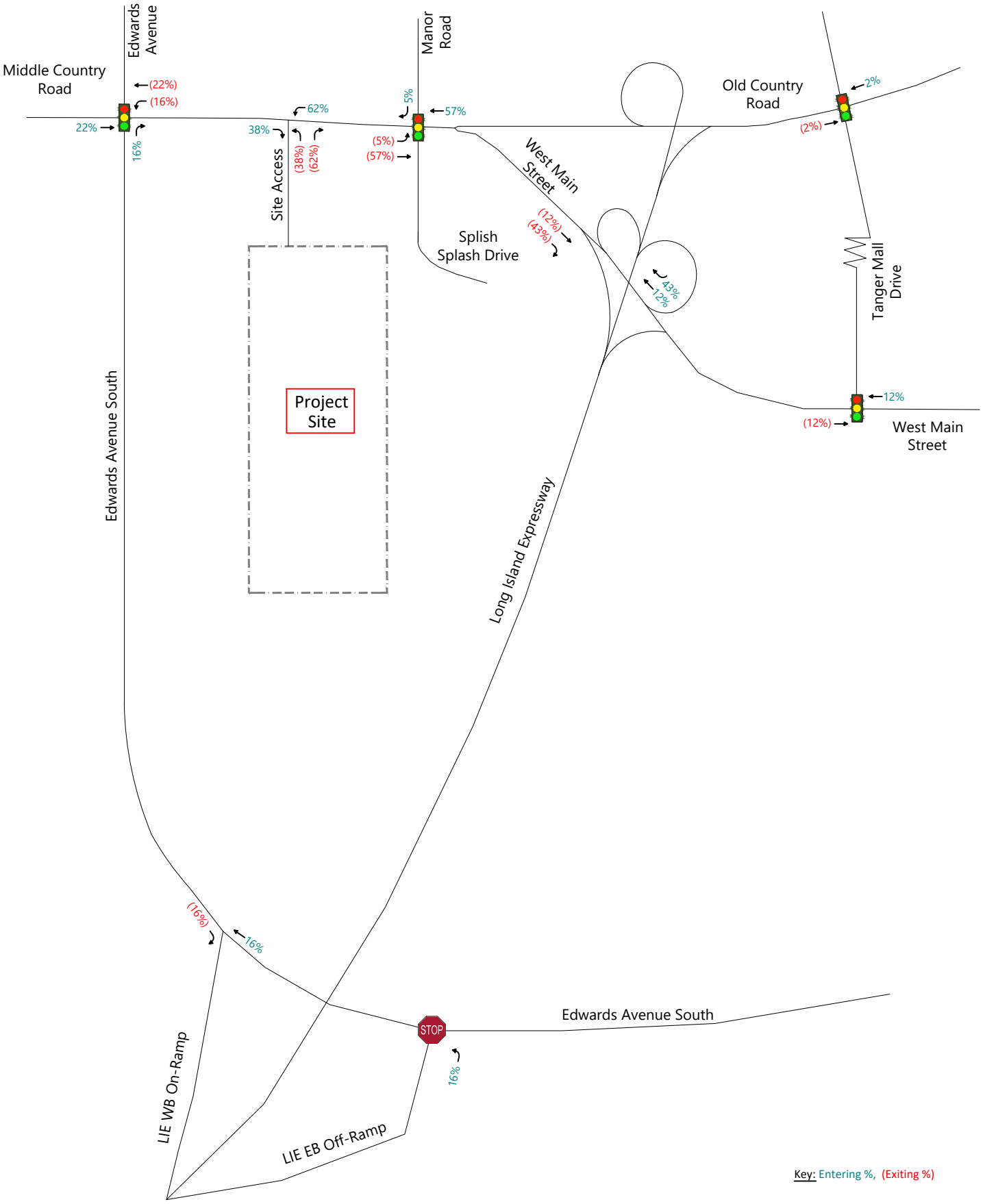
Trip Distribution and Assignment

The directional distribution of traffic approaching and departing the site is a function of several variables including existing travel patterns and the efficiency of the roadways leading to and from the site. It is also understood that the proximity of the site to the Long Island Expressway will lend itself

[2] Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

to allowing employees to commute from western Long Island with ease. The trip distribution pattern for the Proposed Project is illustrated in Figure 7.

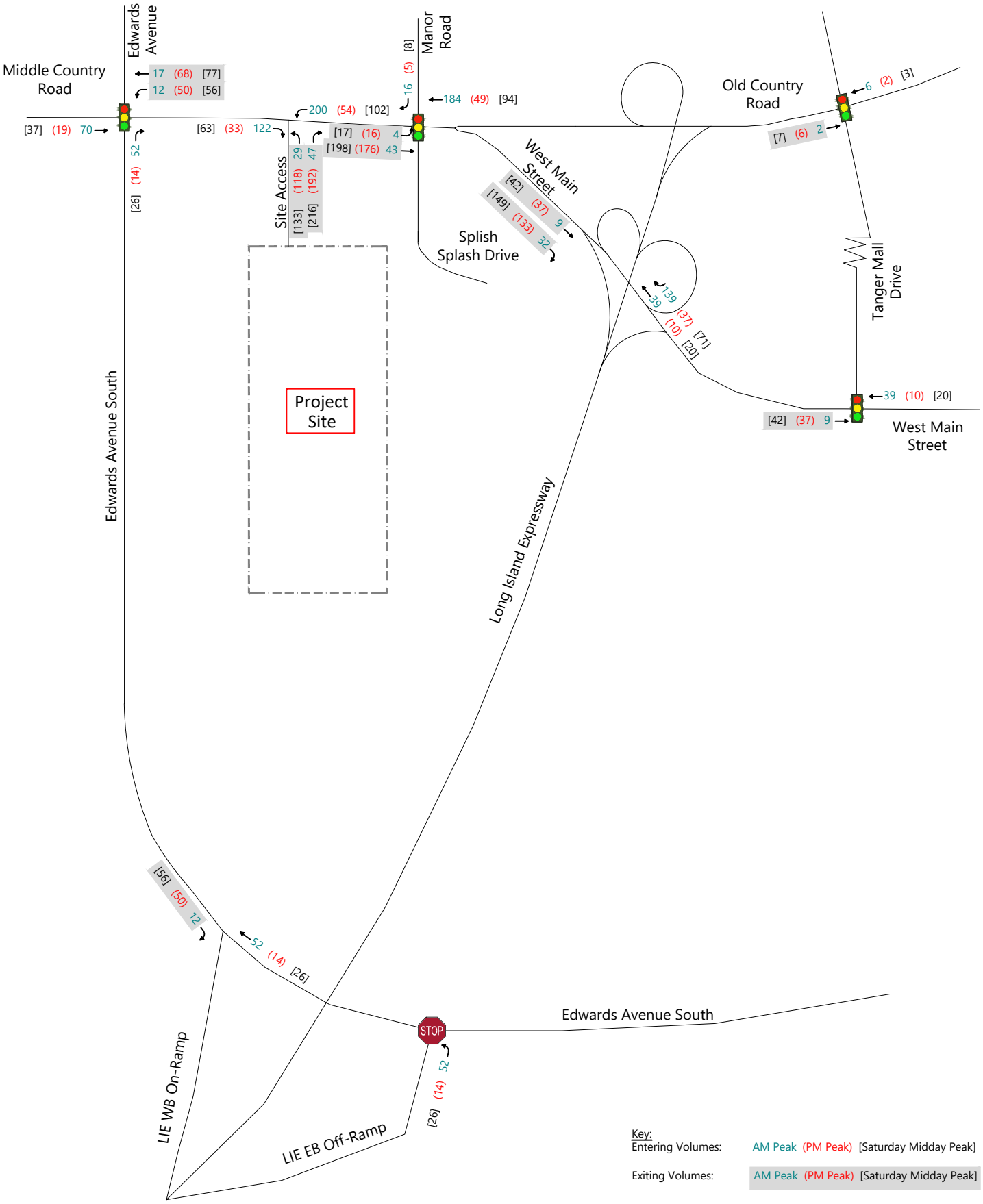
The project-related traffic volumes shown in Table 4 were assigned to the Study Area roadway network based on the trip distribution patterns. These assigned volumes are shown on Figure 8. These assigned volumes were then added to the 2028 No-Build peak hour traffic volumes (Summer Condition, Figure 5 and Fall Condition, Figure 6) to develop the 2028 Build peak hour traffic volumes for Summer Conditions as summarized in Figure 9 and the 2028 Build traffic volumes for Fall Condition as summarized in Figure 10.



Not to Scale

Trip Distribution
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 7



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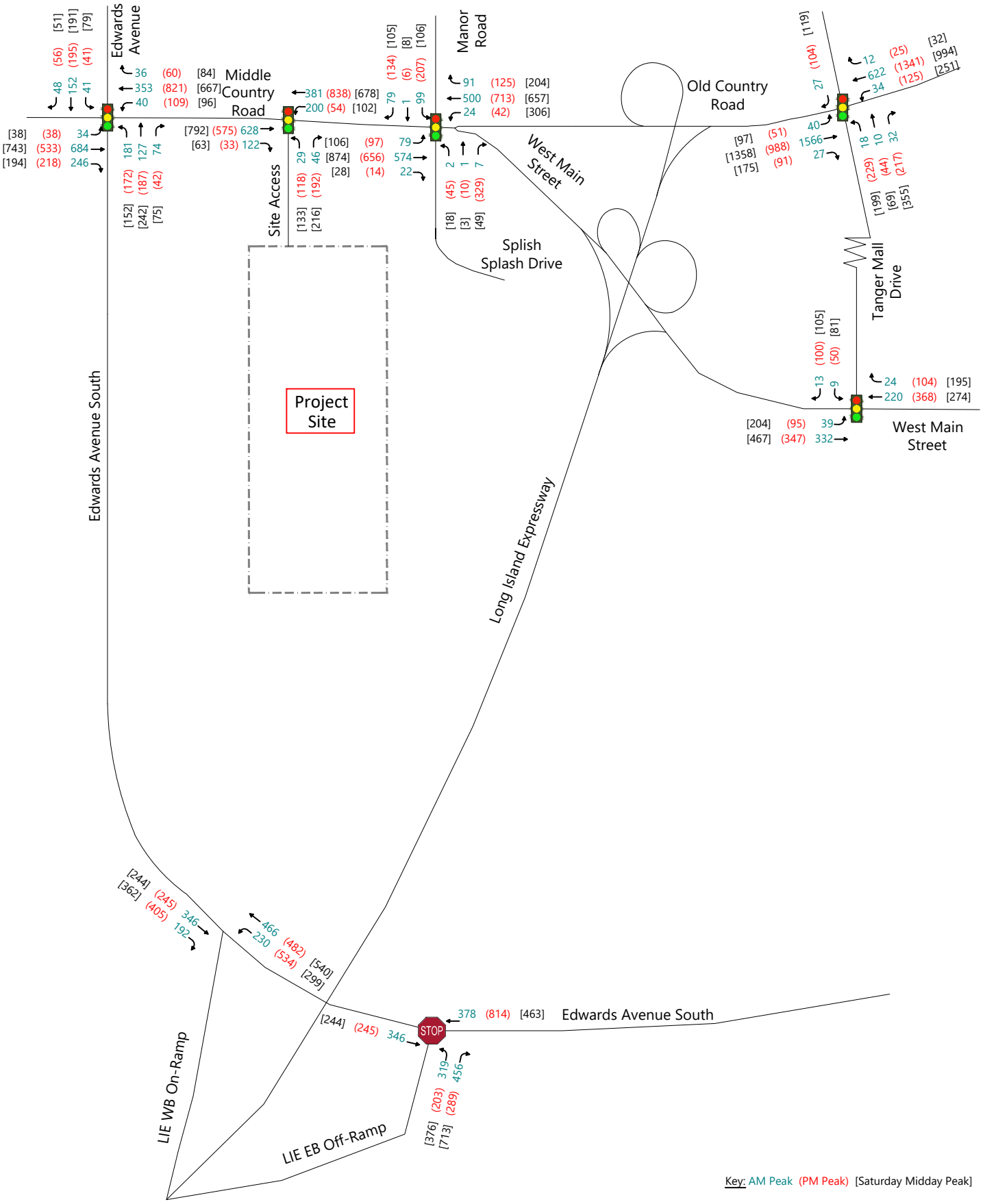
Trip Assignment
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 8

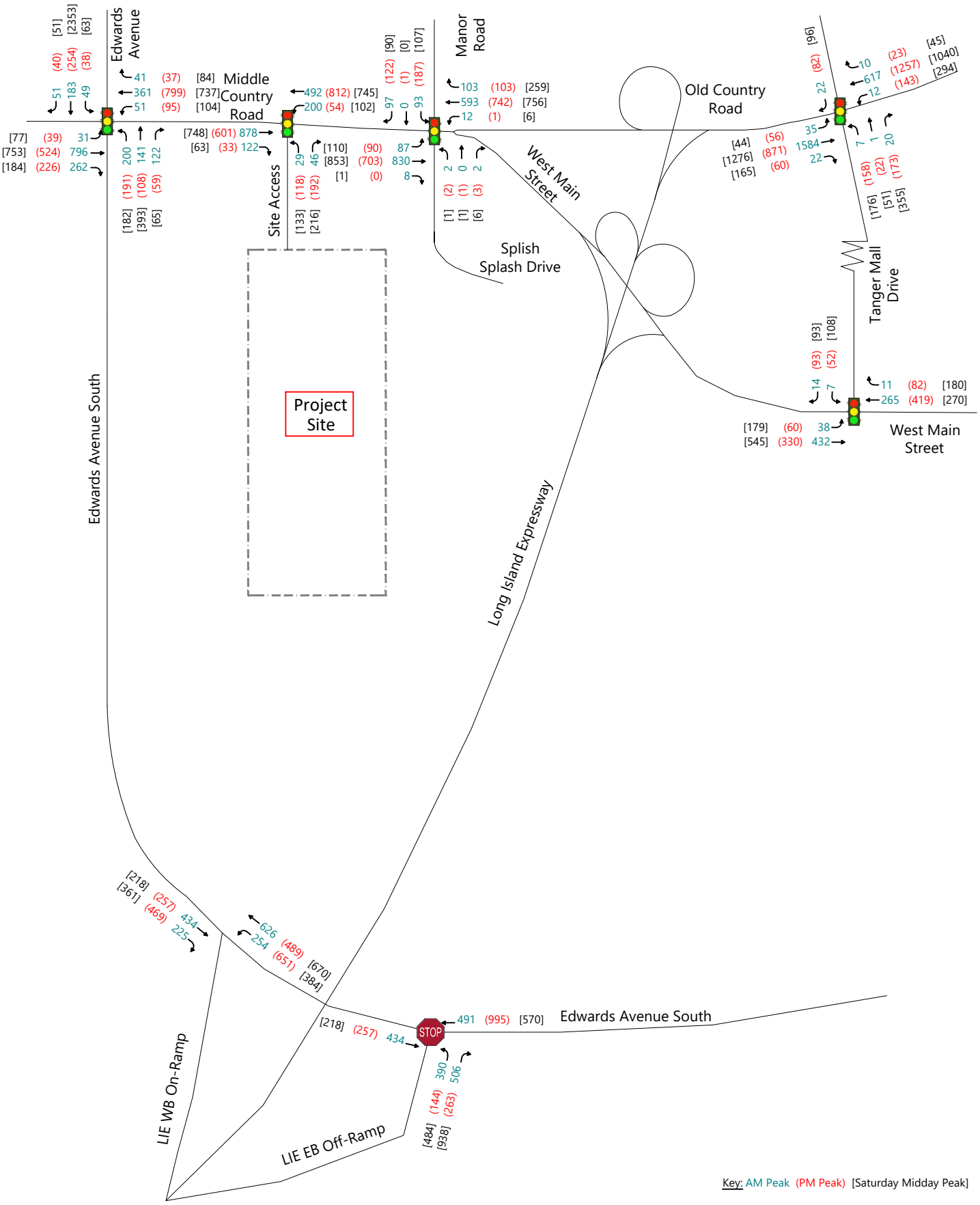


Key: AM Peak (PM Peak) [Saturday Midday Peak]

Not to Scale

2028 Build Summer Traffic Volumes
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 9



Not to Scale

2028 Build Fall Traffic Volumes
Ostad Riverhead
3511 Middle Country Road
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Figure 10

4

Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess the quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing, future No-Build, and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level-of-Service and Delay Criteria

Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels-of-service (LOS). The evaluation criteria used to analyze the study area intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual (HCM)*[3]. LOS is a measure that considers many factors including roadway geometry, speed, and travel delay. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. The LOS definitions are included in Attachment G. The HCM 6th Edition methodology cannot analyze the geometry and signal phasing at some of the study area intersections; therefore, the HCM 2000 methodologies were utilized for reporting the operational analysis for some of the Study Area intersections.

3 Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016

Intersection Capacity Analysis

Table 5 provides an intersection volume comparison of the Summer and Fall Build volumes. The Table shows that the fall volumes range from approximately zero percent to 26 percent higher than the summer volumes, depending on the peak hour and intersection, and therefore represent the critical season for most of the intersections. The Table shows that Summer is the critical period for the Middle Country Road at Splish Splash Drive/Manor Road intersection during the weekday PM and Saturday peak hours as well as the Old Country Road at Tanger Mall Drive/Gateway Plaza Access for the weekday AM, weekday PM, and Saturday peak hour. The Middle Country Road/Edwards Avenue intersection, West Main Street at Tanger Mall Drive intersection, and Middle Country Road at Site Access intersection are all within a 3 percent difference during the weekday PM. The Middle Country Road at Site Access intersection is within a 3 percent difference during the Saturday peak hour as well.

Table 5 Comparison of Intersection Volumes-Build Condition

Intersection	AM Peak Hour		PM Peak Hour		Saturday Midday Peak Hour	
	Summer	Fall	Summer	Fall	Summer	Fall
Middle Country Road (NY 25) at Edwards Avenue	2,015	2,288	2,472	2,410	2,612	2,928
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road	1,479	1,827	2,378	1,955	2,464	2,190
West Main Street (NY 25) at Tanger Mall Drive	637	767	1,064	1,036	1,326	1,375
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access	2,388	2,330	3,215	2,845	3,649	3,542
LIE (I 495) EB Off-Ramp at Edwards Avenue	1,499	1,821	1,551	1,659	1,796	2,210
LIE (I 495) WB On-Ramp at Edwards Avenue	1,234	1,539	1,666	1,866	1,445	1,633
Middle Country Road (NY 25) at Site Access	1,406	1,767	1,810	1,810	1,984	2,007

Table 5 shows that the fall volumes range from approximately the same to 24 percent higher than the summer volumes, depending on the peak hour and intersection, and therefore represent the critical season for most of the intersections. The Table shows that Summer is the critical period for the Middle Country Road at Splish Splash Drive/Manor Road intersection during the weekday PM and Saturday peak hours as well as the Old Country Road at Tanger Mall Drive/Gateway Plaza Access for the weekday PM peak hour and is within three percent of the Fall volumes for the AM and Saturday peak hour at this intersection and during the weekday PM peak hour for the Middle Country Road at Edwards Avenue intersection.

Levels-of-service (LOS) analyses were conducted for the 2022 Existing, 2028 No-Build, and 2028 Build conditions for the Study Area intersections for the times set forth in the adopted scope. Tables 6, 7,

and 8 summarize the capacity analysis results included in Attachment H for the Summer Conditions and Tables 9, 10, and 11 summarize the capacity analysis results included in Attachment H for the Fall Conditions. For ease of comparison, the Build with Mitigation Condition results are included in Tables 6 through 11 and the specifics of the mitigation are discussed below.

Summer Conditions

Table 6 Weekday AM Peak Hour LOS - Summer

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	15.0	B	15.1	B	17.3	B
		LTR [1]	12.4	B	48.9	F	63.0	F	21.2	C
		R	-	-	-	-	-	-	11.3	B
		Approach	12.4	B	47.6	D	61.3	E	18.6	B
	WB	L	-	-	45.4	D	49.1	D	31.1	C
		LTR [2]	7.0	A	11.3	B	11.3	B	13.0	B
		Approach	7.0	A	13.7	B	14.8	B	14.7	B
	NB	L	-	-	68.4	E	56.1	E	31.5	C
		LTR [2]	28.1	C	23.5	C	24.8	C	21.5	C
		Approach	28.1	C	48.1	D	39.7	D	26.3	C
	SB	L	-	-	30.1	C	30.2	C	28.8	C
		LTR [2]	27.6	C	38.3	D	38.1	D	36.3	D
		Approach	27.6	C	36.9	D	36.8	D	35.0	D
	Overall		**15.5**	**B**	**39.1**	**D**	**44.3**	**D**	**21.2**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	7.0	A	8.2	A	11.9	B	8.5	A
		T	-	-	-	-	-	-	8.3	A
		TR [3]	10.8	B	12.1	B	12.7	B	8.3	A
		Approach	10.5	B	11.6	B	12.6	B	8.3	A
	WB	L	7.1	A	8.0	A	8.8	A	5.8	A
		TR [3]	5.6	A	7.1	A	9.5	A	7.1	A
		R	-	-	-	-	-	-	4.1	A
		Approach	5.7	A	7.1	A	9.5	A	6.6	A
	NB	LTR	15.3	B	16.0	B	17.7	B	16.9	B
	SB	LTR	17.0	B	18.5	B	17.7	B	16.9	B
		L	-	-	-	-	21.1	C	-	-
		TR	-	-	-	-	-	-	18.5	B
		Approach	17.0	B	18.5	B	-	-	19.3	B
	Overall		**9.6**	**A**	**10.9**	**B**	**12.4**	**B**	**8.9**	**A**

Table 6 Weekday AM Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	8.6	A	9.0	A	9.4	A	NA	
		T	3.2	A	3.4	A	3.3	A		
		Approach	3.8	A	4.0	A	4.0	A		
	WB	T	7.2	A	7.5	A	7.7	A		
	SB	L	39.6	D	37.9	D	36.5	D		
	Overall		**5.5**	**A**	**5.7**	**A**	**5.8**	**A**		
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	3.4	A	3.3	A	3.3	A	NA	
		T, T	10.9	B	12.5	B	12.3	B		
		R	4.7	A	4.6	A	4.6	A		
		Approach	10.6	B	12.1	B	11.9	B		
	WB	L	6.7	A	8.9	A	8.9	A		
		T, T	7.0	A	7.1	A	7.1	A		
		R	5.4	A	5.3	A	5.3	A		
		Approach	6.9	A	7.1	A	7.1	A		
	NB	L	47.4	D	47.5	D	47.4	D		
		LT	47.2	D	47.4	D	47.3	D		
		R	0.0	A	0.0	A	0.0	A		
		Approach	21.8	C	22.1	C	22.0	C		
	SB	R	46.9	D	46.9	D	46.8	D		
	Overall		**10.3**	**B**	**11.4**	**B**	**11.2**	**B**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	17.9	C	31.7	D	39.5	E	9.5	A
		R	14.0	B	15.8	C	15.8	C	9.7	A
		Approach	-	-	-	-	-	-	10.4	B
	NB	T, T	-	-	-	-	-	-	13.5	B
	SB	T,T	-	-	-	-	-	-	12.2	B
	Overall								**10.9**	**B**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	8.8	A	10.1	B	10.1	B	NA	

Table 6 Weekday AM Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	11.6	B
		TR					-	-	11.6	B
		Approach					-	-	11.6	B
	WB	L					11.4	B	7.5	A
		R					-	-	4.3	A
		Approach					-	-	5.4	A
	NB	L					82.5	F	20.0	C
		R					16.9	C	27.5	C
		Approach					-	-	24.6	C
	Overall						**-**	-	**9.7**	**A**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Table 7 Weekday PM Peak Hour LOS - Summer

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	32.9	C	40.5	D	40.5	D
		LTR [1]	12.5	B	22.2	C	22.2	C	13.7	B
		R	-	-	-	-	-	-	10.5	B
		Approach	12.5	B	22.7	C	23.1	C	14.1	B
	WB	L	-	-	32.8	C	41.3	D	22.1	C
		LTR [2]	15.3	B	23.7	C	32.2	C	32.2	C
		Approach	15.3	B	24.3	C	33.2	C	31.1	C
	NB	L	-	-	43.4	D	46.9	D	46.9	D
		LTR [2]	27.9	C	22.6	C	24.0	C	24.0	C
		Approach	27.9	C	31.9	C	33.8	C	33.8	C
	SB	L	-	-	28.3	C	29.2	C	29.2	C
		LTR [2]	24.3	C	39.5	D	41.1	D	41.1	D
		Approach	24.3	C	37.9	D	39.4	D	39.4	D
	Overall		**17.8**	**B**	**26.8**	**C**	**30.8**	**C**	**27.1**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	20.7	C	24.6	C	34.7	C	17.2	B
		T	-	-	-	-	-	-	9.8	A
		TR [3]	14.1	B	13.5	B	21.4	C	9.8	A
		Approach	14.9	B	15.1	B	19.5	B	10.8	B
	WB	L	10.2	B	9.8	A	14.6	B	7.1	A
		TR [3]	15.1	B	16.0	B	20.2	C	11.3	B
		R	-	-	-	-	-	-	5.3	A
		Approach	14.8	B	15.7	B	20.0	C	10.4	B
	NB	LTR	26.7	C	23.9	C	27.6	C	27.7	C
	SB	LTR	26.7	C	23.9	C	27.6	C	27.7	C
		L	27.1	C	31.3	C	43.6	D	-	-
		TR	-	-	-	-	-	-	27.8	C
		Approach	-	-	-	-	-	-	26.4	C
	Overall		**18.5**	**B**	**18.4**	**B**	**24.8**	**C**	**13.9**	**B**
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	11.7	B	12.6	B	12.7	B	NA	
		T	3.5	A	3.6	A	3.7	A		
		Approach	5.4	A	5.7	A	5.7	A		
	WB	T	9.6	A	10.2	B	10.3	B		
	SB	L	23.9	C	23.9	C	23.9	C		
	Overall		**8.4**	**A**	**8.8**	**A**	**8.7**	**A**		

Table 7 Weekday PM Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	9.0	A	11.0	B	11.0	B	NA	
		T, T	13.1	B	14.2	B	14.1	B		
		R	9.5	A	9.9	A	9.9	A		
		Approach	12.6	B	13.7	B	13.7	B		
	WB	L	7.4	A	8.4	A	8.4	A		
		T, T	17.3	B	20.7	C	20.5	C		
		R	10.1	B	10.9	B	10.9	B		
		Approach	16.3	B	19.5	B	19.3	B		
	NB	L	47.4	D	48.3	D	47.8	D		
		LT	47.5	D	47.8	D	47.7	D		
		R	0.2	A	0.2	A	0.2	A		
		Approach	26.6	C	26.9	C	26.7	C		
	SB	R	57.5	E	51.0	D	51.0	D		
	Overall		**17.9**	**B**	**19.6**	**B**	**19.5**	**B**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	19.2	C	26.7	D	28.3	D	11.2	B
		R	10.7	B	11.2	B	11.2	B	13.6	B
		Approach	-	-	-	-	-	-	12.6	B
	NB	T, T	-	-	-	-	-	-	6.2	A
	SB	T,T	-	-	-	-	-	-	8.0	A
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**9.2**	**A**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	9.4	A	15.0	C	16.3	C	NA	

Table 7 Weekday PM Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	10.9	B
		TR					-	-	10.9	B
		Approach					-	-	10.9	B
	WB	L					9.8	A	7.3	A
		R					-	-	11.2	B
		Approach					-	-	11.0	B
	NB	L					292.6	F	21.5	C
		R					19.3	C	27.3	C
		Approach					-	-	25.1	C
	Overall						**-**	**-**	**13.4**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Table 8 Saturday Midday Peak Hour LOS - Summer

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	23.9	C	28.5	C	28.8	C
		LTR [1]	15.7	B	38.1	D	47.1	D	19.4	B
		R	-	-	-	-	-	-	10.5	B
		Approach	15.7	B	37.5	D	46.4	D	18.0	B
	WB	L	-	-	43.7	D	161.9	F	32.2	C
		LTR [2]	12.8	B	16.7	B	19.9	B	20.3	C
		Approach	12.8	B	18.2	B	36.0	D	21.7	C
	NB	L	-	-	34.0	C	34.0	C	32.1	C
		LTR [2]	28.3	C	24.5	C	25.2	C	24.3	C
		Approach	28.3	C	27.7	C	28.0	C	26.8	C
	SB	L	-	-	31.2	C	32.7	C	31.6	C
		LTR [2]	25.4	C	38.7	D	38.7	D	37.2	D
		Approach	25.4	C	36.8	D	37.2	D	35.8	D
	Overall		**18.4**	**B**	**30.0**	**B**	**38.6**	**D**	**23.0**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	10.3	B	14.3	B	21.2	C	9.2	A
		T	-	-	-	-	-	-	12.4	B
		TR [3]	16.3	B	18.3	B	47.6	D	12.3	B
		Approach	15.7	B	17.9	B	44.8	D	12.0	B
	WB	L	12.7	B	16.4	B	47.6	D	9.8	A
		TR [3]	7.6	A	9.6	A	11.5	B	13.8	B
		R	-	-	-	-	-	-	8.4	A
		Approach	9.1	A	11.6	B	21.1	C	11.9	B
	NB	LTR	23.7	C	25.5	C	40.4	D	34.6	C
	SB	LTR	23.7	C	25.5	C	40.4	D	34.6	C
		L	25.5	C	29.7	C	51.4	D	34.2	-
		TR	-	-	-	-	-	-	37.8	D
		Approach	-	-	-	-	-	-	36.1	D
	Overall		**13.2**	**B**	**15.7**	**B**	**34.0**	**C**	**14.4**	**B**
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	11.9	B	12.8	B	13.2	B	NA	
		T	4.2	A	4.5	A	4.7	A		
		Approach	6.7	A	7.2	A	7.3	A		
	WB	T	9.6	A	10.0	B	10.2	B		
	SB	L	24.2	C	24.7	C	24.7	C		
	Overall		**8.9**	**A**	**9.4**	**A**	**9.4**	**A**		

Table 8 Saturday Midday Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	8.8	A	9.6	A	9.7	A	NA	
		T, T	19.4	B	22.2	C	22.4	C		
		R	12.5	B	13.2	B	13.3	B		
		Approach	18.1	B	20.5	C	20.6	C		
	WB	L	13.1	B	26.2	C	26.7	C		
		T, T	17.6	B	19.0	B	19.1	B		
		R	12.5	B	12.9	B	12.9	B		
		Approach	16.6	B	20.3	C	20.4	C		
	NB	L	51.4	D	51.9	D	51.9	D		
		LT	51.3	D	52.3	D	52.3	D		
		R	0.3	A	0.3	A	0.3	A		
		Approach	22.3	C	22.6	C	22.6	C		
	SB	R	54.0	D	56.1	E	56.1	E		
	Overall		**19.4**	**B**	**21.9**	**C**	**22.1**	**C**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	20.0	C	32.0	D	37.4	E	6.2	A
		R	19.2	C	26.3	D	26.3	D	12.2	B
		Approach	-	-	-	-	-	-	10.2	B
	NB	T, T	-	-	-	-	-	-	14.4	B
	SB	T, T	-	-	-	-	-	-	16.1	B
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**12.3**	**B**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	8.4	A	10.5	B	11.0	B	NA	

Table 8 Saturday Midday Peak Hour LOS – Summer (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	14.6	B
		TR					-	-	14.6	B
		Approach					-	-	14.6	B
	WB	L					10.8	B	9.5	A
		R					-	-	9.4	A
		Approach					-	-	9.4	A
	NB	L					635.1	F	19.3	B
		R					36.1	E	23.7	C
		Approach					-	-	22.0	C
	Overall						**-**	**-**	**13.9**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

It is noted that there are several movements in both the Summer and Fall conditions which demonstrate a decrease in delay from the No-Build to Build condition, despite accommodating an increase in volume of traffic generated by the Project. This occurs due to the operation of the traffic signal in the Synchro model; when more traffic is present, the controller in the simulation allocates more green time to the movements that receive heavier volumes. This can result in improvements to the weighted average of the time delay, as demonstrated in these instances.

The LOS for each of the lane groups and/or approaches were also reviewed for the No-Build and Build conditions at the signalized intersections. The analysis shows that while most of the lane groups and approaches at each of the intersections during the peak hours will have the same LOS during the Build condition as the No-Build condition, there are several locations where there is a drop in LOS between No-Build to Build and/or the LOS is E/ LOS F during the Build condition. This includes the Middle Country Road (NY Route 25) at Edwards Avenue intersection and Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection as discussed below:

Middle Country Road (NY Route 25) at Edwards Avenue

The capacity analysis shows that the Middle Country Road (NY Route 25) at Edwards Avenue intersection operates at overall LOS B for the Existing weekday AM peak, weekday PM peak, and Saturday Midday peak hours.

With the NYSDOT's NY Route 25 at Edwards Avenue Safety Enhancement Project, dedicated turn lanes will be added to each of the approaches and protected/permitted phasing provided for the northbound approach. With these improvements in place and signal timing/phasing optimization, the capacity analysis shows an overall intersection LOS D for the weekday AM and LOS C for the weekday PM and Saturday Midday peak hours for the No-Build condition, with all movements operating at LOS D or better, except for the eastbound through movement which shows LOS F during the AM peak hour due to a volume/capacity ratio above 1. It is noted that while the No-Build condition includes the NYSDOT's intersection improvements, it also included the additional traffic associated with the OPDs and normal background traffic growth.

Under the Build condition, the overall intersection LOS is shown as LOS D for the Saturday peak hour, which is a drop in LOS from the No-Build condition (LOS C). The weekday AM peak hour remains at LOS D and the weekday PM peak hour remains as LOS C. A review of the lane groups/approaches shows a drop in LOS between the No-Build and Build condition for the following movements:

- Eastbound left-turn movement (LOS C for No-Build and LOS D for Build, PM)
- Eastbound through/right-turn movement (LOS F for No-Build and Build, AM)
- Eastbound approach (LOS D to LOS E for AM)
- Westbound left-turn movement (LOS C to D, PM, and LOS D to LOS F, Saturday)
- Westbound approach (LOS B to LOS D, Saturday)

To mitigate the traffic impacts to this intersection associated with the Proposed Project, it is recommended that an eastbound right-turn lane be constructed in addition to the improvements proposed with the state project. With this additional improvement, the overall intersection LOS is LOS C for the weekday AM, weekday PM, and Saturday Midday peak hours, with all movements operating at LOS D or better.

Middle Country Road (NY 25) at Splish Splash Drive/Manor Road

The capacity analysis shows that in the existing condition, the Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection operates at overall LOS A for the weekday AM peak hour and LOS B for the weekday PM and Saturday Midday peak hours, with all movements operating at LOS C or better. As noted previously, the weekday AM peak hour during the Summer period occurred from 7:30 a.m. to 8:30 a.m. whereas the hour of operations for the Splish Splash water park starts at 10:00 a.m. on a typical day. Therefore, the time at which the site will be generating the peak activity, as analyzed above, occurs outside of when the peak arrivals for the water park would be occurring. Under the No-Build condition, the overall intersection LOS is LOS B for the weekday AM, weekday PM, and Saturday Midday peak hours.

Under the Build condition, the overall intersection LOS is LOS B for the AM peak hour, a LOS C for the PM peak hour, which is a drop in LOS from LOS B (No-Build), and LOS C for the Saturday Midday

peak hour, which is a drop in LOS from LOS B (No-Build). A review of the lane groups/approaches shows a drop in LOS between the No-Build and Build condition for the following movements:

- Eastbound left-turn (LOS A to LOS B, AM and LOS B to LOS C, Saturday)
- Eastbound through/right-turn (LOS B to LOS C, PM and LOS B to LOS D, Saturday)
- Eastbound approach (LOS B to LOS D, Saturday)
- Westbound left-turn (LOS A to LOS B, PM and LOS B to LOS D, Saturday)
- Westbound through/right-turn (LOS B to LOS C, PM and LOS A to LOS B, Saturday)
- Westbound approach (LOS B to LOS C, PM and Saturday)
- Northbound approach (LOS C to LOS D, Saturday)
- Southbound approach (LOS B to LOS C, AM and LOS C to LOS D, PM and Saturday)

To mitigate the traffic impacts to this intersection associated with the Proposed Project, the following improvements are recommended:

- Construct an eastbound through lane, which is a continuation of the proposed second through lane at Middle Country Road at the Proposed Site Access
- Construct a separate westbound right-turn lane
- Construct a southbound left-turn lane to provide a separate left-turn lane and a shared through/right turn lane.

With these improvements, the overall intersection LOS is LOS A for the weekday AM, and LOS B for the weekday PM and Saturday Midday peak hours, with all movements operating at LOS D or better.

West Main Street (NY Route 25) at Tanger Mall Drive

The capacity analysis for the West Main Street (NY Route 25) at Tanger Mall Drive intersection shows the overall intersection operating at LOS A during the Existing, No-Build and Build conditions for the AM peak, PM peak, and Saturday Midday peak hours, with all movements operating at the same LOS during the Build condition as the No-Build conditions, except for the westbound through movement which shows a drop in LOS from LOS A (No-Build) to LOS B (Build) for the weekday PM and Saturday Midday peak hours. No mitigation is recommended to accommodate the Proposed Project.

Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access

The capacity analysis for the Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access intersection shows the overall intersection operating at LOS B or better during the Existing, No-Build and Build conditions for the AM peak and PM peak, while the Saturday Midday peak hour operates at LOS C during the No-Build and Build Condition. All movements operating at the same LOS during the Build condition as the No-Build conditions. No mitigation is recommended to accommodate the Proposed Project.

Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue

The capacity analysis for the Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue intersection shows the eastbound left-turn and right-turn movements operating at LOS C or better for the Existing conditions. During the No-Build condition, the eastbound left-turn movement

operates at LOS D (AM, PM, and Saturday) while the eastbound right-turn movement operates at LOS C (AM), LOS B (PM) and LOS D (Saturday). During the Build condition, the LOS drops for the eastbound left-turn movement during the weekday AM peak hour and Saturday peak hour from LOS D (No-Build) to LOS E (Build).

This intersection meets the warranting criteria for the consideration of a traffic signal (see Signal Warrant Analysis section of this Study) and given the operations as an unsignalized intersection, it is further recommended that a signal be installed at this location. The capacity analysis with these improvements shows an overall LOS B for the weekday AM and Saturday Midday peak hours and overall intersection LOS A for the weekday PM peak hour with all movements operating at LOS B or better for the weekday AM, weekday PM and Saturday Midday peak hours.

Long Island Expressway (I 495) WB On-Ramp at Edwards Avenue

The capacity analysis for the Long Island Expressway (I 495) WB On-Ramp at Edwards Avenue intersection shows the northbound left-turn movement operating at LOS C or better for the Existing, No-Build and Build conditions during the weekday AM, weekday PM and Saturday Midday peak hours. No mitigation is recommended to accommodate the Proposed Project.

Middle Country Road at Site Access

The capacity analysis for Middle Country Road at the Site Access shows that as an unsignalized intersection, the northbound left-turn movement will operate at LOS F during the Build condition for weekday AM, PM and Saturday Midday peak hours, and the northbound right-turn will operate at LOS E during the Saturday peak hour.

This intersection meets the warranting criteria for the consideration of a traffic signal (see Signal Warrant Analysis section of this Study) and given the operations as an unsignalized intersection, it is further recommended that a signal be installed at this location. In addition, to accommodate the traffic associated with this project, the following is also recommended:

- Construct a dedicated eastbound shared through/right-turn lane that will carry through as a through lane along the project frontage to/through the Middle Country Road at Splish Splash Drive/Manor Road intersection
- Construct a westbound dedicated left-turn lane such that the westbound approach consists of a dedicated left-turn lane and a through lane.
- Construct the Site Access northbound approach as a dedicated left-turn lane and a dedicated right-turn lane.

The capacity analysis with these improvements shows an overall LOS B for the intersection with all movements operating at LOS C or better for the weekday AM, weekday PM and Saturday Midday peak hours.

Fall Conditions

Tables 9, 10, and 11 summarize the capacity analysis results included in Attachment H for the Fall Conditions. For ease of comparison, the Build with Mitigation Condition results are included in the tables and the specifics of the mitigation are discussed below.

Table 9 Weekday AM Peak Hour LOS - Fall

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	15.9	B	15.0	B	16.7	B
		LTR [1]	18.6	B	77.7	F	83.7	F	23.9	C
		R	-	-	-	-	-	-	11.5	B
		Approach	18.6	B	75.9	E	81.8	F	20.8	C
	WB	L	-	-	48.1	D	55.8	E	36.7	D
		LTR [2]	9.4	A	12.3	B	11.5	B	12.9	B
		Approach	9.4	A	15.6	B	16.6	B	15.6	B
	NB	L	-	-	82.3	F	63.8	E	38.8	D
		LTR [2]	36.0	D	23.6	C	26.2	C	24.1	C
		Approach	36.0	D	52.2	D	42.4	D	30.5	C
	SB	L	-	-	30.0	C	31.9	C	30.0	C
		LTR [2]	30.7	C	38.5	D	38.2	D	38.2	D
		Approach	30.7	C	37.0	D	37.1	D	36.8	D
	Overall		**21.2**	**C**	**54.3**	**D**	**55.4**	**E**	**23.7**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	6.7	A	10.1	B	15.5	B	10.1	B
		T	-	-	-	-	-	-	7.7	A
		TR [3]	11.9	B	14.7	B	17.4	B	7.7	A
		Approach	11.6	B	14.3	B	17.3	B	7.9	A
	WB	L	9.0	A	11.8	B	13.5	B	5.5	A
		TR [3]	5.7	A	7.5	A	10.2	B	7.3	A
		R	-	-	-	-	-	-	3.6	A
		Approach	5.8	A	7.6	A	10.2	B	6.8	A
	NB	LTR	20.9	C	24.1	C	27.0	C	21.9	C
	SB	LTR	20.9	C	24.1	C	27.0	C	21.9	C
		L	-	-	-	-	-	-	24.1	C
		TR	-	-	-	-	-	-	24.9	C
		Approach	23.7	C	28.4	C	32.3	C	24.4	C
	Overall		**10.7**	**B**	**13.4**	**B**	**15.9**	**B**	**9.0**	**A**

Table 9 Weekday AM Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	9.0	A	9.4	A	9.9	A	NA	
		T	3.5	A	3.7	A	3.7	A		
		Approach	3.9	A	4.1	A	4.2	A		
	WB	T	7.5	A	7.8	A	8.1	A		
	SB	L	40.3	D	35.5	D	35.5	D		
	Overall		**5.4**	**A**	**5.7**	**A**	**5.9**	**A**		
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	2.4	A	2.1	A	2.2	A	NA	
		T, T	6.7	A	7.4	A	7.3	A		
		R	3.2	A	3.1	A	3.1	A		
		Approach	6.5	A	7.2	A	7.1	A		
	WB	L	4.2	A	4.9	A	4.9	A		
		T, T	5.0	A	5.4	A	5.4	A		
		R	3.9	A	4.1	A	4.1	A		
		Approach	4.9	A	5.3	A	5.3	A		
	NB	L	50.2	D	50.7	D	50.7	D		
		LT	50.7	D	51.3	D	51.3	D		
		R	0.0	A	0.0	A	0.0	A		
		Approach	13.6	B	14.8	B	14.8	B		
	SB	R	48.2	D	46.8	D	46.8	D		
	Overall		**6.6**	**A**	**7.2**	**A**	**7.1**	**A**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	30.9	D	109.6	F	144.7	F	11.0	B
		R	16.6	C	20.3	C	20.1	C	11.2	B
		Approach	-	-	-	-	-	-	10.5	B
	NB	T, T	-	-	-	-	-	-	13.5	B
	SB	T, T	-	-	-	-	-	-	12.2	B
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**11.7**	**B**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	9.1	A	9.4	A	10.7	B	NA	

Table 9 Weekday AM Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	11.7	B
		TR					-	-	11.7	B
		Approach					-	-	11.7	B
	WB	L					14.1	B	9.2	A
		R					-	-	4.4	A
		Approach					-	-	5.8	A
	NB	L					265.0	F	23.5	C
		R					23.9	C	32.7	C
		Approach					-	-	11.7	B
	Overall						**-**	**-**	**10.1**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Table 10 Weekday PM Peak Hour LOS – Fall

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	34.7	C	37.8	D	38.1	D
		LTR [1]	12.7	B	27.0	C	25.0	C	15.0	B
		R	-	-	-	-	-	-	11.8	B
		Approach	12.7	B	27.4	C	25.6	C	15.2	B
	WB	L	-	-	36.6	D	43.4	D	23.4	C
		LTR [2]	14.4	B	25.9	C	28.3	C	28.9	C
		Approach	14.4	B	26.5	C	29.9	C	28.4	C
	NB	L	-	-	54.8	D	66.4	E	62.4	E
		LTR [2]	27.5	C	20.0	C	22.0	C	21.6	C
		Approach	27.5	C	39.4	D	45.8	D	43.4	D
	SB	L	-	-	27.1	C	28.1	C	27.6	C
		LTR [2]	24.7	C	44.1	D	47.4	D	46.2	D
		Approach	24.7	C	42.1	D	45.2	D	44.1	D
	Overall		**17.5**	**B**	**31.1**	**C**	**33.0**	**C**	**28.5**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	12.9	B	24.2	C	29.7	C	16.8	B
		T	-	-	-	-	-	-	8.0	A
		TR [3]	8.7	A	11.5	B	14.6	B	0.0	A
		Approach	9.1	A	13.1	B	16.3	B	9.0	A
	WB	L	6.4	A	8.7	A	11.3	B	6.1	A
		TR [3]	9.6	A	15.6	B	17.8	B	10.7	B
		R	-	-	-	-	-	-	4.9	A
		Approach	9.6	A	15.6	B	17.8	B	10.0	B
	NB	LTR	21.8	C	24.4	C	26.7	C	26.8	C
	SB	LTR	21.8	C	24.4	C	26.7	C	26.8	C
		L	-	-	-	-	-	-	31.7	C
		TR	-	-	-	-	-	-	28.2	C
		Approach	25.3	C	31.6	C	35.0	D	30.7	C
	Overall		**11.3**	**B**	**17.2**	**B**	**19.6**	**B**	**12.5**	**B**
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	12.4	B	13.5	B	13.6	B	NA	
		T	3.5	A	3.7	A	3.8	A		
		Approach	5.1	A	5.4	A	5.3	A		
	WB	T	10.1	B	10.9	B	11.0	B		
	SB	L	23.2	C	23.2	C	23.4	C		
	Overall		**8.8**	**A**	**9.3**	**A**	**9.2**	**A**		

Table 10 Weekday PM Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	6.8	A	8.4	A	8.4	A	NA	
		T, T	10.4	B	12.0	B	12.0	B		
		R	8.0	A	8.8	A	8.8	A		
		Approach	10.0	B	11.6	B	11.6	B		
	WB	L	5.8	A	6.6	A	6.6	A		
		T, T	13.5	B	16.0	B	16.0	B		
		R	8.5	A	9.3	A	9.3	A		
		Approach	12.6	B	14.9	B	14.9	B		
	NB	L	47.7	D	44.5	D	44.5	D		
		LT	47.2	D	44.2	D	44.2	D		
		R	0.1	A	0.1	A	0.1	A		
		Approach	24.2	C	22.7	C	22.7	C		
	SB	R	49.3	D	50.3	D	50.3	D		
	Overall		**14.2**	**B**	**15.7**	**B**	**15.8**	**B**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	20.2	C	27.9	D	29.2	D	12.8	B
		R	10.6	B	11.1	B	11.1	B	16.5	B
		Approach	-	-	-	-	-	-	15.2	B
	NB	T, T	-	-	-	-	-	-	5.5	A
	SB	T, T	-	-	-	-	-	-	7.7	A
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**9.2**	**A**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	10.2	B	11.3	B	30.0	D	NA	

Table 10 Weekday PM Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-	-	-	-	-	-	11.3	B
		TR					-	-	11.3	B
		Approach					-	-	11.3	B
	WB	L					10.0	B	7.6	A
		R					-	-	11.2	B
		Approach					-	-	11.0	B
	NB	L					292.6	F	20.7	C
		R					9.3	A	26.0	C
		Approach					-	-	24.0	C
	Overall						**-**	**-**	**13.3**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

Table 11 Saturday Midday Peak Hour LOS - Fall

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road (NY 25) at Edwards Avenue (Signalized) [4]	EB	L	-	-	34.2	C	45.6	D	45.6	D
		LTR [1]	25.4	C	48.1	D	63.8	F	23.5	C
		R	-	-	-	-	-	-	11.8	B
		Approach	25.4	C	47.0	D	62.4	E	23.0	C
	WB	L	-	-	54.3	D	230.2	F	42.7	D
		LTR [2]	18.1	B	21.8	C	30.3	C	30.3	C
		Approach	18.1	B	23.8	C	52.8	D	31.7	C
	NB	L	-	-	48.4	D	52.2	D	52.2	D
		LTR [2]	138.4	F	27.7	C	30.0	C	30.0	C
		Approach	138.4	F	33.8	C	36.3	D	36.3	D
	SB	L	-	-	36.0	D	38.3	D	38.3	D
		LTR [2]	36.8	D	43.1	D	44.7	D	44.7	D
		Approach	36.8	D	41.8	D	43.6	D	43.6	D
	Overall		**49.8**	**D**	**36.7**	**D**	**51.4**	**D**	**31.1**	**C**
Middle Country Road (NY 25) at Splish Splash Drive/Manor Road (Signalized)	EB	L	13.0	B	20.7	C	29.0	C	11.3	B
		T	-	-	-	-	-	-	6.4	A
		TR [3]	8.0	A	9.1	A	12.4	B	0.0	A
		Approach	8.5	A	10.5	B	14.3	B	6.9	A
	WB	L	5.9	A	6.9	A	9.9	A	4.7	A
		TR [3]	9.0	A	12.4	B	15.0	B	7.1	A
		R	-	-	-	-	-	-	4.0	A
		Approach	9.0	A	12.4	B	15.0	B	6.3	A
	NB	LTR	24.9	C	27.7	C	32.0	C	29.2	C
	SB	LTR	24.9	C	27.7	C	32.0	C	29.2	C
		L	-	-	-	-	-	-	32.6	C
		TR	-	-	-	-	-	-	31.2	C
		Approach	28.2	C	32.7	C	38.0	D	32.1	C
	Overall		**10.3**	**B**	**13.4**	**B**	**16.5**	**B**	**8.7**	**A**
West Main Street (NY 25) at Tanger Mall Drive (Signalized)	EB	L	12.3	B	13.3	B	13.7	B	NA	
		T	4.9	A	5.3	A	5.5	A		
		Approach	6.8	A	7.4	A	7.6	A		
	WB	T	10.0	B	10.5	B	10.7	B		
	SB	L	26.4	C	26.5	C	26.5	C		
	Overall		**9.6**	**A**	**10.1**	**A**	**10.2**	**B**		

Table 11 Saturday Midday Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access (Signalized)	EB	L	10.1	B	12.2	B	11.0	B	NA	
		T, T	22.0	C	31.5	C	26.3	C		
		R	14.1	B	17.6	B	15.3	B		
		Approach	20.8	C	29.4	C	24.6	C		
	WB	L	21.7	C	33.0	C	36.8	D		
		T, T	19.2	B	20.6	C	20.2	C		
		R	12.9	B	13.1	B	12.8	B		
		Approach	19.5	B	23.0	C	23.5	C		
	NB	L	50.4	D	51.2	D	51.2	D		
		LT	49.9	D	50.6	D	50.6	D		
		R	0.3	A	0.4	A	0.4	A		
		Approach	19.8	B	20.1	C	20.1	C		
	SB	R	52.7	D	53.3	D	53.3	D		
	Overall		**21.0**	**C**	**26.0**	**C**	**24.2**	**C**		
LIE (I 495) EB Off-Ramp at Edwards Avenue (Unsignalized/ Signalized) [5, 6]	EB	L	39.6	E	106.2	F	128.5	F	8.1	A
		R	53.0	F	98.4	F	98.4	F	73.0	F
		Approach	-	-	-	-	-	-	50.9	D
	NB	T, T	-	-	-	-	-	-	18.3	B
	SB	T, T	-	-	-	-	-	-	23.4	C
	Overall		**-**	**-**	**-**	**-**	**-**	**-**	**40.6**	**D**
LIE (I 495) WB On-Ramp at Edwards Avenue (Unsignalized) [7]	NB	L	8.6	A	9.0	A	11.8	B	NA	

Table 11 Saturday Midday Peak Hour LOS – Fall (Continued)

Intersection	Approach	Lane Group	Existing 2022		No-Build 2028		Build 2028		Build w/ Mitigation	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Middle Country Road at Site Access (Unsignalized/ Signalized) [5]	EB	T	-		-		-	-	14.6	B
		TR					-	-	14.6	B
		Approach					-	-	14.6	B
	WB	L					10.5	B	9.4	A
		R					-	-	10.7	B
		Approach					-	-	10.5	B
	NB	L					665.7	F	18.2	B
		R					31.6	D	22.7	C
		Approach					-	-	21.1	C
	Overall						**-**	**-**	**14.0**	**B**

EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

- Not Applicable for this condition

NA- Not Applicable, no improvement proposed

Average delay in seconds per vehicle

LOS = Level of Service

1 Shared left-turn/through/right-turn movement in Existing Conditions becomes a shared through/right turn movement in No-Build and Build Conditions and an exclusive through in Build Conditions

2 Shared left/through/right-turn movement in Existing becomes shared through/right-turn movement in No-Build, Build and Build with Mitigation Conditions

3 Shared through/right-turn movement in Existing, No-Build, and Build Conditions becomes an exclusive through movement and exclusive right-turn movement in Build with Mitigation Condition

4 Roadway project to reconstruct this intersection in No-Build to provide dedicated left-turn lane on all approaches

5 Signalized in the Build with Mitigation condition.

6 In the LOS table, the EB, NB, and SB approaches equates to the NB, WB, and EB approaches, respectively in the Capacity Analysis Reports

7 In the LOS table, the NB approach equates to the WB approach in the Capacity Analysis Reports

As previously noted, there are a few movements which demonstrate a decrease in delay from the No-Build to Build condition, despite accommodating an increased volume of traffic generated by the Project, which is a result of the operation of the traffic signal in the Synchro model.

Review of Tables 9, 10, and 11 shows that all the signalized intersections have an overall intersection LOS D or better during the No-Build condition and LOS E or better during the Build condition for the weekday AM, weekday PM, and Saturday Midday peak hours.

The LOS for each of the lane groups and/or approaches were also reviewed for the No-Build and Build conditions at the signalized intersections. The analysis shows that while many of the lane groups and approaches at each of the intersections during the peak hours will have the same LOS during the Build condition as the No-Build condition, there are locations where there is a drop in LOS between No-Build to Build and/or the LOS is E/LOS F during the Build condition as discussed below.

Middle Country Road (NY Route 25) at Edwards Avenue

The capacity analysis shows that the Middle Country Road (NY Route 25) at Edwards Avenue intersection operates at overall LOS C for the Existing AM, LOS B for the Existing PM and LOS D for the Existing Saturday Midday peak hours, with the northbound approach operating at LOS F during the Saturday Midday peak hour.

With the NYSDOT's NY Route 25 at Edwards Avenue Safety Enhancement Project, dedicated turn lanes will be added to each of the approaches and protected/permitted phasing provided for the northbound approach. With these improvement in place and signal timing/phasing optimization, the capacity analysis shows an overall intersection LOS D for the weekday AM and Saturday Midday peak hours and LOS C during the weekday PM peak hour for the No-Build condition, with all movements operating at LOS D or better. The exceptions to this are the northbound left-turn movement which operated at LOS F, the eastbound through/right-turn lane which operates at LOS F, and the eastbound approach which operates at LOS E, all during the weekday AM peak hour. It is noted that while the No-Build condition includes the NYSDOT's intersection improvements, it also included the additional traffic associated with the OPDs and normal background traffic growth.

Under the Build condition, the overall intersection LOS is shown as LOS E for the weekday AM peak hour, which is a drop in LOS from the No-Build condition (LOS D), LOS C for the weekday PM peak hour and a LOS D for the Saturday Midday peak hour. A review of the lane groups/approaches shows a drop in LOS between the No-Build and Build condition for the following:

- Eastbound left-turn movement (LOS C to LOS D, PM)
- Eastbound through/right turn movement (LOS F AM, LOS D to LOS F, Saturday)
- Eastbound approach (LOS E to LOS F, AM and LOS D to LOS E, Saturday)
- Westbound left turn movement (LOS D to LOS E, AM and LOS D to LOS F, Saturday)
- Westbound approach (LOS C to LOS D, Saturday)
- Northbound left-turn movement (LOS D to LOS E, PM)
- Northbound approach (LOS C to LOS D, Saturday)

To mitigate the traffic impacts to this intersection associated with the Proposed Project, it is recommended that an eastbound right turn lane be constructed. With this improvement, the overall intersection LOS is LOS C for the weekday AM, weekday PM, and Saturday Midday peak hours, with all movements operating at LOS D or better with the exception of the northbound left-turn movement during the PM peak hour, although the overall northbound approach remains at LOS D.

Middle Country Road (NY 25) at Splish Splash Drive/Manor Road

The capacity analysis shows that the Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road intersection operates at overall LOS B for the weekday AM, weekday PM, and Saturday Midday peak hours, with all movements operating at LOS D or better, during Existing, No-Build and Build conditions.

There are a few movements and/or approaches that drop in LOS and although the LOS for all movements, approaches and overall intersection is considered acceptable (LOS D or better), since the analysis shows that during the Summer condition, several movements, approaches and/or

intersection LOS are less than desirable, the Summer condition were considered critical for this intersection. Therefore, the improvements identified for the Summer condition are recommended:

- Construct an eastbound through lane, which is a continuation of the proposed second through lane at Middle Country Road at the Proposed Site Access
- Construct a separate westbound right-turn lane
- Construct southbound left-turn lane.

With these improvements, the overall intersection LOS is LOS A for the weekday AM and Saturday midday peak hours and LOS B for the weekday PM peak hour, with all movements operating at LOS C or better.

West Main Street (NY Route 25) at Tanger Mall Drive

The capacity analysis for the West Main Street (NY Route 25) at Tanger Mall Drive intersection shows the overall intersection operating at LOS A during the Existing, No-Build, and Build conditions for the weekday AM peak and weekday PM peak hour. For the Saturday Midday peak hour, the overall intersection is LOS A for Existing and No-Build conditions and LOS B for the Build conditions.

A review of the movements/approaches shows generally the same LOS for the Build conditions as the No-Build conditions, with all movements/approaches operating at LOS D or better. No mitigation is recommended to accommodate the Proposed Project.

Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access

The capacity analysis for the Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access intersection shows the overall intersection operating at LOS A during the Existing, No-Build, and Build conditions for the AM peak, LOS B during the Existing, No-Build, and Build conditions for the PM peak, and LOS C for the Existing, No-Build, and Build conditions for the Saturday Midday peak hour. with generally all movements/approaches operating at the same LOS during the Build condition as the No-Build conditions. No mitigation is recommended to accommodate the Proposed Project.

Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue

The capacity analysis for the Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue intersection shows the eastbound left-turn and right-turn movements operating at LOS D or better for the Existing weekday AM and PM peak hour, and LOS E and F, respectively for the Existing Saturday Midday peak hour. During the Build condition, the eastbound left-turn operates at LOS F during the weekday AM and Saturday peak hours, and LOS D during the PM peak hour.

This intersection meets the warranting criteria for consideration of a traffic signal (see Signal Warrant Analysis section of this Study) and given the operations as an unsignalized intersection, it is further recommended that a signal be installed at this location. The capacity analysis with these improvements shows an overall LOS B for the weekday AM, LOS A for the weekday PM peak hours and LOS D for the Saturday Midday peak hour with all movements operating at LOS D or better. The only exception is the eastbound right-turn movement during the Saturday midday peak hour, although it represents an improvement over the No-Build condition, and the LOS of the approach is at LOS D.

Long Island Expressway (I 495) WB On-Ramp at Edwards Avenue

The capacity analysis for the Long Island Expressway (I 495) WB On-Ramp at Edwards Avenue intersection shows the northbound left-turn movement operating at LOS B or better for the Existing and No-Build conditions and the Build conditions during the weekday AM and Saturday Midday peak hours. During the weekday PM peak hour, this movement operates at LOS D. Given the acceptable LOS, no mitigation is recommended to accommodate the Proposed Project.

Middle Country Road at Site Access

The capacity analysis for the Middle Country Road at Site Access shows that as an unsignalized intersection, the northbound left-turn movement will operate at LOS F during the Build condition for weekday AM, weekday PM, and Saturday peak hours, while the northbound right-turn lane operates at LOS D during the Saturday midday peak hour.

This intersection meets the warranting criteria for considering a traffic signal (see Signal Warrant Analysis section of this Study) and given the operations as an unsignalized intersection, it is further recommended that a signal be installed at this location. In addition, to accommodate the traffic associated with this project, the following is also recommended:

- Construct an eastbound shared through/right-turn lane that will carry through as a through lane along the project frontage to/through the Middle Country Road at Splish Splash Drive/Manor Road intersection
- Construct a westbound dedicated left-turn lane such that the westbound approach consists of a dedicated left-turn lane and a through lane.
- Construct the Site Access northbound approach as a dedicated left-turn lane and a dedicated right-turn lane.

The capacity analysis with these improvements shows an overall LOS A for the intersection during the weekday AM peak hour and overall LOS B during the weekday PM and Saturday Midday peak hour, with all movements operating at LOS C or better for each peak period.

Recommended Mitigation Measures

The results of the capacity analyses conducted for this Project show that to improve LOS and operations at some of the locations that could experience an increase in delay and a decrease in LOS, mitigation is proposed to accommodate site generated traffic from this project. Table 12 summarizes the proposed mitigation measures for this Project. Furthermore, to demonstrate that the proposed improvements could be implemented within the limits of the public right-of-way sketches for the proposed improvements are included in Attachment J:

Table 12 Mitigation Measures

Intersection	Existing/No-Build Geometry	Improvement	Build with Mitigation Geometry
Middle Country Road (NY Route 25) at Edwards Avenue [1]	EB: L, TR WB: L, TR NB: L, TR SB: L, TR	EB: construct right-turn lane Optimize signal timing/ phasing	EB: L, T, R WB: L, TR NB: L, TR SB: L, TR
Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road	EB L, TR WB: L, TR NB: LTR SB: LTR	EB: construct through lane [2] WB: construct right-turn lane SB: Construct left-turn lane	EB L, T. TR WB: L, T, R NB: LTR SB: L, TR
LIE (I 495) EB Off-Ramp at Edwards Avenue	EB: L, R NB: T, T SB: T,T	Signalize with optimized timing/phasing	EB: L, R NB: T, T SB: T,T
Middle Country Road (NY Route 25) at Site Access	NA	Construct Intersection and Signalize with optimized timing/phasing	EB: T, TR [2] WB: L, T NB: L, R

1 Existing geometry is shared left-turn/through/right-turn lane that is being modified as part of State roadway project to provide dedicated left-turn lanes on all approaches.

2 The proposed shared through/right-turn lane at the Middle Country Road at Site Access will continue through the intersection along the Project's property frontage to/through the Middle Country Road at Splish Splash Drive/Manor Road intersection as a dedicated through lane.

5

Signal Warrant Analysis

Consistent with the Final Scope, a traffic signal warrant analysis was conducted for the intersection of Middle Country Road and the proposed Site Access Driveway. Furthermore, as the proposed mitigation for the project includes a traffic signal at the intersection of the Long Island Expressway (I-495) EB Off-Ramp at Edwards Avenue, a traffic signal warrant analysis was prepared for that location as well. These analyses were performed in accordance with the 2023 Manual on Uniform Traffic Control Devices (MUTCD)[4] to the MUTCD. There are nine warrants described in the MUTCD and the installation of a traffic signal should only be considered if one or more of the nine signal warrants are met. For this analysis, three of the warrants were considered applicable to the project and were examined. The warrants considered are outlined below:

- Warrant 1, Eight-Hour Vehicle Volume
- Warrant 2, Four-Hour Vehicle Volume
- Warrant 3, Peak Hour

The results of the traffic signal warrant analysis for Warrants 1, 2, and 3 are discussed below and summarized in Table 13 for the Middle Country Road at Site Access intersection and Table 14 for the Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection. The detailed technical analysis is provided in Attachment I. The analysis was performed for the 2028 Build condition for the Middle Country Road at Site Access intersection and for the 2022 Existing, 2028 No-Build, and the 2028 Build conditions for the existing Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection.

Middle Country Road at Site Access intersection

The 2022 Existing volumes for the eastbound and westbound approaches were obtained utilizing the ATR data obtained Middle Country Road (NY Route 25) east of Edwards Avenue during the Fall Conditions (ATR beginning Tuesday, October 10, 2022, through Wednesday, October 19, 2022) and

4 Manual on Uniform Traffic Control Devices 11th Edition, FHWA, December 2023.

Summer Conditions (ATR beginning Friday, August 5, 2022, through Saturday, August 13, 2022). As previously discussed, traffic counts were conducted at a time when traffic volumes could be affected by the COVID-19 Pandemic. While the COVID adjustment factors of 1.12, 1.00 and 1.13 were used to adjust the weekday AM peak, weekday PM peak, and Saturday Midday peak hour traffic counts for the capacity analyses, to provide a conservative analysis for the signal warrant evaluation, no Covid adjustment factor was applied for assessing the volumes against the warranting criteria for a traffic signal.

To obtain the 2028 No-Build condition, the background growth rate of 1.7 percent per year was applied for six years to the 2022 hourly volumes to obtain the 2028 Background hourly volumes on Middle Country Road. While traffic from OPDs will pass through this intersection, to provide a conservative analysis for whether the traffic volumes will meet the thresholds associated with the signal warrant criteria, no traffic from the OPDs were included in the 2028 No-Build condition.

The hourly volumes for the proposed site access were developed by applying the ITE Trip Generation Vehicle Time of Day Distribution for LUC 110-Light Industrial with the daily northbound exiting trip generation volume (1,687 vehicles) for the proposed site access applied from LUC 130-Industrial Park. The daily entering trip generation volume (1,687 vehicles) for the project were added to Middle Country Road 2028 No-Build volumes to obtain the 2028 Build conditions.

The Build condition analyses were performed against the 70 percent warranting criteria since the posted speed limit on Middle Country Road is 50 mph and the ATR data showed an 85th percentile operating speed of 47 miles per hour (mph) for the eastbound direction and 44 mph for the westbound direction.

This methodology was applied to both the Summer Condition and Fall Condition volumes

Middle Country Road at the Site Access is proposed as a three-legged intersection with the eastbound approach providing a through lane and a shared through/right turn lane and the westbound approach providing a dedicated left turn lane and a through lane. The Site Access northbound approach will provide a dedicated left-turn lane and a dedicated right-turn lane.

Warrant 1, Eight-Hour vehicle Volume

This warrant is intended for locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic signal is based on traffic volume conditions on the major and minor street approaches for each of any eight hours of an average day. On the minor street, the higher volume is not required to be on the same approach during each of the eight hours. Warrant 1 provides two conditions to evaluate; Condition A Minimum Vehicular Volume and Condition B Interruption of Continuous Traffic. If Condition A is satisfied, then Warrant 1 is satisfied and analysis of Condition B and the combination of Conditions A and B are not needed. Given the posted speed, the 85th percentile speed and based upon the proposed intersection geometry with two lanes on each approach, the minimum volume criteria for the two conditions are as follows:

- Condition A: 420 vehicles on the major street and 140 vehicles on the minor street
- Condition B: 630 vehicles on the major street and 70 vehicles on the minor street

Warrant 2, Four-Hour Vehicle Volume

Warrant 2, Four-Hour Vehicular Volume, is intended for locations where the volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic signal is based on traffic volume conditions on the major and minor street approaches for each of any four hours of an average day. On the minor street, the higher volume is not required to be on the same approach during each of the four hours. If four or more hours fall above the applicable curve in MUTCD Figure 4C-2, then the warrant is met.

Warrant 3, Peak Hour

This warrant is intended for locations where for one hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. This warrant is typically applied in unusual cases such as office complexes, manufacturing plants, industrial complexes, or high occupancy vehicle facilities that attract or discharge many vehicles over a short time. This warrant includes two conditions to evaluate. Meeting either of these two conditions indicates the warrant is met. Based on the posted speed limit and the 85th percentile operating speed and the proposed geometry, the minimum volume criteria for the two conditions are as follows:

- Condition A: total stopped delay on one minor street approach equals or exceeds 5 vehicle-hours, the volume on the same minor street approach equals or exceeds 150 vehicles, and the total entering volume equals or exceeds 650 vehicles per hour.
- Condition B: The vehicles per hour on the major street and the corresponding vehicles per hour on the higher volume minor street approach for one hour of an average day falls above the applicable curve in MUTCD Figure 4C-4.

Table 13 Signal Warrant Analysis Summary- Middle Country Road at Site Access

Condition	Warrant 1: Eight Hour	Warrant 2: Four Hour	Warrant 3: Peak Hour	
			Volume	Delay
2028 Build - Summer	Yes	Yes	Yes	Yes
2028 Build - Fall	Yes	Yes	Yes	Yes

Table 13 shows that the future traffic volumes satisfy the traffic volume criteria for Warrants 1, 2, or 3. Based upon the results of the signal warrant analysis, a traffic signal is recommended at this location.

Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection

The Signal Warrant Evaluation for this intersection is based upon the two hours for the AM peak period (7:00 to 9:00 a.m.) and the four-hours of extended weekday PM peak period (2:00 to 6:00 p.m.). Therefore, the analysis is being conducted based only upon 6 hours of volume. As previously discussed, traffic counts were conducted at a time when traffic volumes could be affected by the COVID-19 Pandemic. While the COVID adjustment factors of 1.12, 1.00 and 1.13 were used to adjust the weekday AM peak, weekday PM peak, and Saturday Midday peak hour traffic counts for the capacity analyses, to provide a conservative analysis for the signal warrant evaluation, no Covid adjustment factor was applied for assessing the volumes against the warranting criteria for a traffic signal.

To obtain the 2028 No-Build condition, the background growth rate of 1.7 percent per year was applied for three years to the 2022 hourly volumes to obtain the 2028 Background hourly volumes on Edwards Avenue and on the LIE Eastbound Off-Ramp. While traffic from OPDs will pass through this intersection, to provide a conservative analysis, no traffic from the OPDs were included in the 2028 No-Build condition.

The hourly volumes for the proposed site access were developed by applying the ITE Trip Generation Vehicle Time of Day Distribution for LUC 110-Light Industrial and the daily trips associated with LUC 130-Industrial Park. Sixteen percent of the daily site generated entering volume was applied to the LIE Eastbound Off-Ramp.

The Build condition analyses were performed against the 100 percent warranting criteria. This methodology was applied to both the Summer Condition and Fall Condition volumes

The LIE Eastbound Off-Ramp at Edwards Avenue is a three-legged intersection with the southbound approach providing two through lanes and the northbound approach providing two through lanes. The LIE EB Off ramp eastbound approach provides a dedicated left-turn lane and a dedicated right-turn lane.

Warrant 1, Eight-Hour vehicle Volume

This warrant is intended for locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic signal is based on traffic volume conditions on the major and minor street approaches for each of any eight hours of an average day. On the minor street, the higher volume is not required to be on the same approach during each of the eight hours. Warrant 1 provides two conditions to evaluate; Condition A Minimum Vehicular Volume and Condition B Interruption of Continuous Traffic. If Condition A is satisfied, then Warrant 1 is satisfied and analysis of Condition B and the combination of Conditions A and B are not needed. Using the 100 percent criteria and based upon the intersection with two lanes in each direction, the minimum volume criteria for the two conditions are as follows:

- Condition A: 600 vehicles on the major street and 200 vehicles on the minor street
- Condition B: 900 vehicles on the major street and 100 vehicles on the minor street

Warrant 2, Four-Hour Vehicle Volume

Warrant 2, Four-Hour Vehicular Volume, is intended for locations where the volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a traffic signal is based on traffic volume conditions on the major and minor street approaches for each of any four hours of an average day. On the minor street, the higher volume is not required to be on the same approach during each of the four hours. If four or more hours fall above the applicable curve in MUTCD Figure 4C-1, based upon the geometry, the warrant is met.

Warrant 3, Peak Hour

This warrant is intended for locations where for one hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street. This warrant is typically applied in unusual cases such as office complexes, manufacturing plants, industrial complexes, or high occupancy vehicle facilities that attract or discharge many vehicles over a short time. This warrant

includes two conditions to evaluate. Meeting either of these two conditions indicates the warrant is met. Based on the posted speed limit and the 85th percentile operating speed and the proposed geometry, the minimum volume criteria for the two conditions are as follows:

- Condition A: total stopped delay on one minor street approach equals or exceeds 5 vehicle-hours, the volume on the same minor street approach equals or exceeds 150 vehicles, and the total entering volume equals or exceeds 650 vehicles per hour.
- Condition B: The vehicles per hour on the major street and the corresponding vehicles per hour on the higher volume minor street approach for one hour of an average day falls above the applicable curve in MUTCD Figure 4C-3.

Table 14 Signal Warrant Analysis Summary- Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection

Condition	Warrant 1: Eight Hour	Warrant 2: Four Hour	Warrant 3: Peak Hour	
			Volume	Delay
Summer				
2022 Existing	See Note 1	Yes	No	Yes
2028 Build	See Note 2	Yes	Yes	Yes
Fall				
2022 Existing	See Note 2	Yes	Yes	Yes
2028 Build		Yes	Yes	Yes

[1] Meets four of six hours of turning movement count data volume available

[2] Meets all six hours of turning movement count data volume available

As shown in Table 14, the existing traffic volumes satisfy the traffic volume criteria for Warrant 2 and the delay criteria for Warrant 3. The future volumes satisfy the traffic volume criteria for Warrants 2 and 3 as well as the delay criteria for Warrant 3. Based on the results of the traffic signal warrant evaluation and the intersection capacity analysis, the installation of a traffic signal is recommended at the Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue intersection.

6

Interchange Assessment

A qualitative analysis of the merge and diverge operations was prepared for the following locations:

- Long Island Expressway (I-495) at West Main Street (NY Route 25)
- West Main Street (NY Route 25) at Old Country Road

The analysis focuses on the proposed traffic increases expected at each of the relevant ramps, but no roadway analysis was performed due to the free-flow nature of traffic operations at each of these locations. Headed to the Project Site, there are two locations where traffic merges and headed from the project site, there are two diverge maneuvers that occur in relation accessing the Long Island Expressway at Exit 72.

Merge Operations

The Long Island Expressway (I-495) at West Main Street (NY Route 25) operates as a partial cloverleaf with a diverge loop ramp from I-495 eastbound Exit 72 off ramp to Route 25 westbound, where the eastbound off ramp then merges with West Main Street (NY Route 25). West of this intersection, Old Country Road merges with West Main Street where it becomes the westbound approach to the Middle Country Road at Splish Splash Drive/Manor Road. The I-495 eastbound Exit 72 off ramp to Route 25 westbound is a single lane ramp with an acceleration lane that merges with two Middle Country Road travel lanes. West of the interchange, Old Country Road, which is a single lane roadway where it merges with two Middle Country Road travel lanes. Table 15 summarizes the volumes on the I-495 eastbound Exit 72 off ramp and the West Main Street and Old Country Road volumes.

Table 15 Peak Hour Trip Generation Merge Volumes

Roadway	Peak Hour [c]		
	AM	PM	Sat
I-495 at NY 25 Diverge Ramp	139	37	70
West Main Street	39	10	20
Total [a]	178	47	91
Old Country Road	6	2	3
Total [b]	184	49	94

a Total of I-495 at NY 25 Diverge Ramp and West Main Street merged volumes

b Total of West Main Street and Old Country Road merged volumes

c Volumes taken from Trip Assignment Figure 8

These traffic volumes represent the project related traffic being added to each of the relevant merge sections during each of the peak hours analyzed within the report. To gain further perspective, these volumes were also compared to the total traffic currently present on each relevant ramp as available from the NYSDOT traffic data viewer. In general, from review of this information, the off-ramp from the LIE were shown to carry minimal volumes of traffic in the existing condition. Based on this, it would be expected that even with the increases in traffic noted above, the volumes would be such that the merges would not experience undue congestion.

Diverge Operations

East of the Middle Country Road at Splish Splash Drive/Manor Road, West Main Street is a three-lane roadway which widens to provide two lanes for the Old Country Road (CR 58) diverge and two remaining travel lanes on West Main Street (NY Route 25). Further east, the I-495 westbound on-ramp diverges from West Main Street (NY Route 25) via one lane with two lanes remaining on West Main Street. Table 16 summarizes the volumes on each of the diverging roadways, which shows that the Saturday Midday peak hour is the critical hour with more trips occurring at each of the diverges than during the weekday AM and weekday PM peak hours.

Table 16 Peak Hour Trip Generation Diverge Volumes

Roadway	Peak Hour [c]		
	AM	PM	Sat
Old Country Road at West Main Street Total [a]	43	176	199
Old Country Road	2	6	7
West Main Street [b]	41	170	192
West Main Street at I-495 westbound on ramp	32	133	150
West Main Street	9	37	42

a Total of West Main Street and Old Country Road eastbound volumes before roadways diverge
b West Main Street volumes east of I-495 westbound on ramp volumes
c Volumes taken from Trip Assignment Figure 8

Similar to the merge sections, the points of divergence for the two relevant interchanges do not currently experience significant volumes of traffic, based on the information available from the NYSDOT Traffic Data Viewer. As a result, though the increase in traffic at the ramps from the project related traffic may appear substantial, it is not likely to result in undue congestion in the future condition.

7

Comparison of Alternative Subdivision Plans

The Draft Environmental Impact Statement identified the following Alternatives:

- Alternative 1 – No-Action Alternative
- Alternative 2 - Yield Map with 38 Lots in Accordance with Prevailing Zoning
- Alternative 3 - Single User under Existing Industrial A Zoning (No Subdivision)

The following section provides a comparison of the peak hour trip generation estimates for each alternative.

Alternative 1 – No-Action Alternative

Under this Alternative, the Proposed Project nor any of the Alternatives would occur. No further traffic evaluation of this Alternative is required.

Alternative 2 – Yield Map with 38 Lots in Accordance with Prevailing Zoning

Under this Alternative there would be 38 lots, totaling 1,208,602 sf of industrial use building area. The trips associated with this alternative were estimated using the ITE *Trip Generation,11th Edition* [1]. The number of vehicle trips generated by the industrial use for Alternative 2 was estimated based on ITE LUC 130 – Industrial Park. The trip generation estimate for the Proposed Project is summarized in Table 17.

Table 17 Trip Generation – Comparison of Alternatives

Alternative	AM Peak Hour			PM Peak Hour			Sat Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Proposed Project [a]	322	75	397	87	310	397	165	349	514
1-No-Action Alternative	0	0	0	0	0	0	0	0	0
Alternative 2- 38 Lots[b]	333	78	411	90	321	411	170	362	532

a Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,168,389 sf.

b Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,208,602 sf.

A comparison of the trips associated with this Alternative and the Proposed Project shows that the two alternatives are comparable in the number of trips generated. This alternative would generate 14 more trips during the weekday AM peak hour (3 more entering and 11 more exiting), 14 more trips during the weekday PM peak hour (3 more entering and 11 more exiting), and 18 more trips during the Saturday Midday peak hour (5 more entering and 13 more exiting).

Alternative 3- Single User under Existing Industrial A Zoning (No Subdivision)

Under this Alternative there would be one user consisting of a total of 1,444,187 sf of industrial use building area. The trips associated with this alternative were estimated using the ITE *Trip Generation,11th Edition* [1]. The number of vehicle trips generated by the industrial use for the Alternative 3 was estimated based on ITE LUC 130 – Industrial Park. The trip generation estimate for the Proposed Project is summarized in Table 18.

Table 18 Trip Generation – Alternative 3

Land Use	AM Peak Hour			PM Peak Hour			Sat Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Proposed Project [a]	322	75	397	87	310	397	165	349	514
Alternative 3 [b]	398	93	491	108	383	491	203	432	635

a Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,168,389 sf.

b Trip generation estimate based on ITE LUC 130 – Industrial Park for 1,444,187 sf.

A comparison of the trips associated with this Alternative and the Proposed Project shows that this alternative would generate 94 more trips during the weekday AM peak hour (18 entering and 76 exiting), 94 more trips during the weekday PM peak hour (21 entering and 73 exiting), and 121 more trips during the Saturday Midday peak hour (38 entering and 83 exiting).

Alternative 4- Providing Rail Spur to Connect to the Long Island Rail Road Ronkonkoma Branch

The final scope for the DEIS includes the evaluation of the potential for the establishment of a rail spur from the Long Island Rail Road (LIRR) Ronkonkoma Branch into the site. The site is located immediately north of this section of the LIRR Ronkonkoma Branch and as such abuts the Rail Road right-of-way. Given the proposed subdivisions use as an Industrial Park, there is the potential for some future tenants to take advantage of the presence of a rail spur in the movement of materials and goods on and off the site. The use of a rail spur would reduce the level of truck traffic to and

from the site to a degree if it were constructed and if the Industrial Park included tenants whose businesses could take advantage of it and chose to do so. The site's frontage along the Rail Road right-of-way and local topography present some challenges to a rail spur and would have to be considered in any such connection. The site frontage is relatively short and adjacent to a horizontal curve on the rail line. Typically, a turnout should be located on a tangent (straight) and level section of track. In addition, there is from a railway perspective, a significant difference in grade between the existing rail line and the site just to the north. This grade difference is in the range of 6 to 8 feet over only a few hundred feet. The preferred maximum track grade for freight is 1% (although it can be higher) and achieving this grade would require significant regrading of the site in this area and perhaps further north as the site continues to rise to the north. Construction of any such rail spur would require coordination/approvals from MTA Long Island Rail Road (the owner), New York and Atlantic Railway (the designated freight carrier) and potentially, the Surface Transportation Board.

Based on information contained in the ITE's publication *Trip Generation,11th Edition* for an Industrial Park (LUC 130), the level of truck traffic that can be anticipated during the peak periods of traffic at this use is in the range of approximately 10 percent. While the degree to which trucking would be reduced is dependent on many factors which are unknown at this time, it would not be expected that a rail spur would eliminate the majority of trucking and is likely to be used by only some portion of the tenants, if any. It can be concluded that the presence of a rail spur, while it could reduce the level of trucking on area roadways if tenants were present that would take advantage of it, would not reduce the level of site traffic to the extent that it would affect the results of this study or reduce the level of mitigation identified.

8

Connection to a future North Service Road of the Long Island Expressway

To gain an understanding of the potential for the construction of a North Service Road of the Long Island Expressway within the study area, a detailed review of the archived record plans which were prepared for the construction of the LIE was conducted. These plans, which were prepared in 1968, depict the layout of the LIE from its interchange with Edwards Avenue (Exit 71) through its eastern terminus with Old Country Road (Exit 73).

The archived plans show the existing construction of Exit 71 at Edwards Avenue with a potential North and South service road extending from that intersection eastward to River Road. The south service road would facilitate an eastbound on-ramp and the north service road would facilitate a westbound off-ramp from and to Edwards Avenue, respectively. The service roads were not shown to extend further from River Road, however, and the plans always indicated that the LIE was designed in its current configuration from River Road to its eastern terminus.

To connect to the site, the service road would need to also extend from River Road easterly by another 2000+ feet. In doing so, the roadway would need to cross several private properties as well as the Long Island Rail Road line for the Riverhead branch tracks. Therefore, proposing such an extension would require significant taking of properties as well as the design and construction of a bridge over the railroad tracks.

If the Service Road were constructed, the proposed site would gain the benefit of direct access to the westbound Long Island Expressway. As this represents the most prominent east/west throughfare on Long Island, it would be expected that traffic exiting the site towards the west would include heavy vehicles such as tractor trailer trucks. In comparison with the distribution of traffic analyzed earlier in this report, this would result in less traffic traversing through the intersections to the west (such as Middle Country Road (NY 25) and Edwards Avenue) as well as the on and off ramps to the Long Island Expressway at Edwards Avenue. Conversely, the traffic generated by the site to and from the

east would be largely unimpacted in a scenario where the extension to the service road was constructed.

Because there was no provision in the original plan for the Long Island Expressway to extend the North Service Road to the vicinity of the site, it is not a viable endeavor as a part of the proposed project. Furthermore, while having a secondary access would divert traffic from the primary access, this traffic study demonstrates that with the proposed improvements, the intersections and surrounding roadway network can accommodate the Proposed Project.

9

Construction Impacts

Construction is anticipated to include rough grading work required to accommodate construction activities and the construction of the proposed buildings, roadways, drainage, utilities, and other infrastructure. The specific anticipated sequence of construction will be determined when site specific tenants are identified by is expected to consist of:

- Installation of erosion control devices, including silt fence and anti-tracking pad for construction entrances
- Removal of existing vegetation (small, scattered trees and bushes)
- Earthwork – rough grading of site (Strip topsoil and stockpile in designated areas where applicable), rough grading and subsurface drainage installation
- Installation of building foundations
- Building construction
- Utility connections to buildings
- Fine grading, asphalt, and concrete paving
- Landscaping
- Building interior finishing
- Removal of erosion control devices

Construction traffic associated with these operations will include trucks for performing operations on the site as well as the delivery and removal of construction materials as well as worker's vehicles and tradesman vans. The number and types of construction vehicles will vary considerably depending on the stage of construction and the operations underway at any given time.

Vehicles involved in the construction will enter and exit the site via the proposed site access on Middle Country Road (NY Route 25). The developer will control and dictate the routes used by construction associated traffic; in particular trucks and large construction equipment, to minimize any impacts to traffic conditions on the roadways in the area. All large truck traffic will be routed to arrive

and depart the site via major roadways to the maximum degree possible. Trucks will primarily arrive at the site via the LIE to Edwards Avenue and/or Middle Country Road though local suppliers of construction material may arrive from other roadways to the site based on their origin. It is noted that the major routes of travel in the study area, including The Long Island Expressway, Middle Country Road, and Edwards Avenue do not have restrictions related to heavy vehicles which would preclude their use in routing construction vehicles to the site.

Parking and storage of all construction worker vehicles and construction equipment will be maintained on site. No parking of vehicles or equipment will occur on the surrounding roadways. Laydown areas for any materials that will be stockpiled will be provided on site.

While it is difficult to determine the specific traffic levels that will be generated by the construction activities on the site, it is not expected that the traffic levels will approach the levels of traffic expected to occur once the site is fully constructed and occupied. Material deliveries, removal of debris and other trucking operations will take place over the course of an entire day, as necessary, thereby reducing any impact on adjacent roadways.

Work zone plans will be developed for Middle Country Road and will consider impacts to and make accommodations for all road users including vehicular, bicycle, and pedestrian traffic.

10

Site Access, Parking, and Circulation

The sections below identify the parking requirements, the proposed site access and circulation for the site.

Off-Street Parking

The off-street parking required set forth in the Town of Riverhead Zoning Ordinance is as follows:

› 1 per each 2 employees, computed on the basis of the greater number of persons to be employed at peak employment, but not less than 1 per 400 square feet of floor area

Any lot will be designed in accordance with these requirements when an application is made.

Site Access and Circulation

One full movement site access is proposed on Middle Country Road (NY Route 25), with a single entering and two exiting lanes to accommodate separate left-turn and right-turn movements.

A westbound left-turn lane is proposed at the Site Access and an eastbound shared through/right turn lane that extends east of this intersection to the ensuing intersection. The westbound left-turn lane provides a dedicated lane such that turning movement into the site will be removed from the through flow of traffic thereby minimizing impact to the through flow of travel. A traffic signal is proposed to accommodate operations at this intersection during each of the weekday AM peak, weekday PM peak and Saturday Midday peak hours.

In addition to the primary access on Middle Country Road, the subdivision will be designed with a secondary emergency-only access driveway. This driveway will be located at the eastern corner of the property frontage on Middle Country Road and will lead to a 20-foot-wide access easement upon the detailed development of the subdivision. In providing this secondary point of access, emergency

vehicles will be able to enter and exit the site even in the event that the primary site access driveway is blocked or otherwise compromised, which is desirable.

11

Conclusions

VHB has prepared a traffic impact and parking study for the development of a 130.9±-acre site consisting of the potential construction of four lots of light industrial use for a total of 1,168,389 sf of building area, located at 3511 Middle Country Road in Calverton, New York. Access to the development will be provided via one full movement access on Middle Country Road (NY Route 25), west of the Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road. The Proposed Project is expected to be completed by 2028. The following is noted regarding the traffic and parking evaluation:

- The Proposed Project is expected to generate 397 vehicle trips during the weekday AM peak hour (322 entering and 75 exiting), 397 vehicle trips during the weekday PM peak hour (87 entering and 310 exiting), and 514 vehicle trips during the Saturday Midday peak hour (165 entering and 349 exiting).
- Comparison of the Fall and Summer Build volumes shows that the fall volumes are approximately zero to 26 percent higher than the summer volumes, depending on the peak hour and intersection, and therefore represent the critical season for most of the intersections. The Summer is the critical period for the Middle Country Road at Splish Splash Drive/Manor Road intersection during the weekday PM and Saturday peak hours as well as the Old Country Road at Tanger Mall Drive/Gateway Plaza Access for the weekday AM, weekday PM, and Saturday peak hour. The Middle Country Road/Edwards Avenue intersection, West Main Street at Tanger Mall Drive intersection, and Middle Country Road at Site Access intersection are all within a 3 percent difference during the weekday PM. The Middle Country Road at Site Access intersection is within a 3 percent difference during the Saturday peak hour as well.
- The results of the capacity analysis indicate mitigation is recommended at the following locations:
    - Middle Country Road (NY Route 25) at Edwards Avenue It is recommended that an eastbound right-turn be constructed and the signal timing and phasing optimized.
    - Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road. The following are measures are recommended to improve LOS:

        - construct an eastbound through/right-turn lane
        - construct a westbound right-turn lane
        - construct a southbound left turn lane
        - Optimize signal timing and phasing.
    - Long Island Expressway (I 495) EB Off-Ramp at Edwards Avenue. To improve operations, the intersection is proposed to be signalized with optimized signal timing and phasing.
    - Middle Country Road at the Site Access is proposed to be a three-legged intersection with the eastbound approach consisting of a through lane and a shared through/right-turn lane, the westbound approach consisting of a dedicated left-turn lane and a through lane, and the northbound approach consisting of separate left-turn and right-turn lanes. The intersection is proposed to be signalized with optimized signal timing and phasing.
- Based on the results of the traffic signal warrant evaluation and the intersection capacity analysis, the installation of a traffic signal is recommended at the Middle Country Road at Site Access intersection and at the LIE eastbound off-ramp at Edwards Avenue.
- The proposed project is not expected to unduly influence the rate of crash occurrence in the study area.

Based on the results of the TIS, with the proposed access and recommended mitigation measures, the Proposed Project will have no significant impact on the intersections and adjacent roadway system. Review and approval is required by NYSDOT and the Town for these improvements.

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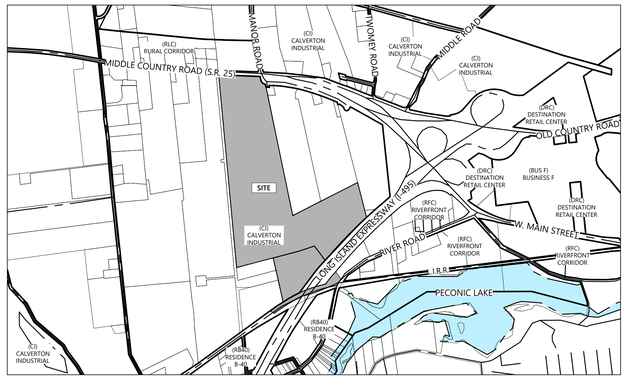
A

Site Plan



Key Map

SCALE: 1" = 1,200'

General Notes

1. THIS PLAN WAS PREPARED USING A PRELIMINARY SURVEY PROVIDED BY SECCAFICO LAND SURVEYING PC DATED DECEMBER 2, 2020.
2. RIGHT-OF-WAY INCLUDING ROADWAY AND RECHARGE BASIN AREA SHALL BE OFFERED FOR DEDICATION TO THE TOWN OF RIVERHEAD. THE OPEN SPACE LOT WILL REMAIN PRIVATELY OWNED.

Zoning Summary Chart

Zoning District(S):	Calverton Industrial (CI)	
Zoning Regulation Requirements	Required	Provided
MINIMUM LOT AREA	80,000 SF	205,993 SF (4.73 AC) STP LOT
MINIMUM FRONTAGE	300 Feet	303.72 Feet
MINIMUM FRONT YARD SETBACK	100 Feet	100 Feet
MINIMUM LANDSCAPE BUFFER ALONG PUBLIC/PRIVATE STREET(S) (TRANSITION YARD)	50 Feet	50 Feet
MINIMUM LANDSCAPE BUFFER ALONG ALL OTHER PROPERTY LINES	10 Feet	10 Feet
MINIMUM SIDE YARD SETBACK	30 FT/ 60 FT COMBINED	30 FT/ 60 FT COMBINED
MINIMUM REAR YARD SETBACK	50 Feet	50 Feet
MAXIMUM FLOOR AREA RATIO	0.25 *	.25
MAXIMUM BUILDING HEIGHT	35 Feet	35
MAXIMUM BUILDING AREA	25.0%	25.0%
MAXIMUM IMPERVIOUS SURFACE	70.0%	70.0%
MINIMUM LANDSCAPED AREA	30.0%	30.0%

NOTE: ZONING CRITERIA TO MEET ZONING BASED ON FINAL LOT CONFIGURATION IN ACCORDANCE WITH THE ZONING FOR CALVERTON INDUSTRIAL (CI) AS OUTLINED IN THE TOWN CODE.

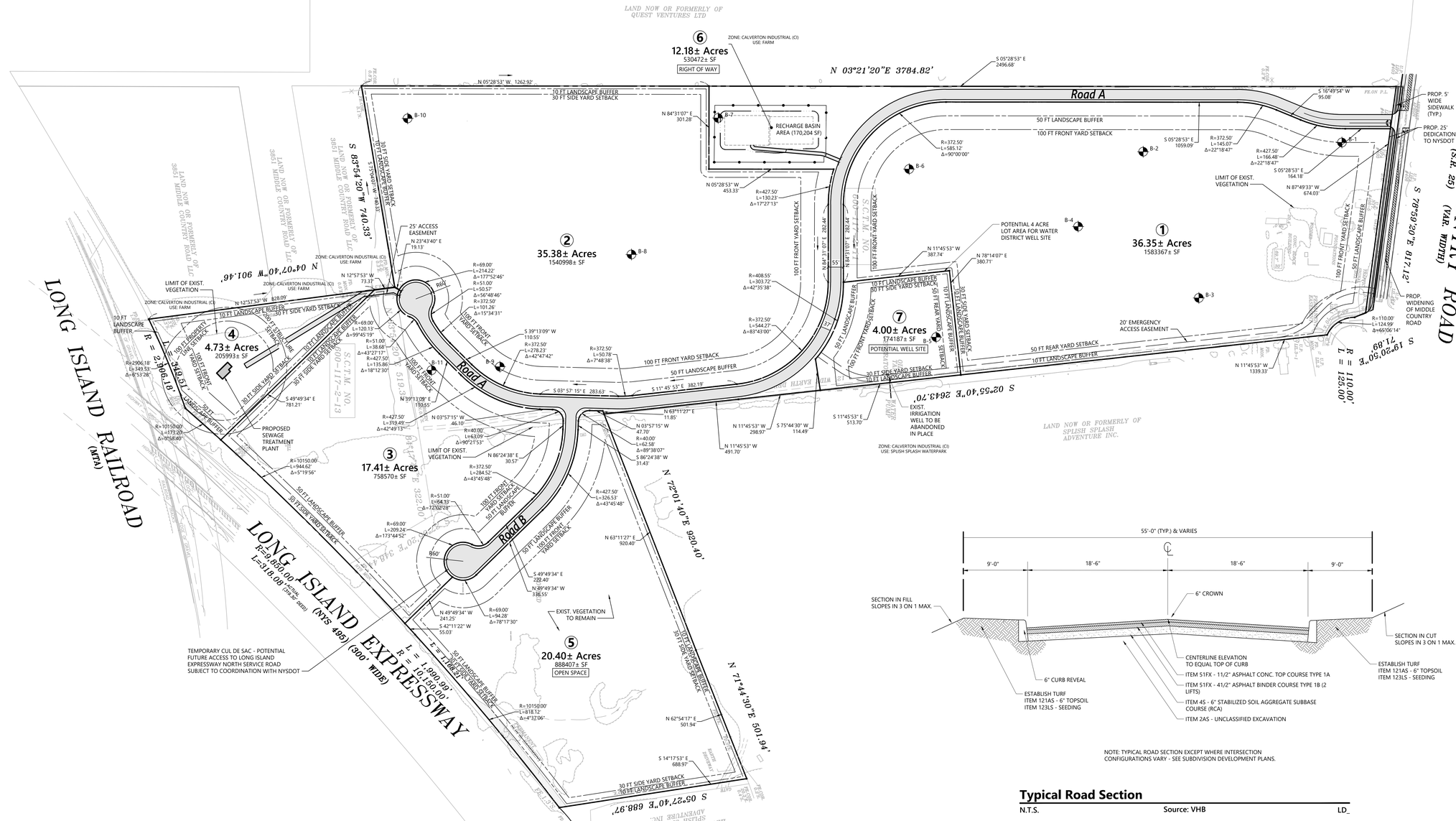
* MAXIMUM FLOOR AREA RATIO MAY BE INCREASED TO 0.30 WITH THE USE OF TRANSFER OF DEVELOPMENT RIGHTS (TDR) CREDITS.

Site Data Table

OWNER	BAGATELLE ASSOCIATES & ELETAG ASSOCIATES 124 GLEN COVE ROAD EAST HILLS, NY 11577
SCTM#	600-117-2-11 & 13
DATUM	NAVD 1988
ZONE	CALVERTON INDUSTRIAL (CI)
MUNICIPALITY	TOWN OF RIVERHEAD
HAMLET	CALVERTON
FIRE DISTRICT	RIVERHEAD FIRE DISTRICT
SCHOOL DISTRICT	RIVERHEAD CSD
EXISTING LOT AREA	5,702,560.7 SF (130.9 AC)

Site Area Breakdown

DEVELOPABLE LOTS (1-3)	3,882,935.0 SF	(89.1 AC)
SEWAGE TREATMENT PLANT (4)	205,993.0 SF	(4.7 AC)
OPEN SPACE (5)	888,407.0 SF	(20.4 AC)
RIGHT OF WAY (6)	530,472.0 SF	(12.2 AC)
POTENTIAL WELL SITE (7)	174,187.0 SF	(4.0 AC)
25' NYSDOT DEDICATION	20,566.7 SF	(0.5 AC)
TOTAL	5,702,560.7 SF	(130.9 AC)



NOTE: TYPICAL ROAD SECTION EXCEPT WHERE INTERSECTION CONFIGURATIONS VARY - SEE SUBDIVISION DEVELOPMENT PLANS.

Typical Road Section

N.T.S. Source: VHB LD_

0 80 160 320Feet

Calverton Industrial Subdivision

Middle Country Road
Calverton, NY

No.	Revision	Date	Appvd.
1	Revised per DEIS Comments	11/03/2023	
2	Revised for DSEIS	4/10/2025	

Designed by TC Checked by KPW

Issued for Review Date April 11, 2023

Not Approved for Construction

Drawing Title
Subdivision Preliminary Plat Plan

Drawing Number
C2.00

Sheet 2 of 32

Project Number 20490.00

IT IS A VIOLATION OF SECTION 7209 OF ARTICLE 145 OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON TO ALTER ANY DOCUMENT THAT BEARS THE SEAL OF A LICENSED PROFESSIONAL UNLESS THE PERSON IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER

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Saved Thursday, April 10, 2025 1:29:36 PM TCOLONNA Plotted Monday, April 28, 2025 9:56:33 AM Theresa Colonna

B

Peak Hour Traffic Volumes

1-MIDDLE COUNTRY RD AT EDWARDS AVE-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001877, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-10-12 7:00AM	11	92	35	0	0	**138**	0	4	52	6	0	0	**62**	0	17	21	13	0	0	**51**	0	4	27	3	0	1	**35**	0	**286**
7:15AM	1	106	30	0	0	**137**	0	3	74	4	0	0	**81**	0	21	34	11	0	0	**66**	0	7	41	6	0	1	**55**	1	**339**
7:30AM	4	169	46	0	0	**219**	0	8	56	5	0	1	**70**	0	11	26	11	0	0	**48**	0	8	44	8	0	2	**62**	0	**399**
7:45AM	5	125	27	0	2	**159**	0	4	89	9	0	1	**103**	0	28	26	11	0	0	**65**	0	10	36	16	0	0	**62**	0	**389**
Hourly Total	21	492	138	0	2	**653**	0	19	271	24	0	2	**316**	0	77	107	46	0	0	**230**	0	29	148	33	0	4	**214**	1	**1413**
8:00AM	10	134	48	0	1	**193**	0	9	50	8	0	1	**68**	0	22	31	18	1	0	**72**	0	14	35	9	0	0	**58**	0	**391**
8:15AM	6	134	66	0	0	**206**	0	10	63	7	0	1	**81**	0	18	30	16	2	0	**66**	0	7	32	6	0	0	**45**	0	**398**
8:30AM	10	139	46	0	0	**195**	0	3	55	11	0	2	**71**	0	15	36	14	0	0	**65**	0	7	26	6	0	0	**39**	0	**370**
8:45AM	11	125	45	0	0	**181**	0	8	51	9	0	0	**68**	0	9	26	7	0	0	**42**	0	9	29	9	0	1	**48**	0	**339**
Hourly Total	37	532	205	0	1	**775**	0	30	219	35	0	4	**288**	0	64	123	55	3	0	**245**	0	37	122	30	0	1	**190**	0	**1498**
2:00PM	7	101	32	0	0	**140**	0	9	126	6	0	1	**142**	0	19	10	8	0	0	**37**	0	7	40	3	0	0	**50**	0	**369**
2:15PM	6	88	19	0	0	**113**	0	8	128	5	0	2	**143**	0	33	30	6	0	0	**69**	0	9	38	7	1	0	**55**	0	**380**
2:30PM	9	100	20	0	0	**129**	0	9	148	10	0	1	**168**	0	24	22	7	0	0	**53**	0	5	35	14	0	0	**54**	0	**404**
2:45PM	10	103	28	0	0	**141**	0	3	115	8	0	5	**131**	0	30	25	8	0	0	**63**	1	12	45	8	0	0	**65**	0	**400**
Hourly Total	32	392	99	0	0	**523**	0	29	517	29	0	9	**584**	0	106	87	29	0	0	**222**	1	33	158	32	1	0	**224**	0	**1553**
3:00PM	6	103	21	0	2	**132**	0	6	141	10	0	3	**160**	0	28	34	10	0	0	**72**	2	7	44	8	0	0	**59**	0	**423**
3:15PM	9	90	19	0	4	**122**	0	7	131	13	0	1	**152**	0	26	25	14	0	0	**65**	0	10	64	11	0	0	**85**	0	**424**
3:30PM	17	108	26	0	2	**153**	0	10	141	8	0	0	**159**	0	27	29	10	0	0	**66**	0	15	63	12	0	0	**90**	0	**468**
3:45PM	7	89	32	0	3	**131**	0	5	100	10	0	2	**117**	0	34	23	11	0	0	**68**	0	12	58	13	0	0	**83**	0	**399**
Hourly Total	39	390	98	0	11	**538**	0	28	513	41	0	6	**588**	0	115	111	45	0	0	**271**	2	44	229	44	0	0	**317**	0	**1714**
4:00PM	13	120	30	0	1	**164**	0	15	142	5	0	3	**165**	0	28	31	7	1	0	**67**	0	4	57	17	0	0	**78**	0	**474**
4:15PM	8	71	17	0	0	**96**	0	18	175	9	0	5	**207**	0	39	25	7	0	0	**71**	0	6	35	16	0	0	**57**	0	**431**
4:30PM	11	110	25	0	1	**147**	0	13	161	1	1	5	**181**	0	31	17	3	0	0	**51**	0	8	75	11	0	0	**94**	0	**473**
4:45PM	9	111	37	0	2	**159**	0	8	151	8	0	1	**168**	0	36	28	13	0	0	**77**	0	10	65	10	0	0	**85**	0	**489**
Hourly Total	41	412	109	0	4	**566**	0	54	629	23	1	14	**721**	0	134	101	30	1	0	**266**	0	28	232	54	0	0	**314**	0	**1867**
5:00PM	4	104	37	0	0	**145**	0	8	181	10	0	2	**201**	0	32	25	18	0	0	**75**	0	9	39	9	0	0	**57**	0	**478**
5:15PM	11	107	15	0	0	**133**	0	11	141	6	0	0	**158**	0	49	28	6	0	1	**84**	0	7	51	6	0	0	**64**	0	**439**
5:30PM	14	107	19	0	0	**140**	0	5	139	10	0	1	**155**	0	29	30	9	0	0	**68**	0	10	35	8	0	0	**53**	0	**416**
5:45PM	9	109	12	0	1	**131**	0	8	116	11	0	1	**136**	0	39	24	3	0	0	**66**	0	10	39	11	0	0	**60**	0	**393**
Hourly Total	38	427	83	0	1	**549**	0	32	577	37	0	4	**650**	0	149	107	36	0	1	**293**	0	36	164	34	0	0	**234**	0	**1726**
Total	208	2645	732	0	19	**3604**	0	192	2726	189	1	39	**3147**	0	645	636	241	4	1	**1527**	3	207	1053	227	1	5	**1493**	1	**9771**
% Approach	5.8%	73.4%	20.3%	0%	0.5%	**-**	-	6.1%	86.6%	6.0%	0%	1.2%	**-**	-	42.2%	41.7%	15.8%	0.3%	0.1%	**-**	-	13.9%	70.5%	15.2%	0.1%	0.3%	**-**	-	-
% Total	2.1%	27.1%	7.5%	0%	0.2%	**36.9%**	-	2.0%	27.9%	1.9%	0%	0.4%	**32.2%**	-	6.6%	6.5%	2.5%	0%	0%	**15.6%**	-	2.1%	10.8%	2.3%	0%	0.1%	**15.3%**	-	-
Lights	182	2489	662	0	14	**3347**	-	150	2537	174	0	38	**2899**	-	567	578	211	3	1	**1360**	-	190	937	206	1	4	**1338**	-	8944
% Lights	87.5%	94.1%	90.4%	0%	73.7%	**92.9%**	-	78.1%	93.1%	92.1%	0%	97.4%	**92.1%**	-	87.9%	90.9%	87.6%	75.0%	100%	**89.1%**	-	91.8%	89.0%	90.7%	100%	80.0%	**89.6%**	-	91.5%
Articulated Trucks and Single-Unit Trucks	22	114	48	0	3	**187**	-	21	141	10	1	1	**174**	-	57	47	11	0	0	**115**	-	12	79	19	0	1	**111**	-	587

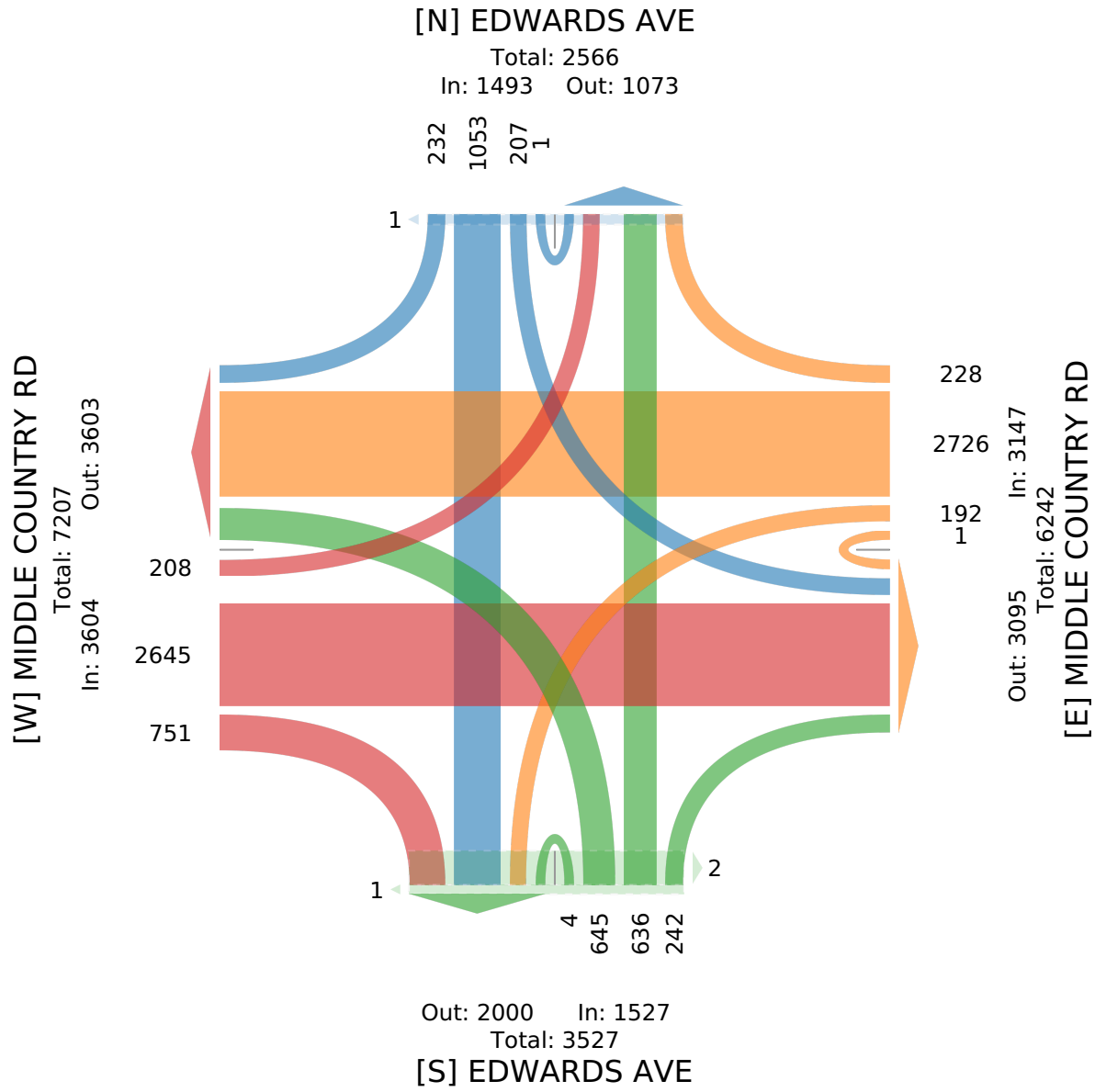
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
% Articulated Trucks and Single-Unit Trucks	10.6%	4.3%	6.6%	0%	15.8%	**5.2%**	-	10.9%	5.2%	5.3%	100%	2.6%	**5.5%**	-	8.8%	7.4%	4.6%	0%	0%	**7.5%**	-	5.8%	7.5%	8.4%	0%	20.0%	**7.4%**	-	6.0%
Buses	4	42	22	0	2	**70**	-	21	48	5	0	0	**74**	-	21	11	19	1	0	**52**	-	5	37	2	0	0	**44**	-	240
% Buses	1.9%	1.6%	3.0%	0%	10.5%	**1.9%**	-	10.9%	1.8%	2.6%	0%	0%	**2.4%**	-	3.3%	1.7%	7.9%	25.0%	0%	**3.4%**	-	2.4%	3.5%	0.9%	0%	0%	**2.9%**	-	2.5%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-MIDDLE COUNTRY RD AT EDWARDS AVE-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001877, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-MIDDLE COUNTRY RD AT EDWARDS AVE-WED - TMC

Wed Oct 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001877, Location: 40.926549, -72.747474



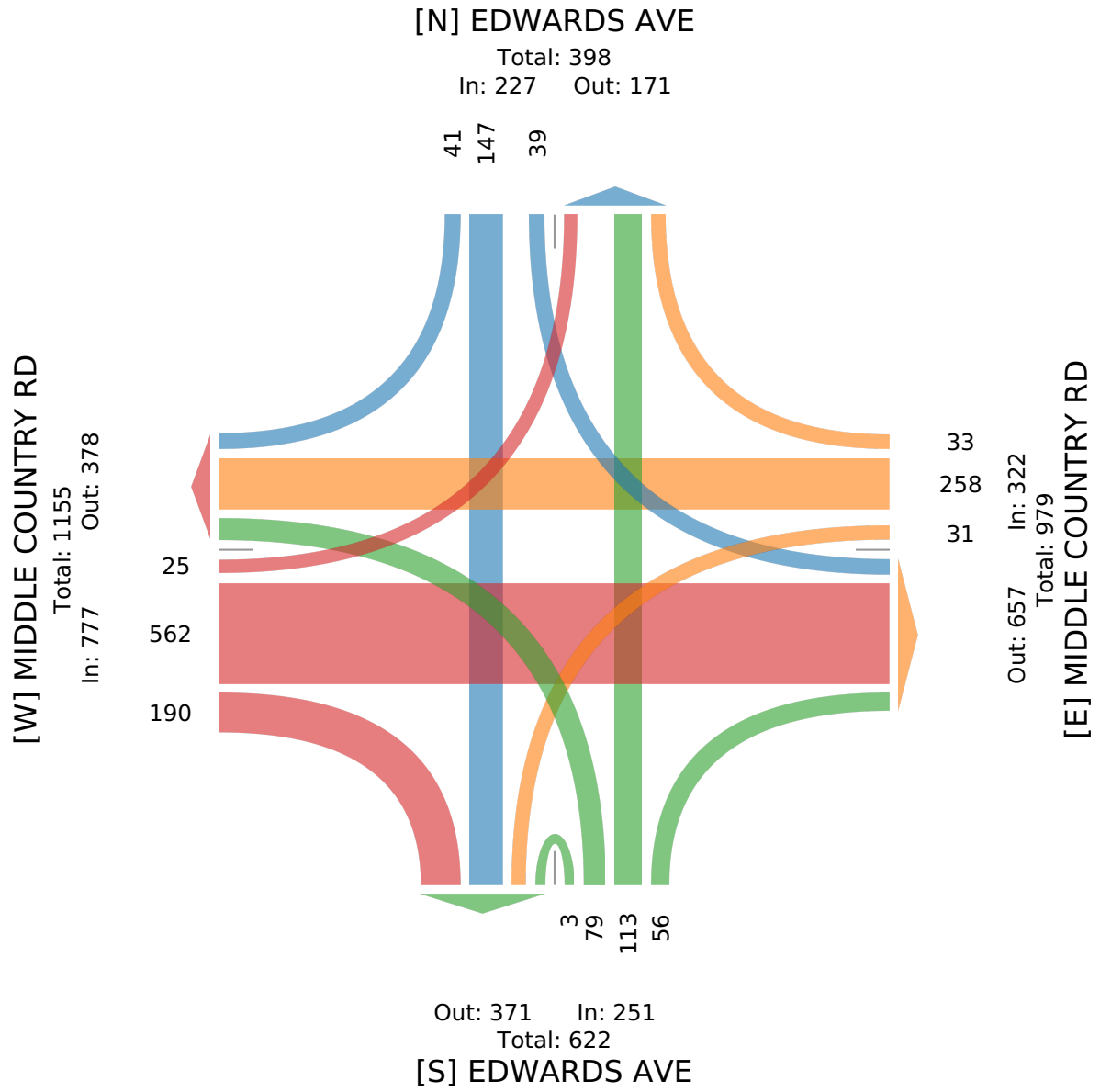
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-10-12 7:30AM	4	169	46	0	0	**219**	0	8	56	5	0	1	**70**	0	11	26	11	0	0	**48**	0	8	44	8	0	2	**62**	0	**399**
7:45AM	5	125	27	0	2	**159**	0	4	89	9	0	1	**103**	0	28	26	11	0	0	**65**	0	10	36	16	0	0	**62**	0	**389**
8:00AM	10	134	48	0	1	**193**	0	9	50	8	0	1	**68**	0	22	31	18	1	0	**72**	0	14	35	9	0	0	**58**	0	**391**
8:15AM	6	134	66	0	0	**206**	0	10	63	7	0	1	**81**	0	18	30	16	2	0	**66**	0	7	32	6	0	0	**45**	0	**398**
Total	25	562	187	0	3	**777**	0	31	258	29	0	4	**322**	0	79	113	56	3	0	**251**	0	39	147	39	0	2	**227**	0	**1577**
% Approach	3.2%	72.3%	24.1%	0%	0.4%	**-**	-	9.6%	80.1%	9.0%	0%	1.2%	**-**	-	31.5%	45.0%	22.3%	1.2%	0%	**-**	-	17.2%	64.8%	17.2%	0%	0.9%	**-**	-	-
% Total	1.6%	35.6%	11.9%	0%	0.2%	**49.3%**	-	2.0%	16.4%	1.8%	0%	0.3%	**20.4%**	-	5.0%	7.2%	3.6%	0.2%	0%	**15.9%**	-	2.5%	9.3%	2.5%	0%	0.1%	**14.4%**	-	-
PHF	0.625	0.831	0.708	-	0.375	**0.887**	-	0.775	0.725	0.806	-	1.000	**0.782**	-	0.705	0.911	0.778	0.375	-	**0.872**	-	0.696	0.835	0.609	-	0.250	**0.915**	-	0.988
Lights	18	514	167	0	2	**701**	-	20	207	22	0	4	**253**	-	56	92	40	2	0	**190**	-	35	136	34	0	1	**206**	-	1350
% Lights	72.0%	91.5%	89.3%	0%	66.7%	**90.2%**	-	64.5%	80.2%	75.9%	0%	100%	**78.6%**	-	70.9%	81.4%	71.4%	66.7%	0%	**75.7%**	-	89.7%	92.5%	87.2%	0%	50.0%	**90.7%**	-	85.6%
Articulated Trucks and Single-Unit Trucks	7	37	16	0	1	**61**	-	6	39	5	0	0	**50**	-	16	19	8	0	0	**43**	-	3	8	5	0	1	**17**	-	171
% Articulated Trucks and Single-Unit Trucks	28.0%	6.6%	8.6%	0%	33.3%	**7.9%**	-	19.4%	15.1%	17.2%	0%	0%	**15.5%**	-	20.3%	16.8%	14.3%	0%	0%	**17.1%**	-	7.7%	5.4%	12.8%	0%	50.0%	**7.5%**	-	10.8%
Buses	0	11	4	0	0	**15**	-	5	12	2	0	0	**19**	-	7	2	8	1	0	**18**	-	1	3	0	0	0	**4**	-	56
% Buses	0%	2.0%	2.1%	0%	0%	**1.9%**	-	16.1%	4.7%	6.9%	0%	0%	**5.9%**	-	8.9%	1.8%	14.3%	33.3%	0%	**7.2%**	-	2.6%	2.0%	0%	0%	0%	**1.8%**	-	3.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-MIDDLE COUNTRY RD AT EDWARDS AVE-WED - TMC
Wed Oct 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001877, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-MIDDLE COUNTRY RD AT EDWARDS AVE-WED - TMC

Wed Oct 12, 2022
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001877, Location: 40.926549, -72.747474



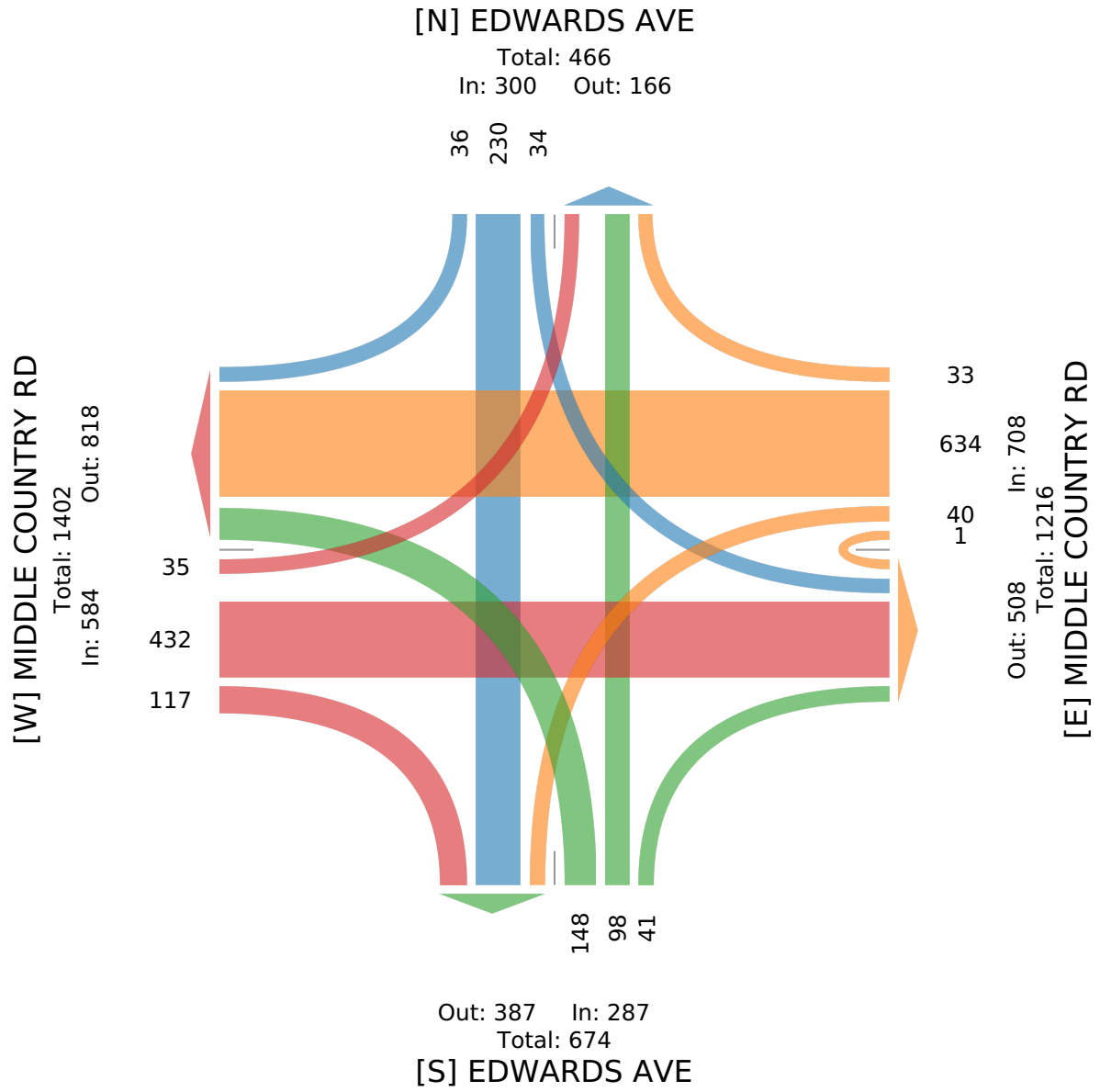
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-10-12 4:30PM	11	110	25	0	1	**147**	0	13	161	1	1	5	**181**	0	31	17	3	0	0	**51**	0	8	75	11	0	0	**94**	0	**473**
4:45PM	9	111	37	0	2	**159**	0	8	151	8	0	1	**168**	0	36	28	13	0	0	**77**	0	10	65	10	0	0	**85**	0	**489**
5:00PM	4	104	37	0	0	**145**	0	8	181	10	0	2	**201**	0	32	25	18	0	0	**75**	0	9	39	9	0	0	**57**	0	**478**
5:15PM	11	107	15	0	0	**133**	0	11	141	6	0	0	**158**	0	49	28	6	0	1	**84**	0	7	51	6	0	0	**64**	0	**439**
Total	35	432	114	0	3	**584**	0	40	634	25	1	8	**708**	0	148	98	40	0	1	**287**	0	34	230	36	0	0	**300**	0	**1879**
% Approach	6.0%	74.0%	19.5%	0%	0.5%	**-**	-	5.6%	89.5%	3.5%	0.1%	1.1%	**-**	-	51.6%	34.1%	13.9%	0%	0.3%	**-**	-	11.3%	76.7%	12.0%	0%	0%	**-**	-	-
% Total	1.9%	23.0%	6.1%	0%	0.2%	**31.1%**	-	2.1%	33.7%	1.3%	0.1%	0.4%	**37.7%**	-	7.9%	5.2%	2.1%	0%	0.1%	**15.3%**	-	1.8%	12.2%	1.9%	0%	0%	**16.0%**	-	-
PHF	0.795	0.973	0.770		- 0.375	**0.918**	-	0.769	0.876	0.625	0.250	0.400	**0.881**	-	0.755	0.875	0.556		- 0.250	**0.854**	-	0.850	0.767	0.818	-	-	**0.798**	-	0.961
Lights	35	418	105	0	3	**561**	-	32	619	25	0	7	**683**	-	140	97	39	0	1	**277**	-	32	205	35	0	0	**272**	-	1793
% Lights	100%	96.8%	92.1%	0%	100%	**96.1%**	-	80.0%	97.6%	100%	0%	87.5%	**96.5%**	-	94.6%	99.0%	97.5%	0%	100%	**96.5%**	-	94.1%	89.1%	97.2%	0%	0%	**90.7%**	-	95.4%
Articulated Trucks and Single-Unit Trucks	0	10	4	0	0	**14**	-	3	11	0	1	1	**16**	-	6	1	0	0	0	**7**	-	2	17	0	0	0	**19**	-	56
% Articulated Trucks and Single-Unit Trucks	0%	2.3%	3.5%	0%	0%	**2.4%**	-	7.5%	1.7%	0%	100%	12.5%	**2.3%**	-	4.1%	1.0%	0%	0%	0%	**2.4%**	-	5.9%	7.4%	0%	0%	0%	**6.3%**	-	3.0%
Buses	0	4	5	0	0	**9**	-	5	4	0	0	0	**9**	-	2	0	1	0	0	**3**	-	0	8	1	0	0	**9**	-	30
% Buses	0%	0.9%	4.4%	0%	0%	**1.5%**	-	12.5%	0.6%	0%	0%	0%	**1.3%**	-	1.4%	0%	2.5%	0%	0%	**1.0%**	-	0%	3.5%	2.8%	0%	0%	**3.0%**	-	1.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-MIDDLE COUNTRY RD AT EDWARDS AVE-WED - TMC
Wed Oct 12, 2022
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001877, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-MIDDLE COUNTRY RD AT EDWARDS AVE-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001882, Location: 40.926549, -72.747474

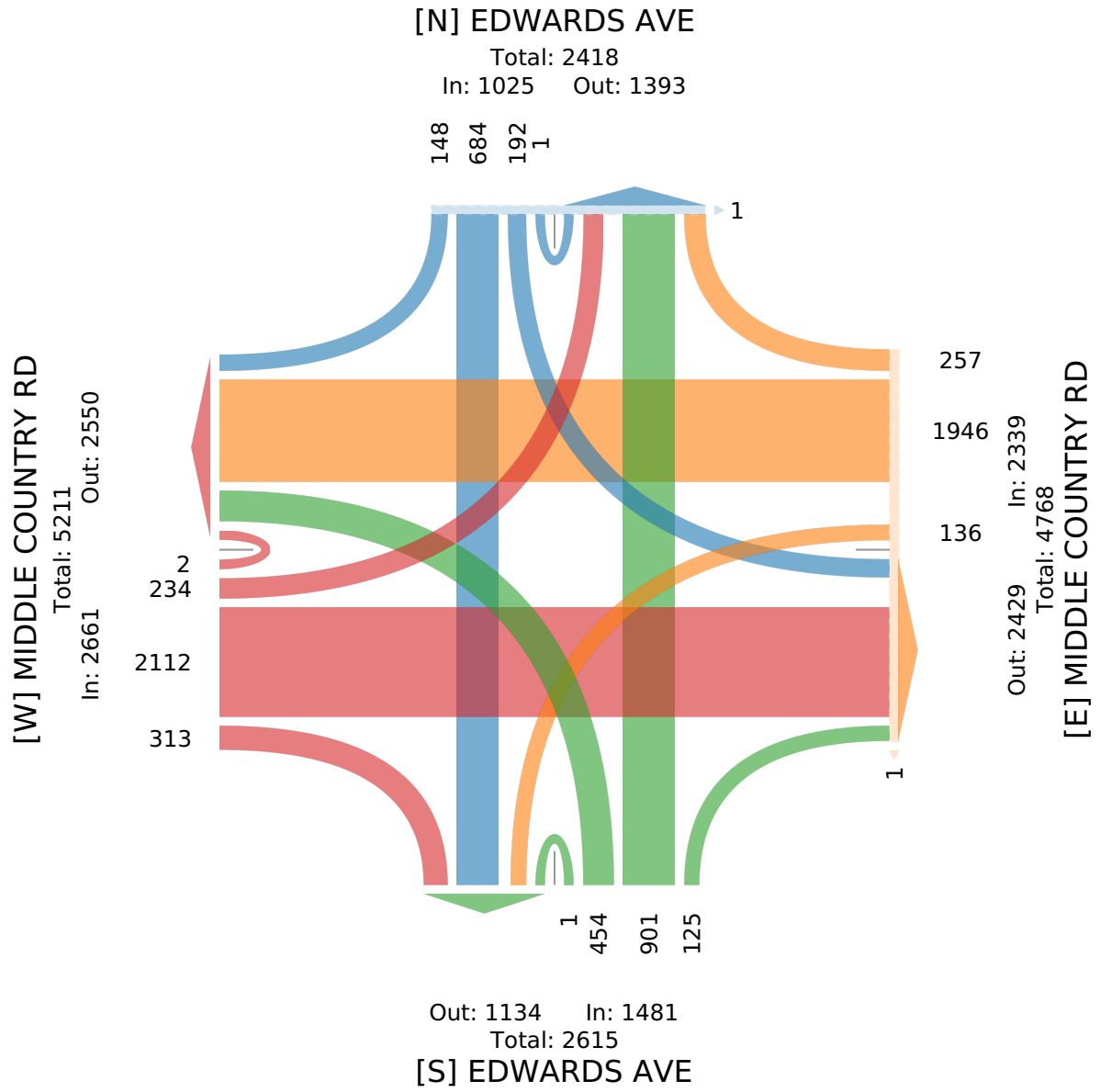
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-10-15 10:00AM	18	123	10	0	0	**151**	0	9	101	9	0	3	**122**	0	30	38	7	0	0	**75**	0	9	42	8	0	0	**59**	0	**407**
10:15AM	9	118	20	0	0	**147**	0	7	85	3	0	4	**99**	1	28	39	4	0	0	**71**	0	14	28	10	1	1	**54**	0	**371**
10:30AM	12	128	13	0	0	**153**	0	7	81	6	0	1	**95**	0	37	32	10	0	0	**79**	0	9	37	8	0	0	**54**	0	**381**
10:45AM	12	144	19	0	0	**175**	0	10	109	12	0	4	**135**	0	32	57	10	0	0	**99**	0	12	36	14	0	0	**62**	0	**471**
Hourly Total	51	513	62	0	0	**626**	0	33	376	30	0	12	**451**	1	127	166	31	0	0	**324**	0	44	143	40	1	1	**229**	0	**1630**
11:00AM	12	113	26	0	0	**151**	0	8	123	8	0	2	**141**	0	31	66	10	0	0	**107**	0	18	28	4	0	0	**50**	0	**449**
11:15AM	13	104	17	0	0	**134**	0	12	111	10	0	9	**142**	0	24	55	6	0	0	**85**	0	15	40	5	0	0	**60**	1	**421**
11:30AM	12	147	16	0	0	**175**	0	6	115	14	0	2	**137**	0	15	57	9	0	0	**81**	0	3	41	5	0	0	**49**	0	**442**
11:45AM	16	150	17	0	0	**183**	0	7	131	12	0	7	**157**	0	32	66	8	0	0	**106**	0	8	35	9	0	0	**52**	0	**498**
Hourly Total	53	514	76	0	0	**643**	0	33	480	44	0	20	**577**	0	102	244	33	0	0	**379**	0	44	144	23	0	0	**211**	1	**1810**
12:00PM	18	137	17	1	0	**173**	0	11	123	12	0	0	**146**	0	25	65	9	0	0	**99**	0	14	48	14	0	0	**76**	0	**494**
12:15PM	19	128	21	1	0	**169**	0	11	130	19	0	1	**161**	0	35	81	9	1	0	**126**	0	13	41	6	0	0	**60**	0	**516**
12:30PM	11	141	18	0	0	**170**	0	8	144	15	0	0	**167**	0	30	88	5	0	0	**123**	0	11	49	9	0	0	**69**	0	**529**
12:45PM	12	158	26	0	0	**196**	0	8	125	20	0	0	**153**	0	23	80	8	0	0	**111**	0	12	50	12	0	0	**74**	0	**534**
Hourly Total	60	564	82	2	0	**708**	0	38	522	66	0	1	**627**	0	113	314	31	1	0	**459**	0	50	188	41	0	0	**279**	0	**2073**
1:00PM	17	134	21	0	0	**172**	0	5	133	20	0	3	**161**	0	27	53	3	0	0	**83**	0	12	39	10	0	0	**61**	0	**477**
1:15PM	21	104	20	0	0	**145**	0	9	139	28	0	1	**177**	0	35	55	14	0	0	**104**	0	16	63	11	0	0	**90**	0	**516**
1:30PM	11	156	29	0	0	**196**	0	10	152	21	0	0	**183**	0	24	39	6	0	0	**69**	0	15	47	9	0	0	**71**	0	**519**
1:45PM	21	127	23	0	0	**171**	0	8	144	11	0	0	**163**	0	26	30	7	0	0	**63**	0	11	60	13	0	0	**84**	0	**481**
Hourly Total	70	521	93	0	0	**684**	0	32	568	80	0	4	**684**	0	112	177	30	0	0	**319**	0	54	209	43	0	0	**306**	0	**1993**
Total	234	2112	313	2	0	**2661**	0	136	1946	220	0	37	**2339**	1	454	901	125	1	0	**1481**	0	192	684	147	1	1	**1025**	1	**7506**
% Approach	8.8%	79.4%	11.8%	0.1%	0%	**-**	-	5.8%	83.2%	9.4%	0%	1.6%	**-**	-	30.7%	60.8%	8.4%	0.1%	0%	**-**	-	18.7%	66.7%	14.3%	0.1%	0.1%	**-**	-	-
% Total	3.1%	28.1%	4.2%	0%	0%	**35.5%**	-	1.8%	25.9%	2.9%	0%	0.5%	**31.2%**	-	6.0%	12.0%	1.7%	0%	0%	**19.7%**	-	2.6%	9.1%	2.0%	0%	0%	**13.7%**	-	-
Lights	226	2062	298	2	0	**2588**	-	126	1902	217	0	37	**2282**	-	435	878	120	1	0	**1434**	-	188	663	137	1	1	**990**	-	7294
% Lights	96.6%	97.6%	95.2%	100%	0%	**97.3%**	-	92.6%	97.7%	98.6%	0%	100%	**97.6%**	-	95.8%	97.4%	96.0%	100%	0%	**96.8%**	-	97.9%	96.9%	93.2%	100%	100%	**96.6%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	7	39	14	0	0	**60**	-	8	35	3	0	0	**46**	-	19	15	4	0	0	**38**	-	4	18	9	0	0	**31**	-	175
% Articulated Trucks and Single-Unit Trucks	3.0%	1.8%	4.5%	0%	0%	**2.3%**	-	5.9%	1.8%	1.4%	0%	0%	**2.0%**	-	4.2%	1.7%	3.2%	0%	0%	**2.6%**	-	2.1%	2.6%	6.1%	0%	0%	**3.0%**	-	2.3%
Buses	1	11	1	0	0	**13**	-	2	9	0	0	0	**11**	-	0	8	1	0	0	**9**	-	0	3	1	0	0	**4**	-	37
% Buses	0.4%	0.5%	0.3%	0%	0%	**0.5%**	-	1.5%	0.5%	0%	0%	0%	**0.5%**	-	0%	0.9%	0.8%	0%	0%	**0.6%**	-	0%	0.4%	0.7%	0%	0%	**0.4%**	-	0.5%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-MIDDLE COUNTRY RD AT EDWARDS AVE-SAT - TMC
Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001882, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-MIDDLE COUNTRY RD AT EDWARDS AVE-SAT - TMC

Sat Oct 15, 2022
Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001882, Location: 40.926549, -72.747474

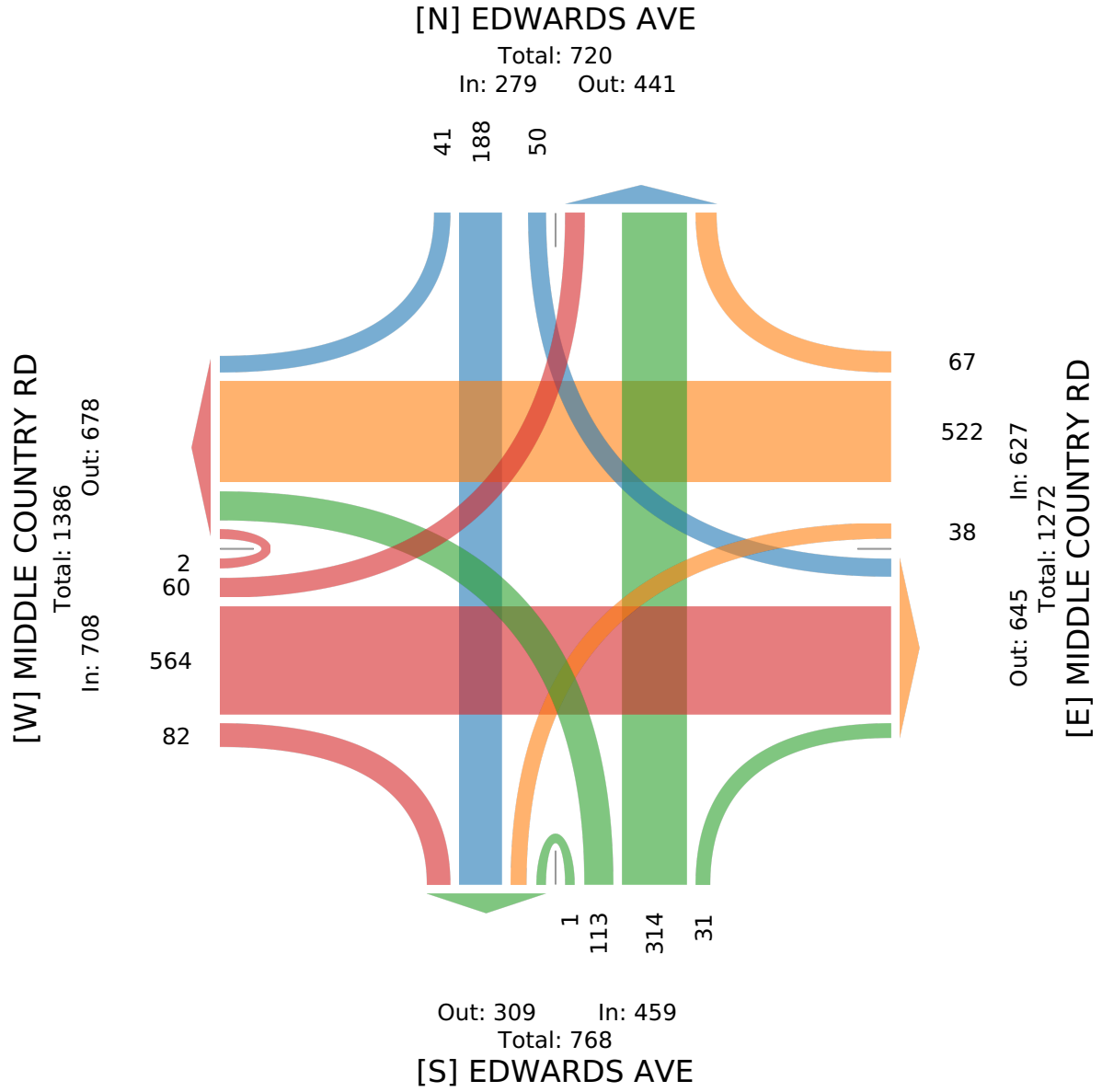
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-10-15 12:00PM	18	137	17	1	0	**173**	0	11	123	12	0	0	**146**	0	25	65	9	0	0	**99**	0	14	48	14	0	0	**76**	0	**494**
12:15PM	19	128	21	1	0	**169**	0	11	130	19	0	1	**161**	0	35	81	9	1	0	**126**	0	13	41	6	0	0	**60**	0	**516**
12:30PM	11	141	18	0	0	**170**	0	8	144	15	0	0	**167**	0	30	88	5	0	0	**123**	0	11	49	9	0	0	**69**	0	**529**
12:45PM	12	158	26	0	0	**196**	0	8	125	20	0	0	**153**	0	23	80	8	0	0	**111**	0	12	50	12	0	0	**74**	0	**534**
Total	60	564	82	2	0	**708**	0	38	522	66	0	1	**627**	0	113	314	31	1	0	**459**	0	50	188	41	0	0	**279**	0	**2073**
% Approach	8.5%	79.7%	11.6%	0.3%	0%	**-**	-	6.1%	83.3%	10.5%	0%	0.2%	**-**	-	24.6%	68.4%	6.8%	0.2%	0%	**-**	-	17.9%	67.4%	14.7%	0%	0%	**-**	-	-
% Total	2.9%	27.2%	4.0%	0.1%	0%	**34.2%**	-	1.8%	25.2%	3.2%	0%	0%	**30.2%**	-	5.5%	15.1%	1.5%	0%	0%	**22.1%**	-	2.4%	9.1%	2.0%	0%	0%	**13.5%**	-	-
PHF	0.789	0.892	0.788	0.500	-	**0.903**	-	0.864	0.906	0.825	-	0.250	**0.939**	-	0.807	0.892	0.861	0.250	-	**0.911**	-	0.893	0.940	0.732	-	-	**0.918**	-	0.971
Lights	57	550	79	2	0	**688**	-	36	516	66	0	1	**619**	-	108	309	30	1	0	**448**	-	49	183	39	0	0	**271**	-	2026
% Lights	95.0%	97.5%	96.3%	100%	0%	**97.2%**	-	94.7%	98.9%	100%	0%	100%	**98.7%**	-	95.6%	98.4%	96.8%	100%	0%	**97.6%**	-	98.0%	97.3%	95.1%	0%	0%	**97.1%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	3	11	2	0	0	**16**	-	2	5	0	0	0	**7**	-	5	2	1	0	0	**8**	-	1	3	2	0	0	**6**	-	37
% Articulated Trucks and Single-Unit Trucks	5.0%	2.0%	2.4%	0%	0%	**2.3%**	-	5.3%	1.0%	0%	0%	0%	**1.1%**	-	4.4%	0.6%	3.2%	0%	0%	**1.7%**	-	2.0%	1.6%	4.9%	0%	0%	**2.2%**	-	1.8%
Buses	0	3	1	0	0	**4**	-	0	1	0	0	0	**1**	-	0	3	0	0	0	**3**	-	0	2	0	0	0	**2**	-	10
% Buses	0%	0.5%	1.2%	0%	0%	**0.6%**	-	0%	0.2%	0%	0%	0%	**0.2%**	-	0%	1.0%	0%	0%	0%	**0.7%**	-	0%	1.1%	0%	0%	0%	**0.7%**	-	0.5%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-MIDDLE COUNTRY RD AT EDWARDS AVE-SAT - TMC
Sat Oct 15, 2022
Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001882, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001885, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH RD							SPLISH SPLASH RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-10-12 7:00AM	7	83	1	0	0	**91**	0	1	69	8	0	2	**80**	0	0	0	0	0	1	**1**	0	13	1	2	0	3	**19**	0	**191**
7:15AM	10	97	0	0	0	**107**	0	0	92	16	0	1	**109**	0	0	0	0	0	0	**0**	0	19	1	0	0	13	**33**	0	**249**
7:30AM	10	134	1	0	0	**145**	0	1	79	5	0	2	**87**	0	0	0	0	0	0	**0**	0	16	0	8	0	13	**37**	0	**269**
7:45AM	10	136	2	0	0	**148**	0	4	94	12	0	2	**112**	0	2	0	0	0	1	**3**	0	13	0	5	0	3	**21**	0	**284**
Hourly Total	37	450	4	0	0	**491**	0	6	334	41	0	7	**388**	0	2	0	0	0	2	**4**	0	61	2	15	0	32	**110**	0	**993**
8:00AM	13	185	3	0	0	**201**	0	5	81	9	0	1	**96**	0	0	0	1	0	0	**1**	0	15	0	12	0	6	**33**	0	**331**
8:15AM	13	179	0	0	0	**192**	0	0	74	9	0	0	**83**	0	0	0	0	0	0	**0**	0	17	0	7	0	3	**27**	0	**302**
8:30AM	8	146	0	0	0	**154**	0	0	48	15	0	1	**64**	0	0	0	0	0	0	**0**	0	19	0	6	0	7	**32**	0	**250**
8:45AM	7	140	1	0	0	**148**	0	1	51	8	0	4	**64**	0	0	0	1	0	0	**1**	0	22	0	6	0	4	**32**	0	**245**
Hourly Total	41	650	4	0	0	**695**	0	6	254	41	0	6	**307**	0	0	0	2	0	0	**2**	0	73	0	31	0	20	**124**	0	**1128**
2:00PM	5	110	1	0	0	**116**	0	0	123	7	0	4	**134**	0	0	0	0	0	0	**0**	0	19	0	3	0	12	**34**	0	**284**
2:15PM	14	92	0	0	0	**106**	0	0	135	9	0	0	**144**	0	0	0	0	0	1	**1**	0	22	0	3	0	6	**31**	0	**282**
2:30PM	11	97	0	0	0	**108**	0	0	149	11	0	0	**160**	0	1	0	0	0	0	**1**	0	16	1	7	0	17	**41**	0	**310**
2:45PM	16	96	0	0	0	**112**	0	0	114	15	0	0	**129**	0	1	1	0	0	0	**2**	0	16	1	4	0	8	**29**	0	**272**
Hourly Total	46	395	1	0	0	**442**	0	0	521	42	0	4	**567**	0	2	1	0	0	1	**4**	0	73	2	17	0	43	**135**	0	**1148**
3:00PM	13	107	1	0	0	**121**	0	1	161	14	0	0	**176**	0	0	0	0	0	0	**0**	0	28	0	10	0	9	**47**	0	**344**
3:15PM	7	90	0	0	0	**97**	0	1	131	12	0	0	**144**	0	1	0	0	0	0	**1**	0	30	1	14	0	11	**56**	0	**298**
3:30PM	16	112	0	0	0	**128**	0	1	152	20	0	0	**173**	0	1	0	1	0	0	**2**	0	27	0	22	0	7	**56**	0	**359**
3:45PM	13	117	0	1	0	**131**	0	2	143	16	0	0	**161**	0	1	0	3	0	0	**4**	0	25	0	14	0	10	**49**	0	**345**
Hourly Total	49	426	1	1	0	**477**	0	5	587	62	0	0	**654**	0	3	0	4	0	0	**7**	0	110	1	60	0	37	**208**	0	**1346**
4:00PM	22	179	2	0	0	**203**	0	2	132	31	1	14	**180**	0	1	0	1	0	10	**12**	0	32	2	6	0	12	**52**	1	**447**
4:15PM	18	122	1	0	0	**141**	0	2	139	19	0	2	**162**	0	2	0	2	0	3	**7**	0	32	1	12	0	9	**54**	0	**364**
4:30PM	16	106	0	0	0	**122**	0	0	143	18	0	1	**162**	0	0	0	0	0	1	**1**	0	28	0	7	0	15	**50**	0	**335**
4:45PM	16	121	0	0	0	**137**	0	0	158	11	0	2	**171**	0	2	1	1	0	0	**4**	0	27	0	7	0	6	**40**	0	**352**
Hourly Total	72	528	3	0	0	**603**	0	4	572	79	1	19	**675**	0	5	1	4	0	14	**24**	0	119	3	32	0	42	**196**	1	**1498**
5:00PM	10	113	0	0	0	**123**	0	0	176	22	1	0	**199**	0	0	0	0	0	0	**0**	1	43	0	12	0	14	**69**	0	**391**
5:15PM	15	134	0	0	0	**149**	0	0	148	18	0	0	**166**	0	0	0	1	0	0	**1**	0	25	1	11	0	10	**47**	0	**363**
5:30PM	16	119	0	0	0	**135**	0	0	146	12	0	0	**158**	0	0	0	0	0	0	**0**	0	30	0	8	0	12	**50**	0	**343**
5:45PM	12	110	0	0	0	**122**	0	0	120	10	0	0	**130**	0	0	0	0	0	0	**0**	0	23	0	5	0	6	**34**	0	**286**
Hourly Total	53	476	0	0	0	**529**	0	0	590	62	1	0	**653**	0	0	0	1	0	0	**1**	1	121	1	36	0	42	**200**	0	**1383**
Total	298	2925	13	1	0	**3237**	0	21	2858	327	2	36	**3244**	0	12	2	11	0	17	**42**	1	557	9	191	0	216	**973**	1	**7496**
% Approach	9.2%	90.4%	0.4%	0%	0%	**-**	-	0.6%	88.1%	10.1%	0.1%	1.1%	**-**	-	28.6%	4.8%	26.2%	0%	40.5%	**-**	-	57.2%	0.9%	19.6%	0%	22.2%	**-**	-	-
% Total	4.0%	39.0%	0.2%	0%	0%	**43.2%**	-	0.3%	38.1%	4.4%	0%	0.5%	**43.3%**	-	0.2%	0%	0.1%	0%	0.2%	**0.6%**	-	7.4%	0.1%	2.5%	0%	2.9%	**13.0%**	-	-
Lights	267	2761	12	1	0	**3041**	-	21	2668	293	2	34	**3018**	-	11	0	11	0	17	**39**	-	507	7	166	0	193	**873**	-	6971
% Lights	89.6%	94.4%	92.3%	100%	0%	**93.9%**	-	100%	93.4%	89.6%	100%	94.4%	**93.0%**	-	91.7%	0%	100%	0%	100%	**92.9%**	-	91.0%	77.8%	86.9%	0%	89.4%	**89.7%**	-	93.0%
Articulated Trucks and Single-Unit Trucks	23	108	0	0	0	**131**	-	0	117	31	0	2	**150**	-	0	2	0	0	0	**2**	-	43	2	18	0	20	**83**	-	366

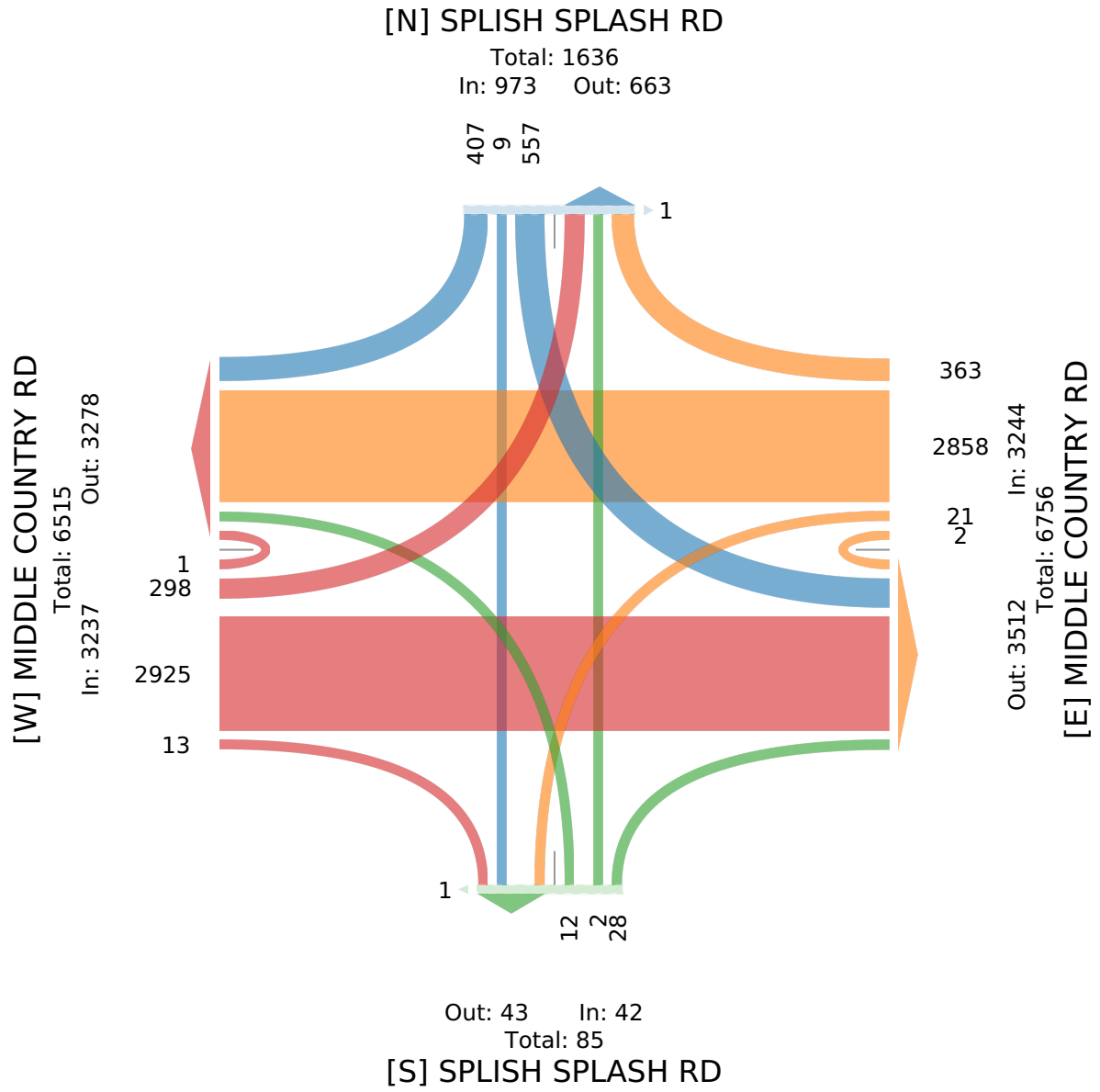
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH RD							SPLISH SPLASH RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
% Articulated Trucks and Single-Unit Trucks	7.7%	3.7%	0%	0%	0%	**4.0%**	-	0%	4.1%	9.5%	0%	5.6%	**4.6%**	-	0%	100%	0%	0%	0%	**4.8%**	-	7.7%	22.2%	9.4%	0%	9.3%	**8.5%**	-	4.9%
Buses	8	56	1	0	0	**65**	-	0	73	3	0	0	**76**	-	1	0	0	0	0	**1**	-	7	0	7	0	3	**17**	-	159
% Buses	2.7%	1.9%	7.7%	0%	0%	**2.0%**	-	0%	2.6%	0.9%	0%	0%	**2.3%**	-	8.3%	0%	0%	0%	0%	**2.4%**	-	1.3%	0%	3.7%	0%	1.4%	**1.7%**	-	2.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001885, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-WED - TMC

Wed Oct 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001885, Location: 40.925754, -72.735951



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

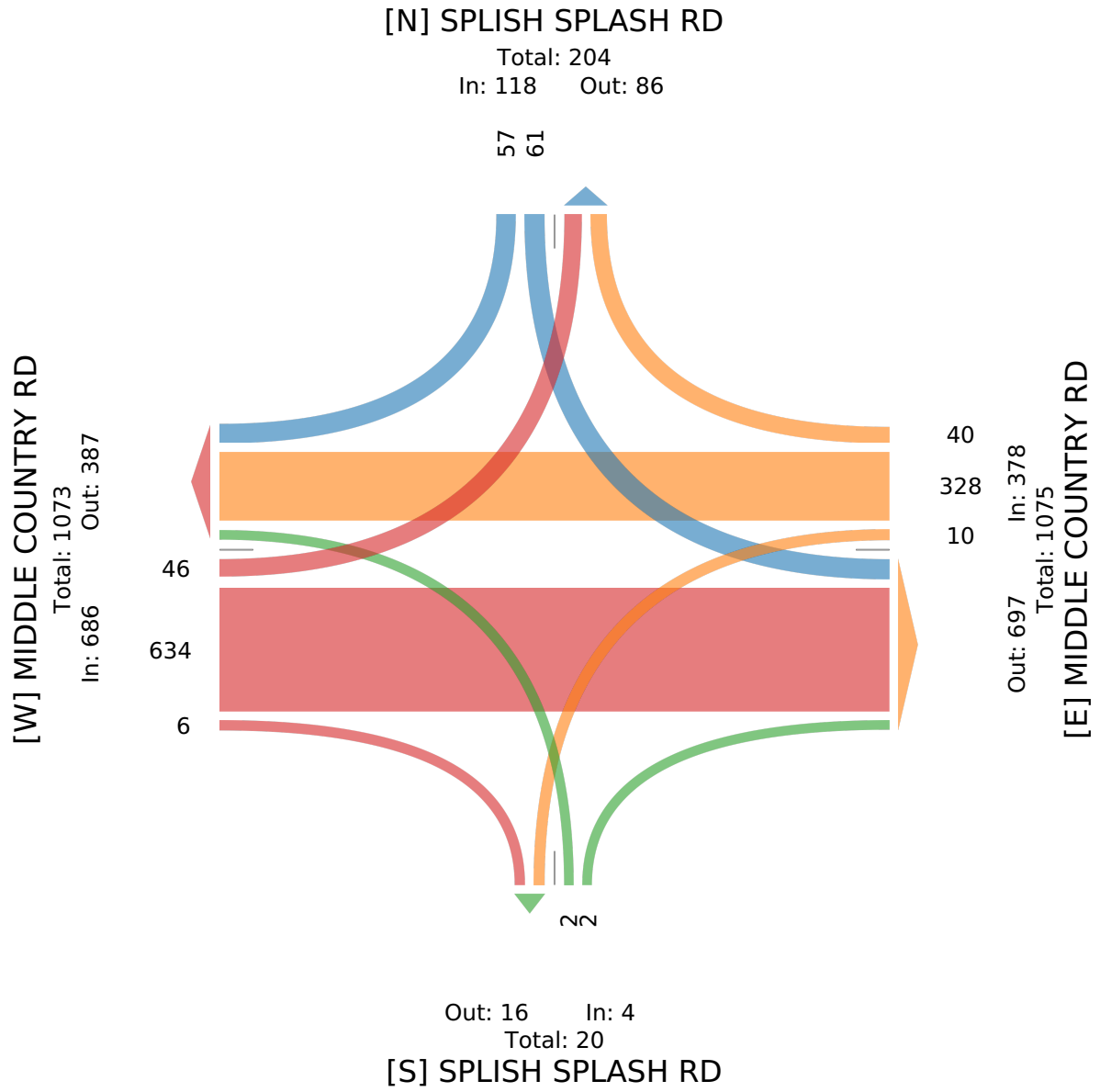
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH RD							SPLISH SPLASH RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-10-12 7:30AM	10	134	1	0	0	**145**	0	1	79	5	0	2	**87**	0	0	0	0	0	0	**0**	0	16	0	8	0	13	**37**	0	**269**
7:45AM	10	136	2	0	0	**148**	0	4	94	12	0	2	**112**	0	2	0	0	0	1	**3**	0	13	0	5	0	3	**21**	0	**284**
8:00AM	13	185	3	0	0	**201**	0	5	81	9	0	1	**96**	0	0	0	1	0	0	**1**	0	15	0	12	0	6	**33**	0	**331**
8:15AM	13	179	0	0	0	**192**	0	0	74	9	0	0	**83**	0	0	0	0	0	0	**0**	0	17	0	7	0	3	**27**	0	**302**
Total	46	634	6	0	0	**686**	0	10	328	35	0	5	**378**	0	2	0	1	0	1	**4**	0	61	0	32	0	25	**118**	0	**1186**
% Approach	6.7%	92.4%	0.9%	0%	0%	**-**	-	2.6%	86.8%	9.3%	0%	1.3%	**-**	-	50.0%	0%	25.0%	0%	25.0%	**-**	-	51.7%	0%	27.1%	0%	21.2%	**-**	-	-
% Total	3.9%	53.5%	0.5%	0%	0%	**57.8%**	-	0.8%	27.7%	3.0%	0%	0.4%	**31.9%**	-	0.2%	0%	0.1%	0%	0.1%	**0.3%**	-	5.1%	0%	2.7%	0%	2.1%	**9.9%**	-	-
PHF	0.885	0.857	0.500	-	-	**0.853**	-	0.500	0.872	0.729	-	0.625	**0.844**	-	0.250	-	0.250	-	0.250	**0.333**	-	0.897	-	0.667	-	0.481	**0.797**	-	0.896
Lights	37	577	6	0	0	**620**	-	10	277	31	0	5	**323**	-	2	0	1	0	1	**4**	-	49	0	26	0	15	**90**	-	1037
% Lights	80.4%	91.0%	100%	0%	0%	**90.4%**	-	100%	84.5%	88.6%	0%	100%	**85.4%**	-	100%	0%	100%	0%	100%	**100%**	-	80.3%	0%	81.3%	0%	60.0%	**76.3%**	-	87.4%
Articulated Trucks and Single-Unit Trucks	6	40	0	0	0	**46**	-	0	29	4	0	0	**33**	-	0	0	0	0	0	**0**	-	12	0	6	0	8	**26**	-	105
% Articulated Trucks and Single-Unit Trucks	13.0%	6.3%	0%	0%	0%	**6.7%**	-	0%	8.8%	11.4%	0%	0%	**8.7%**	-	0%	0%	0%	0%	0%	**0%**	-	19.7%	0%	18.8%	0%	32.0%	**22.0%**	-	8.9%
Buses	3	17	0	0	0	**20**	-	0	22	0	0	0	**22**	-	0	0	0	0	0	**0**	-	0	0	0	0	2	**2**	-	44
% Buses	6.5%	2.7%	0%	0%	0%	**2.9%**	-	0%	6.7%	0%	0%	0%	**5.8%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	8.0%	**1.7%**	-	3.7%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-WED - TMC

Wed Oct 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001885, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001885, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

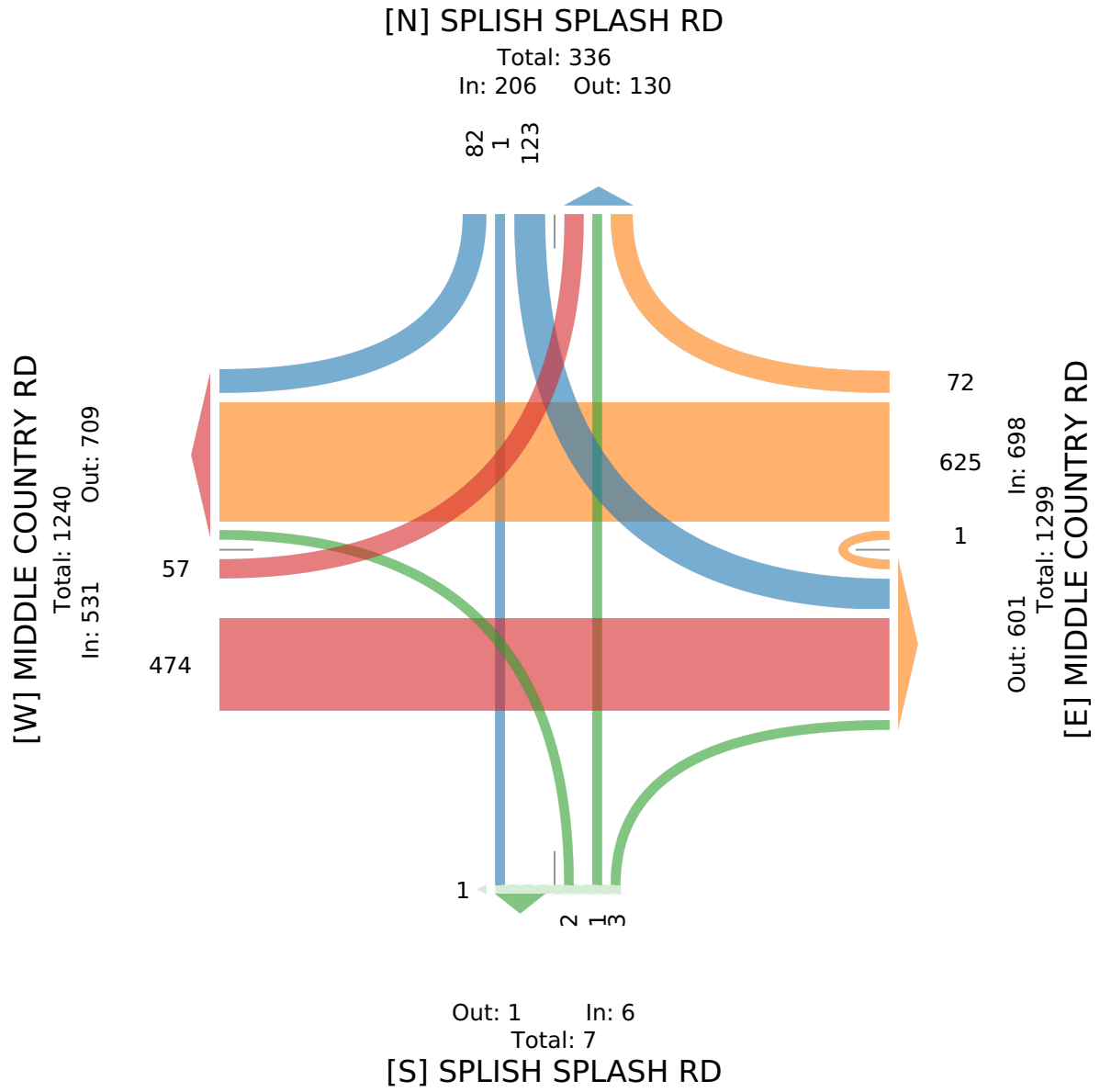
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH RD							SPLISH SPLASH RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-10-12 4:30PM	16	106	0	0	0	**122**	0	0	143	18	0	1	**162**	0	0	0	0	0	1	**1**	0	28	0	7	0	15	**50**	0	**335**
4:45PM	16	121	0	0	0	**137**	0	0	158	11	0	2	**171**	0	2	1	1	0	0	**4**	0	27	0	7	0	6	**40**	0	**352**
5:00PM	10	113	0	0	0	**123**	0	0	176	22	1	0	**199**	0	0	0	0	0	0	**0**	1	43	0	12	0	14	**69**	0	**391**
5:15PM	15	134	0	0	0	**149**	0	0	148	18	0	0	**166**	0	0	0	1	0	0	**1**	0	25	1	11	0	10	**47**	0	**363**
Total	57	474	0	0	0	**531**	0	0	625	69	1	3	**698**	0	2	1	2	0	1	**6**	1	123	1	37	0	45	**206**	0	**1441**
% Approach	10.7%	89.3%	0%	0%	0%	**-**	-	0%	89.5%	9.9%	0.1%	0.4%	**-**	-	33.3%	16.7%	33.3%	0%	16.7%	**-**	-	59.7%	0.5%	18.0%	0%	21.8%	**-**	-	**-**
% Total	4.0%	32.9%	0%	0%	0%	**36.8%**	-	0%	43.4%	4.8%	0.1%	0.2%	**48.4%**	-	0.1%	0.1%	0.1%	0%	0.1%	**0.4%**	-	8.5%	0.1%	2.6%	0%	3.1%	**14.3%**	-	**-**
PHF	0.891	0.884	-	-	-	**0.891**	-	-	0.888	0.784	0.250	0.375	**0.877**	-	0.250	0.250	0.500	-	0.250	**0.375**	-	0.715	0.250	0.771	-	0.750	**0.746**	-	0.921
Lights	51	465	0	0	0	**516**	-	0	607	65	1	2	**675**	-	2	0	2	0	1	**5**	-	120	1	34	0	44	**199**	-	1395
% Lights	89.5%	98.1%	0%	0%	0%	**97.2%**	-	0%	97.1%	94.2%	100%	66.7%	**96.7%**	-	100%	0%	100%	0%	100%	**83.3%**	-	97.6%	100%	91.9%	0%	97.8%	**96.6%**	-	96.8%
Articulated Trucks and Single-Unit Trucks	6	4	0	0	0	**10**	-	0	11	4	0	1	**16**	-	0	1	0	0	0	**1**	-	3	0	2	0	1	**6**	-	33
% Articulated Trucks and Single-Unit Trucks	10.5%	0.8%	0%	0%	0%	**1.9%**	-	0%	1.8%	5.8%	0%	33.3%	**2.3%**	-	0%	100%	0%	0%	0%	**16.7%**	-	2.4%	0%	5.4%	0%	2.2%	**2.9%**	-	2.3%
Buses	0	5	0	0	0	**5**	-	0	7	0	0	0	**7**	-	0	0	0	0	0	**0**	-	0	0	1	0	0	**1**	-	13
% Buses	0%	1.1%	0%	0%	0%	**0.9%**	-	0%	1.1%	0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	2.7%	0%	0%	**0.5%**	-	0.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001885, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001899, Location: 40.925754, -72.735951



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

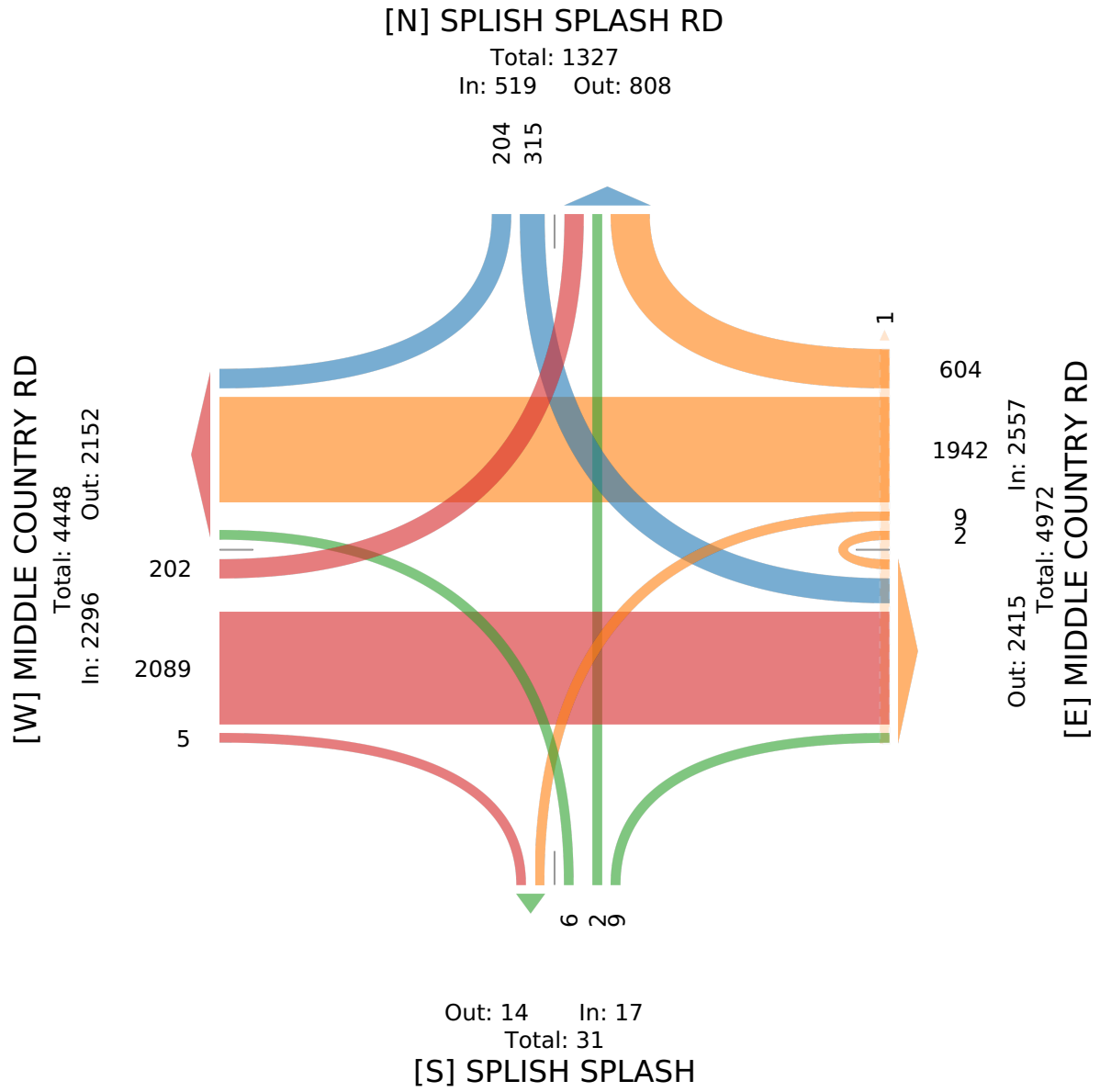
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH							SPLISH SPLASH RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-10-15 10:00AM	9	125	0	0	0	**134**	0	1	86	17	0	1	**105**	0	1	0	0	0	0	**1**	0	16	0	5	0	7	**28**	0	**268**
10:15AM	5	120	1	0	0	**126**	0	1	81	14	0	9	**105**	0	1	0	1	0	0	**2**	0	14	0	2	0	8	**24**	0	**257**
10:30AM	14	130	1	0	0	**145**	0	0	93	25	0	3	**121**	1	0	0	0	0	0	**0**	0	12	0	5	0	8	**25**	0	**291**
10:45AM	9	136	0	0	0	**145**	0	0	110	14	0	3	**127**	0	1	0	0	0	0	**1**	0	18	0	3	0	7	**28**	0	**301**
Hourly Total	37	511	2	0	0	**550**	0	2	370	70	0	16	**458**	1	3	0	1	0	0	**4**	0	60	0	15	0	30	**105**	0	**1117**
11:00AM	10	122	0	0	0	**132**	0	0	111	29	0	0	**140**	0	0	0	0	0	0	**0**	0	13	0	7	0	8	**28**	0	**300**
11:15AM	8	123	0	0	0	**131**	0	0	115	26	0	3	**144**	0	0	0	0	0	0	**0**	0	17	0	7	0	5	**29**	0	**304**
11:30AM	10	132	0	0	0	**142**	0	1	111	28	0	0	**140**	0	0	0	0	0	1	**1**	0	17	0	0	0	8	**25**	0	**308**
11:45AM	12	143	0	0	0	**155**	0	1	140	31	0	2	**174**	0	1	0	0	0	0	**1**	0	19	0	6	0	4	**29**	0	**359**
Hourly Total	40	520	0	0	0	**560**	0	2	477	114	0	5	**598**	0	1	0	0	0	1	**2**	0	66	0	20	0	25	**111**	0	**1271**
12:00PM	16	132	0	0	0	**148**	0	1	132	47	0	0	**180**	0	0	1	1	0	0	**2**	0	11	0	0	0	13	**24**	0	**354**
12:15PM	18	110	0	0	1	**129**	0	1	125	49	0	6	**181**	0	0	0	0	0	0	**0**	0	24	0	14	0	5	**43**	0	**353**
12:30PM	18	133	0	0	0	**151**	0	2	138	28	0	7	**175**	0	0	0	2	0	1	**3**	0	20	0	5	0	7	**32**	0	**361**
12:45PM	14	148	0	0	0	**162**	0	0	134	50	0	4	**188**	0	1	0	0	0	0	**1**	0	23	0	5	0	8	**36**	0	**387**
Hourly Total	66	523	0	0	1	**590**	0	4	529	174	0	17	**724**	0	1	1	3	0	1	**6**	0	78	0	24	0	33	**135**	0	**1455**
1:00PM	12	126	2	0	0	**140**	0	0	133	49	1	4	**187**	0	0	0	1	0	0	**1**	0	30	0	5	0	9	**44**	0	**372**
1:15PM	12	137	0	0	0	**149**	0	1	144	49	1	4	**199**	0	0	0	0	0	0	**0**	0	32	0	4	0	12	**48**	0	**396**
1:30PM	18	150	0	0	0	**168**	0	0	162	54	0	7	**223**	0	1	0	1	0	0	**2**	0	27	0	6	0	8	**41**	0	**434**
1:45PM	17	122	0	0	0	**139**	0	0	127	36	0	5	**168**	0	0	1	1	0	0	**2**	0	22	0	6	0	7	**35**	0	**344**
Hourly Total	59	535	2	0	0	**596**	0	1	566	188	2	20	**777**	0	1	1	3	0	0	**5**	0	111	0	21	0	36	**168**	0	**1546**
Total	202	2089	4	0	1	**2296**	0	9	1942	546	2	58	**2557**	1	6	2	7	0	2	**17**	0	315	0	80	0	124	**519**	0	**5389**
% Approach	8.8%	91.0%	0.2%	0%	0%	**-**	-	0.4%	75.9%	21.4%	0.1%	2.3%	**-**	-	35.3%	11.8%	41.2%	0%	11.8%	**-**	-	60.7%	0%	15.4%	0%	23.9%	**-**	-	-
% Total	3.7%	38.8%	0.1%	0%	0%	**42.6%**	-	0.2%	36.0%	10.1%	0%	1.1%	**47.4%**	-	0.1%	0%	0.1%	0%	0%	**0.3%**	-	5.8%	0%	1.5%	0%	2.3%	**9.6%**	-	-
Lights	192	2041	4	0	1	**2238**	-	9	1902	532	2	56	**2501**	-	5	2	7	0	2	**16**	-	306	0	74	0	121	**501**	-	5256
% Lights	95.0%	97.7%	100%	0%	100%	**97.5%**	-	100%	97.9%	97.4%	100%	96.6%	**97.8%**	-	83.3%	100%	100%	0%	100%	**94.1%**	-	97.1%	0%	92.5%	0%	97.6%	**96.5%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	8	40	0	0	0	**48**	-	0	28	13	0	2	**43**	-	1	0	0	0	0	**1**	-	9	0	6	0	3	**18**	-	110
% Articulated Trucks and Single-Unit Trucks	4.0%	1.9%	0%	0%	0%	**2.1%**	-	0%	1.4%	2.4%	0%	3.4%	**1.7%**	-	16.7%	0%	0%	0%	0%	**5.9%**	-	2.9%	0%	7.5%	0%	2.4%	**3.5%**	-	2.0%
Buses	2	8	0	0	0	**10**	-	0	12	1	0	0	**13**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	23
% Buses	1.0%	0.4%	0%	0%	0%	**0.4%**	-	0%	0.6%	0.2%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001899, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-SAT - TMC

Sat Oct 15, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001899, Location: 40.925754, -72.735951



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

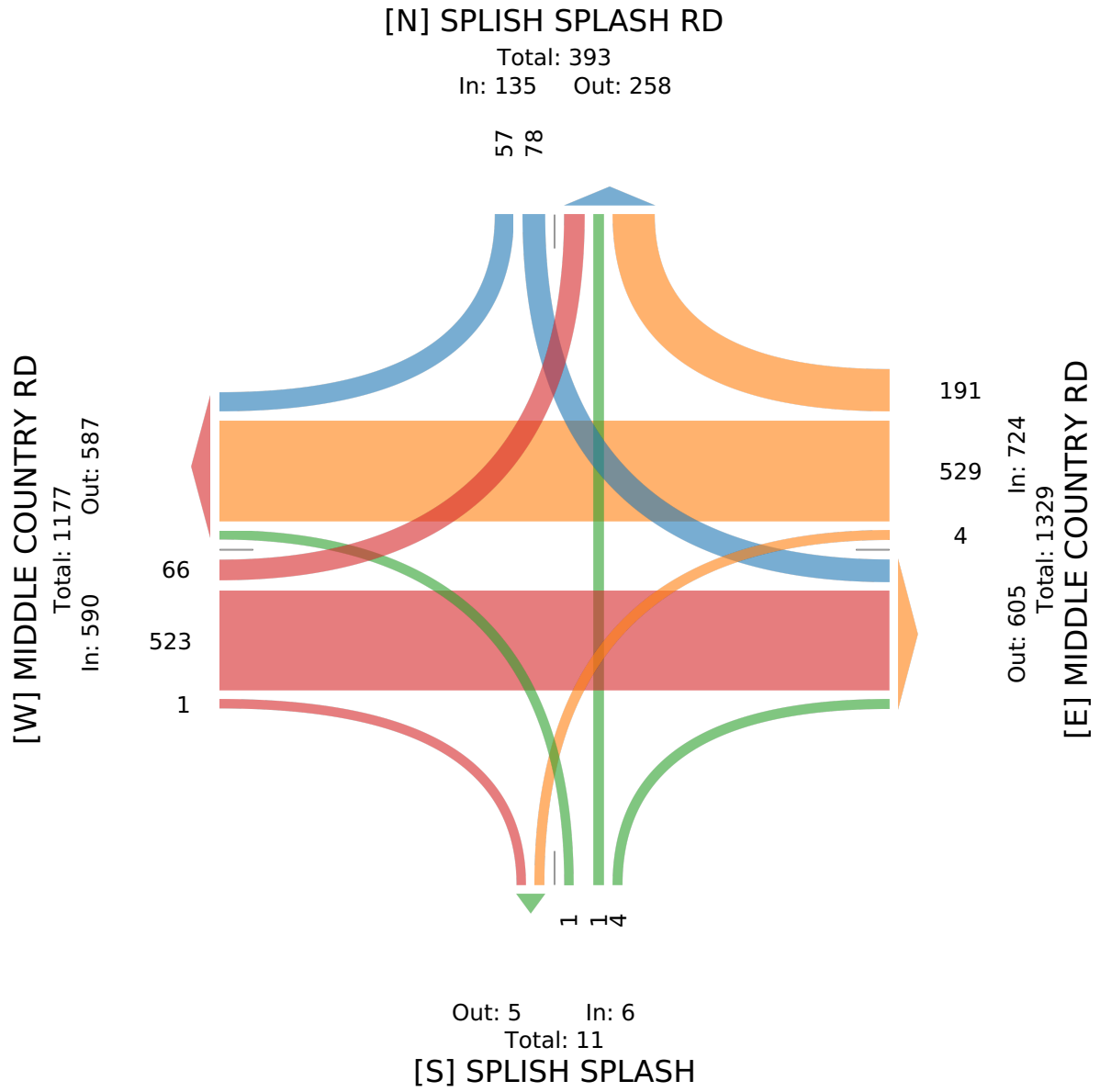
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH							SPLISH SPLASH RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-10-15 12:00PM	16	132	0	0	0	**148**	0	1	132	47	0	0	**180**	0	0	1	1	0	0	**2**	0	11	0	0	0	13	**24**	0	**354**
12:15PM	18	110	0	0	1	**129**	0	1	125	49	0	6	**181**	0	0	0	0	0	0	**0**	0	24	0	14	0	5	**43**	0	**353**
12:30PM	18	133	0	0	0	**151**	0	2	138	28	0	7	**175**	0	0	0	2	0	1	**3**	0	20	0	5	0	7	**32**	0	**361**
12:45PM	14	148	0	0	0	**162**	0	0	134	50	0	4	**188**	0	1	0	0	0	0	**1**	0	23	0	5	0	8	**36**	0	**387**
Total	66	523	0	0	1	**590**	0	4	529	174	0	17	**724**	0	1	1	3	0	1	**6**	0	78	0	24	0	33	**135**	0	**1455**
% Approach	11.2%	88.6%	0%	0%	0.2%	**-**	-	0.6%	73.1%	24.0%	0%	2.3%	**-**	-	16.7%	16.7%	50.0%	0%	16.7%	**-**	-	57.8%	0%	17.8%	0%	24.4%	**-**	-	-
% Total	4.5%	35.9%	0%	0%	0.1%	**40.5%**	-	0.3%	36.4%	12.0%	0%	1.2%	**49.8%**	-	0.1%	0.1%	0.2%	0%	0.1%	**0.4%**	-	5.4%	0%	1.6%	0%	2.3%	**9.3%**	-	-
PHF	0.917	0.883	-	-	0.250	**0.910**	-	0.500	0.958	0.870	-	0.607	**0.963**	-	0.250	0.250	0.375	-	0.250	**0.500**	-	0.813	-	0.429	-	0.635	**0.785**	-	0.940
Lights	62	517	0	0	1	**580**	-	4	525	169	0	17	**715**	-	1	1	3	0	1	**6**	-	76	0	22	0	33	**131**	-	1432
% Lights	93.9%	98.9%	0%	0%	100%	**98.3%**	-	100%	99.2%	97.1%	0%	100%	**98.8%**	-	100%	100%	100%	0%	100%	**100%**	-	97.4%	0%	91.7%	0%	100%	**97.0%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	3	6	0	0	0	**9**	-	0	3	5	0	0	**8**	-	0	0	0	0	0	**0**	-	2	0	2	0	0	**4**	-	21
% Articulated Trucks and Single-Unit Trucks	4.5%	1.1%	0%	0%	0%	**1.5%**	-	0%	0.6%	2.9%	0%	0%	**1.1%**	-	0%	0%	0%	0%	0%	**0%**	-	2.6%	0%	8.3%	0%	0%	**3.0%**	-	1.4%
Buses	1	0	0	0	0	**1**	-	0	1	0	0	0	**1**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	2
% Buses	1.5%	0%	0%	0%	0%	**0.2%**	-	0%	0.2%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-MIDDLE COUNTRY RD AT SPLISH SPLASH DR-SAT - TMC

Sat Oct 15, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001899, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-W MAIN ST AT TANGER MALL DR-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001904, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-10-12 7:00AM	4	53	0	**57**	0	35	0	0	0	**35**	0	0	0	0	1	**1**	0	**93**
7:15AM	3	61	0	**64**	0	34	3	0	0	**37**	0	1	0	0	1	**2**	0	**103**
7:30AM	4	75	0	**79**	0	44	0	0	0	**44**	0	1	0	0	2	**3**	0	**126**
7:45AM	11	88	0	**99**	0	41	7	0	0	**48**	0	0	0	0	1	**1**	0	**148**
Hourly Total	22	277	0	**299**	0	154	10	0	0	**164**	0	2	0	0	5	**7**	0	**470**
8:00AM	5	89	0	**94**	0	48	0	0	0	**48**	0	1	1	0	2	**4**	0	**146**
8:15AM	10	88	0	**98**	0	46	1	0	1	**48**	0	3	3	0	3	**9**	0	**155**
8:30AM	6	73	0	**79**	0	31	2	0	0	**33**	0	1	0	0	1	**2**	0	**114**
8:45AM	10	107	0	**117**	0	29	9	0	0	**38**	0	0	0	0	1	**1**	0	**156**
Hourly Total	31	357	0	**388**	0	154	12	0	1	**167**	0	5	4	0	7	**16**	0	**571**
2:00PM	13	52	0	**65**	0	67	14	0	3	**84**	0	18	8	0	8	**34**	0	**183**
2:15PM	19	54	0	**73**	0	71	16	0	3	**90**	0	11	3	0	6	**20**	0	**183**
2:30PM	11	48	0	**59**	0	61	17	0	3	**81**	0	5	2	1	12	**20**	0	**160**
2:45PM	18	52	0	**70**	0	76	17	0	6	**99**	0	7	2	0	11	**20**	0	**189**
Hourly Total	61	206	0	**267**	0	275	64	0	15	**354**	0	41	15	1	37	**94**	0	**715**
3:00PM	9	60	0	**69**	0	81	14	0	4	**99**	0	11	9	0	9	**29**	0	**197**
3:15PM	14	52	0	**66**	0	78	11	0	5	**94**	0	10	4	0	14	**28**	0	**188**
3:30PM	11	58	0	**69**	0	65	15	0	3	**83**	0	15	7	0	6	**28**	0	**180**
3:45PM	8	56	0	**64**	0	80	17	0	3	**100**	0	11	4	1	16	**32**	0	**196**
Hourly Total	42	226	0	**268**	0	304	57	0	15	**376**	0	47	24	1	45	**117**	0	**761**
4:00PM	14	76	0	**90**	0	99	18	0	2	**119**	0	14	8	0	12	**34**	0	**243**
4:15PM	13	71	0	**84**	0	84	22	0	1	**107**	0	7	0	0	20	**27**	0	**218**
4:30PM	10	55	0	**65**	0	98	15	0	2	**115**	0	10	10	1	11	**32**	0	**212**
4:45PM	13	61	0	**74**	0	96	14	0	5	**115**	0	12	4	0	9	**25**	0	**214**
Hourly Total	50	263	0	**313**	0	377	69	0	10	**456**	0	43	22	1	52	**118**	0	**887**
5:00PM	15	64	0	**79**	0	97	8	0	8	**113**	0	11	6	0	24	**41**	0	**233**
5:15PM	16	79	0	**95**	0	78	16	0	6	**100**	0	11	6	2	14	**33**	0	**228**
5:30PM	14	63	0	**77**	0	64	11	0	3	**78**	0	6	7	0	11	**24**	0	**179**
5:45PM	5	70	0	**75**	0	60	27	0	0	**87**	0	5	3	0	10	**18**	0	**180**
Hourly Total	50	276	0	**326**	0	299	62	0	17	**378**	0	33	22	2	59	**116**	0	**820**
Total	256	1605	0	**1861**	0	1563	274	0	58	**1895**	0	171	87	5	205	**468**	0	**4224**
% Approach	13.8%	86.2%	0%	**-**	-	82.5%	14.5%	0%	3.1%	**-**	-	36.5%	18.6%	1.1%	43.8%	**-**	-	-
% Total	6.1%	38.0%	0%	**44.1%**	-	37.0%	6.5%	0%	1.4%	**44.9%**	-	4.0%	2.1%	0.1%	4.9%	**11.1%**	-	-
Lights	250	1488	0	**1738**	-	1440	268	0	57	**1765**	-	165	83	5	201	**454**	-	3957
% Lights	97.7%	92.7%	0%	**93.4%**	-	92.1%	97.8%	0%	98.3%	**93.1%**	-	96.5%	95.4%	100%	98.0%	**97.0%**	-	93.7%
Articulated Trucks and Single-Unit Trucks	4	95	0	**99**	-	93	5	0	1	**99**	-	5	2	0	4	**11**	-	209
% Articulated Trucks and Single-Unit Trucks	1.6%	5.9%	0%	**5.3%**	-	6.0%	1.8%	0%	1.7%	**5.2%**	-	2.9%	2.3%	0%	2.0%	**2.4%**	-	4.9%
Buses	2	22	0	**24**	-	30	1	0	0	**31**	-	1	2	0	0	**3**	-	58

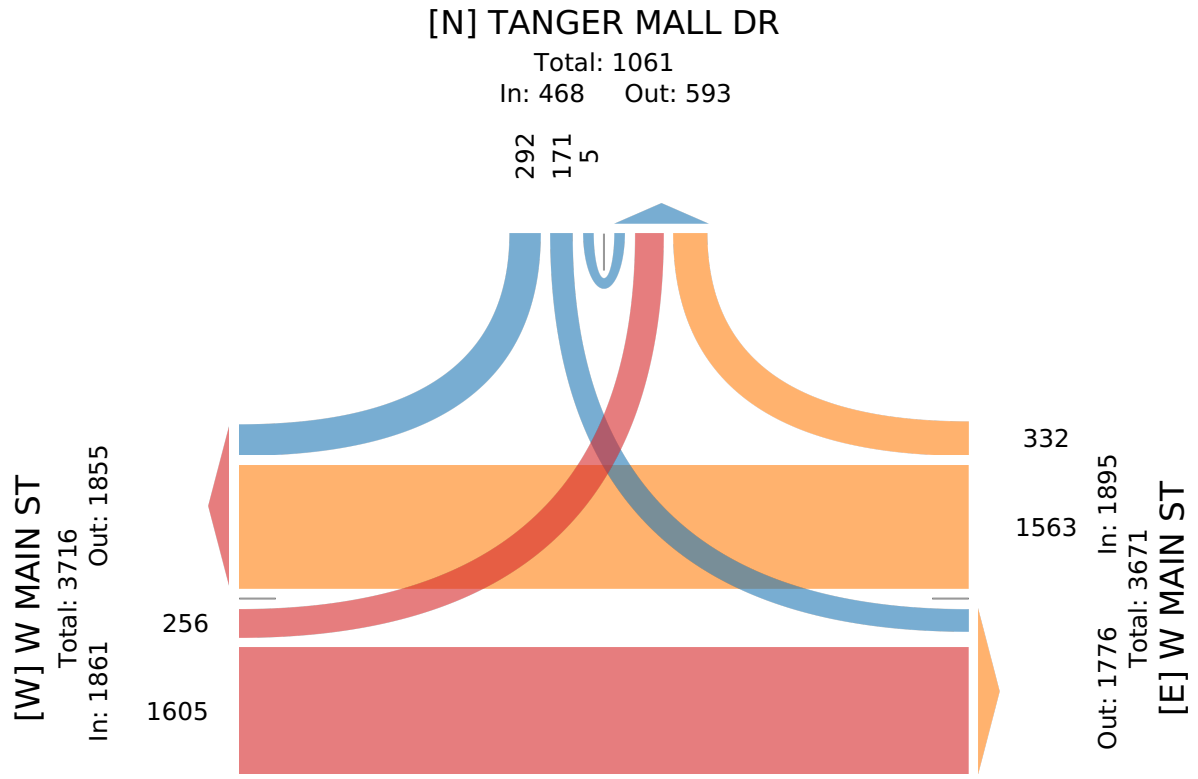
Leg Direction	W MAIN ST Eastbound					W MAIN ST Westbound						TANGER MALL DR Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
% Buses	0.8%	1.4%	0%	**1.3%**	-	1.9%	0.4%	0%	0%	**1.6%**	-	0.6%	2.3%	0%	0%	**0.6%**	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-W MAIN ST AT TANGER MALL DR-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001904, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-W MAIN ST AT TANGER MALL DR-WED - TMC

Wed Oct 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001904, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

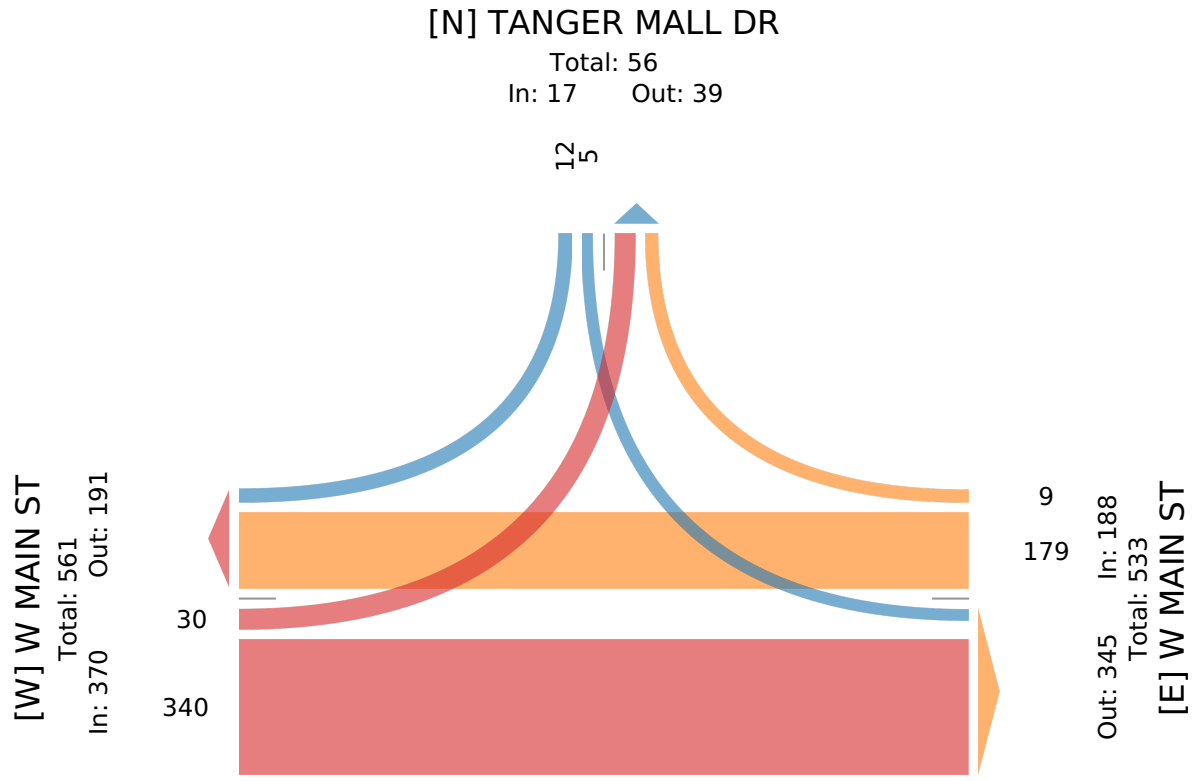
Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-10-12 7:30AM	4	75	0	**79**	0	44	0	0	0	**44**	0	1	0	0	2	**3**	0	**126**
7:45AM	11	88	0	**99**	0	41	7	0	0	**48**	0	0	0	0	1	**1**	0	**148**
8:00AM	5	89	0	**94**	0	48	0	0	0	**48**	0	1	1	0	2	**4**	0	**146**
8:15AM	10	88	0	**98**	0	46	1	0	1	**48**	0	3	3	0	3	**9**	0	**155**
Total	30	340	0	**370**	0	179	8	0	1	**188**	0	5	4	0	8	**17**	0	**575**
% Approach	8.1%	91.9%	0%	**-**	-	95.2%	4.3%	0%	0.5%	**-**	-	29.4%	23.5%	0%	47.1%	**-**	-	-
% Total	5.2%	59.1%	0%	**64.3%**	-	31.1%	1.4%	0%	0.2%	**32.7%**	-	0.9%	0.7%	0%	1.4%	**3.0%**	-	-
PHF	0.682	0.955	-	**0.934**	-	0.932	0.286	-	0.250	**0.979**	-	0.417	0.333	-	0.667	**0.472**	-	0.927
Lights	30	305	0	**335**	-	151	6	0	1	**158**	-	5	4	0	8	**17**	-	510
% Lights	100%	89.7%	0%	**90.5%**	-	84.4%	75.0%	0%	100%	**84.0%**	-	100%	100%	0%	100%	**100%**	-	88.7%
Articulated Trucks and Single-Unit Trucks	0	29	0	**29**	-	19	2	0	0	**21**	-	0	0	0	0	**0**	-	50
% Articulated Trucks and Single-Unit Trucks	0%	8.5%	0%	**7.8%**	-	10.6%	25.0%	0%	0%	**11.2%**	-	0%	0%	0%	0%	**0%**	-	8.7%
Buses	0	6	0	**6**	-	9	0	0	0	**9**	-	0	0	0	0	**0**	-	15
% Buses	0%	1.8%	0%	**1.6%**	-	5.0%	0%	0%	0%	**4.8%**	-	0%	0%	0%	0%	**0%**	-	2.6%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-W MAIN ST AT TANGER MALL DR-WED - TMC

Wed Oct 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001904, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-W MAIN ST AT TANGER MALL DR-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001904, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

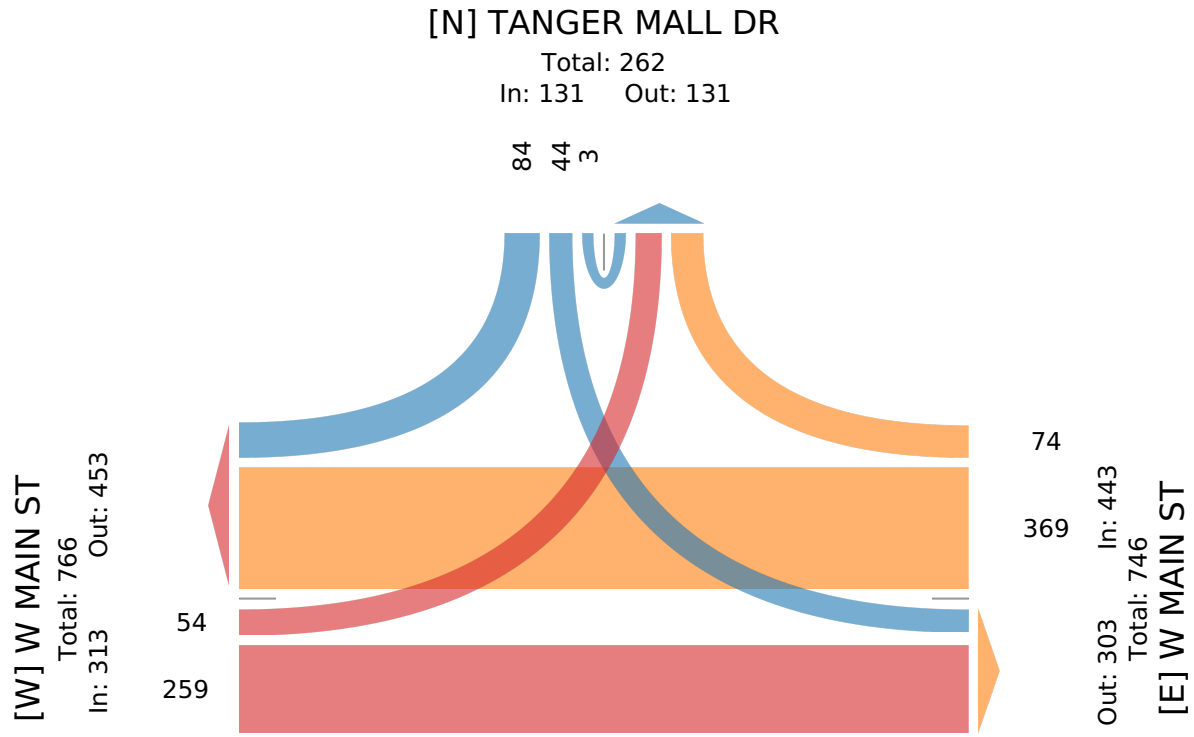
Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-10-12 4:30PM	10	55	0	**65**	0	98	15	0	2	**115**	0	10	10	1	11	**32**	0	**212**
4:45PM	13	61	0	**74**	0	96	14	0	5	**115**	0	12	4	0	9	**25**	0	**214**
5:00PM	15	64	0	**79**	0	97	8	0	8	**113**	0	11	6	0	24	**41**	0	**233**
5:15PM	16	79	0	**95**	0	78	16	0	6	**100**	0	11	6	2	14	**33**	0	**228**
Total	54	259	0	**313**	0	369	53	0	21	**443**	0	44	26	3	58	**131**	0	**887**
% Approach	17.3%	82.7%	0%	**-**	-	83.3%	12.0%	0%	4.7%	**-**	-	33.6%	19.8%	2.3%	44.3%	**-**	-	-
% Total	6.1%	29.2%	0%	**35.3%**	-	41.6%	6.0%	0%	2.4%	**49.9%**	-	5.0%	2.9%	0.3%	6.5%	**14.8%**	-	-
PHF	0.844	0.820	-	**0.824**	-	0.941	0.828	-	0.656	**0.963**	-	0.917	0.650	0.375	0.604	**0.799**	-	0.952
Lights	51	251	0	**302**	-	354	52	0	20	**426**	-	44	25	3	58	**130**	-	858
% Lights	94.4%	96.9%	0%	**96.5%**	-	95.9%	98.1%	0%	95.2%	**96.2%**	-	100%	96.2%	100%	100%	**99.2%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	1	7	0	**8**	-	12	1	0	1	**14**	-	0	0	0	0	**0**	-	22
% Articulated Trucks and Single-Unit Trucks	1.9%	2.7%	0%	**2.6%**	-	3.3%	1.9%	0%	4.8%	**3.2%**	-	0%	0%	0%	0%	**0%**	-	2.5%
Buses	2	1	0	**3**	-	3	0	0	0	**3**	-	0	1	0	0	**1**	-	7
% Buses	3.7%	0.4%	0%	**1.0%**	-	0.8%	0%	0%	0%	**0.7%**	-	0%	3.8%	0%	0%	**0.8%**	-	0.8%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-W MAIN ST AT TANGER MALL DR-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001904, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-W MAIN ST AT TANGER MALL DR-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001909, Location: 40.917238, -72.7157



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

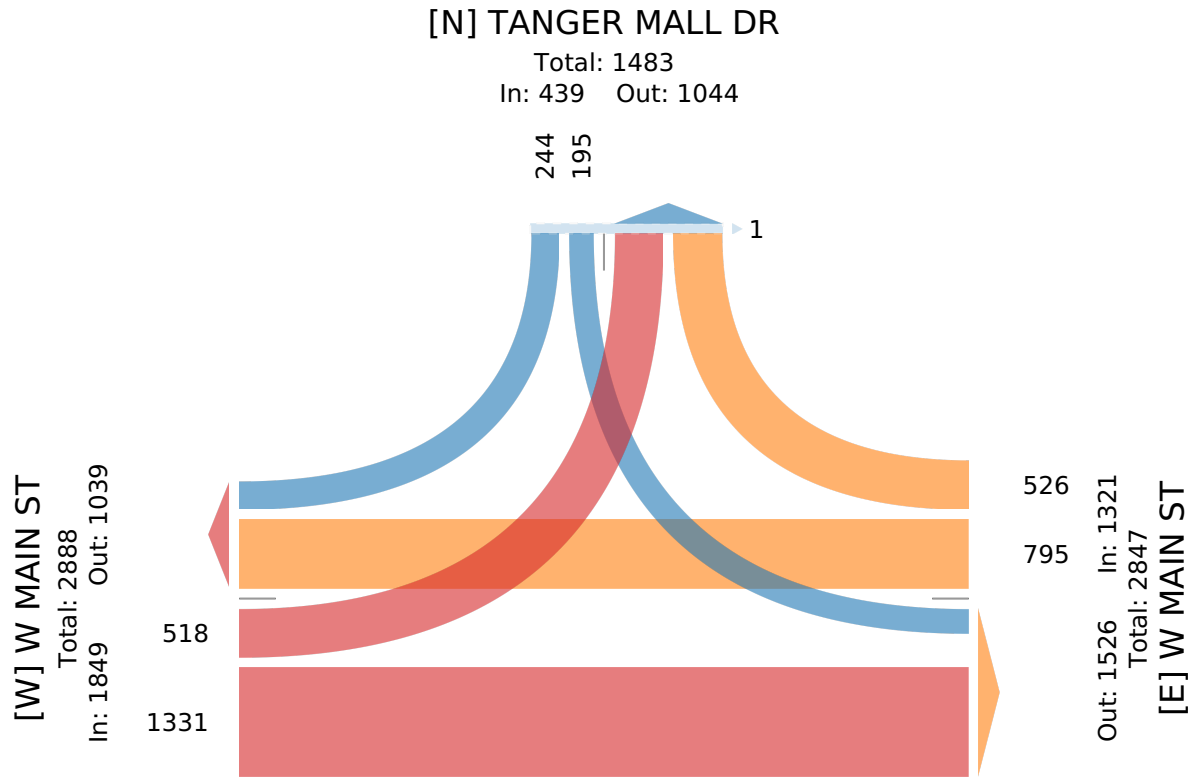
Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-10-15 10:00AM	24	63	0	**87**	0	44	29	0	0	**73**	0	2	0	0	1	**3**	0	**163**
10:15AM	23	54	0	**77**	0	45	16	0	3	**64**	0	4	0	0	8	**12**	0	**153**
10:30AM	30	61	0	**91**	0	40	17	0	5	**62**	0	4	1	0	3	**8**	0	**161**
10:45AM	45	68	0	**113**	0	41	18	0	5	**64**	0	2	2	0	8	**12**	0	**189**
Hourly Total	122	246	0	**368**	0	170	80	0	13	**263**	0	12	3	0	20	**35**	0	**666**
11:00AM	33	63	0	**96**	0	55	31	0	1	**87**	0	4	2	0	16	**22**	0	**205**
11:15AM	30	74	0	**104**	0	57	23	0	3	**83**	0	7	2	0	9	**18**	0	**205**
11:30AM	24	76	0	**100**	0	39	41	0	6	**86**	0	8	0	0	9	**17**	0	**203**
11:45AM	38	88	0	**126**	0	42	23	0	11	**76**	0	12	4	0	15	**31**	0	**233**
Hourly Total	125	301	0	**426**	0	193	118	0	21	**332**	0	31	8	0	49	**88**	0	**846**
12:00PM	37	117	0	**154**	0	49	21	0	11	**81**	0	33	3	0	15	**51**	0	**286**
12:15PM	30	96	0	**126**	0	55	25	0	11	**91**	0	16	7	0	19	**42**	0	**259**
12:30PM	38	107	0	**145**	0	47	20	0	12	**79**	0	19	5	0	11	**35**	0	**259**
12:45PM	38	82	0	**120**	0	47	36	0	8	**91**	0	19	5	0	9	**33**	1	**244**
Hourly Total	143	402	0	**545**	0	198	102	0	42	**342**	0	87	20	0	54	**161**	1	**1048**
1:00PM	29	88	0	**117**	0	57	39	0	4	**100**	0	25	6	0	15	**46**	0	**263**
1:15PM	34	86	0	**120**	0	74	28	0	8	**110**	0	11	9	0	14	**34**	0	**264**
1:30PM	35	125	0	**160**	0	61	22	0	5	**88**	0	15	6	0	17	**38**	0	**286**
1:45PM	30	83	0	**113**	0	42	31	0	13	**86**	0	14	9	0	14	**37**	0	**236**
Hourly Total	128	382	0	**510**	0	234	120	0	30	**384**	0	65	30	0	60	**155**	0	**1049**
Total	518	1331	0	**1849**	0	795	420	0	106	**1321**	0	195	61	0	183	**439**	1	**3609**
% Approach	28.0%	72.0%	0%	**-**	-	60.2%	31.8%	0%	8.0%	**-**	-	44.4%	13.9%	0%	41.7%	**-**	-	-
% Total	14.4%	36.9%	0%	**51.2%**	-	22.0%	11.6%	0%	2.9%	**36.6%**	-	5.4%	1.7%	0%	5.1%	**12.2%**	-	-
Lights	516	1308	0	**1824**	-	768	418	0	105	**1291**	-	193	61	0	181	**435**	-	3550
% Lights	99.6%	98.3%	0%	**98.6%**	-	96.6%	99.5%	0%	99.1%	**97.7%**	-	99.0%	100%	0%	98.9%	**99.1%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	0	16	0	**16**	-	23	2	0	1	**26**	-	2	0	0	2	**4**	-	46
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	**0.9%**	-	2.9%	0.5%	0%	0.9%	**2.0%**	-	1.0%	0%	0%	1.1%	**0.9%**	-	1.3%
Buses	2	7	0	**9**	-	4	0	0	0	**4**	-	0	0	0	0	**0**	-	13
% Buses	0.4%	0.5%	0%	**0.5%**	-	0.5%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-W MAIN ST AT TANGER MALL DR-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001909, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-W MAIN ST AT TANGER MALL DR-SAT - TMC

Sat Oct 15, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001909, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

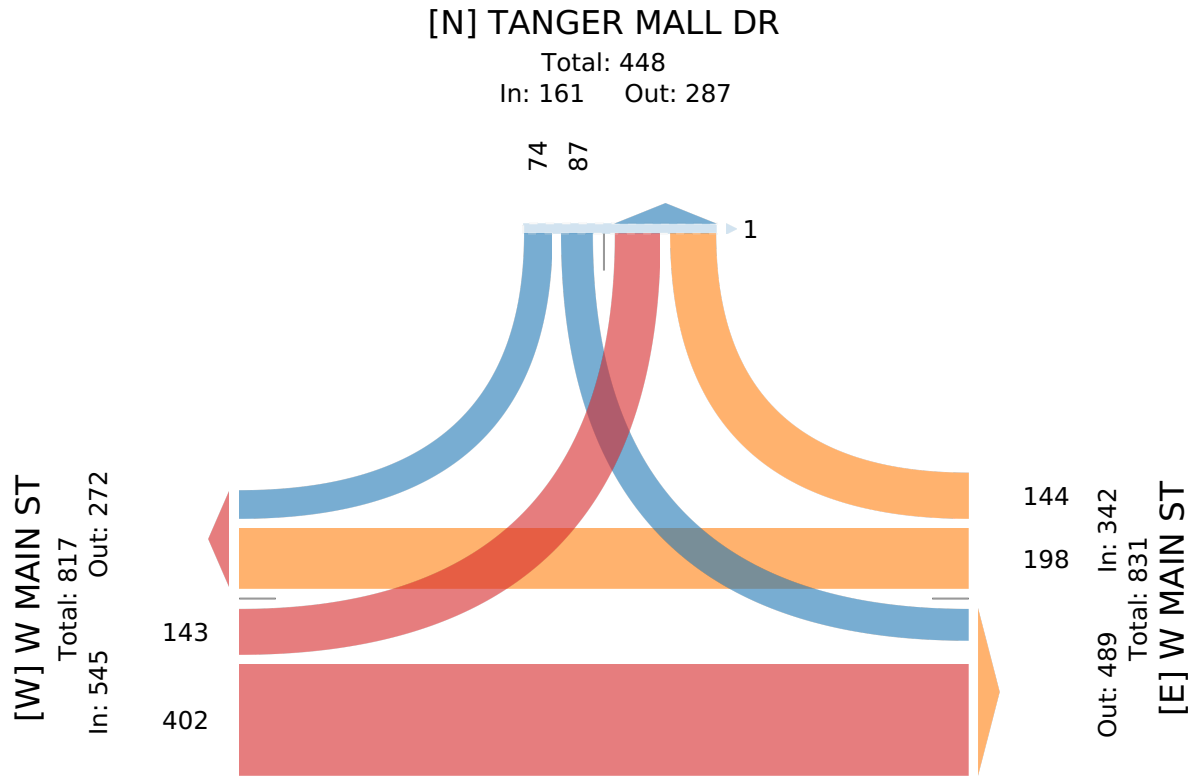
Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-10-15 12:00PM	37	117	0	**154**	0	49	21	0	11	**81**	0	33	3	0	15	**51**	0	**286**
12:15PM	30	96	0	**126**	0	55	25	0	11	**91**	0	16	7	0	19	**42**	0	**259**
12:30PM	38	107	0	**145**	0	47	20	0	12	**79**	0	19	5	0	11	**35**	0	**259**
12:45PM	38	82	0	**120**	0	47	36	0	8	**91**	0	19	5	0	9	**33**	1	**244**
Total	143	402	0	**545**	0	198	102	0	42	**342**	0	87	20	0	54	**161**	1	**1048**
% Approach	26.2%	73.8%	0%	**-**	-	57.9%	29.8%	0%	12.3%	**-**	-	54.0%	12.4%	0%	33.5%	**-**	-	-
% Total	13.6%	38.4%	0%	**52.0%**	-	18.9%	9.7%	0%	4.0%	**32.6%**	-	8.3%	1.9%	0%	5.2%	**15.4%**	-	-
PHF	0.941	0.859	-	**0.885**	-	0.900	0.708	-	0.875	**0.940**	-	0.659	0.714	-	0.711	**0.789**	-	0.916
Lights	143	396	0	**539**	-	193	102	0	41	**336**	-	87	20	0	52	**159**	-	1034
% Lights	100%	98.5%	0%	**98.9%**	-	97.5%	100%	0%	97.6%	**98.2%**	-	100%	100%	0%	96.3%	**98.8%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	5	0	**5**	-	4	0	0	1	**5**	-	0	0	0	2	**2**	-	12
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	**0.9%**	-	2.0%	0%	0%	2.4%	**1.5%**	-	0%	0%	0%	3.7%	**1.2%**	-	1.1%
Buses	0	1	0	**1**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	2
% Buses	0%	0.2%	0%	**0.2%**	-	0.5%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-W MAIN ST AT TANGER MALL DR-SAT - TMC

Sat Oct 15, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001909, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-OLD COUNTRY RD AT TANGER MALL RD-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001918, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

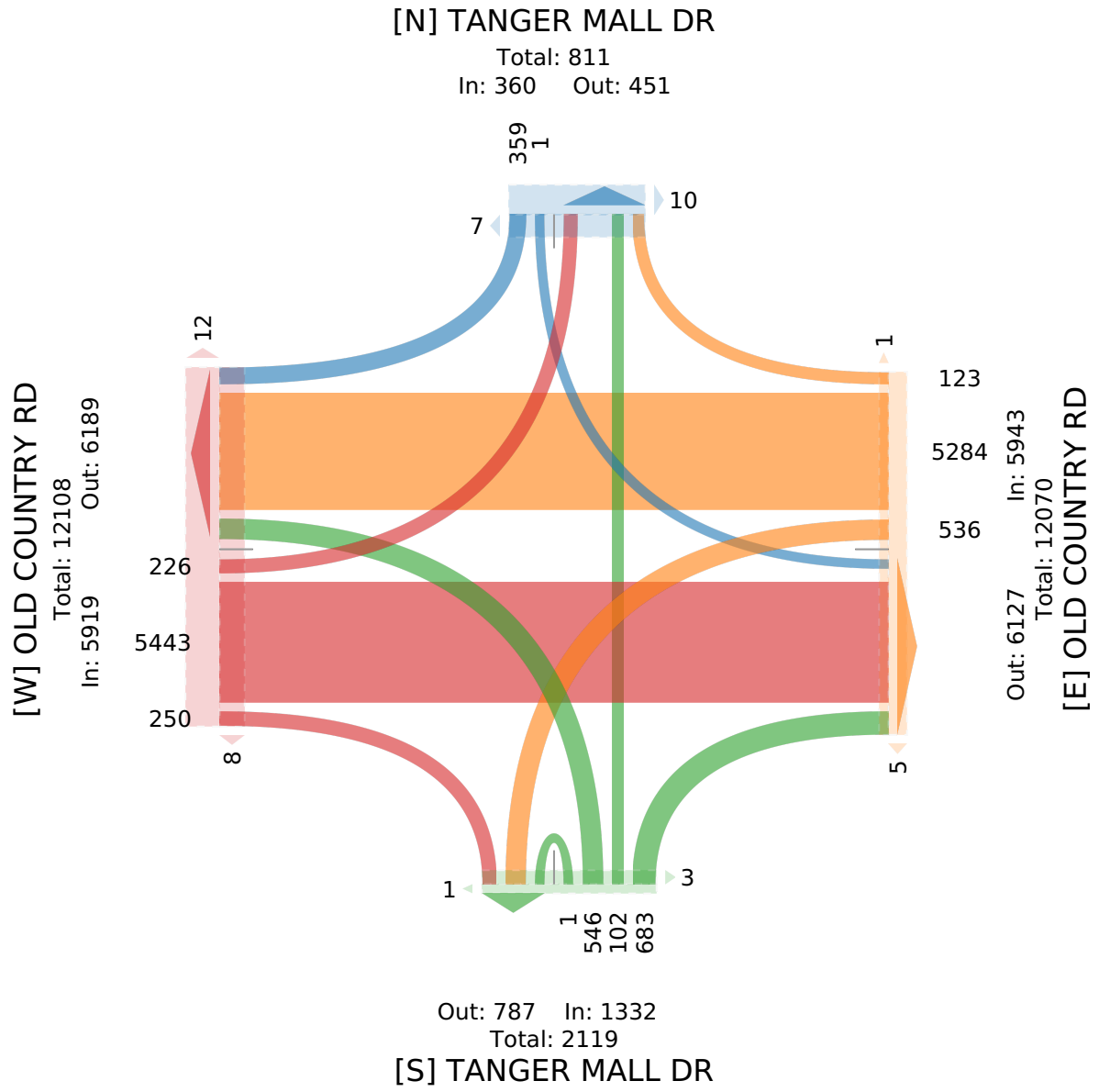
Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							TANGER MALL DR							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-10-12 7:00AM	4	250	4	0	0	**258**	0	3	111	1	0	0	**115**	0	0	0	0	0	2	**2**	0	0	0	0	0	8	**8**	0	**383**
7:15AM	8	284	0	0	0	**292**	0	1	174	1	0	1	**177**	0	2	1	0	0	0	**3**	0	0	0	0	0	3	**3**	1	**475**
7:30AM	3	329	3	0	0	**335**	0	1	121	1	0	0	**123**	1	0	0	1	0	1	**2**	0	0	0	0	0	3	**3**	0	**463**
7:45AM	4	330	8	0	0	**342**	0	4	141	2	0	0	**147**	0	2	1	2	0	5	**10**	0	0	0	0	0	2	**2**	0	**501**
Hourly Total	19	1193	15	0	0	**1227**	0	9	547	5	0	1	**562**	1	4	2	3	0	8	**17**	0	0	0	0	0	16	**16**	1	**1822**
8:00AM	11	319	2	0	0	**332**	0	2	116	2	0	0	**120**	0	2	0	0	0	4	**6**	0	0	0	0	0	6	**6**	0	**464**
8:15AM	11	298	5	0	0	**314**	0	3	111	3	0	0	**117**	0	1	0	1	0	2	**4**	0	0	0	0	0	7	**7**	0	**442**
8:30AM	14	274	3	0	0	**291**	0	3	120	3	0	0	**126**	0	1	0	2	0	3	**6**	0	0	0	0	0	3	**3**	0	**426**
8:45AM	9	299	11	0	0	**319**	0	13	116	5	0	0	**134**	1	4	2	4	0	4	**14**	0	0	0	0	0	5	**5**	0	**472**
Hourly Total	45	1190	21	0	0	**1256**	0	21	463	13	0	0	**497**	1	8	2	7	0	13	**30**	0	0	0	0	0	21	**21**	0	**1804**
2:00PM	9	177	7	0	2	**195**	0	38	238	4	0	2	**282**	0	34	5	9	0	38	**86**	0	0	0	10	0	4	**14**	0	**577**
2:15PM	10	190	7	0	2	**209**	1	33	266	5	0	2	**306**	0	29	3	8	0	31	**71**	1	0	0	22	0	3	**25**	0	**611**
2:30PM	13	217	17	0	5	**252**	0	38	265	7	0	2	**312**	0	36	7	10	0	43	**96**	0	0	0	21	0	0	**21**	0	**681**
2:45PM	7	193	17	0	2	**219**	1	36	229	12	0	1	**278**	0	40	9	8	0	20	**77**	0	0	0	20	0	0	**20**	0	**594**
Hourly Total	39	777	48	0	11	**875**	2	145	998	28	0	7	**1178**	0	139	24	35	0	132	**330**	1	0	0	73	0	7	**80**	0	**2463**
3:00PM	10	176	14	0	2	**202**	0	29	291	1	0	0	**321**	3	39	6	13	0	39	**97**	1	0	0	12	0	10	**22**	1	**642**
3:15PM	6	197	11	0	4	**218**	4	27	253	5	0	1	**286**	0	24	4	8	0	30	**66**	0	1	0	19	0	1	**21**	1	**591**
3:30PM	10	192	5	0	2	**209**	5	27	279	4	0	1	**311**	0	29	5	6	0	37	**77**	1	0	0	24	0	0	**24**	8	**621**
3:45PM	8	181	11	0	4	**204**	0	31	265	3	0	1	**300**	0	29	5	6	0	35	**75**	0	0	0	17	0	0	**17**	0	**596**
Hourly Total	34	746	41	0	12	**833**	9	114	1088	13	0	3	**1218**	3	121	20	33	0	141	**315**	2	1	0	72	0	11	**84**	10	**2450**
4:00PM	18	222	10	0	5	**255**	1	27	268	9	0	2	**306**	0	37	8	9	1	33	**88**	1	0	0	21	0	0	**21**	0	**670**
4:15PM	3	177	10	0	3	**193**	0	36	287	4	0	1	**328**	0	37	9	13	0	29	**88**	0	0	0	22	0	2	**24**	1	**633**
4:30PM	8	198	9	0	5	**220**	1	47	281	1	0	2	**331**	1	32	7	6	0	25	**70**	0	0	0	19	0	0	**19**	2	**640**
4:45PM	18	197	13	0	7	**235**	1	32	276	4	0	2	**314**	0	32	6	9	0	35	**82**	0	0	0	17	0	1	**18**	1	**649**
Hourly Total	47	794	42	0	20	**903**	3	142	1112	18	0	7	**1279**	1	138	30	37	1	122	**328**	1	0	0	79	0	3	**82**	4	**2592**
5:00PM	14	176	5	0	3	**198**	1	23	292	4	0	3	**322**	0	40	1	16	0	26	**83**	0	0	0	10	0	9	**19**	0	**622**
5:15PM	11	205	11	0	1	**228**	2	27	284	3	0	2	**316**	0	39	6	17	0	22	**84**	0	0	0	14	0	4	**18**	1	**646**
5:30PM	13	182	9	0	1	**205**	0	25	250	9	0	1	**285**	0	26	7	18	0	17	**68**	0	0	0	20	0	4	**24**	0	**582**
5:45PM	4	180	8	0	2	**194**	3	30	250	6	0	0	**286**	0	31	10	11	0	25	**77**	0	0	0	15	0	1	**16**	1	**573**
Hourly Total	42	743	33	0	7	**825**	6	105	1076	22	0	6	**1209**	0	136	24	62	0	90	**312**	0	0	0	59	0	18	**77**	2	**2423**
Total	226	5443	200	0	50	**5919**	20	536	5284	99	0	24	**5943**	6	546	102	177	1	506	**1332**	4	1	0	283	0	76	**360**	17	**13554**
% Approach	3.8%	92.0%	3.4%	0%	0.8%	**-**	-	9.0%	88.9%	1.7%	0%	0.4%	**-**	-	41.0%	7.7%	13.3%	0.1%	38.0%	**-**	-	0.3%	0%	78.6%	0%	21.1%	**-**	-	-
% Total	1.7%	40.2%	1.5%	0%	0.4%	**43.7%**	-	4.0%	39.0%	0.7%	0%	0.2%	**43.8%**	-	4.0%	0.8%	1.3%	0%	3.7%	**9.8%**	-	0%	0%	2.1%	0%	0.6%	**2.7%**	-	-
Lights	220	5183	198	0	50	**5651**	-	530	4958	97	0	23	**5608**	-	540	100	174	1	502	**1317**	-	1	0	281	0	74	**356**	-	12932
% Lights	97.3%	95.2%	99.0%	0%	100%	**95.5%**	-	98.9%	93.8%	98.0%	0%	95.8%	**94.4%**	-	98.9%	98.0%	98.3%	100%	99.2%	**98.9%**	-	100%	0%	99.3%	0%	97.4%	**98.9%**	-	95.4%
Articulated Trucks and Single-Unit Trucks	5	205	2	0	0	**212**	-	5	269	2	0	1	**277**	-	6	2	3	0	4	**15**	-	0	0	2	0	1	**3**	-	507

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							TANGER MALL DR							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
% Articulated Trucks and Single-Unit Trucks	2.2%	3.8%	1.0%	0%	0%	**3.6%**	-	0.9%	5.1%	2.0%	0%	4.2%	**4.7%**	-	1.1%	2.0%	1.7%	0%	0.8%	**1.1%**	-	0%	0%	0.7%	0%	1.3%	**0.8%**	-	3.7%
Buses	1	55	0	0	0	**56**	-	1	57	0	0	0	**58**	-	0	0	0	0	0	**0**	-	0	0	0	0	1	**1**	-	115
% Buses	0.4%	1.0%	0%	0%	0%	**0.9%**	-	0.2%	1.1%	0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	1.3%	**0.3%**	-	0.8%
Pedestrians	-	-	-	-	-	-	20	-	-	-	-	-	-	6	-	-	-	-	-	-	4	-	-	-	-	-	-	17	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-OLD COUNTRY RD AT TANGER MALL RD-WED - TMC
Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001918, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-OLD COUNTRY RD AT TANGER MALL RD-WED - TMC

Wed Oct 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001918, Location: 40.922913, -72.712138



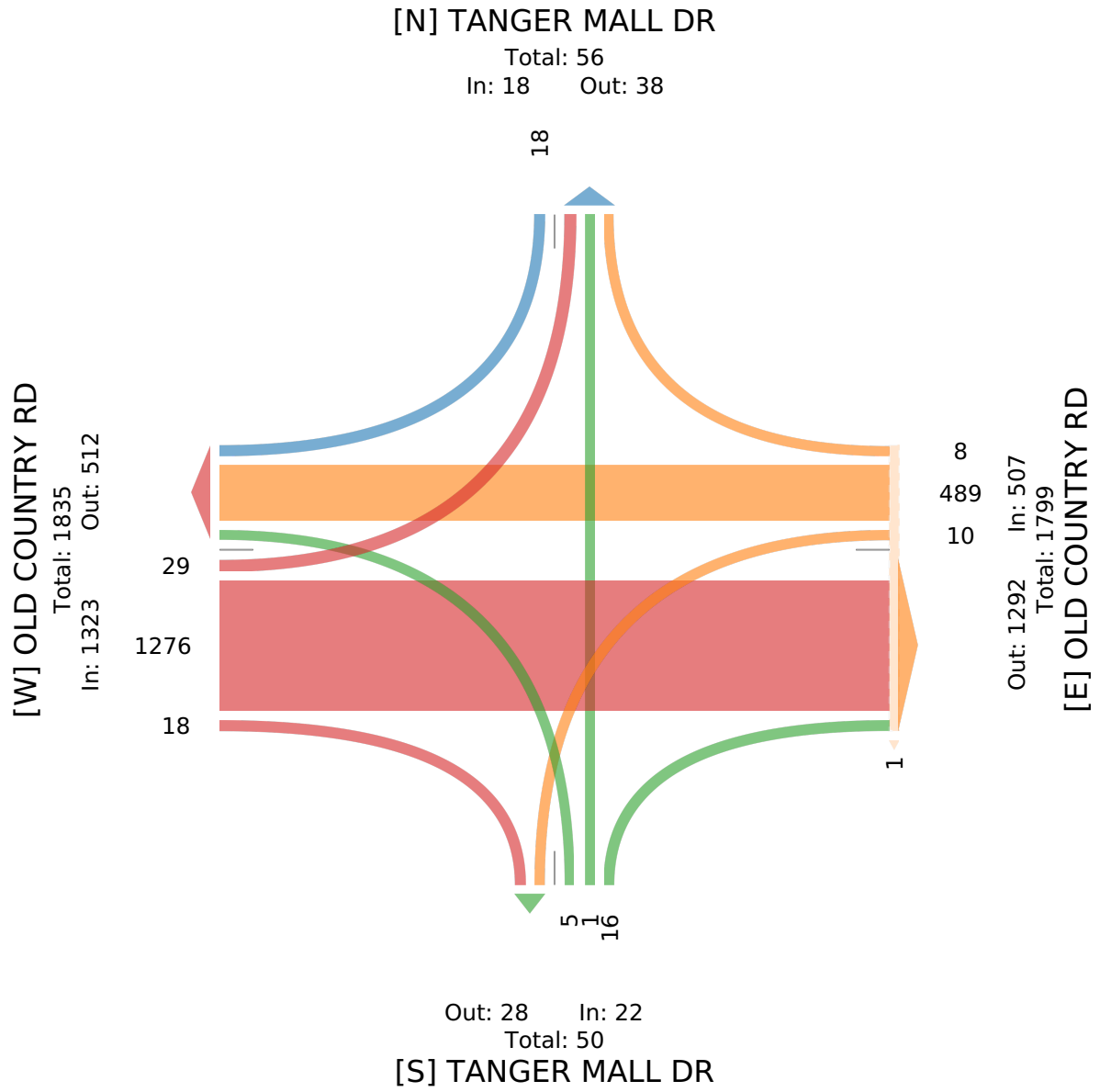
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							TANGER MALL DR							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-10-12 7:30AM	3	329	3	0	0	**335**	0	1	121	1	0	0	**123**	1	0	0	1	0	1	**2**	0	0	0	0	0	3	**3**	0	**463**
7:45AM	4	330	8	0	0	**342**	0	4	141	2	0	0	**147**	0	2	1	2	0	5	**10**	0	0	0	0	0	2	**2**	0	**501**
8:00AM	11	319	2	0	0	**332**	0	2	116	2	0	0	**120**	0	2	0	0	0	4	**6**	0	0	0	0	0	6	**6**	0	**464**
8:15AM	11	298	5	0	0	**314**	0	3	111	3	0	0	**117**	0	1	0	1	0	2	**4**	0	0	0	0	0	7	**7**	0	**442**
Total	29	1276	18	0	0	**1323**	0	10	489	8	0	0	**507**	1	5	1	4	0	12	**22**	0	0	0	0	0	18	**18**	0	**1870**
% Approach	2.2%	96.4%	1.4%	0%	0%	**-**	-	2.0%	96.4%	1.6%	0%	0%	**-**	-	22.7%	4.5%	18.2%	0%	54.5%	**-**	-	0%	0%	0%	0%	100%	**-**	-	**-**
% Total	1.6%	68.2%	1.0%	0%	0%	**70.7%**	-	0.5%	26.1%	0.4%	0%	0%	**27.1%**	-	0.3%	0.1%	0.2%	0%	0.6%	**1.2%**	-	0%	0%	0%	0%	1.0%	**1.0%**	-	**-**
PHF	0.659	0.967	0.563	-	-	**0.967**	-	0.625	0.867	0.667	-	-	**0.862**	-	0.625	0.250	0.500	-	0.600	**0.550**	-	-	-	-	-	0.643	**0.643**	-	0.933
Lights	28	1211	17	0	0	**1256**	-	10	440	6	0	0	**456**	-	5	1	4	0	10	**20**	-	0	0	0	0	17	**17**	-	1749
% Lights	96.6%	94.9%	94.4%	0%	0%	**94.9%**	-	100%	90.0%	75.0%	0%	0%	**89.9%**	-	100%	100%	100%	0%	83.3%	**90.9%**	-	0%	0%	0%	0%	94.4%	**94.4%**	-	93.5%
Articulated Trucks and Single-Unit Trucks	1	55	1	0	0	**57**	-	0	36	2	0	0	**38**	-	0	0	0	0	2	**2**	-	0	0	0	0	1	**1**	-	98
% Articulated Trucks and Single-Unit Trucks	3.4%	4.3%	5.6%	0%	0%	**4.3%**	-	0%	7.4%	25.0%	0%	0%	**7.5%**	-	0%	0%	0%	0%	16.7%	**9.1%**	-	0%	0%	0%	0%	5.6%	**5.6%**	-	5.2%
Buses	0	10	0	0	0	**10**	-	0	13	0	0	0	**13**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	23
% Buses	0%	0.8%	0%	0%	0%	**0.8%**	-	0%	2.7%	0%	0%	0%	**2.6%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	1.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-OLD COUNTRY RD AT TANGER MALL RD-WED - TMC
Wed Oct 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001918, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-OLD COUNTRY RD AT TANGER MALL RD-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001918, Location: 40.922913, -72.712138

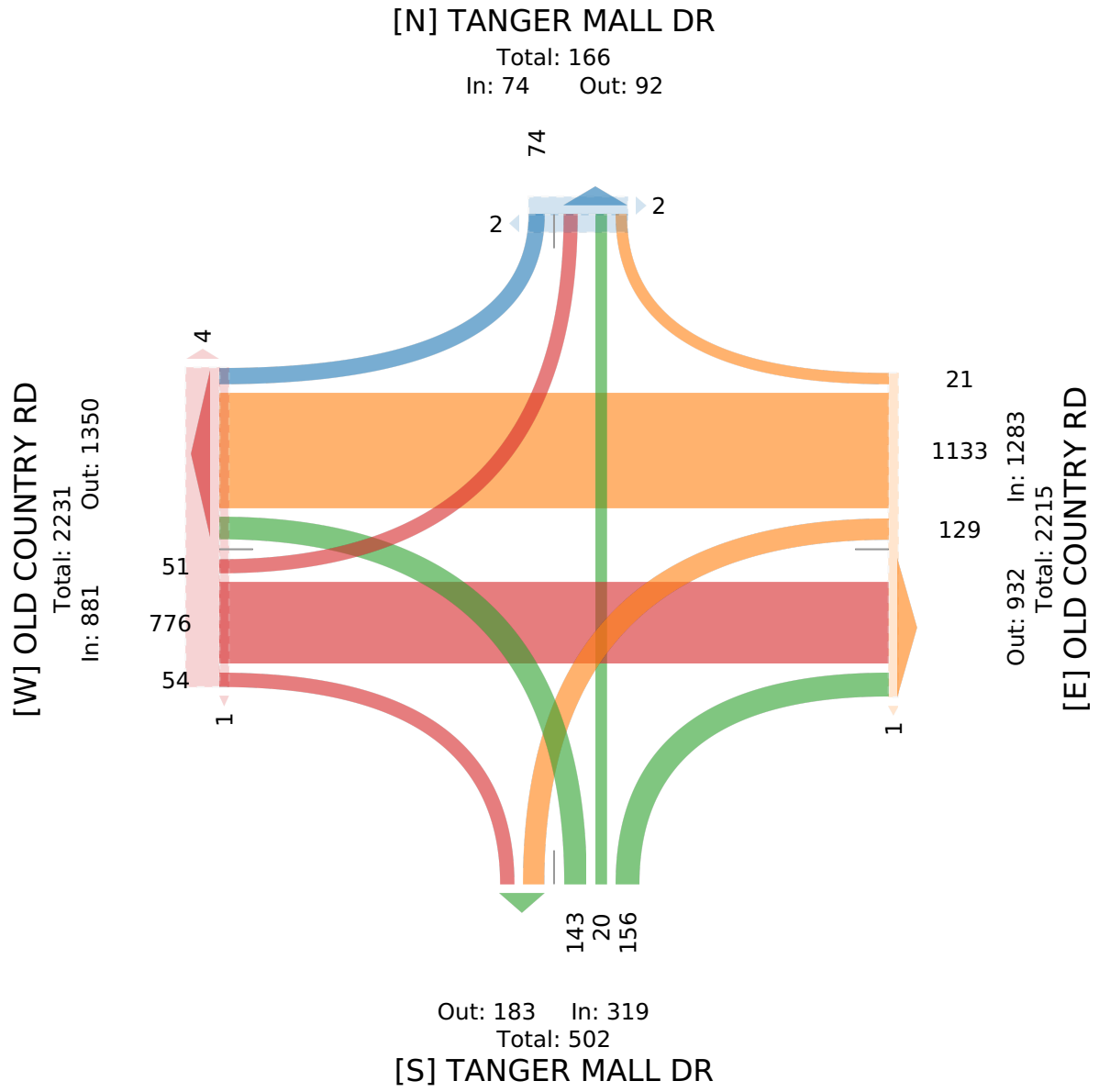
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							TANGER MALL DR							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-10-12 4:30PM	8	198	9	0	5	**220**	1	47	281	1	0	2	**331**	1	32	7	6	0	25	**70**	0	0	0	19	0	0	**19**	2	**640**
4:45PM	18	197	13	0	7	**235**	1	32	276	4	0	2	**314**	0	32	6	9	0	35	**82**	0	0	0	17	0	1	**18**	1	**649**
5:00PM	14	176	5	0	3	**198**	1	23	292	4	0	3	**322**	0	40	1	16	0	26	**83**	0	0	0	10	0	9	**19**	0	**622**
5:15PM	11	205	11	0	1	**228**	2	27	284	3	0	2	**316**	0	39	6	17	0	22	**84**	0	0	0	14	0	4	**18**	1	**646**
Total	51	776	38	0	16	**881**	5	129	1133	12	0	9	**1283**	1	143	20	48	0	108	**319**	0	0	0	60	0	14	**74**	4	**2557**
% Approach	5.8%	88.1%	4.3%	0%	1.8%	**-**	-	10.1%	88.3%	0.9%	0%	0.7%	**-**	-	44.8%	6.3%	15.0%	0%	33.9%	**-**	-	0%	0%	81.1%	0%	18.9%	**-**	-	-
% Total	2.0%	30.3%	1.5%	0%	0.6%	**34.5%**	-	5.0%	44.3%	0.5%	0%	0.4%	**50.2%**	-	5.6%	0.8%	1.9%	0%	4.2%	**12.5%**	-	0%	0%	2.3%	0%	0.5%	**2.9%**	-	-
PHF	0.708	0.946	0.731		- 0.571	**0.937**	-	0.686	0.970	0.750		- 0.750	**0.969**	-	0.894	0.714	0.706		- 0.771	**0.949**	-	-	-	0.789	-	0.389	**0.974**	-	0.985
Lights	51	758	38	0	16	**863**	-	129	1095	12	0	9	**1245**	-	143	20	46	0	107	**316**	-	0	0	59	0	14	**73**	-	2497
% Lights	100%	97.7%	100%	0%	100%	**98.0%**	-	100%	96.6%	100%	0%	100%	**97.0%**	-	100%	100%	95.8%	0%	99.1%	**99.1%**	-	0%	0%	98.3%	0%	100%	**98.6%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	11	0	0	0	**11**	-	0	31	0	0	0	**31**	-	0	0	2	0	1	**3**	-	0	0	1	0	0	**1**	-	46
% Articulated Trucks and Single-Unit Trucks	0%	1.4%	0%	0%	0%	**1.2%**	-	0%	2.7%	0%	0%	0%	**2.4%**	-	0%	0%	4.2%	0%	0.9%	**0.9%**	-	0%	0%	1.7%	0%	0%	**1.4%**	-	1.8%
Buses	0	7	0	0	0	**7**	-	0	7	0	0	0	**7**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	14
% Buses	0%	0.9%	0%	0%	0%	**0.8%**	-	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	-	5	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-OLD COUNTRY RD AT TANGER MALL RD-WED - TMC
Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001918, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-OLD COUNTRY RD AT TANGER MALL DR-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001920, Location: 40.922913, -72.712138

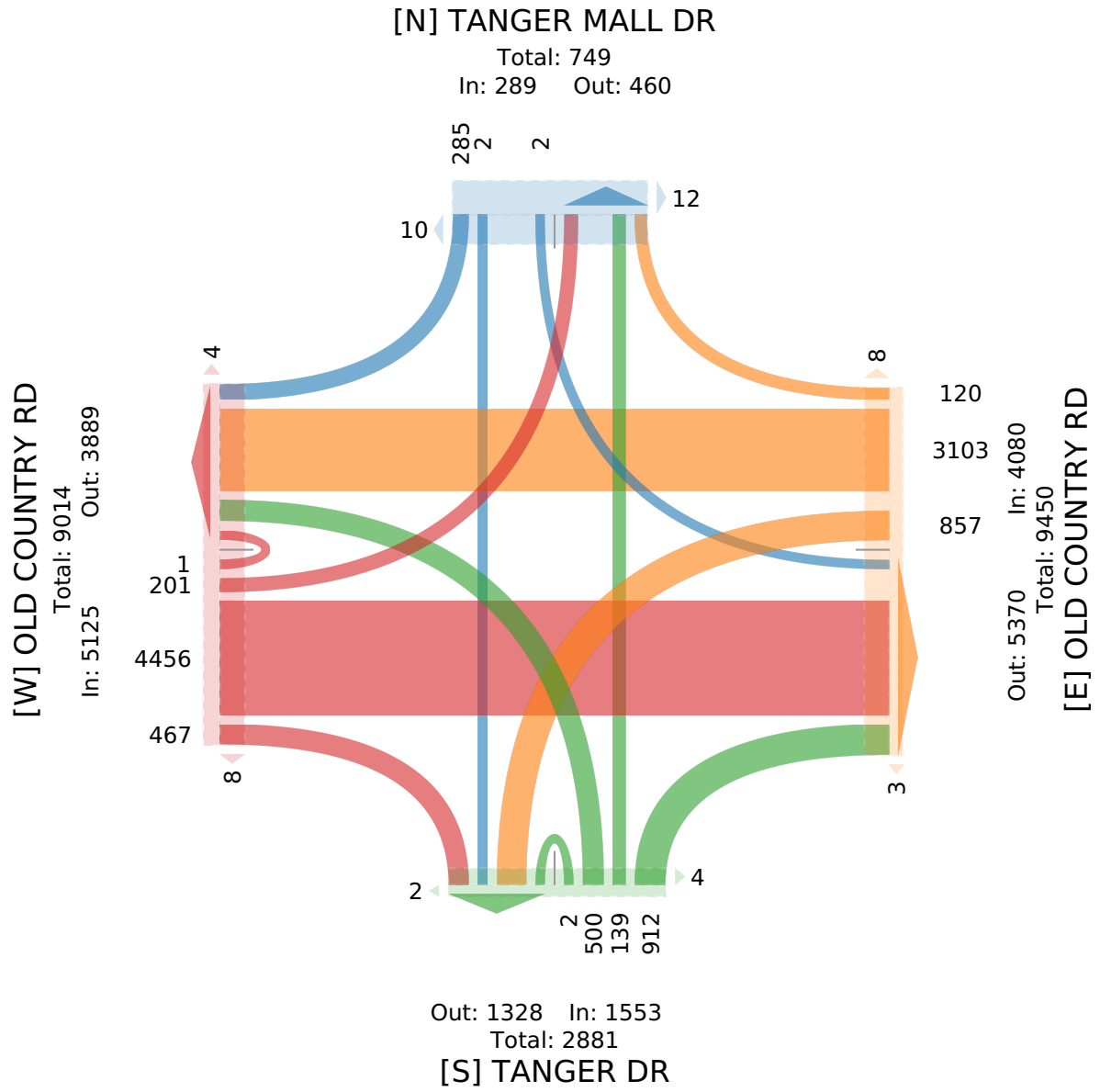
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER DR							TANGER MALL DR							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-10-15 10:00AM	8	334	14	0	4	**360**	1	37	144	5	0	0	**186**	0	8	2	9	0	9	**28**	0	0	1	3	0	6	**10**	0	**584**
10:15AM	10	293	19	0	3	**325**	0	36	128	9	0	0	**173**	0	15	5	8	1	13	**42**	0	0	0	12	0	2	**14**	1	**554**
10:30AM	14	315	17	0	5	**351**	0	48	151	6	0	0	**205**	1	23	9	9	0	18	**59**	0	0	0	18	0	1	**19**	0	**634**
10:45AM	12	296	15	0	6	**329**	0	52	167	8	0	0	**227**	0	25	7	14	0	23	**69**	0	0	0	10	0	1	**11**	2	**636**
Hourly Total	44	1238	65	0	18	**1365**	1	173	590	28	0	0	**791**	1	71	23	40	1	63	**198**	0	0	1	43	0	10	**54**	3	**2408**
11:00AM	8	330	25	0	3	**366**	0	53	169	1	0	0	**223**	0	21	13	18	0	21	**73**	0	0	1	15	0	2	**18**	0	**680**
11:15AM	13	278	22	0	6	**319**	0	39	180	7	0	1	**227**	0	29	6	19	0	37	**91**	1	0	0	8	0	11	**19**	0	**656**
11:30AM	17	290	24	0	5	**336**	1	49	207	4	0	0	**260**	2	15	5	12	0	49	**81**	1	0	0	10	0	4	**14**	1	**691**
11:45AM	17	258	29	0	3	**307**	1	59	190	8	0	1	**258**	0	31	8	15	0	40	**94**	1	1	0	14	0	2	**17**	2	**676**
Hourly Total	55	1156	100	0	17	**1328**	2	200	746	20	0	2	**968**	2	96	32	64	0	147	**339**	3	1	1	47	0	19	**68**	3	**2703**
12:00PM	11	245	34	0	0	**290**	1	55	175	8	0	1	**239**	0	38	12	21	0	50	**121**	0	0	0	14	0	4	**18**	1	**668**
12:15PM	6	220	16	0	4	**246**	0	54	209	6	0	3	**272**	4	37	9	20	1	38	**105**	0	0	0	16	0	9	**25**	1	**648**
12:30PM	6	265	26	0	12	**309**	3	63	226	7	0	2	**298**	0	26	8	22	0	55	**111**	0	1	0	6	0	10	**17**	5	**735**
12:45PM	12	284	33	0	7	**336**	2	63	217	9	0	0	**289**	0	39	12	16	0	62	**129**	0	0	0	4	0	14	**18**	4	**772**
Hourly Total	35	1014	109	0	23	**1181**	6	235	827	30	0	6	**1098**	4	140	41	79	1	205	**466**	0	1	0	40	0	37	**78**	11	**2823**
1:00PM	11	237	19	1	9	**277**	0	69	222	8	0	3	**302**	0	53	9	43	0	49	**154**	0	0	0	16	0	2	**18**	0	**751**
1:15PM	19	273	24	0	14	**330**	1	50	241	5	0	3	**299**	0	50	10	24	0	40	**124**	0	0	0	13	0	14	**27**	2	**780**
1:30PM	16	295	21	0	15	**347**	0	66	242	7	0	0	**315**	3	36	8	36	0	47	**127**	1	0	0	16	0	0	**16**	0	**805**
1:45PM	21	243	16	0	17	**297**	2	64	235	8	0	0	**307**	1	54	16	51	0	24	**145**	2	0	0	23	0	5	**28**	3	**777**
Hourly Total	67	1048	80	1	55	**1251**	3	249	940	28	0	6	**1223**	4	193	43	154	0	160	**550**	3	0	0	68	0	21	**89**	5	**3113**
Total	201	4456	354	1	113	**5125**	12	857	3103	106	0	14	**4080**	11	500	139	337	2	575	**1553**	6	2	2	198	0	87	**289**	22	**11047**
% Approach	3.9%	86.9%	6.9%	0%	2.2%	**-**	-	21.0%	76.1%	2.6%	0%	0.3%	**-**	-	32.2%	9.0%	21.7%	0.1%	37.0%	**-**	-	0.7%	0.7%	68.5%	0%	30.1%	**-**	-	-
% Total	1.8%	40.3%	3.2%	0%	1.0%	**46.4%**	-	7.8%	28.1%	1.0%	0%	0.1%	**36.9%**	-	4.5%	1.3%	3.1%	0%	5.2%	**14.1%**	-	0%	0%	1.8%	0%	0.8%	**2.6%**	-	-
Lights	198	4382	353	1	113	**5047**	-	855	3014	105	0	14	**3988**	-	496	139	335	2	573	**1545**	-	2	2	196	0	86	**286**	-	10866
% Lights	98.5%	98.3%	99.7%	100%	100%	**98.5%**	-	99.8%	97.1%	99.1%	0%	100%	**97.7%**	-	99.2%	100%	99.4%	100%	99.7%	**99.5%**	-	100%	100%	99.0%	0%	98.9%	**99.0%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	1	53	1	0	0	**55**	-	2	74	1	0	0	**77**	-	3	0	1	0	1	**5**	-	0	0	1	0	0	**1**	-	138
% Articulated Trucks and Single-Unit Trucks	0.5%	1.2%	0.3%	0%	0%	**1.1%**	-	0.2%	2.4%	0.9%	0%	0%	**1.9%**	-	0.6%	0%	0.3%	0%	0.2%	**0.3%**	-	0%	0%	0.5%	0%	0%	**0.3%**	-	1.2%
Buses	2	21	0	0	0	**23**	-	0	15	0	0	0	**15**	-	1	0	1	0	1	**3**	-	0	0	1	0	1	**2**	-	43
% Buses	1.0%	0.5%	0%	0%	0%	**0.4%**	-	0%	0.5%	0%	0%	0%	**0.4%**	-	0.2%	0%	0.3%	0%	0.2%	**0.2%**	-	0%	0%	0.5%	0%	1.1%	**0.7%**	-	0.4%
Pedestrians	-	-	-	-	-	-	12	-	-	-	-	-	-	11	-	-	-	-	-	-	5	-	-	-	-	-	-	21	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	83.3%	-	-	-	-	-	-	95.5%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	16.7%	-	-	-	-	-	-	4.5%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-OLD COUNTRY RD AT TANGER MALL DR-SAT - TMC
Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001920, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-OLD COUNTRY RD AT TANGER MALL DR-SAT - TMC

Sat Oct 15, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001920, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

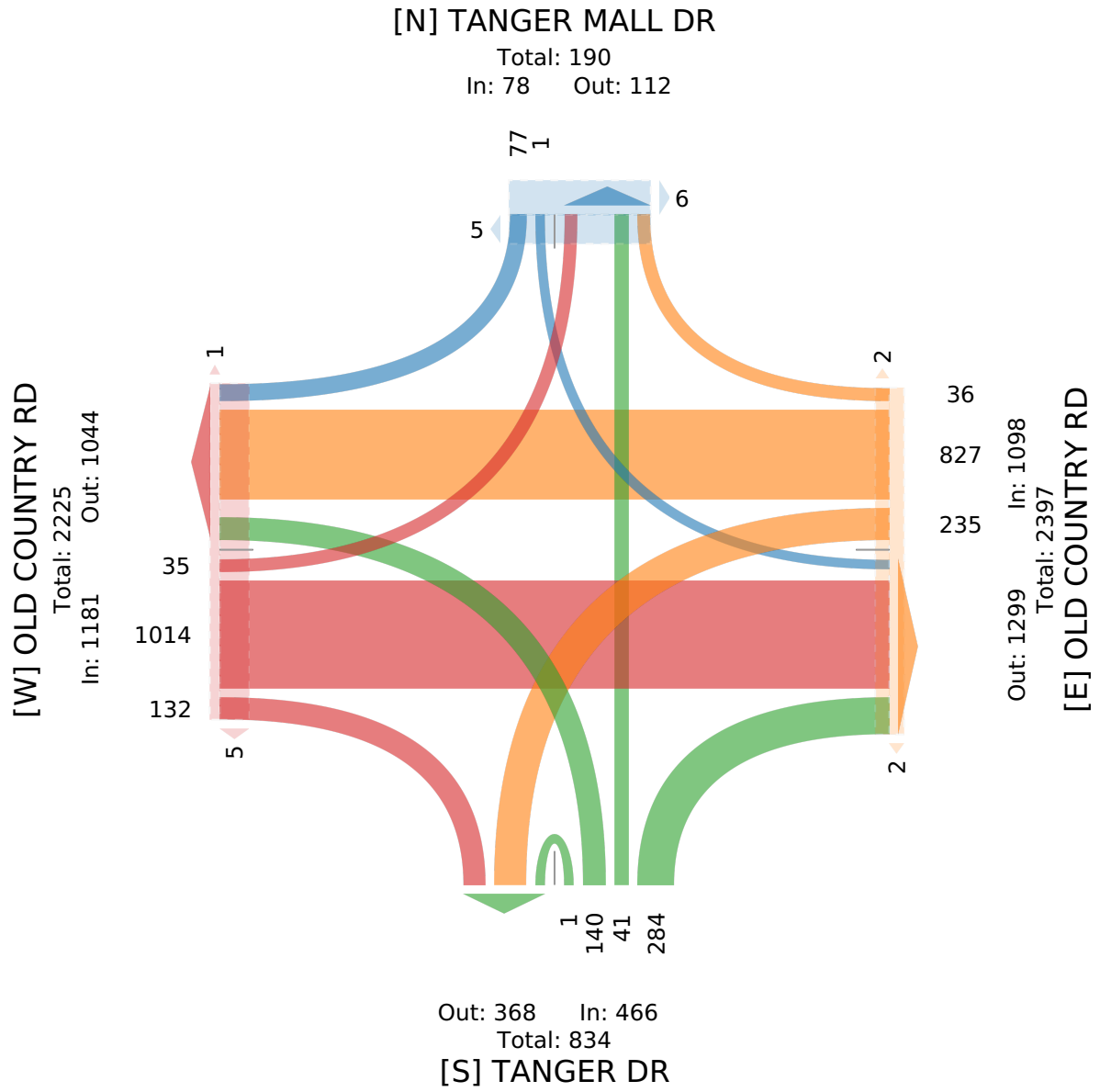
Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER DR							TANGER MALL DR							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-10-15 12:00PM	11	245	34	0	0	**290**	1	55	175	8	0	1	**239**	0	38	12	21	0	50	**121**	0	0	0	14	0	4	**18**	1	**668**
12:15PM	6	220	16	0	4	**246**	0	54	209	6	0	3	**272**	4	37	9	20	1	38	**105**	0	0	0	16	0	9	**25**	1	**648**
12:30PM	6	265	26	0	12	**309**	3	63	226	7	0	2	**298**	0	26	8	22	0	55	**111**	0	1	0	6	0	10	**17**	5	**735**
12:45PM	12	284	33	0	7	**336**	2	63	217	9	0	0	**289**	0	39	12	16	0	62	**129**	0	0	0	4	0	14	**18**	4	**772**
Total	35	1014	109	0	23	**1181**	6	235	827	30	0	6	**1098**	4	140	41	79	1	205	**466**	0	1	0	40	0	37	**78**	11	**2823**
% Approach	3.0%	85.9%	9.2%	0%	1.9%	**-**	-	21.4%	75.3%	2.7%	0%	0.5%	**-**	-	30.0%	8.8%	17.0%	0.2%	44.0%	**-**	-	1.3%	0%	51.3%	0%	47.4%	**-**	-	-
% Total	1.2%	35.9%	3.9%	0%	0.8%	**41.8%**	-	8.3%	29.3%	1.1%	0%	0.2%	**38.9%**	-	5.0%	1.5%	2.8%	0%	7.3%	**16.5%**	-	0%	0%	1.4%	0%	1.3%	**2.8%**	-	-
PHF	0.729	0.893	0.801	-	0.479	**0.879**	-	0.933	0.915	0.833	-	0.500	**0.921**	-	0.897	0.854	0.898	0.250	0.827	**0.903**	-	0.250	-	0.625	-	0.661	**0.780**	-	0.914
Lights	34	1000	109	0	23	**1166**	-	235	805	29	0	6	**1075**	-	139	41	78	1	204	**463**	-	1	0	40	0	37	**78**	-	2782
% Lights	97.1%	98.6%	100%	0%	100%	**98.7%**	-	100%	97.3%	96.7%	0%	100%	**97.9%**	-	99.3%	100%	98.7%	100%	99.5%	**99.4%**	-	100%	0%	100%	0%	100%	**100%**	-	98.5%
Articulated Trucks and Single-Unit Trucks	0	10	0	0	0	**10**	-	0	16	1	0	0	**17**	-	1	0	1	0	1	**3**	-	0	0	0	0	0	**0**	-	30
% Articulated Trucks and Single-Unit Trucks	0%	1.0%	0%	0%	0%	**0.8%**	-	0%	1.9%	3.3%	0%	0%	**1.5%**	-	0.7%	0%	1.3%	0%	0.5%	**0.6%**	-	0%	0%	0%	0%	0%	**0%**	-	1.1%
Buses	1	4	0	0	0	**5**	-	0	6	0	0	0	**6**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	11
% Buses	2.9%	0.4%	0%	0%	0%	**0.4%**	-	0%	0.7%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-OLD COUNTRY RD AT TANGER MALL DR-SAT - TMC

Sat Oct 15, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1001920, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-EDWARDS AVE AT LIE OFF RAMP-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002341, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	EDWARDS AVE					EDWARDS AVE					LIE OFF RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-12 7:00AM	56	0	0	**56**	0	0	115	0	**115**	0	30	68	0	**98**	0	**269**
7:15AM	63	0	0	**63**	0	0	86	0	**86**	0	43	66	0	**109**	2	**258**
7:30AM	78	0	0	**78**	0	0	97	0	**97**	0	54	93	0	**147**	0	**322**
7:45AM	87	0	0	**87**	0	0	104	0	**104**	0	54	102	0	**156**	0	**347**
Hourly Total	284	0	0	**284**	0	0	402	0	**402**	0	181	329	0	**510**	2	**1196**
8:00AM	76	0	0	**76**	0	0	93	0	**93**	0	44	98	0	**142**	0	**311**
8:15AM	107	0	0	**107**	0	0	83	0	**83**	0	52	115	0	**167**	0	**357**
8:30AM	87	0	0	**87**	0	0	85	0	**85**	0	46	163	0	**209**	0	**381**
8:45AM	82	0	0	**82**	0	0	70	0	**70**	0	30	170	0	**200**	0	**352**
Hourly Total	352	0	0	**352**	0	0	331	0	**331**	0	172	546	0	**718**	0	**1401**
2:00PM	58	0	0	**58**	0	0	117	0	**117**	0	22	68	0	**90**	0	**265**
2:15PM	38	0	0	**38**	0	0	121	0	**121**	0	45	81	0	**126**	0	**285**
2:30PM	62	0	0	**62**	0	0	143	0	**143**	0	31	69	0	**100**	2	**305**
2:45PM	48	0	0	**48**	0	0	159	0	**159**	0	32	47	0	**79**	2	**286**
Hourly Total	206	0	0	**206**	0	0	540	0	**540**	0	130	265	0	**395**	4	**1141**
3:00PM	36	0	0	**36**	0	0	187	0	**187**	0	36	43	0	**79**	0	**302**
3:15PM	34	0	0	**34**	0	0	163	0	**163**	0	31	54	0	**85**	0	**282**
3:30PM	73	0	0	**73**	0	0	173	0	**173**	0	48	60	0	**108**	0	**354**
3:45PM	60	0	0	**60**	0	0	183	0	**183**	0	32	61	0	**93**	0	**336**
Hourly Total	203	0	0	**203**	0	0	706	0	**706**	0	147	218	0	**365**	0	**1274**
4:00PM	53	0	0	**53**	0	0	219	0	**219**	0	26	39	0	**65**	0	**337**
4:15PM	30	0	0	**30**	0	0	215	0	**215**	0	26	50	0	**76**	1	**321**
4:30PM	53	0	0	**53**	0	0	222	0	**222**	0	15	61	0	**76**	0	**351**
4:45PM	51	0	0	**51**	0	0	258	0	**258**	0	27	57	0	**84**	0	**393**
Hourly Total	187	0	0	**187**	0	0	914	0	**914**	0	94	207	0	**301**	1	**1402**
5:00PM	63	0	0	**63**	0	0	242	0	**242**	0	24	68	0	**92**	0	**397**
5:15PM	52	0	0	**52**	0	0	174	0	**174**	0	31	52	0	**83**	0	**309**
5:30PM	43	0	0	**43**	0	0	144	0	**144**	0	39	50	0	**89**	1	**276**
5:45PM	31	0	0	**31**	0	0	122	0	**122**	0	19	49	0	**68**	2	**221**
Hourly Total	189	0	0	**189**	0	0	682	0	**682**	0	113	219	0	**332**	3	**1203**
Total	1421	0	0	**1421**	0	0	3575	0	**3575**	0	837	1784	0	**2621**	10	**7617**
% Approach	100%	0%	0%	**-**	-	0%	100%	0%	**-**	-	31.9%	68.1%	0%	**-**	-	-
% Total	18.7%	0%	0%	**18.7%**	-	0%	46.9%	0%	**46.9%**	-	11.0%	23.4%	0%	**34.4%**	-	-
Lights	1297	0	0	**1297**	-	0	3352	0	**3352**	-	739	1701	0	**2440**	-	7089
% Lights	91.3%	0%	0%	**91.3%**	-	0%	93.8%	0%	**93.8%**	-	88.3%	95.3%	0%	**93.1%**	-	93.1%
Articulated Trucks and Single-Unit Trucks	62	0	0	**62**	-	0	122	0	**122**	-	80	58	0	**138**	-	322
% Articulated Trucks and Single-Unit Trucks	4.4%	0%	0%	**4.4%**	-	0%	3.4%	0%	**3.4%**	-	9.6%	3.3%	0%	**5.3%**	-	4.2%
Buses	62	0	0	**62**	-	0	101	0	**101**	-	18	25	0	**43**	-	206

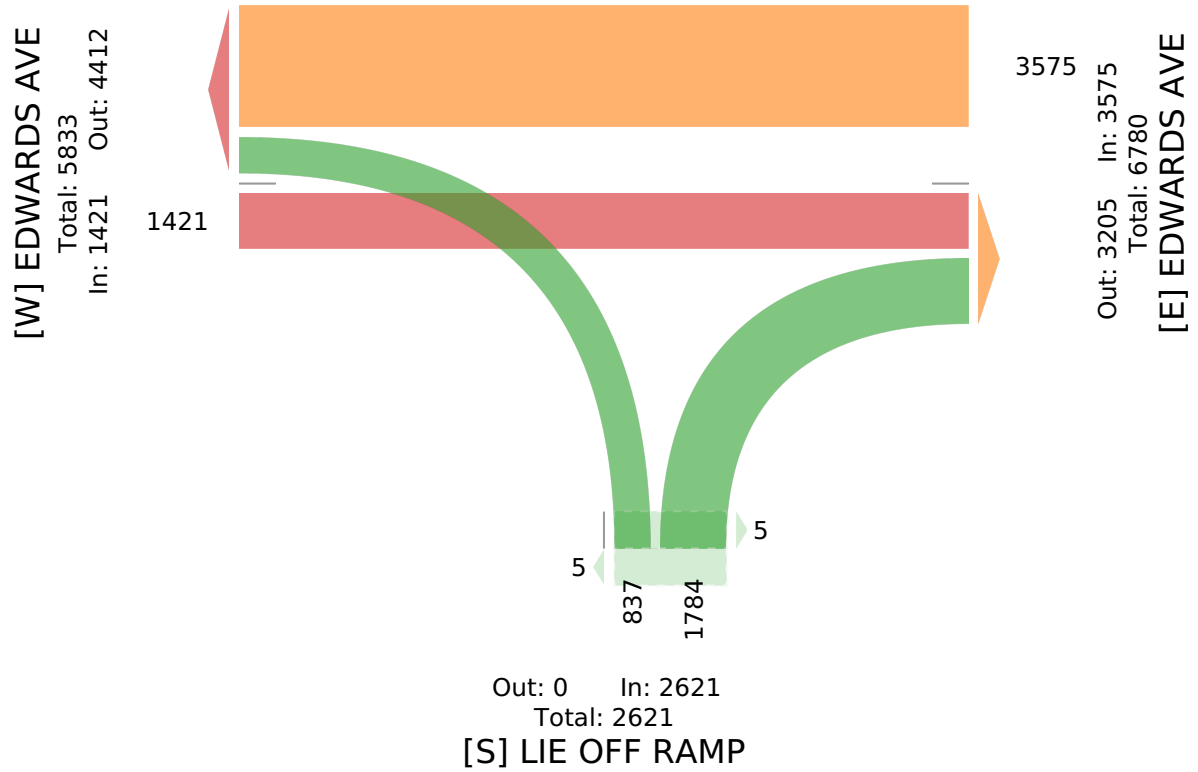
Leg	EDWARDS AVE					EDWARDS AVE					LIE OFF RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
% Buses	4.4%	0%	0%	**4.4%**	-	0%	2.8%	0%	**2.8%**	-	2.2%	1.4%	0%	**1.6%**	-	2.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-EDWARDS AVE AT LIE OFF RAMP-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002341, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-EDWARDS AVE AT LIE OFF RAMP-WED - TMC

Wed Oct 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002341, Location: 40.903426, -72.739989



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

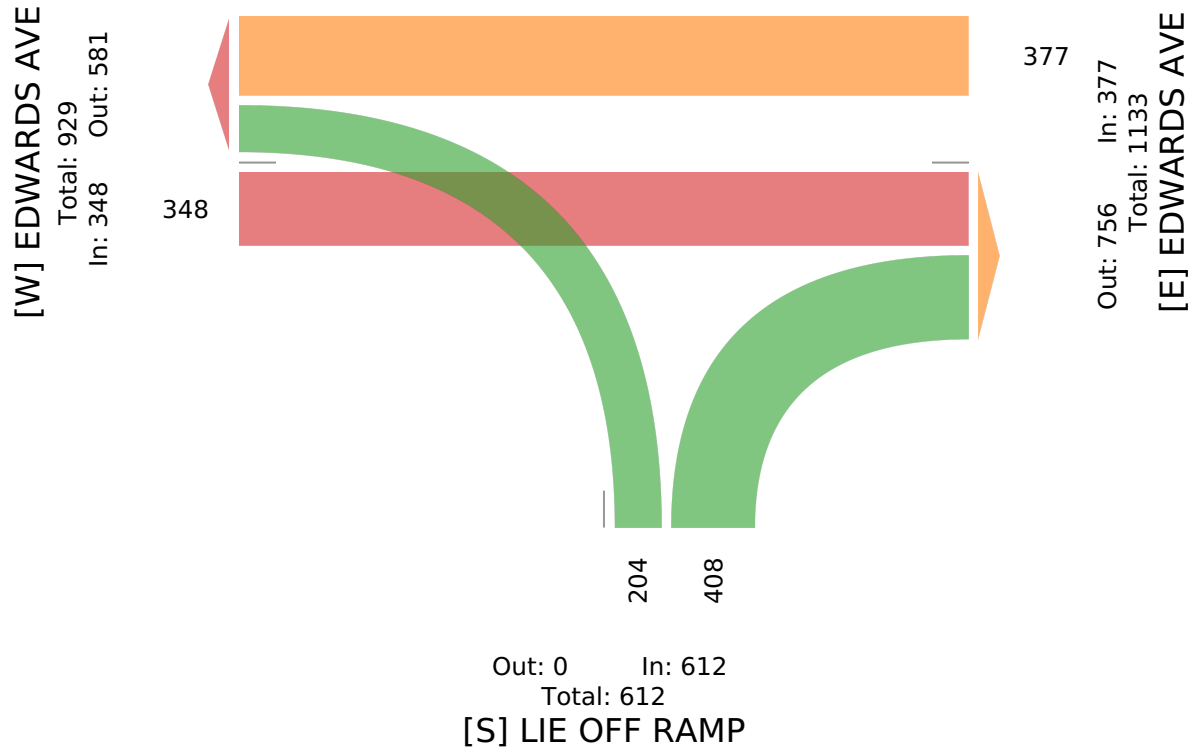
Leg	EDWARDS AVE					EDWARDS AVE					LIE OFF RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-12 7:30AM	78	0	0	**78**	0	0	97	0	**97**	0	54	93	0	**147**	0	**322**
7:45AM	87	0	0	**87**	0	0	104	0	**104**	0	54	102	0	**156**	0	**347**
8:00AM	76	0	0	**76**	0	0	93	0	**93**	0	44	98	0	**142**	0	**311**
8:15AM	107	0	0	**107**	0	0	83	0	**83**	0	52	115	0	**167**	0	**357**
Total	348	0	0	**348**	0	0	377	0	**377**	0	204	408	0	**612**	0	**1337**
% Approach	100%	0%	0%	**-**	-	0%	100%	0%	**-**	-	33.3%	66.7%	0%	**-**	-	-
% Total	26.0%	0%	0%	**26.0%**	-	0%	28.2%	0%	**28.2%**	-	15.3%	30.5%	0%	**45.8%**	-	-
PHF	0.813	-	-	**0.813**	-	-	0.906	-	**0.906**	-	0.944	0.887	-	**0.916**	-	0.936
Lights	309	0	0	**309**	-	0	343	0	**343**	-	171	388	0	**559**	-	1211
% Lights	88.8%	0%	0%	**88.8%**	-	0%	91.0%	0%	**91.0%**	-	83.8%	95.1%	0%	**91.3%**	-	90.6%
Articulated Trucks and Single-Unit Trucks	29	0	0	**29**	-	0	21	0	**21**	-	27	16	0	**43**	-	93
% Articulated Trucks and Single-Unit Trucks	8.3%	0%	0%	**8.3%**	-	0%	5.6%	0%	**5.6%**	-	13.2%	3.9%	0%	**7.0%**	-	7.0%
Buses	10	0	0	**10**	-	0	13	0	**13**	-	6	4	0	**10**	-	33
% Buses	2.9%	0%	0%	**2.9%**	-	0%	3.4%	0%	**3.4%**	-	2.9%	1.0%	0%	**1.6%**	-	2.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-EDWARDS AVE AT LIE OFF RAMP-WED - TMC

Wed Oct 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002341, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-EDWARDS AVE AT LIE OFF RAMP-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002341, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

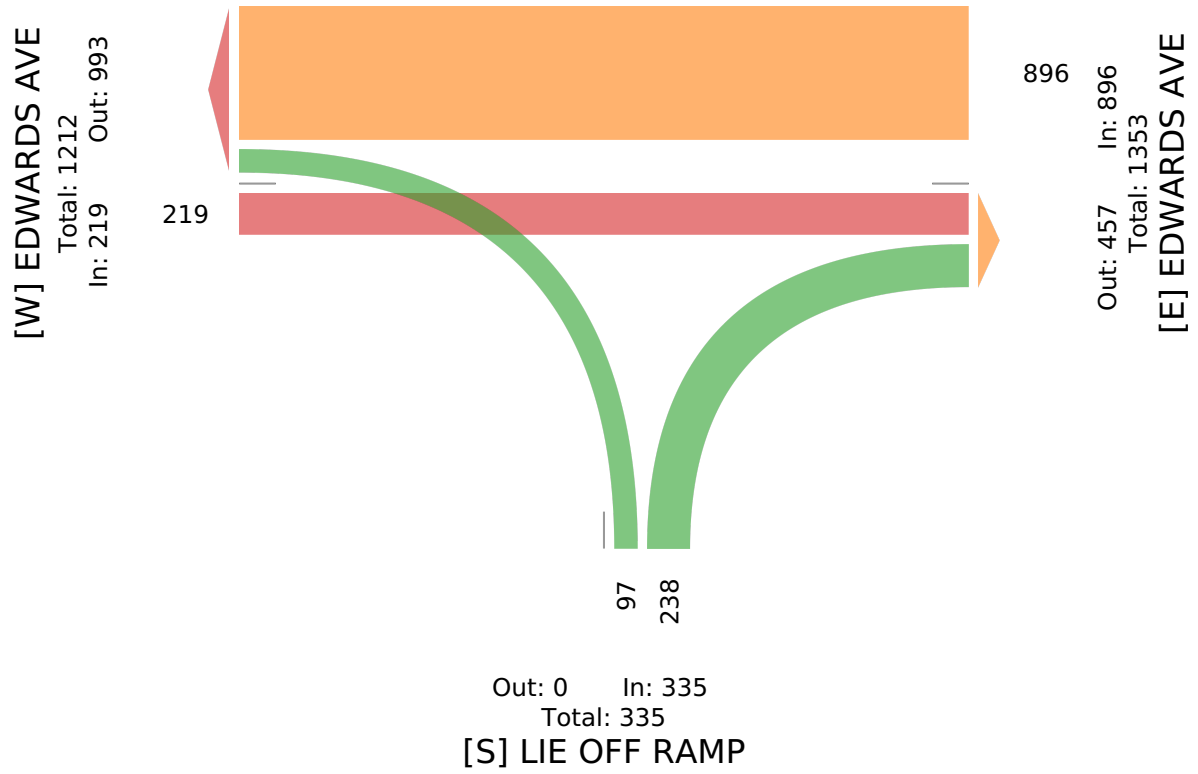
Leg	EDWARDS AVE					EDWARDS AVE					LIE OFF RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-12 4:30PM	53	0	0	**53**	0	0	222	0	**222**	0	15	61	0	**76**	0	**351**
4:45PM	51	0	0	**51**	0	0	258	0	**258**	0	27	57	0	**84**	0	**393**
5:00PM	63	0	0	**63**	0	0	242	0	**242**	0	24	68	0	**92**	0	**397**
5:15PM	52	0	0	**52**	0	0	174	0	**174**	0	31	52	0	**83**	0	**309**
Total	219	0	0	**219**	0	0	896	0	**896**	0	97	238	0	**335**	0	**1450**
% Approach	100%	0%	0%	**-**	-	0%	100%	0%	**-**	-	29.0%	71.0%	0%	**-**	-	-
% Total	15.1%	0%	0%	**15.1%**	-	0%	61.8%	0%	**61.8%**	-	6.7%	16.4%	0%	**23.1%**	-	-
PHF	0.869	-	-	**0.869**	-	-	0.868	-	**0.868**	-	0.782	0.875	-	**0.910**	-	0.913
Lights	207	0	0	**207**	-	0	857	0	**857**	-	89	228	0	**317**	-	1381
% Lights	94.5%	0%	0%	**94.5%**	-	0%	95.6%	0%	**95.6%**	-	91.8%	95.8%	0%	**94.6%**	-	95.2%
Articulated Trucks and Single-Unit Trucks	6	0	0	**6**	-	0	11	0	**11**	-	7	3	0	**10**	-	27
% Articulated Trucks and Single-Unit Trucks	2.7%	0%	0%	**2.7%**	-	0%	1.2%	0%	**1.2%**	-	7.2%	1.3%	0%	**3.0%**	-	1.9%
Buses	6	0	0	**6**	-	0	28	0	**28**	-	1	7	0	**8**	-	42
% Buses	2.7%	0%	0%	**2.7%**	-	0%	3.1%	0%	**3.1%**	-	1.0%	2.9%	0%	**2.4%**	-	2.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-EDWARDS AVE AT LIE OFF RAMP-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002341, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-EDWARDS AVE AT LIE OFF RAMP-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002342, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

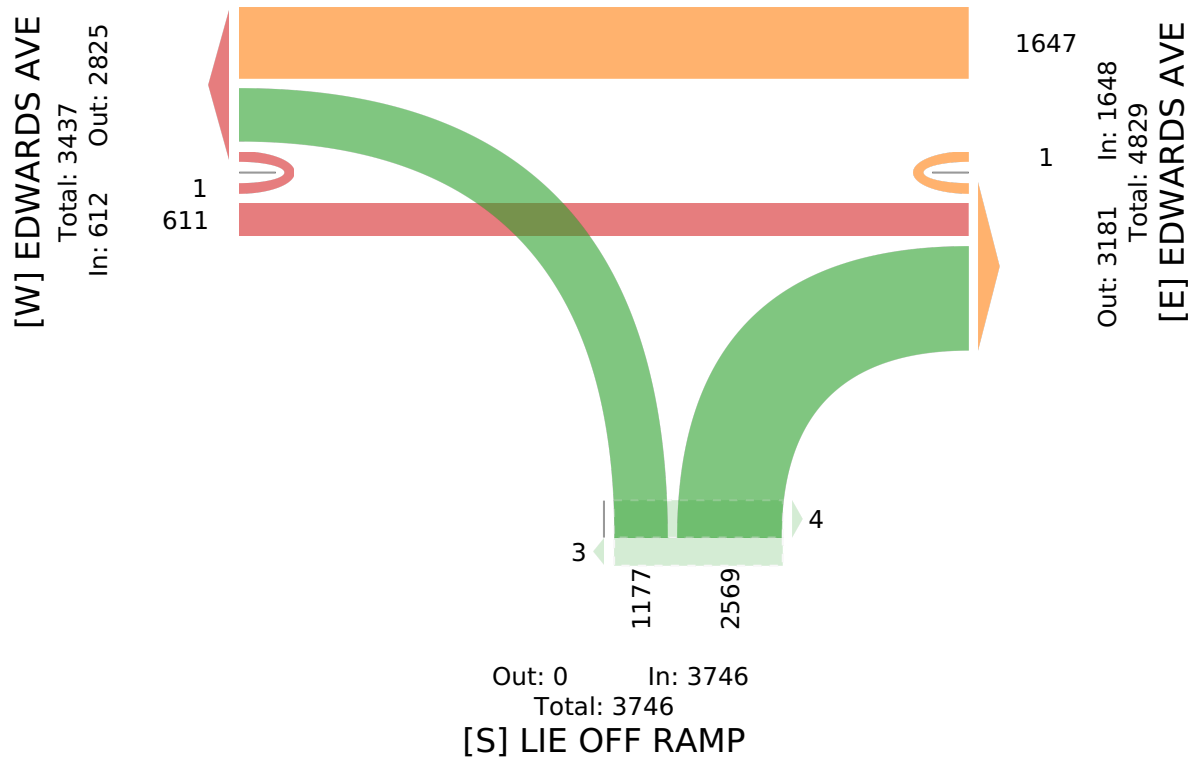
Leg	EDWARDS AVE					EDWARDS AVE					LIE OFF RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-15 10:00AM	28	0	0	**28**	0	0	74	0	**74**	0	67	106	0	**173**	0	**275**
10:15AM	36	0	0	**36**	0	0	81	0	**81**	0	51	127	0	**178**	0	**295**
10:30AM	30	0	0	**30**	0	0	95	0	**95**	0	59	123	0	**182**	0	**307**
10:45AM	37	0	0	**37**	0	0	92	0	**92**	0	82	137	0	**219**	0	**348**
Hourly Total	131	0	0	**131**	0	0	342	0	**342**	0	259	493	0	**752**	0	**1225**
11:00AM	37	0	0	**37**	0	0	90	0	**90**	0	80	119	0	**199**	1	**326**
11:15AM	29	0	0	**29**	0	0	94	0	**94**	0	75	154	0	**229**	3	**352**
11:30AM	41	0	0	**41**	0	0	87	0	**87**	0	75	191	0	**266**	0	**394**
11:45AM	42	0	0	**42**	0	0	108	0	**108**	0	81	215	0	**296**	0	**446**
Hourly Total	149	0	0	**149**	0	0	379	0	**379**	0	311	679	0	**990**	4	**1518**
12:00PM	48	0	0	**48**	0	0	110	0	**110**	0	79	191	0	**270**	0	**428**
12:15PM	44	0	0	**44**	0	0	124	1	**125**	0	88	217	0	**305**	1	**474**
12:30PM	40	0	0	**40**	0	0	104	0	**104**	0	98	173	0	**271**	1	**415**
12:45PM	31	0	1	**32**	0	0	112	0	**112**	0	76	169	0	**245**	1	**389**
Hourly Total	163	0	1	**164**	0	0	450	1	**451**	0	341	750	0	**1091**	3	**1706**
1:00PM	36	0	0	**36**	0	0	102	0	**102**	0	73	214	0	**287**	0	**425**
1:15PM	43	0	0	**43**	0	0	114	0	**114**	0	62	175	0	**237**	0	**394**
1:30PM	45	0	0	**45**	0	0	120	0	**120**	0	65	108	0	**173**	0	**338**
1:45PM	44	0	0	**44**	0	0	140	0	**140**	0	66	150	0	**216**	0	**400**
Hourly Total	168	0	0	**168**	0	0	476	0	**476**	0	266	647	0	**913**	0	**1557**
Total	611	0	1	**612**	0	0	1647	1	**1648**	0	1177	2569	0	**3746**	7	**6006**
% Approach	99.8%	0%	0.2%	**-**	-	0%	99.9%	0.1%	**-**	-	31.4%	68.6%	0%	**-**	-	-
% Total	10.2%	0%	0%	**10.2%**	-	0%	27.4%	0%	**27.4%**	-	19.6%	42.8%	0%	**62.4%**	-	-
Lights	579	0	0	**579**	-	0	1582	1	**1583**	-	1151	2524	0	**3675**	-	5837
% Lights	94.8%	0%	0%	**94.6%**	-	0%	96.1%	100%	**96.1%**	-	97.8%	98.2%	0%	**98.1%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	21	0	1	**22**	-	0	58	0	**58**	-	20	24	0	**44**	-	124
% Articulated Trucks and Single-Unit Trucks	3.4%	0%	100%	**3.6%**	-	0%	3.5%	0%	**3.5%**	-	1.7%	0.9%	0%	**1.2%**	-	2.1%
Buses	11	0	0	**11**	-	0	7	0	**7**	-	6	21	0	**27**	-	45
% Buses	1.8%	0%	0%	**1.8%**	-	0%	0.4%	0%	**0.4%**	-	0.5%	0.8%	0%	**0.7%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57.1%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-EDWARDS AVE AT LIE OFF RAMP-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002342, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-EDWARDS AVE AT LIE OFF RAMP-SAT - TMC

Sat Oct 15, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002342, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

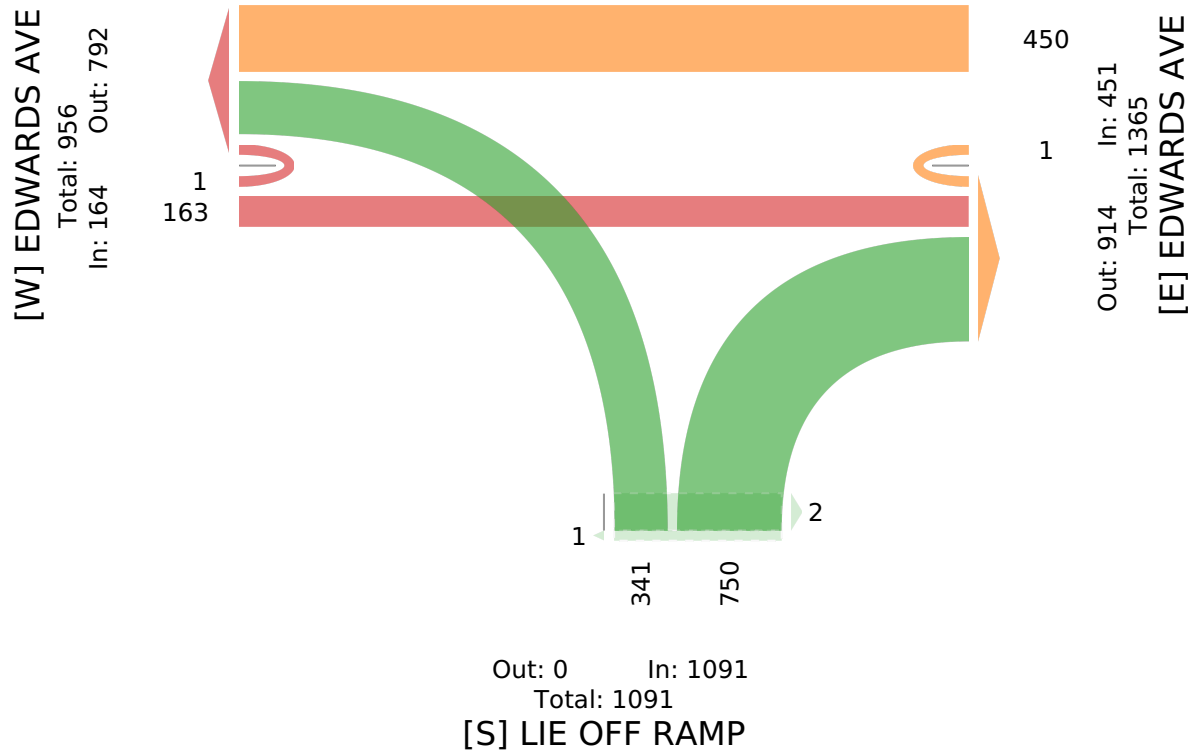
Leg	EDWARDS AVE					EDWARDS AVE					LIE OFF RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-15 12:00PM	48	0	0	**48**	0	0	110	0	**110**	0	79	191	0	**270**	0	**428**
12:15PM	44	0	0	**44**	0	0	124	1	**125**	0	88	217	0	**305**	1	**474**
12:30PM	40	0	0	**40**	0	0	104	0	**104**	0	98	173	0	**271**	1	**415**
12:45PM	31	0	1	**32**	0	0	112	0	**112**	0	76	169	0	**245**	1	**389**
Total	163	0	1	**164**	0	0	450	1	**451**	0	341	750	0	**1091**	3	**1706**
% Approach	99.4%	0%	0.6%	**-**	-	0%	99.8%	0.2%	**-**	-	31.3%	68.7%	0%	**-**	-	-
% Total	9.6%	0%	0.1%	**9.6%**	-	0%	26.4%	0.1%	**26.4%**	-	20.0%	44.0%	0%	**64.0%**	-	-
PHF	0.849	-	0.250	**0.854**	-	-	0.907	0.250	**0.902**	-	0.870	0.864	-	**0.894**	-	0.900
Lights	159	0	0	**159**	-	0	435	1	**436**	-	332	739	0	**1071**	-	1666
% Lights	97.5%	0%	0%	**97.0%**	-	0%	96.7%	100%	**96.7%**	-	97.4%	98.5%	0%	**98.2%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	2	0	1	**3**	-	0	14	0	**14**	-	6	6	0	**12**	-	29
% Articulated Trucks and Single-Unit Trucks	1.2%	0%	100%	**1.8%**	-	0%	3.1%	0%	**3.1%**	-	1.8%	0.8%	0%	**1.1%**	-	1.7%
Buses	2	0	0	**2**	-	0	1	0	**1**	-	3	5	0	**8**	-	11
% Buses	1.2%	0%	0%	**1.2%**	-	0%	0.2%	0%	**0.2%**	-	0.9%	0.7%	0%	**0.7%**	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-EDWARDS AVE AT LIE OFF RAMP-SAT - TMC

Sat Oct 15, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002342, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-EDWARDS AVE AT LIE ON RAMP-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002340, Location: 40.904021, -72.741699

TRAFFIC DATABANK
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	EDWARDS AVE					EDWARDS AVE					LIE ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-12 7:00AM	56	27	0	**83**	0	68	81	0	**149**	0	0	0	0	**0**	0	**232**
7:15AM	64	28	0	**92**	0	56	78	0	**134**	0	0	0	0	**0**	0	**226**
7:30AM	79	42	0	**121**	0	50	102	0	**152**	0	0	0	0	**0**	0	**273**
7:45AM	85	36	1	**122**	0	60	100	0	**160**	0	0	0	0	**0**	0	**282**
Hourly Total	284	133	1	**418**	0	234	361	0	**595**	0	0	0	0	**0**	0	**1013**
8:00AM	77	37	1	**115**	0	52	91	1	**144**	0	0	0	0	**0**	0	**259**
8:15AM	105	38	4	**147**	0	44	96	0	**140**	0	0	0	0	**0**	0	**287**
8:30AM	88	31	1	**120**	0	60	77	2	**139**	0	0	0	0	**0**	1	**259**
8:45AM	80	25	2	**107**	0	42	65	0	**107**	0	0	0	0	**0**	0	**214**
Hourly Total	350	131	8	**489**	0	198	329	3	**530**	0	0	0	0	**0**	1	**1019**
2:00PM	59	39	0	**98**	0	86	55	0	**141**	0	0	0	0	**0**	0	**239**
2:15PM	38	52	2	**92**	0	75	95	0	**170**	0	0	0	0	**0**	0	**262**
2:30PM	62	47	0	**109**	0	93	81	0	**174**	0	0	0	0	**0**	2	**283**
2:45PM	47	50	2	**99**	0	112	81	0	**193**	0	0	0	0	**0**	2	**292**
Hourly Total	206	188	4	**398**	0	366	312	0	**678**	0	0	0	0	**0**	4	**1076**
3:00PM	37	59	2	**98**	0	130	100	0	**230**	0	0	0	0	**0**	0	**328**
3:15PM	33	72	1	**106**	0	105	90	0	**195**	0	0	0	0	**0**	0	**301**
3:30PM	71	70	1	**142**	0	114	109	0	**223**	0	0	0	0	**0**	0	**365**
3:45PM	59	71	3	**133**	0	102	118	0	**220**	0	0	0	0	**0**	0	**353**
Hourly Total	200	272	7	**479**	0	451	417	0	**868**	0	0	0	0	**0**	0	**1347**
4:00PM	54	58	2	**114**	0	144	103	0	**247**	0	0	0	0	**0**	0	**361**
4:15PM	31	47	3	**81**	0	137	110	0	**247**	0	0	0	0	**0**	1	**328**
4:30PM	53	96	2	**151**	0	135	96	0	**231**	0	0	0	0	**0**	0	**382**
4:45PM	51	73	0	**124**	0	174	119	0	**293**	0	0	0	0	**0**	0	**417**
Hourly Total	189	274	7	**470**	0	590	428	0	**1018**	0	0	0	0	**0**	1	**1488**
5:00PM	60	70	4	**134**	0	161	101	0	**262**	0	0	0	0	**0**	0	**396**
5:15PM	52	66	1	**119**	0	118	91	0	**209**	0	0	0	0	**0**	0	**328**
5:30PM	43	57	3	**103**	0	89	96	0	**185**	0	0	0	0	**0**	0	**288**
5:45PM	32	51	2	**85**	0	66	70	0	**136**	0	0	0	0	**0**	0	**221**
Hourly Total	187	244	10	**441**	0	434	358	0	**792**	0	0	0	0	**0**	0	**1233**
Total	1416	1242	37	**2695**	0	2273	2205	3	**4481**	0	0	0	0	**0**	6	**7176**
% Approach	52.5%	46.1%	1.4%	**-**	-	50.7%	49.2%	0.1%	**-**	-	0%	0%	0%	**-**	-	-
% Total	19.7%	17.3%	0.5%	**37.6%**	-	31.7%	30.7%	0%	**62.4%**	-	0%	0%	0%	**0%**	-	-
Lights	1297	1138	35	**2470**	-	2210	1967	2	**4179**	-	0	0	0	**0**	-	6649
% Lights	91.6%	91.6%	94.6%	**91.7%**	-	97.2%	89.2%	66.7%	**93.3%**	-	0%	0%	0%	**-**	-	92.7%
Articulated Trucks and Single-Unit Trucks	58	85	2	**145**	-	48	137	1	**186**	-	0	0	0	**0**	-	331
% Articulated Trucks and Single-Unit Trucks	4.1%	6.8%	5.4%	**5.4%**	-	2.1%	6.2%	33.3%	**4.2%**	-	0%	0%	0%	**-**	-	4.6%
Buses	61	19	0	**80**	-	15	101	0	**116**	-	0	0	0	**0**	-	196

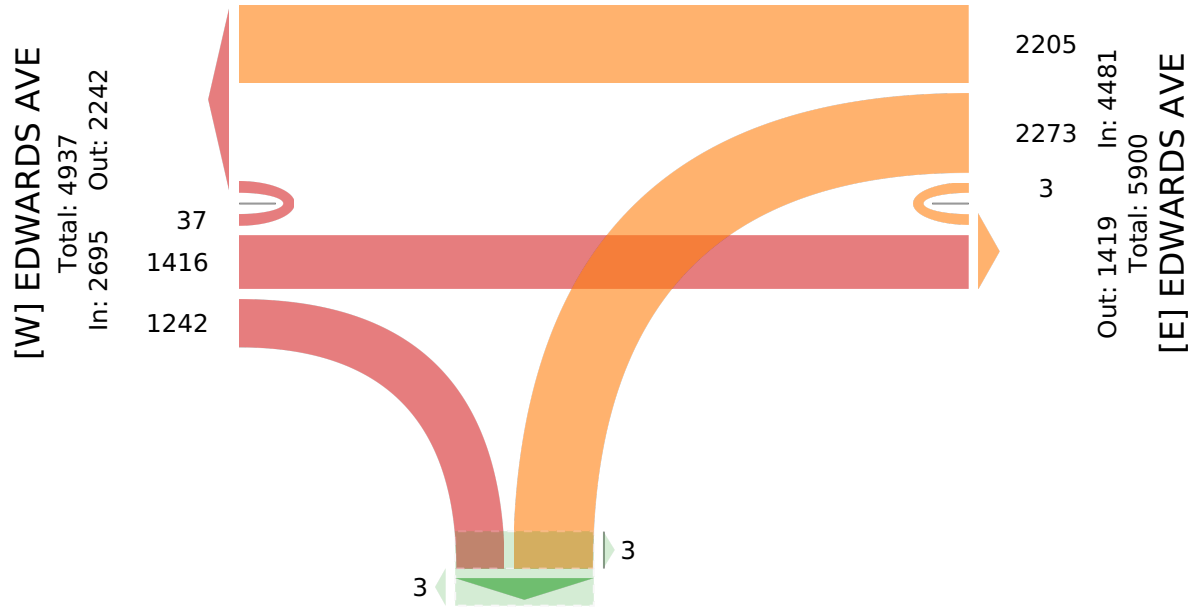
Leg	EDWARDS AVE					EDWARDS AVE					LIE ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
% Buses	4.3%	1.5%	0%	**3.0%**	-	0.7%	4.6%	0%	**2.6%**	-	0%	0%	0%	**-**	-	2.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-EDWARDS AVE AT LIE ON RAMP-WED - TMC

Wed Oct 12, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002340, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-EDWARDS AVE AT LIE ON RAMP-WED - TMC

Wed Oct 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002340, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

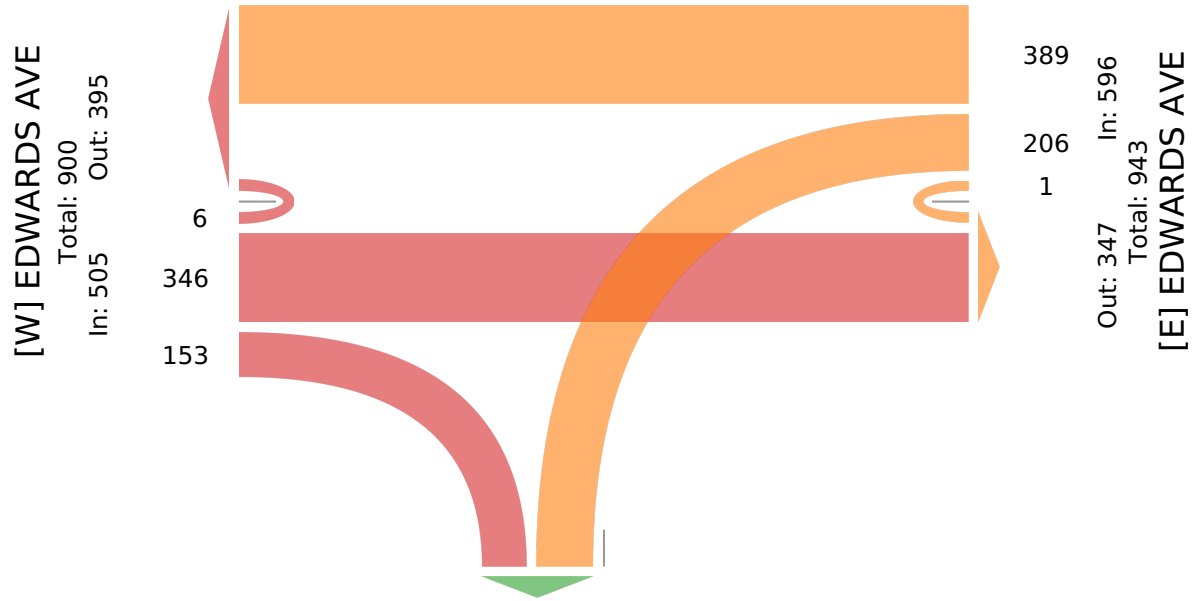
Leg	EDWARDS AVE					EDWARDS AVE					LIE ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-12 7:30AM	79	42	0	**121**	0	50	102	0	**152**	0	0	0	0	**0**	0	**273**
7:45AM	85	36	1	**122**	0	60	100	0	**160**	0	0	0	0	**0**	0	**282**
8:00AM	77	37	1	**115**	0	52	91	1	**144**	0	0	0	0	**0**	0	**259**
8:15AM	105	38	4	**147**	0	44	96	0	**140**	0	0	0	0	**0**	0	**287**
Total	346	153	6	**505**	0	206	389	1	**596**	0	0	0	0	**0**	0	**1101**
% Approach	68.5%	30.3%	1.2%	**-**	-	34.6%	65.3%	0.2%	**-**	-	0%	0%	0%	**-**	-	-
% Total	31.4%	13.9%	0.5%	**45.9%**	-	18.7%	35.3%	0.1%	**54.1%**	-	0%	0%	0%	**0%**	-	-
PHF	0.824	0.911	0.375	**0.859**	-	0.858	0.953	0.250	**0.931**	-	-	-	-	**-**	-	0.959
Lights	308	140	6	**454**	-	196	334	0	**530**	-	0	0	0	**0**	-	984
% Lights	89.0%	91.5%	100%	**89.9%**	-	95.1%	85.9%	0%	**88.9%**	-	0%	0%	0%	**-**	-	89.4%
Articulated Trucks and Single-Unit Trucks	28	10	0	**38**	-	9	36	1	**46**	-	0	0	0	**0**	-	84
% Articulated Trucks and Single-Unit Trucks	8.1%	6.5%	0%	**7.5%**	-	4.4%	9.3%	100%	**7.7%**	-	0%	0%	0%	**-**	-	7.6%
Buses	10	3	0	**13**	-	1	19	0	**20**	-	0	0	0	**0**	-	33
% Buses	2.9%	2.0%	0%	**2.6%**	-	0.5%	4.9%	0%	**3.4%**	-	0%	0%	0%	**-**	-	3.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-EDWARDS AVE AT LIE ON RAMP-WED - TMC

Wed Oct 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002340, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-EDWARDS AVE AT LIE ON RAMP-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002340, Location: 40.904021, -72.741699



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

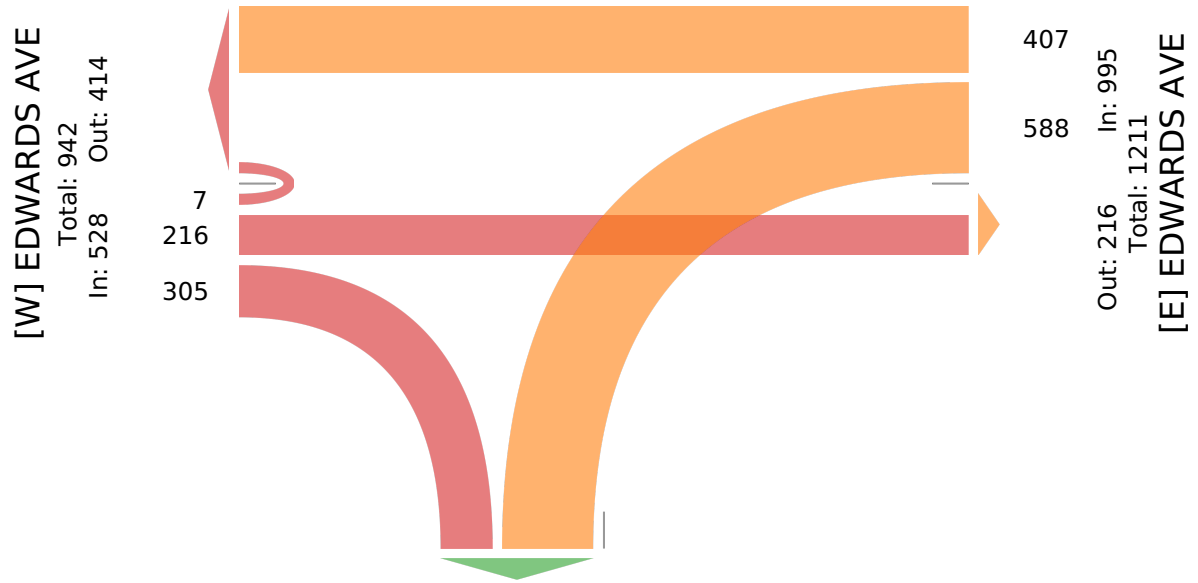
Leg	EDWARDS AVE					EDWARDS AVE					LIE ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-12 4:30PM	53	96	2	**151**	0	135	96	0	**231**	0	0	0	0	**0**	0	**382**
4:45PM	51	73	0	**124**	0	174	119	0	**293**	0	0	0	0	**0**	0	**417**
5:00PM	60	70	4	**134**	0	161	101	0	**262**	0	0	0	0	**0**	0	**396**
5:15PM	52	66	1	**119**	0	118	91	0	**209**	0	0	0	0	**0**	0	**328**
Total	216	305	7	**528**	0	588	407	0	**995**	0	0	0	0	**0**	0	**1523**
% Approach	40.9%	57.8%	1.3%	**-**	-	59.1%	40.9%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	14.2%	20.0%	0.5%	**34.7%**	-	38.6%	26.7%	0%	**65.3%**	-	0%	0%	0%	**0%**	-	-
PHF	0.900	0.794	0.438	**0.874**	-	0.845	0.855	-	**0.849**	-	-	-	-	**-**	-	0.913
Lights	206	285	6	**497**	-	581	369	0	**950**	-	0	0	0	**0**	-	1447
% Lights	95.4%	93.4%	85.7%	**94.1%**	-	98.8%	90.7%	0%	**95.5%**	-	0%	0%	0%	**-**	-	95.0%
Articulated Trucks and Single-Unit Trucks	4	18	1	**23**	-	4	12	0	**16**	-	0	0	0	**0**	-	39
% Articulated Trucks and Single-Unit Trucks	1.9%	5.9%	14.3%	**4.4%**	-	0.7%	2.9%	0%	**1.6%**	-	0%	0%	0%	**-**	-	2.6%
Buses	6	2	0	**8**	-	3	26	0	**29**	-	0	0	0	**0**	-	37
% Buses	2.8%	0.7%	0%	**1.5%**	-	0.5%	6.4%	0%	**2.9%**	-	0%	0%	0%	**-**	-	2.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-EDWARDS AVE AT LIE ON RAMP-WED - TMC

Wed Oct 12, 2022
Forced Peak (4:30 PM - 5:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002340, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-EDWARDS AVE AT LIE ON RAMP-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002339, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

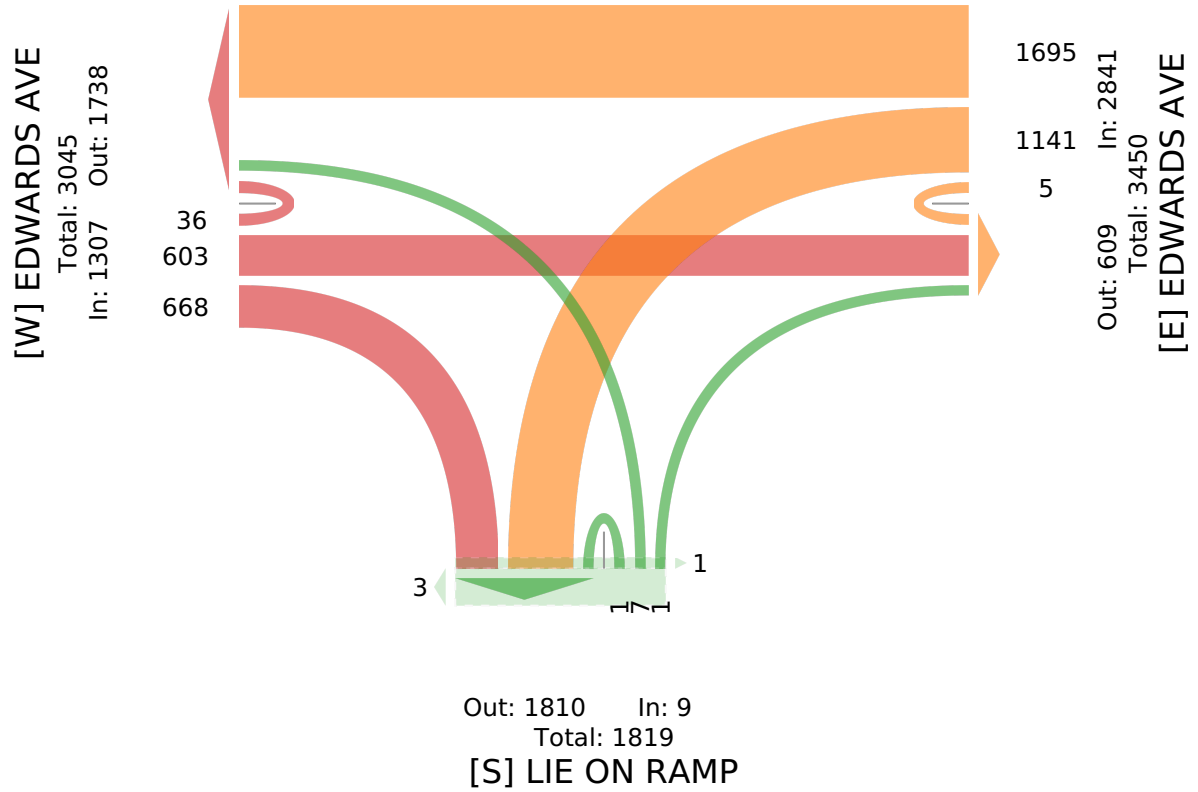
Leg	EDWARDS AVE					EDWARDS AVE					LIE ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-15 10:00AM	28	36	1	**65**	0	50	93	0	**143**	0	0	0	0	**0**	0	**208**
10:15AM	35	21	0	**56**	0	48	84	1	**133**	0	0	0	0	**0**	0	**189**
10:30AM	32	27	0	**59**	0	60	94	0	**154**	0	0	0	0	**0**	0	**213**
10:45AM	35	29	3	**67**	0	69	104	0	**173**	0	1	0	0	**1**	0	**241**
Hourly Total	130	113	4	**247**	0	227	375	1	**603**	0	1	0	0	**1**	0	**851**
11:00AM	37	30	4	**71**	0	73	103	0	**176**	0	1	0	0	**1**	1	**248**
11:15AM	29	35	5	**69**	0	68	101	0	**169**	0	2	0	0	**2**	2	**240**
11:30AM	41	35	0	**76**	0	64	96	0	**160**	0	0	0	0	**0**	0	**236**
11:45AM	40	33	1	**74**	0	72	117	0	**189**	0	1	0	0	**1**	0	**264**
Hourly Total	147	133	10	**290**	0	277	417	0	**694**	0	4	0	0	**4**	3	**988**
12:00PM	47	50	2	**99**	0	69	116	0	**185**	0	0	0	0	**0**	0	**284**
12:15PM	43	50	6	**99**	0	94	122	2	**218**	0	1	1	0	**2**	0	**319**
12:30PM	40	41	1	**82**	0	79	129	0	**208**	0	0	0	0	**0**	0	**290**
12:45PM	30	49	3	**82**	0	67	121	0	**188**	0	0	0	0	**0**	1	**270**
Hourly Total	160	190	12	**362**	0	309	488	2	**799**	0	1	1	0	**2**	1	**1163**
1:00PM	36	40	3	**79**	0	74	97	0	**171**	0	0	0	0	**0**	0	**250**
1:15PM	43	68	2	**113**	0	81	100	0	**181**	0	0	0	0	**0**	0	**294**
1:30PM	44	57	3	**104**	0	81	101	0	**182**	0	1	0	0	**1**	0	**287**
1:45PM	43	67	2	**112**	0	92	117	2	**211**	0	0	0	1	**1**	0	**324**
Hourly Total	166	232	10	**408**	0	328	415	2	**745**	0	1	0	1	**2**	0	**1155**
Total	603	668	36	**1307**	0	1141	1695	5	**2841**	0	7	1	1	**9**	4	**4157**
% Approach	46.1%	51.1%	2.8%	**-**	-	40.2%	59.7%	0.2%	**-**	-	77.8%	11.1%	11.1%	**-**	-	-
% Total	14.5%	16.1%	0.9%	**31.4%**	-	27.4%	40.8%	0.1%	**68.3%**	-	0.2%	0%	0%	**0.2%**	-	-
Lights	568	645	36	**1249**	-	1115	1626	5	**2746**	-	7	1	1	**9**	-	4004
% Lights	94.2%	96.6%	100%	**95.6%**	-	97.7%	95.9%	100%	**96.7%**	-	100%	100%	100%	**100%**	-	96.3%
Articulated Trucks and Single-Unit Trucks	23	17	0	**40**	-	25	56	0	**81**	-	0	0	0	**0**	-	121
% Articulated Trucks and Single-Unit Trucks	3.8%	2.5%	0%	**3.1%**	-	2.2%	3.3%	0%	**2.9%**	-	0%	0%	0%	**0%**	-	2.9%
Buses	12	6	0	**18**	-	1	13	0	**14**	-	0	0	0	**0**	-	32
% Buses	2.0%	0.9%	0%	**1.4%**	-	0.1%	0.8%	0%	**0.5%**	-	0%	0%	0%	**0%**	-	0.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-EDWARDS AVE AT LIE ON RAMP-SAT - TMC

Sat Oct 15, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002339, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-EDWARDS AVE AT LIE ON RAMP-SAT - TMC

Sat Oct 15, 2022
Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002339, Location: 40.904021, -72.741699



Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

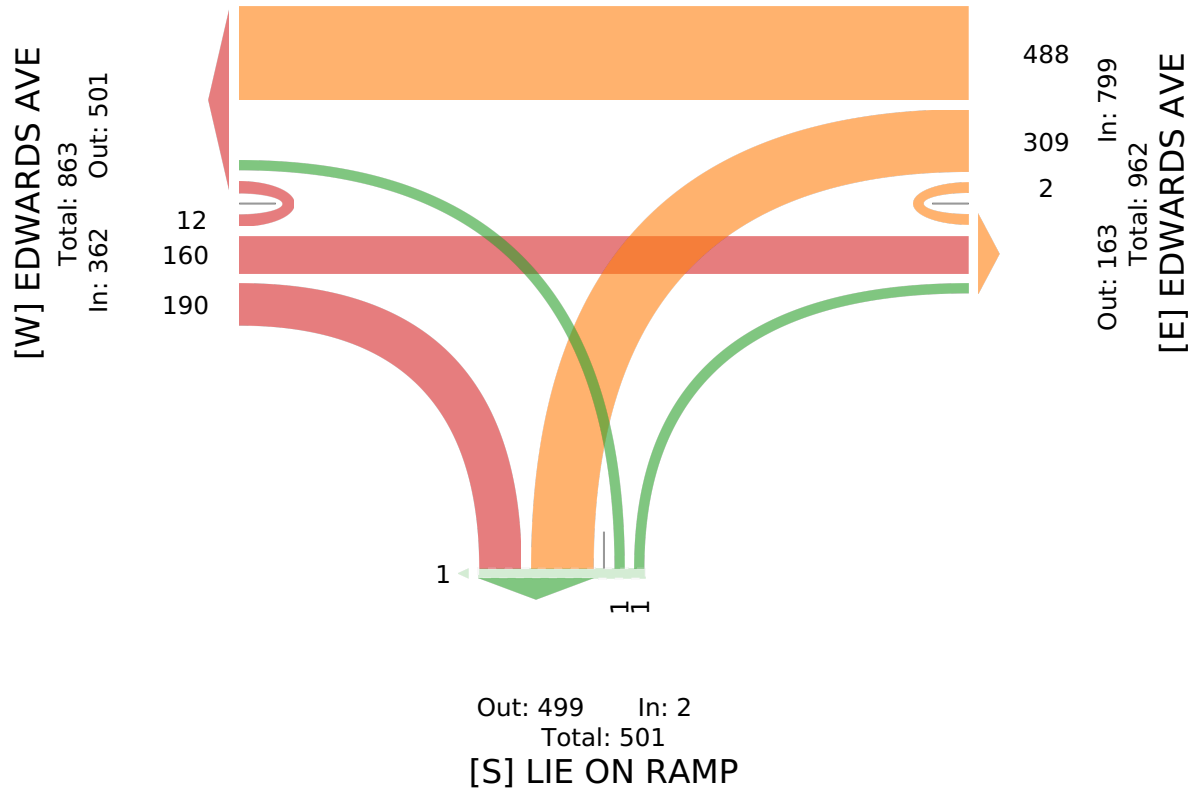
Leg	EDWARDS AVE					EDWARDS AVE					LIE ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-10-15 12:00PM	47	50	2	**99**	0	69	116	0	**185**	0	0	0	0	**0**	0	**284**
12:15PM	43	50	6	**99**	0	94	122	2	**218**	0	1	1	0	**2**	0	**319**
12:30PM	40	41	1	**82**	0	79	129	0	**208**	0	0	0	0	**0**	0	**290**
12:45PM	30	49	3	**82**	0	67	121	0	**188**	0	0	0	0	**0**	1	**270**
Total	160	190	12	**362**	0	309	488	2	**799**	0	1	1	0	**2**	1	**1163**
% Approach	44.2%	52.5%	3.3%	**-**	-	38.7%	61.1%	0.3%	**-**	-	50.0%	50.0%	0%	**-**	-	**-**
% Total	13.8%	16.3%	1.0%	**31.1%**	-	26.6%	42.0%	0.2%	**68.7%**	-	0.1%	0.1%	0%	**0.2%**	-	**-**
PHF	0.851	0.950	0.500	**0.914**	-	0.822	0.946	0.250	**0.916**	-	0.250	0.250	-	**0.250**	-	0.911
Lights	154	185	12	**351**	-	305	468	2	**775**	-	1	1	0	**2**	-	1128
% Lights	96.3%	97.4%	100%	**97.0%**	-	98.7%	95.9%	100%	**97.0%**	-	100%	100%	0%	**100%**	-	97.0%
Articulated Trucks and Single-Unit Trucks	3	2	0	**5**	-	4	15	0	**19**	-	0	0	0	**0**	-	24
% Articulated Trucks and Single-Unit Trucks	1.9%	1.1%	0%	**1.4%**	-	1.3%	3.1%	0%	**2.4%**	-	0%	0%	0%	**0%**	-	2.1%
Buses	3	3	0	**6**	-	0	5	0	**5**	-	0	0	0	**0**	-	11
% Buses	1.9%	1.6%	0%	**1.7%**	-	0%	1.0%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0.9%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-EDWARDS AVE AT LIE ON RAMP-SAT - TMC

Sat Oct 15, 2022
Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1002339, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Middle Country Road (NY 25) at Edwards Ave... - TMC

Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977029, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

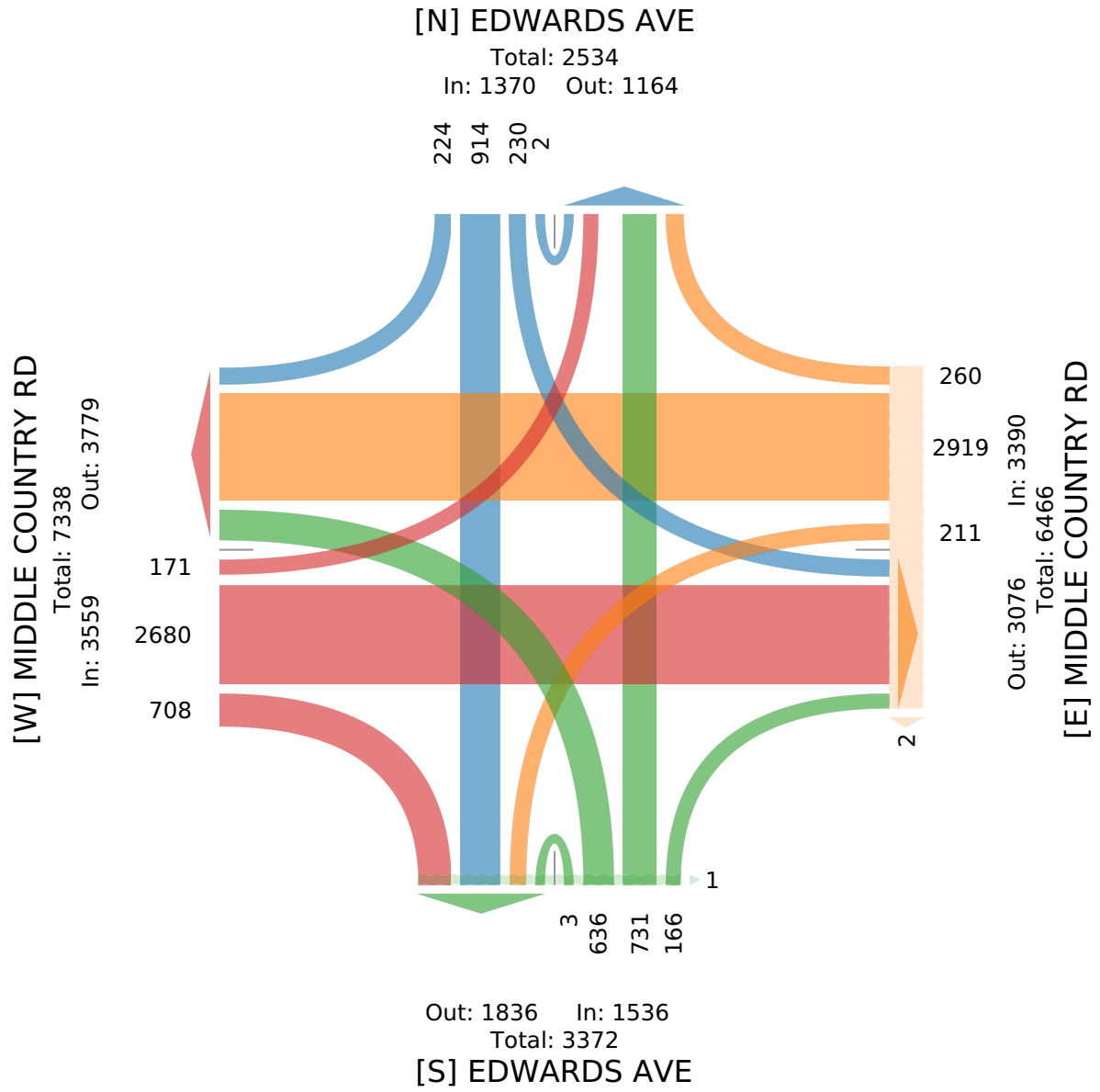
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-05 7:00AM	8	98	32	0	7	**145**	0	4	47	5	0	2	**58**	0	17	23	10	0	0	**50**	0	3	26	5	0	0	**34**	0	**287**
7:15AM	2	97	23	0	6	**128**	0	4	61	7	0	1	**73**	0	15	24	4	0	1	**44**	0	11	31	6	0	1	**49**	0	**294**
7:30AM	9	118	28	0	7	**162**	0	8	64	3	0	2	**77**	0	18	24	3	0	0	**45**	0	9	31	12	0	1	**53**	0	**337**
7:45AM	6	138	36	0	5	**185**	0	5	56	11	0	1	**73**	0	24	35	8	0	0	**67**	0	10	33	10	0	0	**53**	0	**378**
Hourly Total	25	451	119	0	25	**620**	0	21	228	26	0	6	**281**	0	74	106	25	0	1	**206**	0	33	121	33	0	2	**189**	0	**1296**
8:00AM	6	112	47	0	0	**165**	0	5	69	6	0	0	**80**	0	11	16	4	0	0	**31**	0	5	33	8	0	0	**46**	0	**322**
8:15AM	7	103	55	0	0	**165**	0	4	63	4	0	2	**73**	0	14	28	3	0	0	**45**	0	9	25	7	0	0	**41**	0	**324**
8:30AM	7	135	32	0	2	**176**	0	3	44	2	0	2	**51**	0	14	21	5	0	1	**41**	0	10	43	4	0	0	**57**	0	**325**
8:45AM	6	110	42	0	3	**161**	0	7	62	9	0	2	**80**	0	27	25	4	0	0	**56**	0	11	25	5	0	1	**42**	0	**339**
Hourly Total	26	460	176	0	5	**667**	0	19	238	21	0	6	**284**	0	66	90	16	0	1	**173**	0	35	126	24	0	1	**186**	0	**1310**
2:00PM	5	131	22	0	1	**159**	0	12	125	4	0	3	**144**	0	30	22	11	0	0	**63**	0	9	32	6	0	0	**47**	0	**413**
2:15PM	7	109	7	0	4	**127**	0	6	140	7	0	4	**157**	0	30	29	14	0	2	**75**	0	11	44	11	0	1	**67**	0	**426**
2:30PM	9	117	15	0	0	**141**	0	13	136	11	0	4	**164**	0	28	40	9	0	2	**79**	0	15	34	6	0	0	**55**	0	**439**
2:45PM	7	124	22	0	5	**158**	0	8	138	11	0	7	**164**	0	37	34	9	0	2	**82**	0	13	38	13	0	0	**64**	0	**468**
Hourly Total	28	481	66	0	10	**585**	0	39	539	33	0	18	**629**	0	125	125	43	0	6	**299**	0	48	148	36	0	1	**233**	0	**1746**
3:00PM	4	120	26	0	1	**151**	0	9	166	10	0	1	**186**	0	29	29	9	0	0	**67**	0	9	42	8	1	0	**60**	0	**464**
3:15PM	9	104	25	0	0	**138**	0	6	149	9	0	0	**164**	0	36	31	7	1	0	**75**	0	9	39	10	0	0	**58**	0	**435**
3:30PM	6	119	28	0	0	**153**	0	10	164	8	0	2	**184**	0	15	31	4	1	0	**51**	0	8	38	10	0	0	**56**	0	**444**
3:45PM	10	107	20	0	0	**137**	0	12	158	13	0	4	**187**	2	22	29	5	1	0	**57**	0	13	47	4	0	0	**64**	0	**445**
Hourly Total	29	450	99	0	1	**579**	0	37	637	40	0	7	**721**	2	102	120	25	3	0	**250**	0	39	166	32	1	0	**238**	0	**1788**
4:00PM	6	97	25	0	0	**128**	0	11	167	7	0	3	**188**	0	27	35	6	0	0	**68**	0	4	48	14	0	0	**66**	0	**450**
4:15PM	8	95	27	0	0	**130**	0	7	157	13	0	4	**181**	0	34	37	13	0	0	**84**	0	14	54	10	1	0	**79**	0	**474**
4:30PM	8	105	28	0	0	**141**	0	14	138	5	0	0	**157**	0	41	20	3	0	0	**64**	0	11	54	6	0	0	**71**	0	**433**
4:45PM	5	121	19	0	1	**146**	0	14	164	11	0	5	**194**	0	32	47	4	0	1	**84**	1	11	59	10	0	0	**80**	0	**504**
Hourly Total	27	418	99	0	1	**545**	0	46	626	36	0	12	**720**	0	134	139	26	0	1	**300**	1	40	215	40	1	0	**296**	0	**1861**
5:00PM	7	116	35	0	4	**162**	0	14	178	10	0	5	**207**	0	35	44	3	0	1	**83**	0	10	49	2	0	0	**61**	0	**513**
5:15PM	15	92	30	0	1	**138**	0	13	153	8	0	4	**178**	0	28	35	6	0	1	**70**	0	7	42	17	0	0	**66**	0	**452**
5:30PM	7	111	19	0	0	**137**	0	12	158	8	0	3	**181**	0	36	43	9	0	0	**88**	0	9	26	20	0	2	**57**	0	**463**
5:45PM	7	101	17	0	1	**126**	0	10	162	13	0	4	**189**	0	36	29	2	0	0	**67**	0	9	21	13	0	1	**44**	0	**426**
Hourly Total	36	420	101	0	6	**563**	0	49	651	39	0	16	**755**	0	135	151	20	0	2	**308**	0	35	138	52	0	3	**228**	0	**1854**
Total	171	2680	660	0	48	**3559**	0	211	2919	195	0	65	**3390**	2	636	731	155	3	11	**1536**	1	230	914	217	2	7	**1370**	0	**9855**
% Approach	4.8%	75.3%	18.5%	0%	1.3%	**-**	-	6.2%	86.1%	5.8%	0%	1.9%	**-**	-	41.4%	47.6%	10.1%	0.2%	0.7%	**-**	-	16.8%	66.7%	15.8%	0.1%	0.5%	**-**	-	-
% Total	1.7%	27.2%	6.7%	0%	0.5%	**36.1%**	-	2.1%	29.6%	2.0%	0%	0.7%	**34.4%**	-	6.5%	7.4%	1.6%	0%	0.1%	**15.6%**	-	2.3%	9.3%	2.2%	0%	0.1%	**13.9%**	-	-
Lights	157	2546	610	0	44	**3357**	-	190	2794	185	0	62	**3231**	-	574	696	135	2	10	**1417**	-	215	864	194	2	7	**1282**	-	9287
% Lights	91.8%	95.0%	92.4%	0%	91.7%	**94.3%**	-	90.0%	95.7%	94.9%	0%	95.4%	**95.3%**	-	90.3%	95.2%	87.1%	66.7%	90.9%	**92.3%**	-	93.5%	94.5%	89.4%	100%	100%	**93.6%**	-	94.2%
Articulated Trucks and Single-Unit Trucks	14	113	40	0	3	**170**	-	17	101	10	0	3	**131**	-	47	31	14	1	1	**94**	-	13	38	23	0	0	**74**	-	469

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
% Articulated Trucks and Single-Unit Trucks	8.2%	4.2%	6.1%	0%	6.3%	**4.8%**	-	8.1%	3.5%	5.1%	0%	4.6%	**3.9%**	-	7.4%	4.2%	9.0%	33.3%	9.1%	**6.1%**	-	5.7%	4.2%	10.6%	0%	0%	**5.4%**	-	4.8%
Buses	0	21	10	0	1	**32**	-	4	24	0	0	0	**28**	-	15	4	6	0	0	**25**	-	2	12	0	0	0	**14**	-	99
% Buses	0%	0.8%	1.5%	0%	2.1%	**0.9%**	-	1.9%	0.8%	0%	0%	0%	**0.8%**	-	2.4%	0.5%	3.9%	0%	0%	**1.6%**	-	0.9%	1.3%	0%	0%	0%	**1.0%**	-	1.0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-Middle Country Road (NY 25) at Edwards Ave... - TMC
Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977029, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Middle Country Road (NY 25) at Edwards Ave... - TMC

Fri Aug 5, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977029, Location: 40.926549, -72.747474

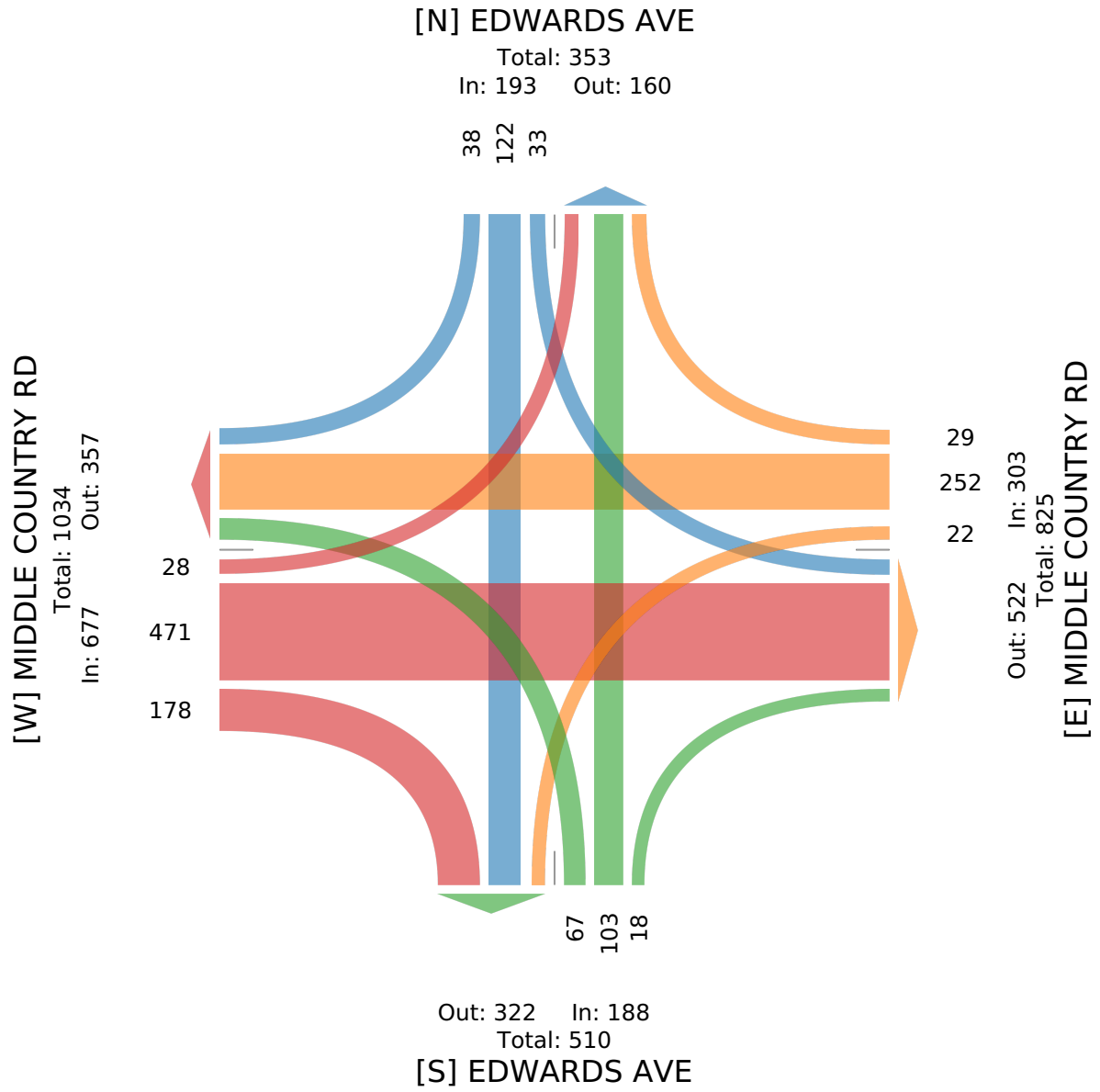
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-05 7:30AM	9	118	28	0	7	**162**	0	8	64	3	0	2	**77**	0	18	24	3	0	0	**45**	0	9	31	12	0	1	**53**	0	**337**
7:45AM	6	138	36	0	5	**185**	0	5	56	11	0	1	**73**	0	24	35	8	0	0	**67**	0	10	33	10	0	0	**53**	0	**378**
8:00AM	6	112	47	0	0	**165**	0	5	69	6	0	0	**80**	0	11	16	4	0	0	**31**	0	5	33	8	0	0	**46**	0	**322**
8:15AM	7	103	55	0	0	**165**	0	4	63	4	0	2	**73**	0	14	28	3	0	0	**45**	0	9	25	7	0	0	**41**	0	**324**
Total	28	471	166	0	12	**677**	0	22	252	24	0	5	**303**	0	67	103	18	0	0	**188**	0	33	122	37	0	1	**193**	0	**1361**
% Approach	4.1%	69.6%	24.5%	0%	1.8%	**-**	-	7.3%	83.2%	7.9%	0%	1.7%	**-**	-	35.6%	54.8%	9.6%	0%	0%	**-**	-	17.1%	63.2%	19.2%	0%	0.5%	**-**	-	-
% Total	2.1%	34.6%	12.2%	0%	0.9%	**49.7%**	-	1.6%	18.5%	1.8%	0%	0.4%	**22.3%**	-	4.9%	7.6%	1.3%	0%	0%	**13.8%**	-	2.4%	9.0%	2.7%	0%	0.1%	**14.2%**	-	-
PHF	0.778	0.853	0.755	-	0.429	**0.915**	-	0.688	0.913	0.545	-	0.625	**0.947**	-	0.698	0.736	0.563	-	-	**0.701**	-	0.825	0.924	0.771	-	0.250	**0.910**	-	0.900
Lights	20	430	153	0	11	**614**	-	19	212	21	0	4	**256**	-	55	92	12	0	0	**159**	-	29	114	30	0	1	**174**	-	1203
% Lights	71.4%	91.3%	92.2%	0%	91.7%	**90.7%**	-	86.4%	84.1%	87.5%	0%	80.0%	**84.5%**	-	82.1%	89.3%	66.7%	0%	0%	**84.6%**	-	87.9%	93.4%	81.1%	0%	100%	**90.2%**	-	88.4%
Articulated Trucks and Single-Unit Trucks	8	34	11	0	1	**54**	-	3	32	3	0	1	**39**	-	7	11	4	0	0	**22**	-	4	6	7	0	0	**17**	-	132
% Articulated Trucks and Single-Unit Trucks	28.6%	7.2%	6.6%	0%	8.3%	**8.0%**	-	13.6%	12.7%	12.5%	0%	20.0%	**12.9%**	-	10.4%	10.7%	22.2%	0%	0%	**11.7%**	-	12.1%	4.9%	18.9%	0%	0%	**8.8%**	-	9.7%
Buses	0	7	2	0	0	**9**	-	0	8	0	0	0	**8**	-	5	0	2	0	0	**7**	-	0	2	0	0	0	**2**	-	26
% Buses	0%	1.5%	1.2%	0%	0%	**1.3%**	-	0%	3.2%	0%	0%	0%	**2.6%**	-	7.5%	0%	11.1%	0%	0%	**3.7%**	-	0%	1.6%	0%	0%	0%	**1.0%**	-	1.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-Middle Country Road (NY 25) at Edwards Ave... - TMC
Fri Aug 5, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977029, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Middle Country Road (NY 25) at Edwards Ave... - TMC

Fri Aug 5, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977029, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

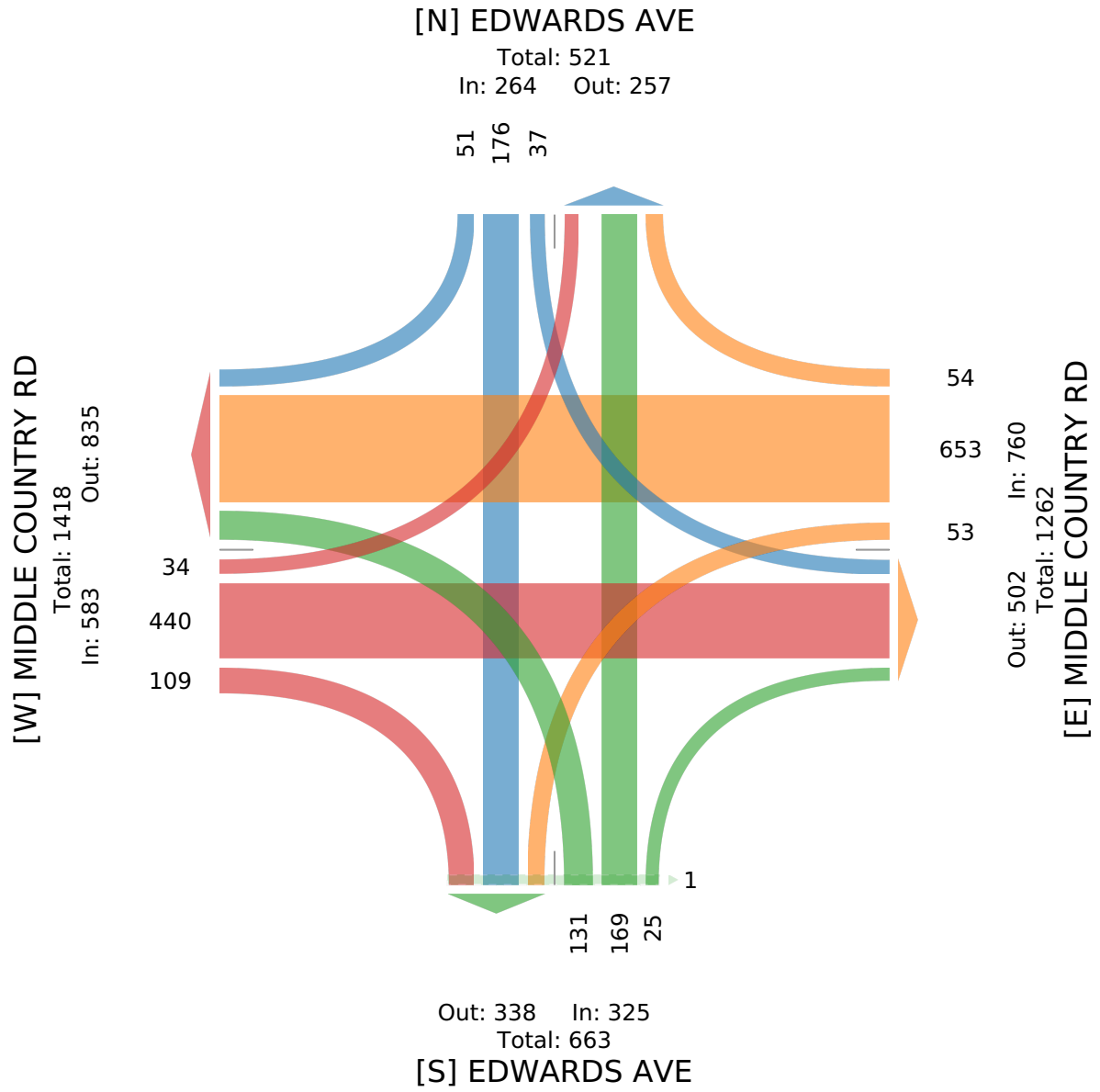
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-05 4:45PM	5	121	19	0	1	**146**	0	14	164	11	0	5	**194**	0	32	47	4	0	1	**84**	1	11	59	10	0	0	**80**	0	**504**
5:00PM	7	116	35	0	4	**162**	0	14	178	10	0	5	**207**	0	35	44	3	0	1	**83**	0	10	49	2	0	0	**61**	0	**513**
5:15PM	15	92	30	0	1	**138**	0	13	153	8	0	4	**178**	0	28	35	6	0	1	**70**	0	7	42	17	0	0	**66**	0	**452**
5:30PM	7	111	19	0	0	**137**	0	12	158	8	0	3	**181**	0	36	43	9	0	0	**88**	0	9	26	20	0	2	**57**	0	**463**
Total	34	440	103	0	6	**583**	0	53	653	37	0	17	**760**	0	131	169	22	0	3	**325**	1	37	176	49	0	2	**264**	0	**1932**
% Approach	5.8%	75.5%	17.7%	0%	1.0%	**-**	-	7.0%	85.9%	4.9%	0%	2.2%	**-**	-	40.3%	52.0%	6.8%	0%	0.9%	**-**	-	14.0%	66.7%	18.6%	0%	0.8%	**-**	-	-
% Total	1.8%	22.8%	5.3%	0%	0.3%	**30.2%**	-	2.7%	33.8%	1.9%	0%	0.9%	**39.3%**	-	6.8%	8.7%	1.1%	0%	0.2%	**16.8%**	-	1.9%	9.1%	2.5%	0%	0.1%	**13.7%**	-	-
PHF	0.567	0.909	0.736		- 0.375	**0.900**	-	0.946	0.917	0.841		- 0.850	**0.918**	-	0.910	0.899	0.611		- 0.750	**0.923**	-	0.841	0.746	0.613		- 0.250	**0.825**	-	0.942
Lights	33	428	96	0	6	**563**	-	49	644	35	0	17	**745**	-	125	165	22	0	3	**315**	-	35	166	47	0	2	**250**	-	1873
% Lights	97.1%	97.3%	93.2%	0%	100%	**96.6%**	-	92.5%	98.6%	94.6%	0%	100%	**98.0%**	-	95.4%	97.6%	100%	0%	100%	**96.9%**	-	94.6%	94.3%	95.9%	0%	100%	**94.7%**	-	96.9%
Articulated Trucks and Single-Unit Trucks	1	9	7	0	0	**17**	-	3	6	2	0	0	**11**	-	6	4	0	0	0	**10**	-	1	7	2	0	0	**10**	-	48
% Articulated Trucks and Single-Unit Trucks	2.9%	2.0%	6.8%	0%	0%	**2.9%**	-	5.7%	0.9%	5.4%	0%	0%	**1.4%**	-	4.6%	2.4%	0%	0%	0%	**3.1%**	-	2.7%	4.0%	4.1%	0%	0%	**3.8%**	-	2.5%
Buses	0	3	0	0	0	**3**	-	1	3	0	0	0	**4**	-	0	0	0	0	0	**0**	-	1	3	0	0	0	**4**	-	11
% Buses	0%	0.7%	0%	0%	0%	**0.5%**	-	1.9%	0.5%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	2.7%	1.7%	0%	0%	0%	**1.5%**	-	0.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 100%		-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-Middle Country Road (NY 25) at Edwards Ave... - TMC

Fri Aug 5, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977029, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Middle Country Road (NY 25) at Edwards Ave... - TMC

Sat Aug 6, 2022
Full Length (10 AM-12:45 PM, 12:45 PM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977030, Location: 40.926549, -72.747474

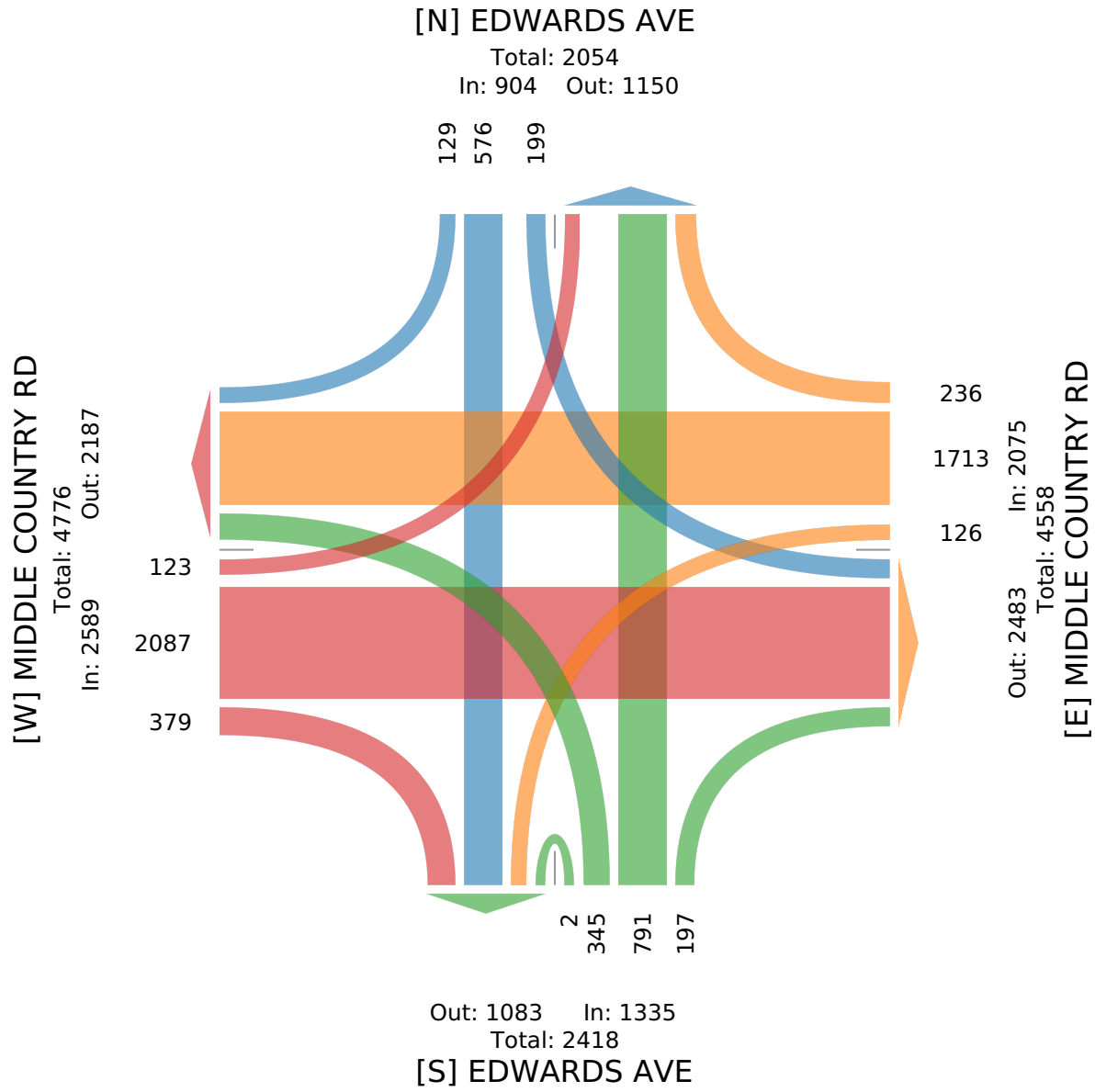
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-06 10:00AM	3	137	24	0	0	**164**	0	6	75	12	0	3	**96**	0	27	34	17	0	1	**79**	0	8	30	6	0	1	**45**	0	**384**
10:15AM	6	124	26	0	0	**156**	0	4	78	13	0	1	**96**	0	17	39	17	0	0	**73**	0	12	29	8	0	0	**49**	0	**374**
10:30AM	6	134	27	0	0	**167**	0	11	85	15	0	2	**113**	0	20	35	10	0	0	**65**	0	7	41	6	0	0	**54**	0	**399**
10:45AM	7	129	20	0	0	**156**	0	5	100	8	0	0	**113**	0	17	65	17	1	0	**100**	0	18	42	8	0	0	**68**	0	**437**
Hourly Total	22	524	97	0	0	**643**	0	26	338	48	0	6	**418**	0	81	173	61	1	1	**317**	0	45	142	28	0	1	**216**	0	**1594**
11:00AM	10	138	17	0	0	**165**	0	8	96	13	0	2	**119**	0	19	52	14	0	1	**86**	0	14	33	4	0	0	**51**	0	**421**
11:15AM	11	133	29	0	0	**173**	0	8	122	12	0	3	**145**	0	21	58	12	0	2	**93**	0	9	44	9	0	1	**63**	0	**474**
11:30AM	5	136	25	0	0	**166**	0	6	99	16	0	0	**121**	0	28	56	16	0	0	**100**	0	18	31	3	0	0	**52**	0	**439**
11:45AM	10	130	34	0	1	**175**	0	13	114	14	0	0	**141**	0	11	58	11	0	1	**81**	0	8	25	9	0	0	**42**	0	**439**
Hourly Total	36	537	105	0	1	**679**	0	35	431	55	0	5	**526**	0	79	224	53	0	4	**360**	0	49	133	25	0	1	**208**	0	**1773**
12:00PM	5	135	33	0	0	**173**	0	12	114	18	0	2	**146**	0	23	54	11	0	0	**88**	0	10	40	6	0	1	**57**	0	**464**
12:15PM	7	137	26	0	0	**170**	0	3	108	9	0	3	**123**	0	22	56	13	0	0	**91**	0	16	50	7	0	1	**74**	0	**458**
12:30PM	10	138	13	0	0	**161**	0	10	130	13	0	5	**158**	0	23	41	10	0	0	**74**	0	16	31	14	0	0	**61**	0	**454**
12:45PM	8	146	18	0	0	**172**	0	7	114	17	0	0	**138**	0	22	43	5	0	0	**70**	0	21	32	12	0	0	**65**	0	**445**
Hourly Total	30	556	90	0	0	**676**	0	32	466	57	0	10	**565**	0	90	194	39	0	0	**323**	0	63	153	39	0	2	**257**	0	**1821**
1:00PM	5	116	23	0	0	**144**	0	7	120	13	0	2	**142**	0	27	49	9	0	0	**85**	0	10	47	6	0	0	**63**	0	**434**
1:15PM	11	130	14	0	0	**155**	0	7	118	19	0	1	**145**	0	17	37	8	0	0	**62**	0	11	43	9	0	0	**63**	0	**425**
1:30PM	12	104	28	0	1	**145**	0	10	120	12	0	1	**143**	0	25	68	11	0	0	**104**	0	10	32	6	0	0	**48**	0	**440**
1:45PM	7	120	20	0	0	**147**	0	9	120	7	0	0	**136**	0	26	46	11	1	0	**84**	0	11	26	11	0	1	**49**	0	**416**
Hourly Total	35	470	85	0	1	**591**	0	33	478	51	0	4	**566**	0	95	200	39	1	0	**335**	0	42	148	32	0	1	**223**	0	**1715**
Total	123	2087	377	0	2	**2589**	0	126	1713	211	0	25	**2075**	0	345	791	192	2	5	**1335**	0	199	576	124	0	5	**904**	0	**6903**
% Approach	4.8%	80.6%	14.6%	0%	0.1%	**-**	-	6.1%	82.6%	10.2%	0%	1.2%	**-**	-	25.8%	59.3%	14.4%	0.1%	0.4%	**-**	-	22.0%	63.7%	13.7%	0%	0.6%	**-**	-	-
% Total	1.8%	30.2%	5.5%	0%	0%	**37.5%**	-	1.8%	24.8%	3.1%	0%	0.4%	**30.1%**	-	5.0%	11.5%	2.8%	0%	0.1%	**19.3%**	-	2.9%	8.3%	1.8%	0%	0.1%	**13.1%**	-	-
Lights	116	2037	365	0	1	**2519**	-	119	1670	207	0	25	**2021**	-	331	767	184	1	5	**1288**	-	194	552	122	0	5	**873**	-	6701
% Lights	94.3%	97.6%	96.8%	0%	50.0%	**97.3%**	-	94.4%	97.5%	98.1%	0%	100%	**97.4%**	-	95.9%	97.0%	95.8%	50.0%	100%	**96.5%**	-	97.5%	95.8%	98.4%	0%	100%	**96.6%**	-	97.1%
Articulated Trucks and Single-Unit Trucks	7	35	12	0	1	**55**	-	5	34	3	0	0	**42**	-	14	17	4	1	0	**36**	-	5	21	2	0	0	**28**	-	161
% Articulated Trucks and Single-Unit Trucks	5.7%	1.7%	3.2%	0%	50.0%	**2.1%**	-	4.0%	2.0%	1.4%	0%	0%	**2.0%**	-	4.1%	2.1%	2.1%	50.0%	0%	**2.7%**	-	2.5%	3.6%	1.6%	0%	0%	**3.1%**	-	2.3%
Buses	0	15	0	0	0	**15**	-	2	9	1	0	0	**12**	-	0	7	4	0	0	**11**	-	0	3	0	0	0	**3**	-	41
% Buses	0%	0.7%	0%	0%	0%	**0.6%**	-	1.6%	0.5%	0.5%	0%	0%	**0.6%**	-	0%	0.9%	2.1%	0%	0%	**0.8%**	-	0%	0.5%	0%	0%	0%	**0.3%**	-	0.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-Middle Country Road (NY 25) at Edwards Ave... - TMC
Sat Aug 6, 2022
Full Length (10 AM-12:45 PM, 12:45 PM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977030, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



1-Middle Country Road (NY 25) at Edwards Ave... - TMC

Sat Aug 6, 2022
Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977030, Location: 40.926549, -72.747474

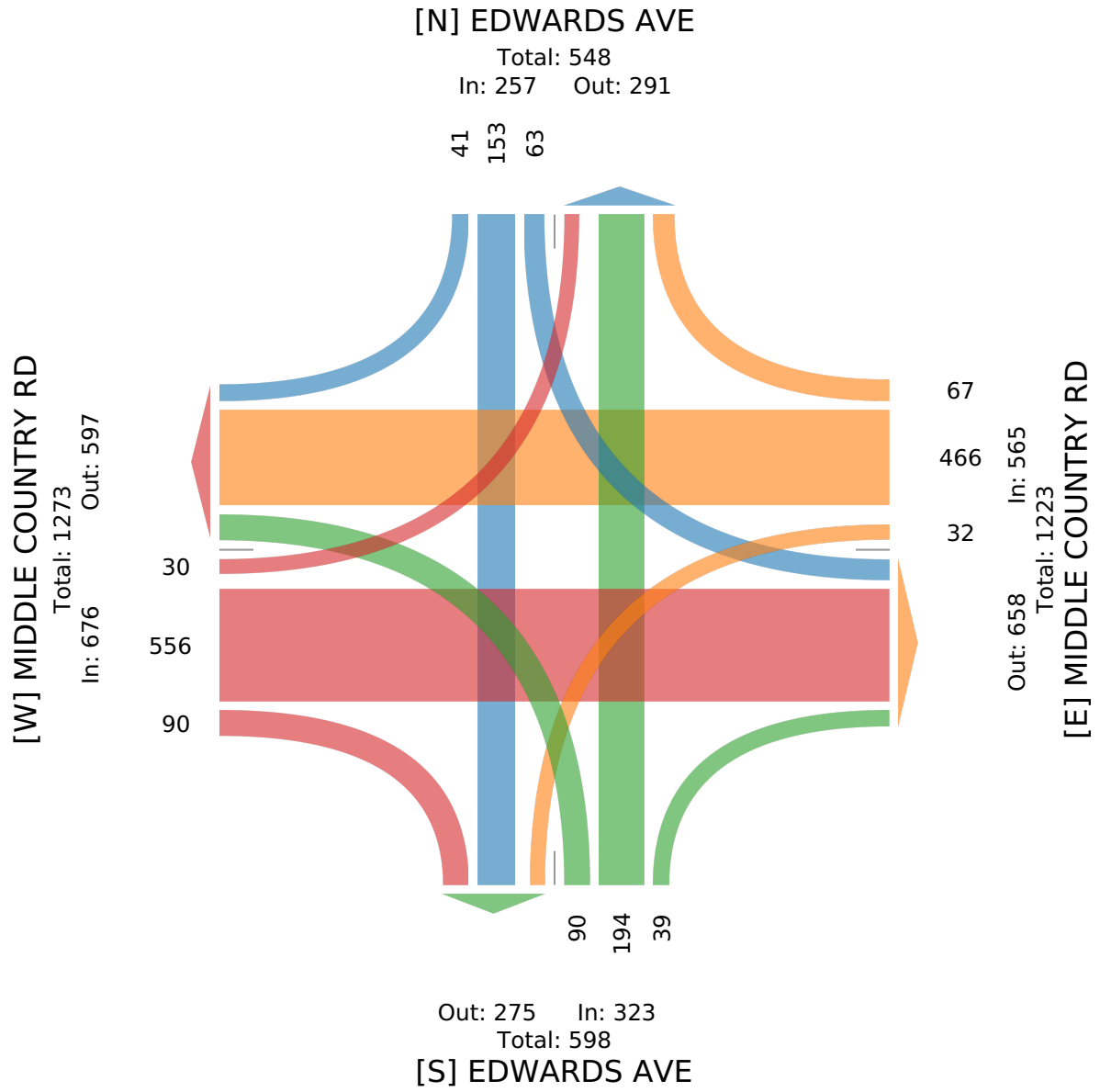
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							EDWARDS AVE							EDWARDS AVE							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-06 12:00PM	5	135	33	0	0	**173**	0	12	114	18	0	2	**146**	0	23	54	11	0	0	**88**	0	10	40	6	0	1	**57**	0	**464**
12:15PM	7	137	26	0	0	**170**	0	3	108	9	0	3	**123**	0	22	56	13	0	0	**91**	0	16	50	7	0	1	**74**	0	**458**
12:30PM	10	138	13	0	0	**161**	0	10	130	13	0	5	**158**	0	23	41	10	0	0	**74**	0	16	31	14	0	0	**61**	0	**454**
12:45PM	8	146	18	0	0	**172**	0	7	114	17	0	0	**138**	0	22	43	5	0	0	**70**	0	21	32	12	0	0	**65**	0	**445**
Total	30	556	90	0	0	**676**	0	32	466	57	0	10	**565**	0	90	194	39	0	0	**323**	0	63	153	39	0	2	**257**	0	**1821**
% Approach	4.4%	82.2%	13.3%	0%	0%	**-**	-	5.7%	82.5%	10.1%	0%	1.8%	**-**	-	27.9%	60.1%	12.1%	0%	0%	**-**	-	24.5%	59.5%	15.2%	0%	0.8%	**-**	-	-
% Total	1.6%	30.5%	4.9%	0%	0%	**37.1%**	-	1.8%	25.6%	3.1%	0%	0.5%	**31.0%**	-	4.9%	10.7%	2.1%	0%	0%	**17.7%**	-	3.5%	8.4%	2.1%	0%	0.1%	**14.1%**	-	-
PHF	0.750	0.952	0.682	-	-	**0.977**	-	0.667	0.896	0.792	-	0.500	**0.894**	-	0.978	0.866	0.750	-	-	**0.887**	-	0.750	0.765	0.696	-	0.500	**0.868**	-	0.981
Lights	28	541	89	0	0	**658**	-	31	457	57	0	10	**555**	-	87	191	37	0	0	**315**	-	61	145	38	0	2	**246**	-	1774
% Lights	93.3%	97.3%	98.9%	0%	0%	**97.3%**	-	96.9%	98.1%	100%	0%	100%	**98.2%**	-	96.7%	98.5%	94.9%	0%	0%	**97.5%**	-	96.8%	94.8%	97.4%	0%	100%	**95.7%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	2	9	1	0	0	**12**	-	0	7	0	0	0	**7**	-	3	1	1	0	0	**5**	-	2	7	1	0	0	**10**	-	34
% Articulated Trucks and Single-Unit Trucks	6.7%	1.6%	1.1%	0%	0%	**1.8%**	-	0%	1.5%	0%	0%	0%	**1.2%**	-	3.3%	0.5%	2.6%	0%	0%	**1.5%**	-	3.2%	4.6%	2.6%	0%	0%	**3.9%**	-	1.9%
Buses	0	6	0	0	0	**6**	-	1	2	0	0	0	**3**	-	0	2	1	0	0	**3**	-	0	1	0	0	0	**1**	-	13
% Buses	0%	1.1%	0%	0%	0%	**0.9%**	-	3.1%	0.4%	0%	0%	0%	**0.5%**	-	0%	1.0%	2.6%	0%	0%	**0.9%**	-	0%	0.7%	0%	0%	0%	**0.4%**	-	0.7%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

1-Middle Country Road (NY 25) at Edwards Ave... - TMC
Sat Aug 6, 2022
Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977030, Location: 40.926549, -72.747474

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Middle Country Road (NY 25) at Splish Spla... - TMC

Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977031, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH DR							MANOR RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-08-05 7:00AM	12	82	2	0	0	**96**	0	2	50	12	0	1	**65**	0	1	1	0	0	0	**2**	0	7	0	6	0	3	**16**	0	**179**
7:15AM	9	108	2	0	0	**119**	0	3	61	6	0	0	**70**	0	2	0	1	0	0	**3**	0	12	0	2	0	3	**17**	0	**209**
7:30AM	9	97	4	0	0	**110**	0	4	76	5	0	0	**85**	0	1	0	1	0	0	**2**	0	17	0	8	0	6	**31**	0	**228**
7:45AM	11	129	3	0	0	**143**	0	9	57	6	0	2	**74**	0	1	0	0	0	0	**1**	0	13	0	4	0	2	**19**	0	**237**
Hourly Total	41	416	11	0	0	**468**	0	18	244	29	0	3	**294**	0	5	1	2	0	0	**8**	0	49	0	20	0	14	**83**	0	**853**
8:00AM	11	104	6	0	0	**121**	0	3	64	6	0	0	**73**	0	0	0	1	0	0	**1**	0	22	0	6	0	5	**33**	0	**228**
8:15AM	9	98	5	0	0	**112**	0	4	56	6	0	5	**71**	0	0	1	2	0	1	**4**	0	13	1	10	0	2	**26**	0	**213**
8:30AM	11	118	4	0	1	**134**	0	8	46	12	0	0	**66**	0	6	0	3	0	0	**9**	0	14	0	4	0	8	**26**	0	**235**
8:45AM	10	120	4	0	1	**135**	0	16	59	12	0	2	**89**	0	4	1	6	0	2	**13**	0	9	0	7	0	3	**19**	0	**256**
Hourly Total	41	440	19	0	2	**502**	0	31	225	36	0	7	**299**	0	10	2	12	0	3	**27**	0	58	1	27	0	18	**104**	0	**932**
2:00PM	9	131	5	0	1	**146**	0	19	119	19	0	2	**159**	0	5	2	20	0	1	**28**	0	15	3	14	0	10	**42**	0	**375**
2:15PM	21	120	5	0	0	**146**	0	16	131	25	1	3	**176**	0	7	1	21	0	4	**33**	0	18	3	14	0	9	**44**	0	**399**
2:30PM	8	103	3	0	1	**115**	0	12	150	20	0	1	**183**	0	4	2	20	0	0	**26**	0	10	3	14	0	9	**36**	0	**360**
2:45PM	10	147	6	0	0	**163**	0	8	131	21	0	2	**162**	0	10	1	16	0	1	**28**	0	26	2	9	0	9	**46**	0	**399**
Hourly Total	48	501	19	0	2	**570**	0	55	531	85	1	8	**680**	0	26	6	77	0	6	**115**	0	69	11	51	0	37	**168**	0	**1533**
3:00PM	13	123	5	0	0	**141**	0	10	143	25	0	0	**178**	0	13	0	17	0	2	**32**	0	23	2	20	0	11	**56**	0	**407**
3:15PM	16	108	4	0	0	**128**	0	14	140	19	0	1	**174**	0	12	1	14	0	4	**31**	0	32	0	17	0	11	**60**	0	**393**
3:30PM	19	109	3	0	0	**131**	0	6	173	27	0	0	**206**	0	8	1	31	0	12	**52**	0	42	0	17	0	6	**65**	0	**454**
3:45PM	10	110	4	0	0	**124**	0	8	139	19	0	5	**171**	0	13	4	34	0	7	**58**	0	39	1	17	0	6	**63**	0	**416**
Hourly Total	58	450	16	0	0	**524**	0	38	595	90	0	6	**729**	0	46	6	96	0	25	**173**	0	136	3	71	0	34	**244**	0	**1670**
4:00PM	14	85	3	0	0	**102**	0	7	142	16	0	6	**171**	0	8	0	29	0	3	**40**	0	33	2	6	0	24	**65**	0	**378**
4:15PM	16	108	2	0	0	**126**	0	8	149	22	0	5	**184**	0	6	1	26	0	3	**36**	0	32	1	9	0	8	**50**	0	**396**
4:30PM	10	98	2	0	0	**110**	0	9	156	21	0	3	**189**	0	7	2	32	0	3	**44**	0	40	1	9	0	5	**55**	0	**398**
4:45PM	17	113	2	0	0	**132**	0	13	150	18	1	4	**186**	0	5	1	49	0	4	**59**	0	30	0	9	1	12	**52**	0	**429**
Hourly Total	57	404	9	0	0	**470**	0	37	597	77	1	18	**730**	0	26	4	136	0	13	**179**	0	135	4	33	1	49	**222**	0	**1601**
5:00PM	16	113	1	0	0	**130**	0	10	178	16	0	9	**213**	0	15	3	72	0	5	**95**	0	27	3	5	0	6	**41**	0	**479**
5:15PM	11	96	3	0	0	**110**	0	5	131	15	0	5	**156**	0	12	1	70	0	5	**88**	0	38	0	16	0	13	**67**	0	**421**
5:30PM	19	109	6	0	1	**135**	0	9	140	14	0	11	**174**	0	9	4	92	0	0	**105**	0	44	2	15	1	17	**79**	0	**493**
5:45PM	2	98	5	0	1	**106**	0	2	142	14	0	8	**166**	0	25	7	108	0	2	**142**	0	38	1	34	1	9	**83**	0	**497**
Hourly Total	48	416	15	0	2	**481**	0	26	591	59	0	33	**709**	0	61	15	342	0	12	**430**	0	147	6	70	2	45	**270**	0	**1890**
Total	293	2627	89	0	6	**3015**	0	205	2783	376	2	75	**3441**	0	174	34	665	0	59	**932**	0	594	25	272	3	197	**1091**	0	**8479**
% Approach	9.7%	87.1%	3.0%	0%	0.2%	**-**	-	6.0%	80.9%	10.9%	0.1%	2.2%	**-**	-	18.7%	3.6%	71.4%	0%	6.3%	**-**	-	54.4%	2.3%	24.9%	0.3%	18.1%	**-**	-	-
% Total	3.5%	31.0%	1.0%	0%	0.1%	**35.6%**	-	2.4%	32.8%	4.4%	0%	0.9%	**40.6%**	-	2.1%	0.4%	7.8%	0%	0.7%	**11.0%**	-	7.0%	0.3%	3.2%	0%	2.3%	**12.9%**	-	-
Lights	261	2505	86	0	4	**2856**	-	199	2672	337	2	68	**3278**	-	169	32	652	0	57	**910**	-	560	22	248	3	184	**1017**	-	8061
% Lights	89.1%	95.4%	96.6%	0%	66.7%	**94.7%**	-	97.1%	96.0%	89.6%	100%	90.7%	**95.3%**	-	97.1%	94.1%	98.0%	0%	96.6%	**97.6%**	-	94.3%	88.0%	91.2%	100%	93.4%	**93.2%**	-	95.1%
Articulated Trucks and Single-Unit Trucks	32	96	2	0	2	**132**	-	4	85	36	0	5	**130**	-	4	2	2	0	1	**9**	-	31	3	21	0	13	**68**	-	339

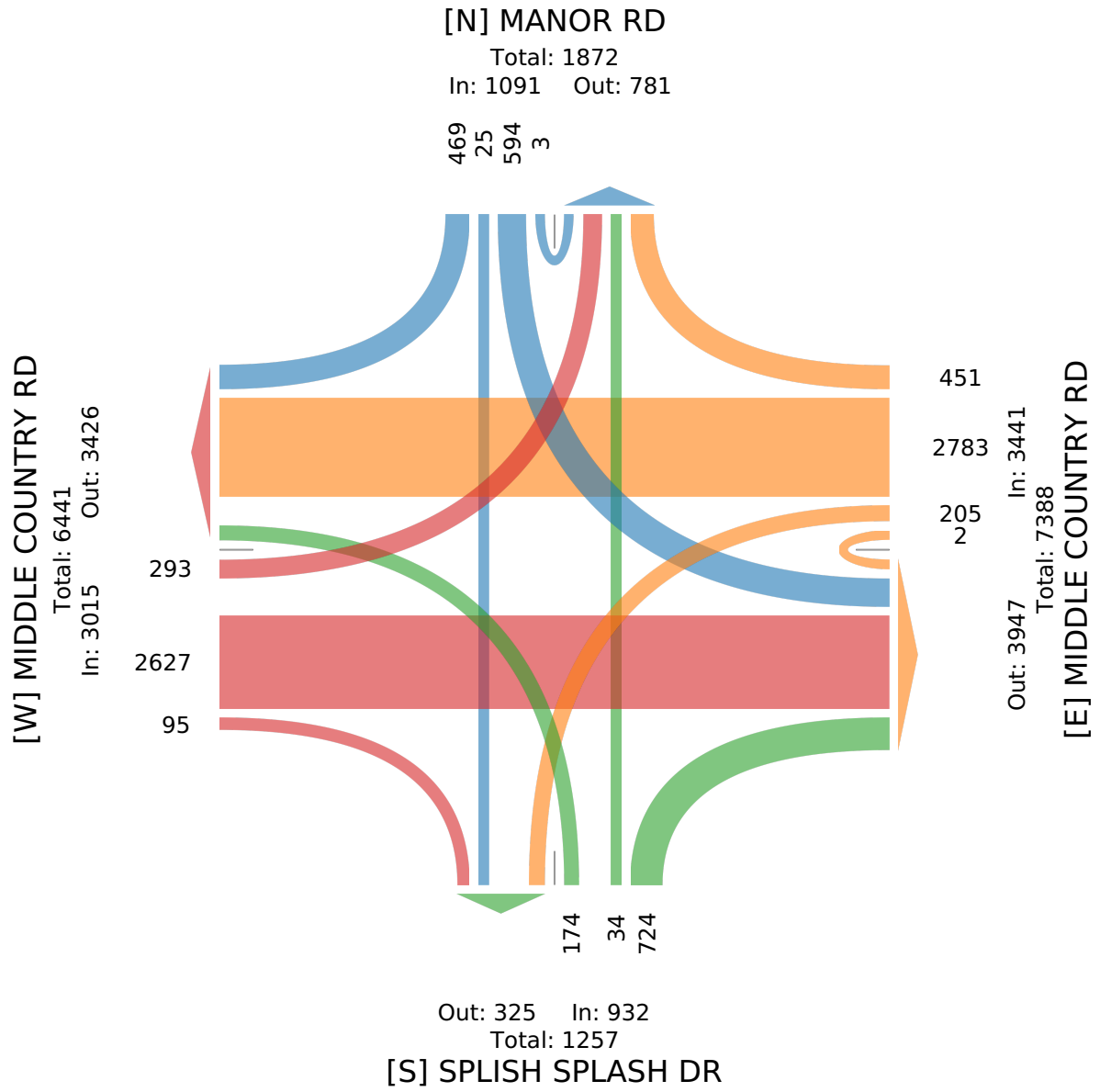
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH DR							MANOR RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
% Articulated Trucks and Single-Unit Trucks	10.9%	3.7%	2.2%	0%	33.3%	**4.4%**	-	2.0%	3.1%	9.6%	0%	6.7%	**3.8%**	-	2.3%	5.9%	0.3%	0%	1.7%	**1.0%**	-	5.2%	12.0%	7.7%	0%	6.6%	**6.2%**	-	4.0%
Buses	0	26	1	0	0	**27**	-	2	26	3	0	2	**33**	-	1	0	11	0	1	**13**	-	3	0	3	0	0	**6**	-	79
% Buses	0%	1.0%	1.1%	0%	0%	**0.9%**	-	1.0%	0.9%	0.8%	0%	2.7%	**1.0%**	-	0.6%	0%	1.7%	0%	1.7%	**1.4%**	-	0.5%	0%	1.1%	0%	0%	**0.5%**	-	0.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Middle Country Road (NY 25) at Splish Spla... - TMC

Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977031, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Middle Country Road (NY 25) at Splish Spla... - TMC

Fri Aug 5, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977031, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

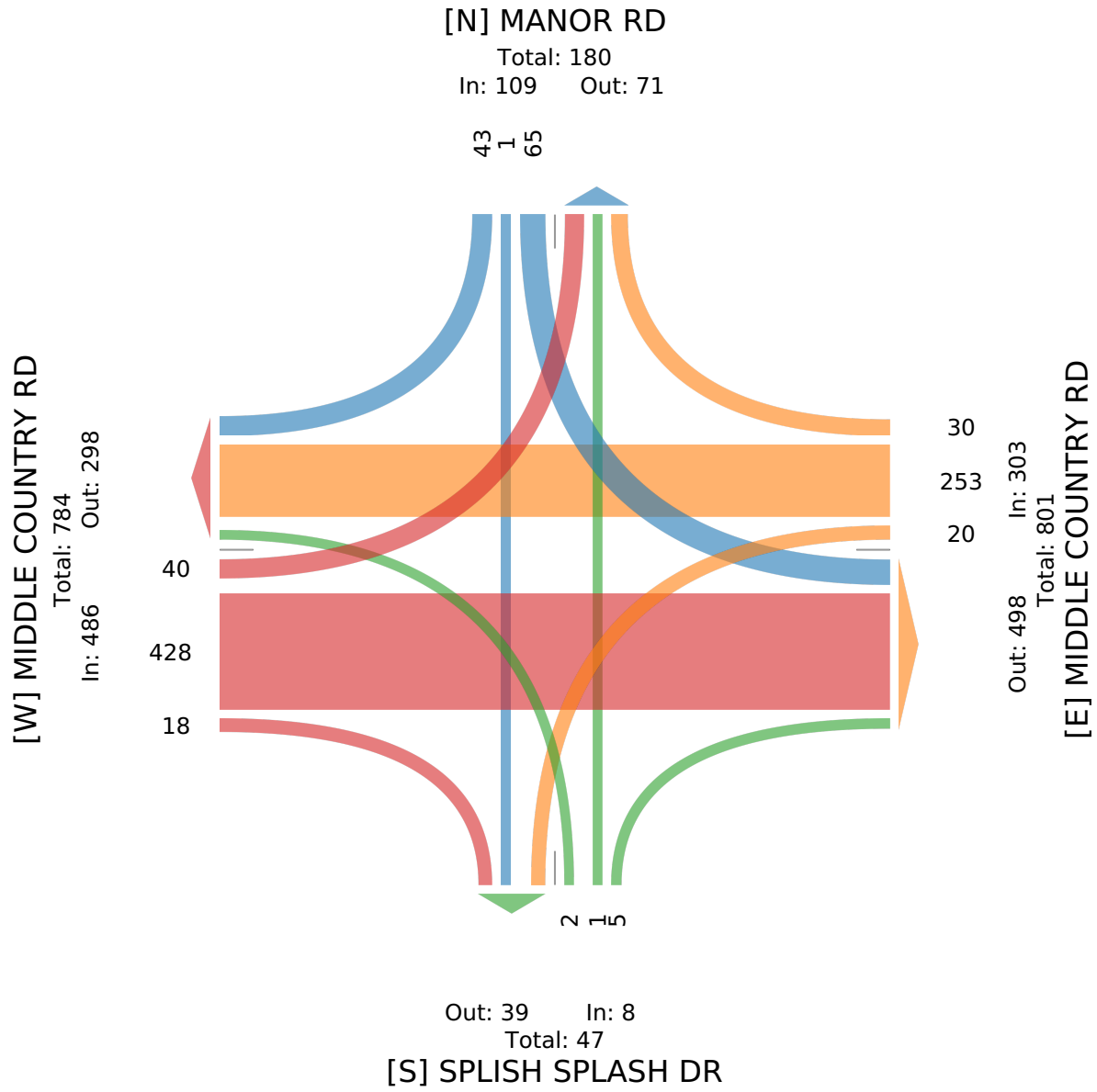
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH DR							MANOR RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-05 7:30AM	9	97	4	0	0	**110**	0	4	76	5	0	0	**85**	0	1	0	1	0	0	**2**	0	17	0	8	0	6	**31**	0	**228**
7:45AM	11	129	3	0	0	**143**	0	9	57	6	0	2	**74**	0	1	0	0	0	0	**1**	0	13	0	4	0	2	**19**	0	**237**
8:00AM	11	104	6	0	0	**121**	0	3	64	6	0	0	**73**	0	0	0	1	0	0	**1**	0	22	0	6	0	5	**33**	0	**228**
8:15AM	9	98	5	0	0	**112**	0	4	56	6	0	5	**71**	0	0	1	2	0	1	**4**	0	13	1	10	0	2	**26**	0	**213**
Total	40	428	18	0	0	**486**	0	20	253	23	0	7	**303**	0	2	1	4	0	1	**8**	0	65	1	28	0	15	**109**	0	**906**
% Approach	8.2%	88.1%	3.7%	0%	0%	**-**	-	6.6%	83.5%	7.6%	0%	2.3%	**-**	-	25.0%	12.5%	50.0%	0%	12.5%	**-**	-	59.6%	0.9%	25.7%	0%	13.8%	**-**	-	-
% Total	4.4%	47.2%	2.0%	0%	0%	**53.6%**	-	2.2%	27.9%	2.5%	0%	0.8%	**33.4%**	-	0.2%	0.1%	0.4%	0%	0.1%	**0.9%**	-	7.2%	0.1%	3.1%	0%	1.7%	**12.0%**	-	-
PHF	0.909	0.829	0.750	-	-	**0.850**	-	0.556	0.832	0.958	-	0.350	**0.891**	-	0.500	0.250	0.500	-	0.250	**0.500**	-	0.739	0.250	0.700	-	0.625	**0.826**	-	0.956
Lights	36	393	16	0	0	**445**	-	20	221	18	0	7	**266**	-	2	1	4	0	1	**8**	-	50	1	20	0	12	**83**	-	802
% Lights	90.0%	91.8%	88.9%	0%	0%	**91.6%**	-	100%	87.4%	78.3%	0%	100%	**87.8%**	-	100%	100%	100%	0%	100%	**100%**	-	76.9%	100%	71.4%	0%	80.0%	**76.1%**	-	88.5%
Articulated Trucks and Single-Unit Trucks	4	27	1	0	0	**32**	-	0	24	5	0	0	**29**	-	0	0	0	0	0	**0**	-	14	0	8	0	3	**25**	-	86
% Articulated Trucks and Single-Unit Trucks	10.0%	6.3%	5.6%	0%	0%	**6.6%**	-	0%	9.5%	21.7%	0%	0%	**9.6%**	-	0%	0%	0%	0%	0%	**0%**	-	21.5%	0%	28.6%	0%	20.0%	**22.9%**	-	9.5%
Buses	0	8	1	0	0	**9**	-	0	8	0	0	0	**8**	-	0	0	0	0	0	**0**	-	1	0	0	0	0	**1**	-	18
% Buses	0%	1.9%	5.6%	0%	0%	**1.9%**	-	0%	3.2%	0%	0%	0%	**2.6%**	-	0%	0%	0%	0%	0%	**0%**	-	1.5%	0%	0%	0%	0%	**0.9%**	-	2.0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Middle Country Road (NY 25) at Splish Spla... - TMC

Fri Aug 5, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977031, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Middle Country Road (NY 25) at Splish Spla... - TMC

Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977031, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

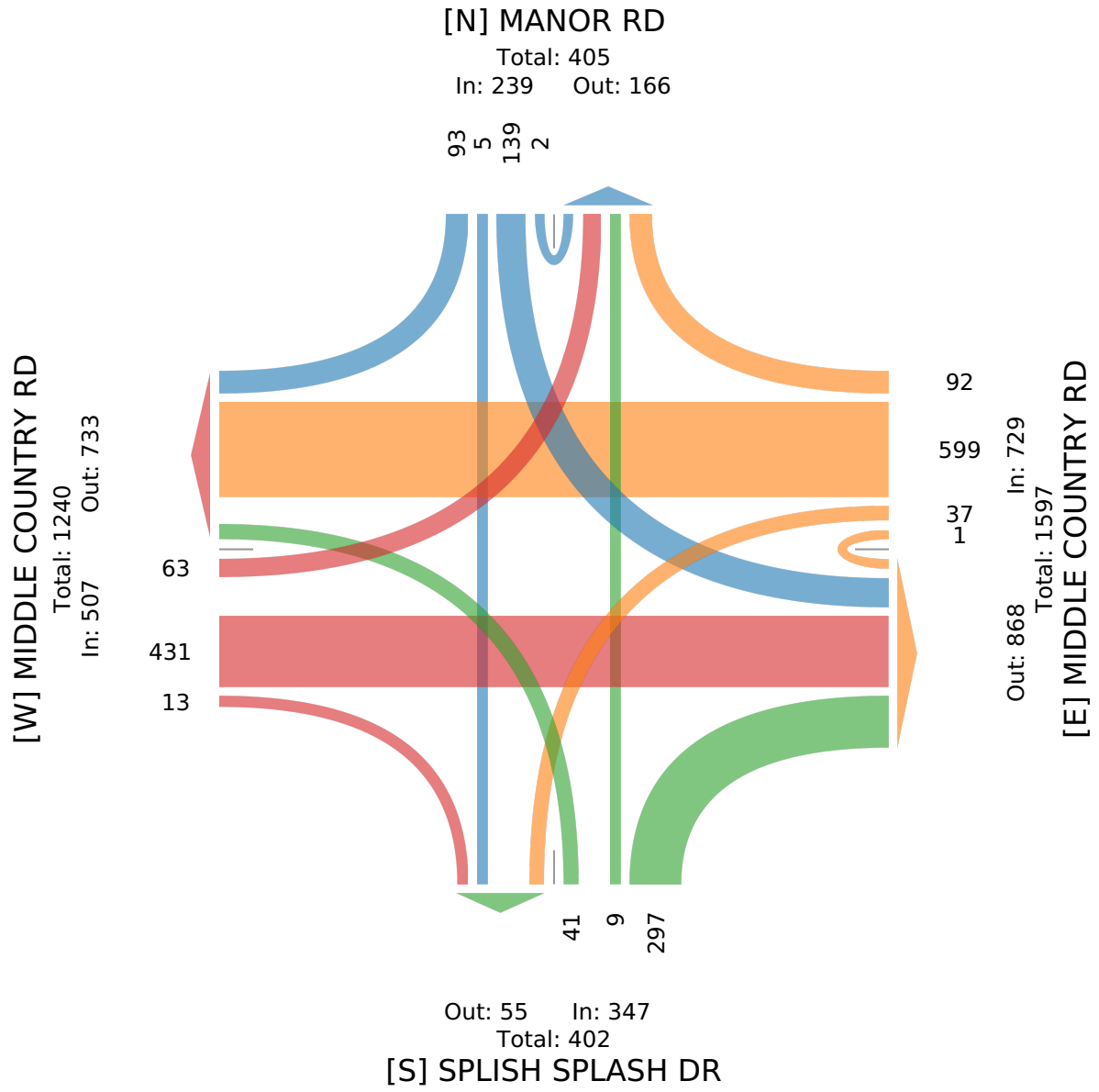
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH DR							MANOR RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-05 4:45PM	17	113	2	0	0	**132**	0	13	150	18	1	4	**186**	0	5	1	49	0	4	**59**	0	30	0	9	1	12	**52**	0	**429**
5:00PM	16	113	1	0	0	**130**	0	10	178	16	0	9	**213**	0	15	3	72	0	5	**95**	0	27	3	5	0	6	**41**	0	**479**
5:15PM	11	96	3	0	0	**110**	0	5	131	15	0	5	**156**	0	12	1	70	0	5	**88**	0	38	0	16	0	13	**67**	0	**421**
5:30PM	19	109	6	0	1	**135**	0	9	140	14	0	11	**174**	0	9	4	92	0	0	**105**	0	44	2	15	1	17	**79**	0	**493**
Total	63	431	12	0	1	**507**	0	37	599	63	1	29	**729**	0	41	9	283	0	14	**347**	0	139	5	45	2	48	**239**	0	**1822**
% Approach	12.4%	85.0%	2.4%	0%	0.2%	**-**	-	5.1%	82.2%	8.6%	0.1%	4.0%	**-**	-	11.8%	2.6%	81.6%	0%	4.0%	**-**	-	58.2%	2.1%	18.8%	0.8%	20.1%	**-**	-	-
% Total	3.5%	23.7%	0.7%	0%	0.1%	**27.8%**	-	2.0%	32.9%	3.5%	0.1%	1.6%	**40.0%**	-	2.3%	0.5%	15.5%	0%	0.8%	**19.0%**	-	7.6%	0.3%	2.5%	0.1%	2.6%	**13.1%**	-	-
PHF	0.829	0.954	0.500		- 0.250	**0.939**	-	0.712	0.841	0.875	0.250	0.659	**0.856**	-	0.683	0.563	0.769		- 0.700	**0.826**	-	0.790	0.417	0.703	0.500	0.706	**0.756**	-	0.924
Lights	58	423	12	0	1	**494**	-	37	588	59	1	26	**711**	-	41	9	280	0	14	**344**	-	137	5	44	2	47	**235**	-	1784
% Lights	92.1%	98.1%	100%	0%	100%	**97.4%**	-	100%	98.2%	93.7%	100%	89.7%	**97.5%**	-	100%	100%	98.9%	0%	100%	**99.1%**	-	98.6%	100%	97.8%	100%	97.9%	**98.3%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	5	5	0	0	0	**10**	-	0	7	3	0	2	**12**	-	0	0	0	0	0	**0**	-	1	0	1	0	1	**3**	-	25
% Articulated Trucks and Single-Unit Trucks	7.9%	1.2%	0%	0%	0%	**2.0%**	-	0%	1.2%	4.8%	0%	6.9%	**1.6%**	-	0%	0%	0%	0%	0%	**0%**	-	0.7%	0%	2.2%	0%	2.1%	**1.3%**	-	1.4%
Buses	0	3	0	0	0	**3**	-	0	4	1	0	1	**6**	-	0	0	3	0	0	**3**	-	1	0	0	0	0	**1**	-	13
% Buses	0%	0.7%	0%	0%	0%	**0.6%**	-	0%	0.7%	1.6%	0%	3.4%	**0.8%**	-	0%	0%	1.1%	0%	0%	**0.9%**	-	0.7%	0%	0%	0%	0%	**0.4%**	-	0.7%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Middle Country Road (NY 25) at Splish Spla... - TMC

Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977031, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Middle Country Road (NY 25) at Splish Spla... - TMC

Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977032, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

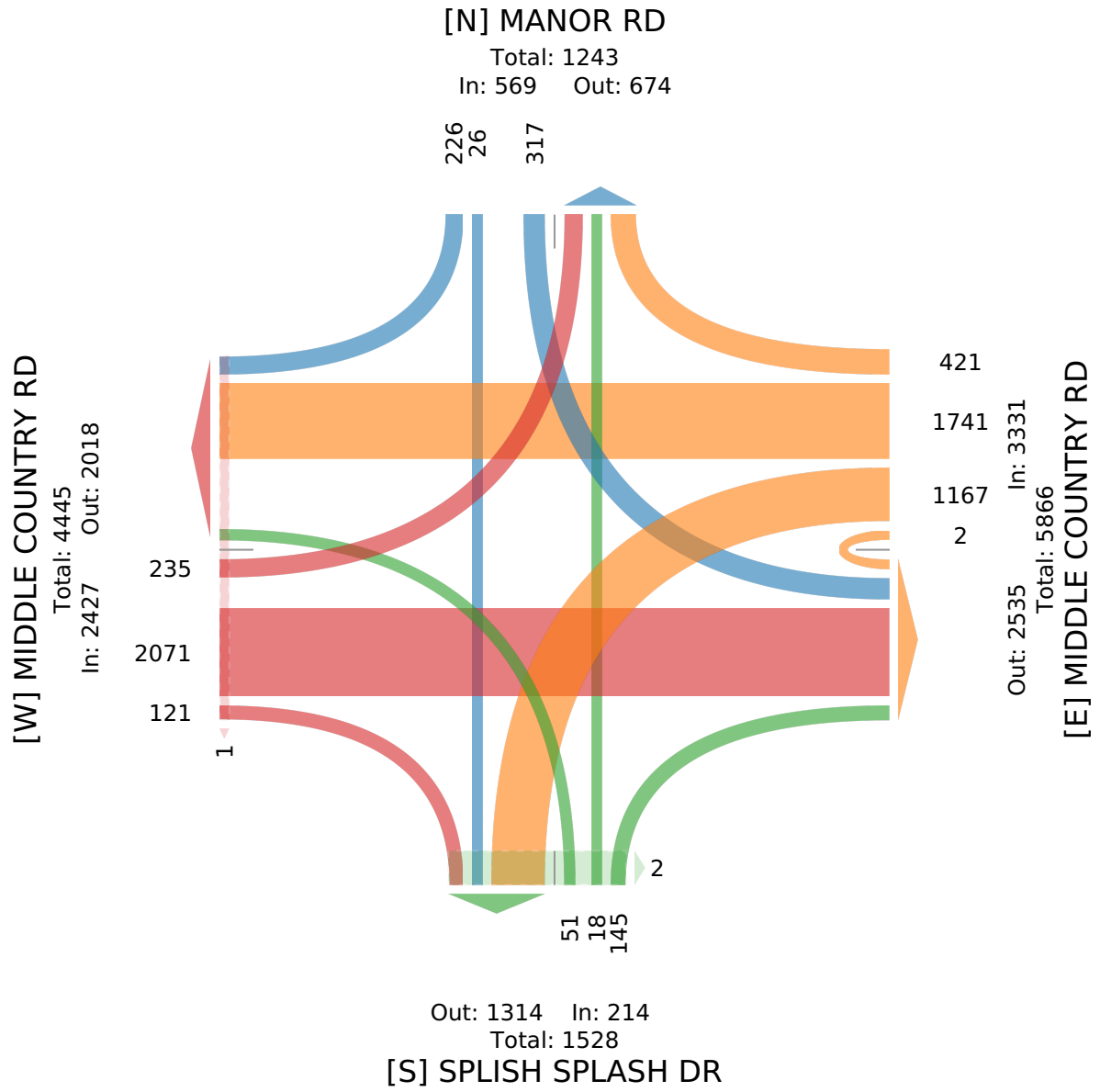
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH DR							MANOR RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-08-06 10:00AM	16	136	7	0	1	**160**	0	115	78	22	0	2	**217**	0	3	0	5	0	3	**11**	0	14	6	2	0	7	**29**	0	**417**
10:15AM	13	124	11	0	2	**150**	0	89	75	19	0	3	**186**	0	3	0	3	0	0	**6**	0	22	2	5	0	7	**36**	0	**378**
10:30AM	12	130	7	0	0	**149**	0	96	94	13	0	2	**205**	0	2	1	7	0	3	**13**	0	13	1	4	0	5	**23**	0	**390**
10:45AM	10	132	6	0	0	**148**	0	96	109	17	0	4	**226**	0	5	0	9	0	0	**14**	0	22	0	3	0	8	**33**	0	**421**
Hourly Total	51	522	31	0	3	**607**	0	396	356	71	0	11	**834**	0	13	1	24	0	6	**44**	0	71	9	14	0	27	**121**	0	**1606**
11:00AM	13	148	6	0	1	**168**	0	74	98	16	0	4	**192**	0	0	0	2	0	1	**3**	0	24	1	3	0	12	**40**	0	**403**
11:15AM	20	126	16	0	0	**162**	0	91	120	17	1	1	**230**	0	6	4	3	0	0	**13**	2	12	1	4	0	11	**28**	0	**433**
11:30AM	18	127	16	0	3	**164**	0	92	118	20	0	8	**238**	0	1	1	7	0	2	**11**	0	17	5	3	0	3	**28**	0	**441**
11:45AM	20	111	10	0	0	**141**	1	89	102	23	0	5	**219**	0	7	3	15	0	1	**26**	0	21	0	9	0	17	**47**	0	**433**
Hourly Total	71	512	48	0	4	**635**	1	346	438	76	1	18	**879**	0	14	8	27	0	4	**53**	2	74	7	19	0	43	**143**	0	**1710**
12:00PM	17	135	6	0	0	**158**	0	57	111	35	0	5	**208**	0	3	0	9	0	0	**12**	0	20	1	8	0	6	**35**	0	**413**
12:15PM	14	135	6	0	0	**155**	0	60	104	32	1	4	**201**	0	2	2	12	0	0	**16**	0	12	2	8	0	12	**34**	0	**406**
12:30PM	18	140	6	0	0	**164**	0	61	138	31	0	3	**233**	0	3	0	6	0	3	**12**	0	17	3	5	0	8	**33**	0	**442**
12:45PM	14	130	4	0	0	**148**	0	66	97	30	0	7	**200**	0	6	1	6	0	3	**16**	0	28	0	4	0	18	**50**	0	**414**
Hourly Total	63	540	22	0	0	**625**	0	244	450	128	1	19	**842**	0	14	3	33	0	6	**56**	0	77	6	25	0	44	**152**	0	**1675**
1:00PM	14	127	1	0	1	**143**	0	47	136	19	0	2	**204**	0	2	1	9	0	1	**13**	0	24	0	4	0	4	**32**	0	**392**
1:15PM	13	125	1	0	0	**139**	0	35	131	15	0	3	**184**	0	3	1	4	0	1	**9**	0	20	3	8	0	6	**37**	0	**369**
1:30PM	10	111	4	0	1	**126**	0	57	116	23	0	4	**200**	0	2	2	9	0	6	**19**	0	22	1	4	0	8	**35**	0	**380**
1:45PM	13	134	5	0	0	**152**	0	42	114	24	0	8	**188**	0	3	2	10	0	5	**20**	0	29	0	6	0	14	**49**	0	**409**
Hourly Total	50	497	11	0	2	**560**	0	181	497	81	0	17	**776**	0	10	6	32	0	13	**61**	0	95	4	22	0	32	**153**	0	**1550**
Total	235	2071	112	0	9	**2427**	1	1167	1741	356	2	65	**3331**	0	51	18	116	0	29	**214**	2	317	26	80	0	146	**569**	0	**6541**
% Approach	9.7%	85.3%	4.6%	0%	0.4%	**-**	-	35.0%	52.3%	10.7%	0.1%	2.0%	**-**	-	23.8%	8.4%	54.2%	0%	13.6%	**-**	-	55.7%	4.6%	14.1%	0%	25.7%	**-**	-	-
% Total	3.6%	31.7%	1.7%	0%	0.1%	**37.1%**	-	17.8%	26.6%	5.4%	0%	1.0%	**50.9%**	-	0.8%	0.3%	1.8%	0%	0.4%	**3.3%**	-	4.8%	0.4%	1.2%	0%	2.2%	**8.7%**	-	-
Lights	224	2026	110	0	9	**2369**	-	1160	1699	335	2	60	**3256**	-	49	18	113	0	28	**208**	-	298	26	75	0	141	**540**	-	6373
% Lights	95.3%	97.8%	98.2%	0%	100%	**97.6%**	-	99.4%	97.6%	94.1%	100%	92.3%	**97.7%**	-	96.1%	100%	97.4%	0%	96.6%	**97.2%**	-	94.0%	100%	93.8%	0%	96.6%	**94.9%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	10	32	0	0	0	**42**	-	2	29	20	0	4	**55**	-	0	0	2	0	0	**2**	-	19	0	5	0	5	**29**	-	128
% Articulated Trucks and Single-Unit Trucks	4.3%	1.5%	0%	0%	0%	**1.7%**	-	0.2%	1.7%	5.6%	0%	6.2%	**1.7%**	-	0%	0%	1.7%	0%	0%	**0.9%**	-	6.0%	0%	6.3%	0%	3.4%	**5.1%**	-	2.0%
Buses	1	13	2	0	0	**16**	-	5	13	1	0	1	**20**	-	2	0	1	0	1	**4**	-	0	0	0	0	0	**0**	-	40
% Buses	0.4%	0.6%	1.8%	0%	0%	**0.7%**	-	0.4%	0.7%	0.3%	0%	1.5%	**0.6%**	-	3.9%	0%	0.9%	0%	3.4%	**1.9%**	-	0%	0%	0%	0%	0%	**0%**	-	0.6%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Middle Country Road (NY 25) at Splish Spla... - TMC

Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977032, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



2-Middle Country Road (NY 25) at Splish Spla... - TMC

Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977032, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

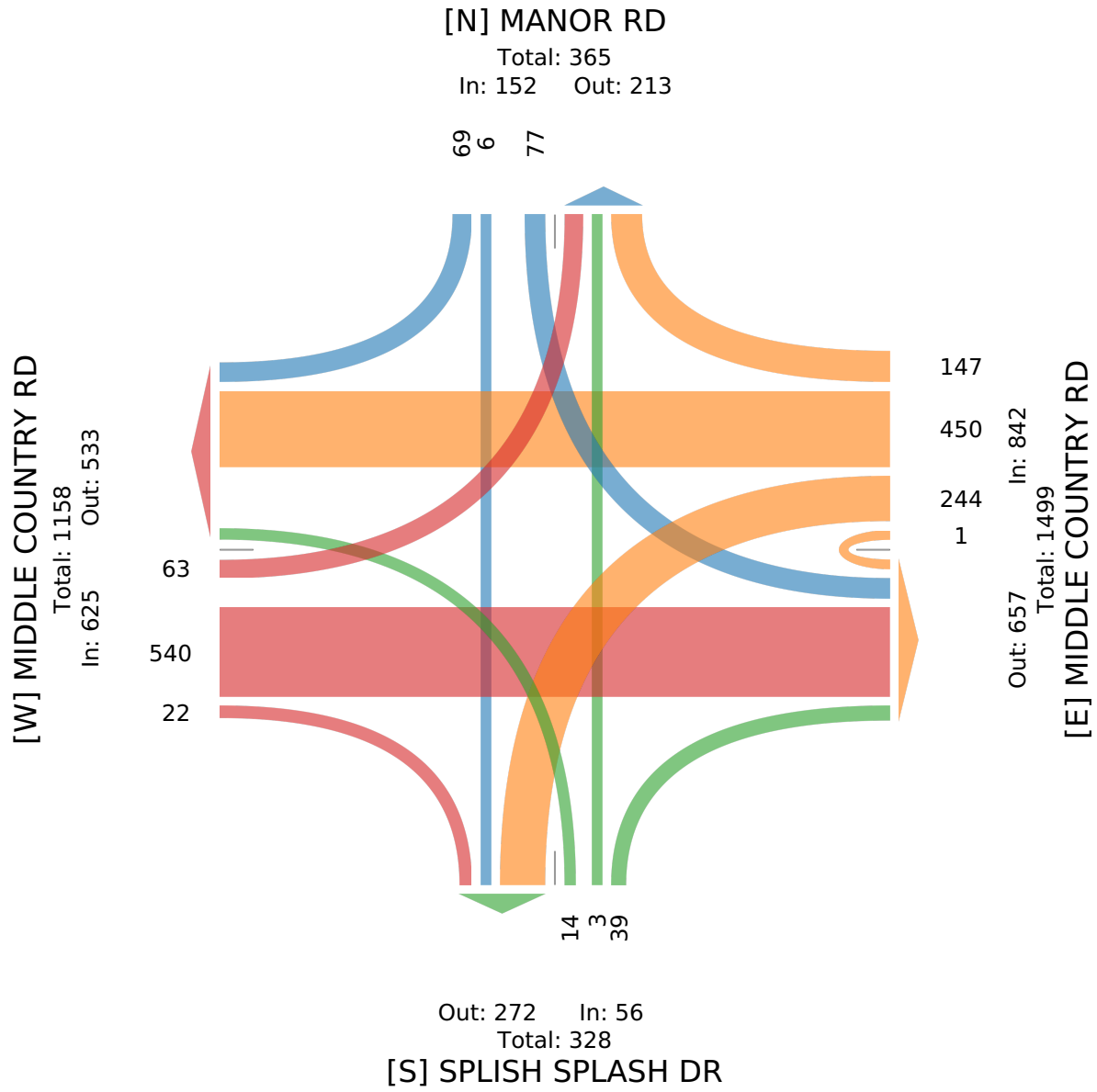
Leg	MIDDLE COUNTRY RD							MIDDLE COUNTRY RD							SPLISH SPLASH DR							MANOR RD							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-06 12:00PM	17	135	6	0	0	**158**	0	57	111	35	0	5	**208**	0	3	0	9	0	0	**12**	0	20	1	8	0	6	**35**	0	**413**
12:15PM	14	135	6	0	0	**155**	0	60	104	32	1	4	**201**	0	2	2	12	0	0	**16**	0	12	2	8	0	12	**34**	0	**406**
12:30PM	18	140	6	0	0	**164**	0	61	138	31	0	3	**233**	0	3	0	6	0	3	**12**	0	17	3	5	0	8	**33**	0	**442**
12:45PM	14	130	4	0	0	**148**	0	66	97	30	0	7	**200**	0	6	1	6	0	3	**16**	0	28	0	4	0	18	**50**	0	**414**
Total	63	540	22	0	0	**625**	0	244	450	128	1	19	**842**	0	14	3	33	0	6	**56**	0	77	6	25	0	44	**152**	0	**1675**
% Approach	10.1%	86.4%	3.5%	0%	0%	**-**	-	29.0%	53.4%	15.2%	0.1%	2.3%	**-**	-	25.0%	5.4%	58.9%	0%	10.7%	**-**	-	50.7%	3.9%	16.4%	0%	28.9%	**-**	-	-
% Total	3.8%	32.2%	1.3%	0%	0%	**37.3%**	-	14.6%	26.9%	7.6%	0.1%	1.1%	**50.3%**	-	0.8%	0.2%	2.0%	0%	0.4%	**3.3%**	-	4.6%	0.4%	1.5%	0%	2.6%	**9.1%**	-	-
PHF	0.875	0.964	0.917	-	-	**0.953**	-	0.924	0.815	0.914	0.250	0.679	**0.903**	-	0.583	0.375	0.688	-	0.500	**0.875**	-	0.688	0.500	0.781	-	0.611	**0.760**	-	0.947
Lights	61	532	22	0	0	**615**	-	243	442	121	1	17	**824**	-	14	3	32	0	6	**55**	-	73	6	25	0	43	**147**	-	1641
% Lights	96.8%	98.5%	100%	0%	0%	**98.4%**	-	99.6%	98.2%	94.5%	100%	89.5%	**97.9%**	-	100%	100%	97.0%	0%	100%	**98.2%**	-	94.8%	100%	100%	0%	97.7%	**96.7%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	2	3	0	0	0	**5**	-	0	4	6	0	2	**12**	-	0	0	1	0	0	**1**	-	4	0	0	0	1	**5**	-	23
% Articulated Trucks and Single-Unit Trucks	3.2%	0.6%	0%	0%	0%	**0.8%**	-	0%	0.9%	4.7%	0%	10.5%	**1.4%**	-	0%	0%	3.0%	0%	0%	**1.8%**	-	5.2%	0%	0%	0%	2.3%	**3.3%**	-	1.4%
Buses	0	5	0	0	0	**5**	-	1	4	1	0	0	**6**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	11
% Buses	0%	0.9%	0%	0%	0%	**0.8%**	-	0.4%	0.9%	0.8%	0%	0%	**0.7%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

2-Middle Country Road (NY 25) at Splish Spla... - TMC

Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977032, Location: 40.925754, -72.735951

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-West Main Street (NY 25) at Tanger Mall Dr... - TMC

Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977033, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

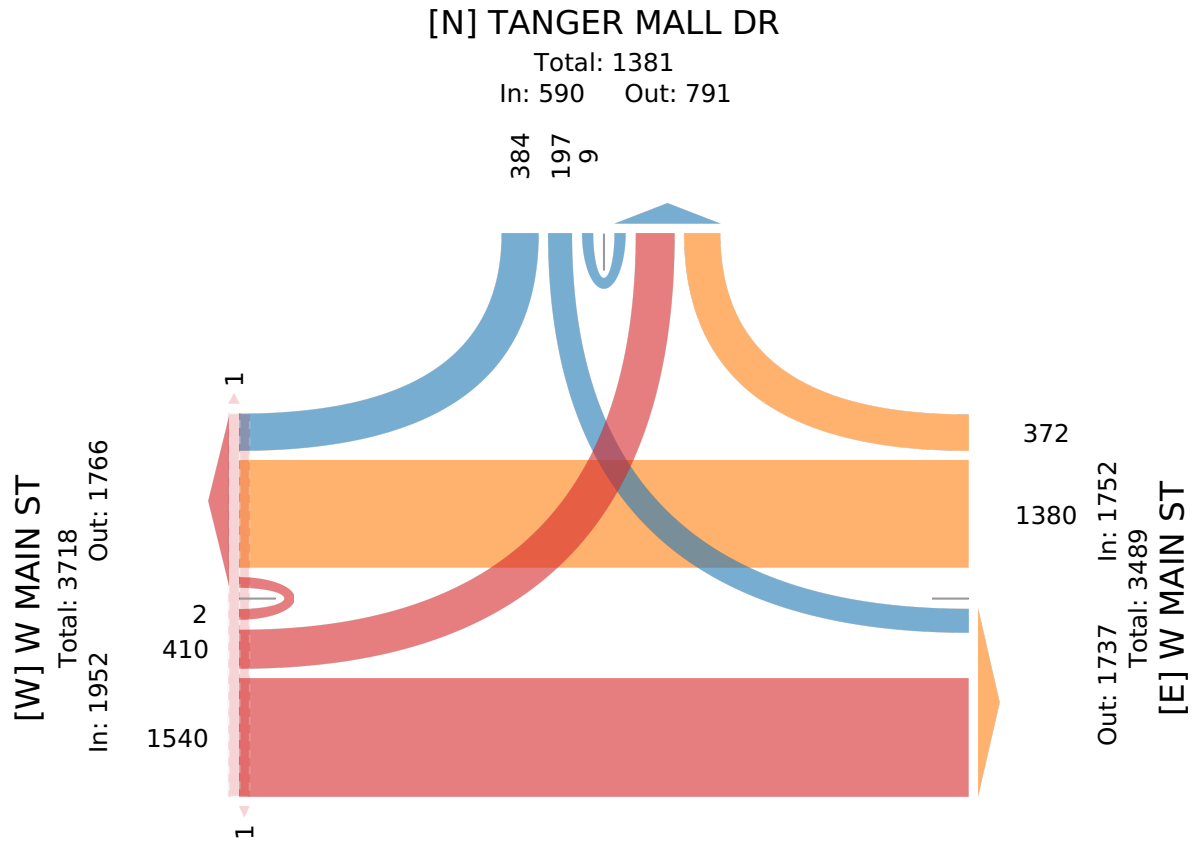
Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-08-05 7:00AM	1	53	0	**54**	0	34	2	0	0	**36**	0	2	0	2	1	**5**	0	**95**
7:15AM	6	57	0	**63**	0	34	2	0	0	**36**	0	0	1	0	2	**3**	0	**102**
7:30AM	3	59	0	**62**	0	41	10	0	0	**51**	0	0	0	0	1	**1**	0	**114**
7:45AM	17	74	0	**91**	0	33	3	0	2	**38**	0	3	0	0	1	**4**	0	**133**
Hourly Total	27	243	0	**270**	0	142	17	0	2	**161**	0	5	1	2	5	**13**	0	**444**
8:00AM	6	61	0	**67**	0	31	1	0	0	**32**	0	3	0	0	6	**9**	0	**108**
8:15AM	5	66	0	**71**	0	37	4	0	0	**41**	0	1	2	0	1	**4**	0	**116**
8:30AM	4	88	0	**92**	0	32	5	0	0	**37**	0	1	0	0	3	**4**	0	**133**
8:45AM	11	61	1	**73**	0	35	8	0	0	**43**	0	0	0	0	2	**2**	0	**118**
Hourly Total	26	276	1	**303**	0	135	18	0	0	**153**	0	5	2	0	12	**19**	0	**475**
2:00PM	23	54	0	**77**	0	55	19	0	6	**80**	0	10	6	0	16	**32**	0	**189**
2:15PM	26	66	0	**92**	0	52	22	0	2	**76**	0	8	3	0	16	**27**	0	**195**
2:30PM	24	50	0	**74**	0	49	20	0	3	**72**	0	15	2	1	13	**31**	0	**177**
2:45PM	28	63	0	**91**	0	50	15	0	0	**65**	0	18	9	0	20	**47**	0	**203**
Hourly Total	101	233	0	**334**	0	206	76	0	11	**293**	0	51	20	1	65	**137**	0	**764**
3:00PM	18	44	0	**62**	0	59	15	0	1	**75**	0	9	6	1	17	**33**	0	**170**
3:15PM	23	45	0	**68**	1	65	17	0	1	**83**	0	10	7	0	16	**33**	0	**184**
3:30PM	22	88	0	**110**	0	76	23	0	5	**104**	0	11	0	0	18	**29**	0	**243**
3:45PM	20	79	0	**99**	0	66	10	0	2	**78**	0	12	2	1	19	**34**	0	**211**
Hourly Total	83	256	0	**339**	1	266	65	0	9	**340**	0	42	15	2	70	**129**	0	**808**
4:00PM	17	59	0	**76**	0	67	19	0	3	**89**	0	14	16	1	11	**42**	0	**207**
4:15PM	26	59	0	**85**	1	70	10	0	6	**86**	0	17	15	0	9	**41**	0	**212**
4:30PM	24	69	0	**93**	0	104	19	0	3	**126**	0	13	8	0	23	**44**	0	**263**
4:45PM	26	72	1	**99**	0	77	20	0	9	**106**	0	10	2	1	16	**29**	0	**234**
Hourly Total	93	259	1	**353**	1	318	68	0	21	**407**	0	54	41	2	59	**156**	0	**916**
5:00PM	16	62	0	**78**	0	95	16	0	3	**114**	0	9	5	0	25	**39**	0	**231**
5:15PM	19	65	0	**84**	0	84	19	0	2	**105**	0	13	6	1	17	**37**	0	**226**
5:30PM	24	76	0	**100**	0	67	19	0	6	**92**	0	11	4	0	15	**30**	0	**222**
5:45PM	21	70	0	**91**	0	67	14	0	6	**87**	0	7	1	1	21	**30**	0	**208**
Hourly Total	80	273	0	**353**	0	313	68	0	17	**398**	0	40	16	2	78	**136**	0	**887**
Total	410	1540	2	**1952**	2	1380	312	0	60	**1752**	0	197	95	9	289	**590**	0	**4294**
% Approach	21.0%	78.9%	0.1%	**-**	-	78.8%	17.8%	0%	3.4%	**-**	-	33.4%	16.1%	1.5%	49.0%	**-**	-	-
% Total	9.5%	35.9%	0%	**45.5%**	-	32.1%	7.3%	0%	1.4%	**40.8%**	-	4.6%	2.2%	0.2%	6.7%	**13.7%**	-	-
Lights	403	1449	2	**1854**	-	1291	307	0	60	**1658**	-	194	94	9	285	**582**	-	4094
% Lights	98.3%	94.1%	100%	**95.0%**	-	93.6%	98.4%	0%	100%	**94.6%**	-	98.5%	98.9%	100%	98.6%	**98.6%**	-	95.3%
Articulated Trucks and Single-Unit Trucks	5	75	0	**80**	-	79	5	0	0	**84**	-	3	1	0	4	**8**	-	172
% Articulated Trucks and Single-Unit Trucks	1.2%	4.9%	0%	**4.1%**	-	5.7%	1.6%	0%	0%	**4.8%**	-	1.5%	1.1%	0%	1.4%	**1.4%**	-	4.0%
Buses	2	16	0	**18**	-	10	0	0	0	**10**	-	0	0	0	0	**0**	-	28

Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
% Buses	0.5%	1.0%	0%	**0.9%**	-	0.7%	0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-West Main Street (NY 25) at Tanger Mall Dr... - TMC
Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977033, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-West Main Street (NY 25) at Tanger Mall Dr... - TMC

Fri Aug 5, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977033, Location: 40.917238, -72.7157

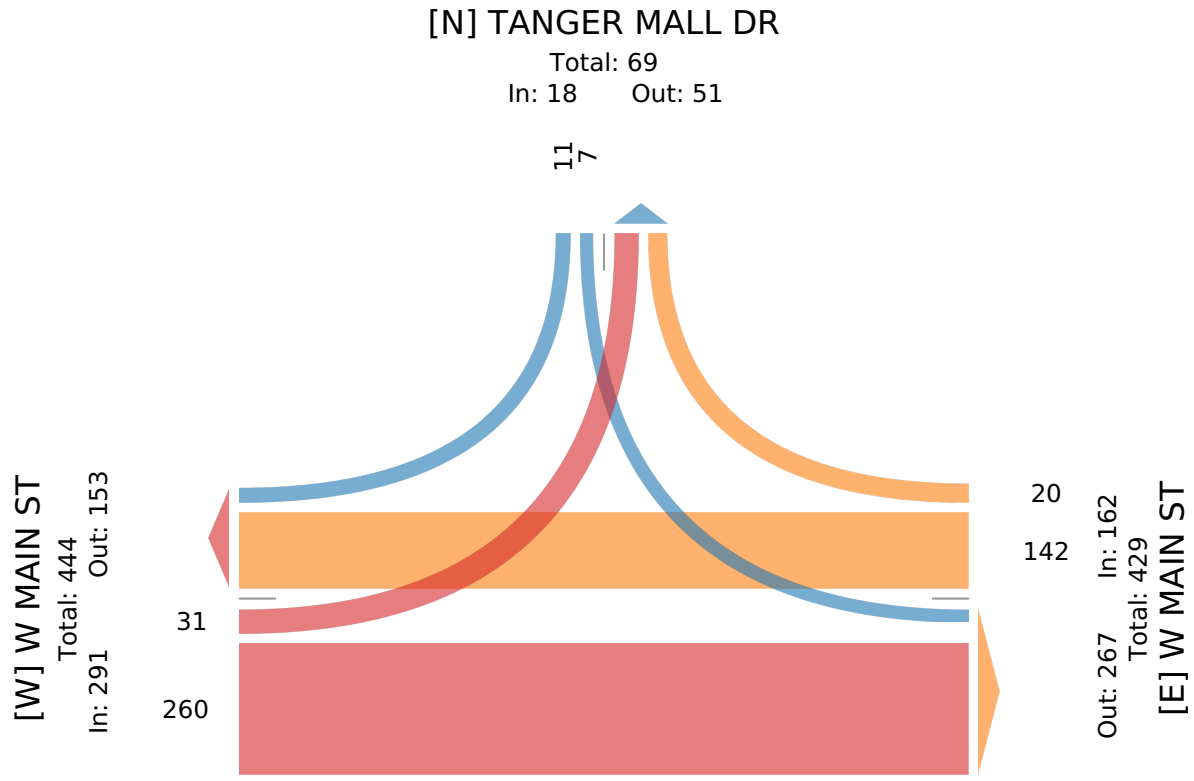
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-08-05 7:30AM	3	59	0	**62**	0	41	10	0	0	**51**	0	0	0	0	1	**1**	0	**114**
7:45AM	17	74	0	**91**	0	33	3	0	2	**38**	0	3	0	0	1	**4**	0	**133**
8:00AM	6	61	0	**67**	0	31	1	0	0	**32**	0	3	0	0	6	**9**	0	**108**
8:15AM	5	66	0	**71**	0	37	4	0	0	**41**	0	1	2	0	1	**4**	0	**116**
Total	31	260	0	**291**	0	142	18	0	2	**162**	0	7	2	0	9	**18**	0	**471**
% Approach	10.7%	89.3%	0%	**-**	-	87.7%	11.1%	0%	1.2%	**-**	-	38.9%	11.1%	0%	50.0%	**-**	-	-
% Total	6.6%	55.2%	0%	**61.8%**	-	30.1%	3.8%	0%	0.4%	**34.4%**	-	1.5%	0.4%	0%	1.9%	**3.8%**	-	-
PHF	0.456	0.878	-	**0.799**	-	0.866	0.450	-	0.250	**0.794**	-	0.583	0.250	-	0.375	**0.500**	-	0.885
Lights	28	232	0	**260**	-	125	16	0	2	**143**	-	6	2	0	7	**15**	-	418
% Lights	90.3%	89.2%	0%	**89.3%**	-	88.0%	88.9%	0%	100%	**88.3%**	-	85.7%	100%	0%	77.8%	**83.3%**	-	88.7%
Articulated Trucks and Single-Unit Trucks	3	25	0	**28**	-	15	2	0	0	**17**	-	1	0	0	2	**3**	-	48
% Articulated Trucks and Single-Unit Trucks	9.7%	9.6%	0%	**9.6%**	-	10.6%	11.1%	0%	0%	**10.5%**	-	14.3%	0%	0%	22.2%	**16.7%**	-	10.2%
Buses	0	3	0	**3**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	5
% Buses	0%	1.2%	0%	**1.0%**	-	1.4%	0%	0%	0%	**1.2%**	-	0%	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-West Main Street (NY 25) at Tanger Mall Dr... - TMC
Fri Aug 5, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977033, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-West Main Street (NY 25) at Tanger Mall Dr... - TMC

Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977033, Location: 40.917238, -72.7157

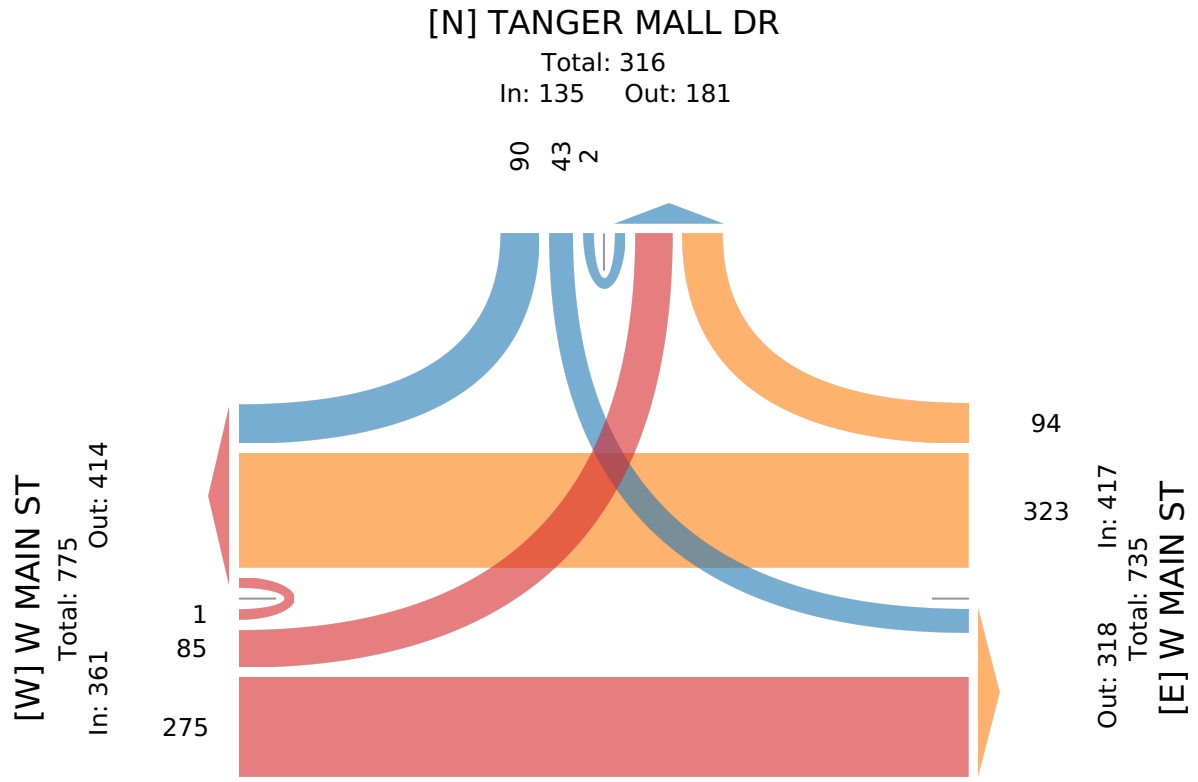
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-08-05 4:45PM	26	72	1	**99**	0	77	20	0	9	**106**	0	10	2	1	16	**29**	0	**234**
5:00PM	16	62	0	**78**	0	95	16	0	3	**114**	0	9	5	0	25	**39**	0	**231**
5:15PM	19	65	0	**84**	0	84	19	0	2	**105**	0	13	6	1	17	**37**	0	**226**
5:30PM	24	76	0	**100**	0	67	19	0	6	**92**	0	11	4	0	15	**30**	0	**222**
Total	85	275	1	**361**	0	323	74	0	20	**417**	0	43	17	2	73	**135**	0	**913**
% Approach	23.5%	76.2%	0.3%	**-**	-	77.5%	17.7%	0%	4.8%	**-**	-	31.9%	12.6%	1.5%	54.1%	**-**	-	-
% Total	9.3%	30.1%	0.1%	**39.5%**	-	35.4%	8.1%	0%	2.2%	**45.7%**	-	4.7%	1.9%	0.2%	8.0%	**14.8%**	-	-
PHF	0.817	0.905	0.250	**0.903**	-	0.850	0.925	-	0.556	**0.914**	-	0.827	0.708	0.500	0.730	**0.865**	-	0.975
Lights	84	272	1	**357**	-	311	73	0	20	**404**	-	42	17	2	72	**133**	-	894
% Lights	98.8%	98.9%	100%	**98.9%**	-	96.3%	98.6%	0%	100%	**96.9%**	-	97.7%	100%	100%	98.6%	**98.5%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	2	0	**2**	-	11	1	0	0	**12**	-	1	0	0	1	**2**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	**0.6%**	-	3.4%	1.4%	0%	0%	**2.9%**	-	2.3%	0%	0%	1.4%	**1.5%**	-	1.8%
Buses	1	1	0	**2**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	3
% Buses	1.2%	0.4%	0%	**0.6%**	-	0.3%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-West Main Street (NY 25) at Tanger Mall Dr... - TMC
Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977033, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-West Main Street (NY 25) at Tanger Mall Dr... - TMC

Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977034, Location: 40.917238, -72.7157

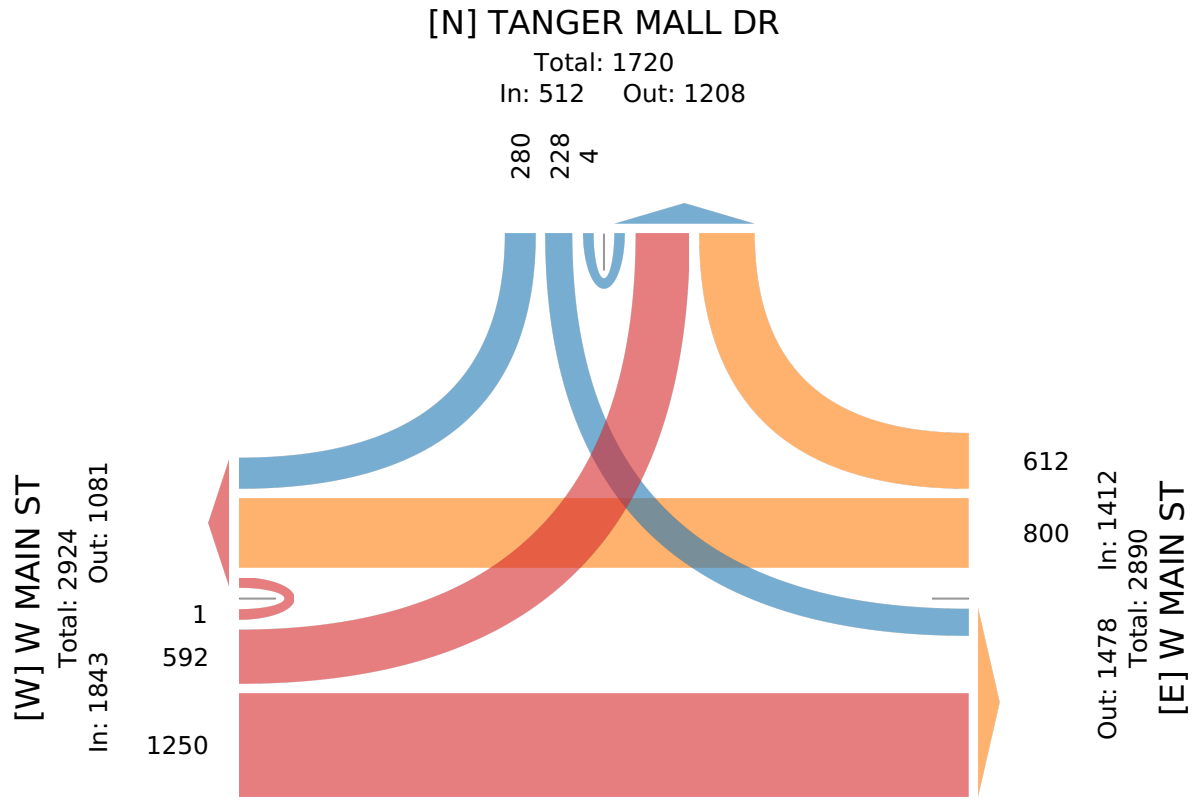
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-08-06 10:00AM	26	62	0	**88**	0	39	25	0	4	**68**	0	5	3	0	2	**10**	0	**166**
10:15AM	36	70	0	**106**	0	40	21	0	6	**67**	0	3	5	0	7	**15**	0	**188**
10:30AM	31	70	0	**101**	0	35	25	0	11	**71**	0	12	0	0	7	**19**	0	**191**
10:45AM	54	55	0	**109**	0	51	25	0	11	**87**	0	10	2	0	15	**27**	0	**223**
Hourly Total	147	257	0	**404**	0	165	96	0	32	**293**	0	30	10	0	31	**71**	0	**768**
11:00AM	36	68	0	**104**	0	55	28	0	7	**90**	0	10	8	0	8	**26**	0	**220**
11:15AM	33	74	0	**107**	0	55	34	0	8	**97**	0	13	9	0	4	**26**	0	**230**
11:30AM	29	82	0	**111**	0	52	34	0	6	**92**	0	13	1	0	14	**28**	0	**231**
11:45AM	50	101	0	**151**	0	38	37	0	0	**75**	0	8	2	1	8	**19**	0	**245**
Hourly Total	148	325	0	**473**	0	200	133	0	21	**354**	0	44	20	1	34	**99**	0	**926**
12:00PM	39	87	0	**126**	0	46	31	0	8	**85**	0	14	5	1	18	**38**	0	**249**
12:15PM	44	76	0	**120**	0	46	30	0	12	**88**	0	15	8	0	12	**35**	0	**243**
12:30PM	43	78	0	**121**	0	56	27	0	14	**97**	0	18	6	0	14	**38**	0	**256**
12:45PM	37	98	0	**135**	0	54	25	0	9	**88**	0	15	11	2	10	**38**	0	**261**
Hourly Total	163	339	0	**502**	0	202	113	0	43	**358**	0	62	30	3	54	**149**	0	**1009**
1:00PM	39	100	0	**139**	0	63	36	0	3	**102**	0	23	5	0	14	**42**	0	**283**
1:15PM	33	68	1	**102**	0	54	32	0	14	**100**	0	22	7	0	17	**46**	0	**248**
1:30PM	26	87	0	**113**	0	54	27	0	11	**92**	0	25	7	0	18	**50**	0	**255**
1:45PM	36	74	0	**110**	0	62	26	0	25	**113**	0	22	11	0	22	**55**	0	**278**
Hourly Total	134	329	1	**464**	0	233	121	0	53	**407**	0	92	30	0	71	**193**	0	**1064**
Total	592	1250	1	**1843**	0	800	463	0	149	**1412**	0	228	90	4	190	**512**	0	**3767**
% Approach	32.1%	67.8%	0.1%	**-**	-	56.7%	32.8%	0%	10.6%	**-**	-	44.5%	17.6%	0.8%	37.1%	**-**	-	-
% Total	15.7%	33.2%	0%	**48.9%**	-	21.2%	12.3%	0%	4.0%	**37.5%**	-	6.1%	2.4%	0.1%	5.0%	**13.6%**	-	-
Lights	587	1210	1	**1798**	-	769	459	0	148	**1376**	-	227	90	4	187	**508**	-	3682
% Lights	99.2%	96.8%	100%	**97.6%**	-	96.1%	99.1%	0%	99.3%	**97.5%**	-	99.6%	100%	100%	98.4%	**99.2%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	2	32	0	**34**	-	26	4	0	1	**31**	-	1	0	0	3	**4**	-	69
% Articulated Trucks and Single-Unit Trucks	0.3%	2.6%	0%	**1.8%**	-	3.3%	0.9%	0%	0.7%	**2.2%**	-	0.4%	0%	0%	1.6%	**0.8%**	-	1.8%
Buses	3	8	0	**11**	-	5	0	0	0	**5**	-	0	0	0	0	**0**	-	16
% Buses	0.5%	0.6%	0%	**0.6%**	-	0.6%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-West Main Street (NY 25) at Tanger Mall Dr... - TMC
Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977034, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



3-West Main Street (NY 25) at Tanger Mall Dr... - TMC

Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977034, Location: 40.917238, -72.7157

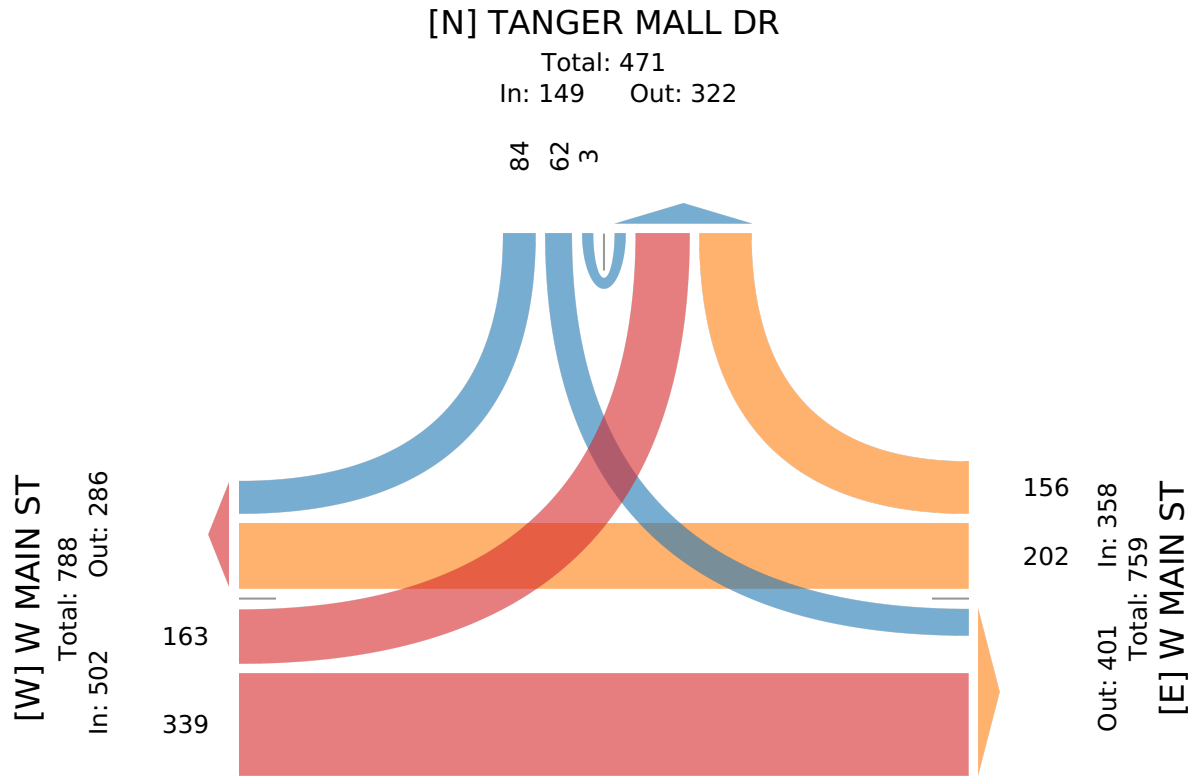
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	W MAIN ST					W MAIN ST						TANGER MALL DR						
Direction	Eastbound					Westbound						Southbound						
Time	L	T	U	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2022-08-06 12:00PM	39	87	0	**126**	0	46	31	0	8	**85**	0	14	5	1	18	**38**	0	**249**
12:15PM	44	76	0	**120**	0	46	30	0	12	**88**	0	15	8	0	12	**35**	0	**243**
12:30PM	43	78	0	**121**	0	56	27	0	14	**97**	0	18	6	0	14	**38**	0	**256**
12:45PM	37	98	0	**135**	0	54	25	0	9	**88**	0	15	11	2	10	**38**	0	**261**
Total	163	339	0	**502**	0	202	113	0	43	**358**	0	62	30	3	54	**149**	0	**1009**
% Approach	32.5%	67.5%	0%	**-**	-	56.4%	31.6%	0%	12.0%	**-**	-	41.6%	20.1%	2.0%	36.2%	**-**	-	-
% Total	16.2%	33.6%	0%	**49.8%**	-	20.0%	11.2%	0%	4.3%	**35.5%**	-	6.1%	3.0%	0.3%	5.4%	**14.8%**	-	-
PHF	0.926	0.865	-	**0.930**	-	0.902	0.911	-	0.768	**0.923**	-	0.861	0.682	0.375	0.750	**0.980**	-	0.966
Lights	161	327	0	**488**	-	196	112	0	43	**351**	-	62	30	3	52	**147**	-	986
% Lights	98.8%	96.5%	0%	**97.2%**	-	97.0%	99.1%	0%	100%	**98.0%**	-	100%	100%	100%	96.3%	**98.7%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	2	10	0	**12**	-	4	1	0	0	**5**	-	0	0	0	2	**2**	-	19
% Articulated Trucks and Single-Unit Trucks	1.2%	2.9%	0%	**2.4%**	-	2.0%	0.9%	0%	0%	**1.4%**	-	0%	0%	0%	3.7%	**1.3%**	-	1.9%
Buses	0	2	0	**2**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	4
% Buses	0%	0.6%	0%	**0.4%**	-	1.0%	0%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

3-West Main Street (NY 25) at Tanger Mall Dr... - TMC
Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977034, Location: 40.917238, -72.7157

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-Old Country Road (CR58) at Tanger Mall Dri... - TMC

Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977035, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

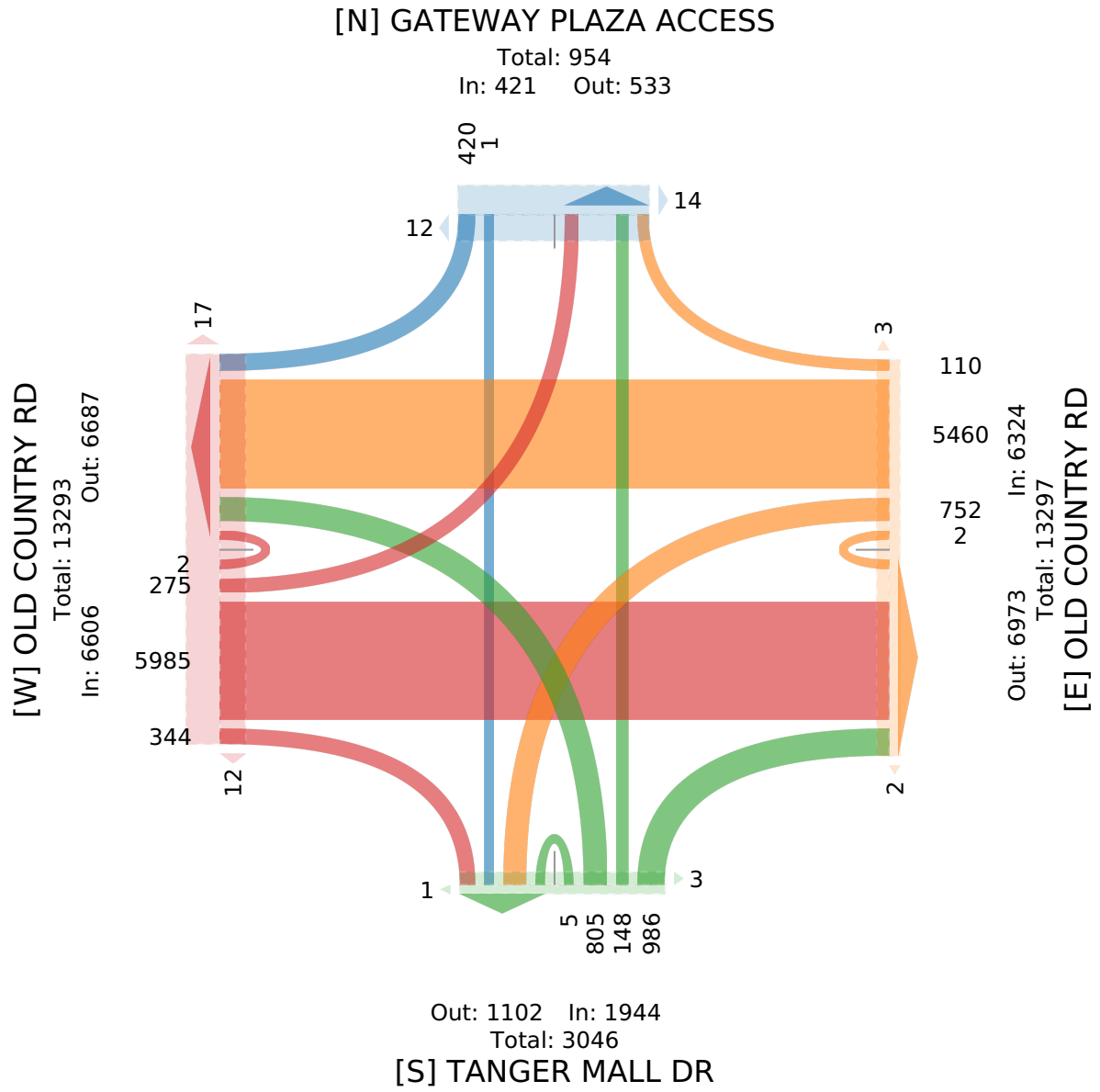
Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							GATEWAY PLAZA ACCESS							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-08-05 7:00AM	9	204	2	0	0	**215**	0	0	107	2	0	0	**109**	0	2	0	0	0	0	**2**	0	0	0	0	0	3	**3**	0	**329**
7:15AM	3	258	1	0	0	**262**	0	0	108	6	0	0	**114**	0	2	2	0	0	3	**7**	0	0	0	0	0	4	**4**	2	**387**
7:30AM	7	310	2	0	0	**319**	0	2	151	2	0	0	**155**	0	2	4	0	0	2	**8**	0	0	0	0	0	7	**7**	0	**489**
7:45AM	4	407	9	0	1	**421**	0	9	123	2	0	0	**134**	0	1	1	1	0	6	**9**	0	0	0	0	0	7	**7**	2	**571**
Hourly Total	23	1179	14	0	1	**1217**	0	11	489	12	0	0	**512**	0	7	7	1	0	11	**26**	0	0	0	0	0	21	**21**	4	**1776**
8:00AM	11	247	4	1	3	**266**	0	11	107	0	0	0	**118**	0	7	2	1	0	8	**18**	0	0	0	0	0	2	**2**	1	**404**
8:15AM	9	298	1	0	1	**309**	2	5	112	6	1	0	**124**	0	4	1	2	0	6	**13**	0	0	0	0	0	5	**5**	3	**451**
8:30AM	14	306	4	0	0	**324**	0	5	109	2	0	0	**116**	1	2	1	0	0	4	**7**	0	0	0	0	0	5	**5**	1	**452**
8:45AM	13	340	4	0	0	**357**	0	10	113	2	1	0	**126**	0	4	2	0	0	4	**10**	1	0	0	0	0	11	**11**	2	**504**
Hourly Total	47	1191	13	1	4	**1256**	2	31	441	10	2	0	**484**	1	17	6	3	0	22	**48**	1	0	0	0	0	23	**23**	7	**1811**
2:00PM	11	237	16	0	0	**264**	0	61	241	4	0	0	**306**	0	44	9	24	0	39	**116**	0	0	0	0	0	30	**30**	0	**716**
2:15PM	15	237	19	0	4	**275**	3	64	267	6	0	0	**337**	0	50	6	21	0	40	**117**	0	0	0	0	0	26	**26**	2	**755**
2:30PM	16	261	16	0	4	**297**	1	48	264	3	0	1	**316**	0	34	5	13	1	57	**110**	0	0	0	0	0	23	**23**	2	**746**
2:45PM	14	232	18	0	7	**271**	2	55	249	5	0	2	**311**	0	45	6	13	0	65	**129**	0	0	0	0	0	15	**15**	1	**726**
Hourly Total	56	967	69	0	15	**1107**	6	228	1021	18	0	3	**1270**	0	173	26	71	1	201	**472**	0	0	0	0	0	94	**94**	5	**2943**
3:00PM	12	245	12	0	9	**278**	4	47	277	2	0	2	**328**	0	46	10	27	0	45	**128**	0	0	0	0	0	33	**33**	3	**767**
3:15PM	8	210	18	0	6	**242**	3	68	286	5	0	3	**362**	0	51	10	25	0	30	**116**	0	0	0	0	0	23	**23**	4	**743**
3:30PM	12	227	6	0	6	**251**	0	47	281	6	0	3	**337**	0	56	8	28	0	44	**136**	0	0	0	0	0	19	**19**	1	**743**
3:45PM	13	217	17	0	3	**250**	0	55	235	5	0	0	**295**	0	46	7	13	0	41	**107**	0	0	0	0	0	17	**17**	0	**669**
Hourly Total	45	899	53	0	24	**1021**	7	217	1079	18	0	8	**1322**	0	199	35	93	0	160	**487**	0	0	0	0	0	92	**92**	8	**2922**
4:00PM	12	208	7	0	10	**237**	0	34	325	3	0	0	**362**	2	46	11	17	0	33	**107**	0	0	1	3	0	24	**28**	1	**734**
4:15PM	18	214	12	0	5	**249**	4	39	312	5	0	1	**357**	1	67	7	20	0	39	**133**	1	0	0	1	0	21	**22**	0	**761**
4:30PM	12	217	10	0	7	**246**	3	40	340	3	0	0	**383**	0	60	10	25	0	34	**129**	1	0	0	0	0	25	**25**	1	**783**
4:45PM	12	235	13	0	9	**269**	3	28	309	5	0	0	**342**	0	49	13	20	1	40	**123**	0	0	0	0	0	23	**23**	0	**757**
Hourly Total	54	874	42	0	31	**1001**	10	141	1286	16	0	1	**1444**	3	222	41	82	1	146	**492**	2	0	1	4	0	93	**98**	2	**3035**
5:00PM	11	221	12	1	5	**250**	1	28	332	4	0	2	**366**	0	63	6	11	0	28	**108**	0	0	0	3	0	17	**20**	0	**744**
5:15PM	16	198	9	0	8	**231**	1	29	289	6	0	1	**325**	0	56	12	17	1	29	**115**	1	0	0	0	0	23	**23**	0	**694**
5:30PM	6	228	19	0	7	**260**	0	28	279	3	0	2	**312**	1	35	9	18	2	33	**97**	0	0	0	9	0	19	**28**	0	**697**
5:45PM	17	228	14	0	4	**263**	2	39	244	3	0	3	**289**	0	33	6	18	0	42	**99**	0	0	0	6	0	16	**22**	0	**673**
Hourly Total	50	875	54	1	24	**1004**	4	124	1144	16	0	8	**1292**	1	187	33	64	3	132	**419**	1	0	0	18	0	75	**93**	0	**2808**
Total	275	5985	245	2	99	**6606**	29	752	5460	90	2	20	**6324**	5	805	148	314	5	672	**1944**	4	0	1	22	0	398	**421**	26	**15295**
% Approach	4.2%	90.6%	3.7%	0%	1.5%	**-**	-	11.9%	86.3%	1.4%	0%	0.3%	**-**	-	41.4%	7.6%	16.2%	0.3%	34.6%	**-**	-	0%	0.2%	5.2%	0%	94.5%	**-**	-	-
% Total	1.8%	39.1%	1.6%	0%	0.6%	**43.2%**	-	4.9%	35.7%	0.6%	0%	0.1%	**41.3%**	-	5.3%	1.0%	2.1%	0%	4.4%	**12.7%**	-	0%	0%	0.1%	0%	2.6%	**2.8%**	-	-
Lights	264	5761	244	2	99	**6370**	-	749	5223	85	2	20	**6079**	-	798	148	311	5	668	**1930**	-	0	1	22	0	386	**409**	-	14788
% Lights	96.0%	96.3%	99.6%	100%	100%	**96.4%**	-	99.6%	95.7%	94.4%	100%	100%	**96.1%**	-	99.1%	100%	99.0%	100%	99.4%	**99.3%**	-	0%	100%	100%	0%	97.0%	**97.1%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	7	189	1	0	0	**197**	-	3	192	5	0	0	**200**	-	6	0	3	0	3	**12**	-	0	0	0	0	8	**8**	-	417

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							GATEWAY PLAZA ACCESS							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
% Articulated Trucks and Single-Unit Trucks	2.5%	3.2%	0.4%	0%	0%	**3.0%**	-	0.4%	3.5%	5.6%	0%	0%	**3.2%**	-	0.7%	0%	1.0%	0%	0.4%	**0.6%**	-	0%	0%	0%	0%	2.0%	**1.9%**	-	2.7%
Buses	4	35	0	0	0	**39**	-	0	45	0	0	0	**45**	-	1	0	0	0	1	**2**	-	0	0	0	0	4	**4**	-	90
% Buses	1.5%	0.6%	0%	0%	0%	**0.6%**	-	0%	0.8%	0%	0%	0%	**0.7%**	-	0.1%	0%	0%	0%	0.1%	**0.1%**	-	0%	0%	0%	0%	1.0%	**1.0%**	-	0.6%
Pedestrians	-	-	-	-	-	-	29	-	-	-	-	-	-	5	-	-	-	-	-	-	4	-	-	-	-	-	-	26	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-Old Country Road (CR58) at Tanger Mall Dri... - TMC
Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977035, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-Old Country Road (CR58) at Tanger Mall Dri... - TMC

Fri Aug 5, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977035, Location: 40.922913, -72.712138

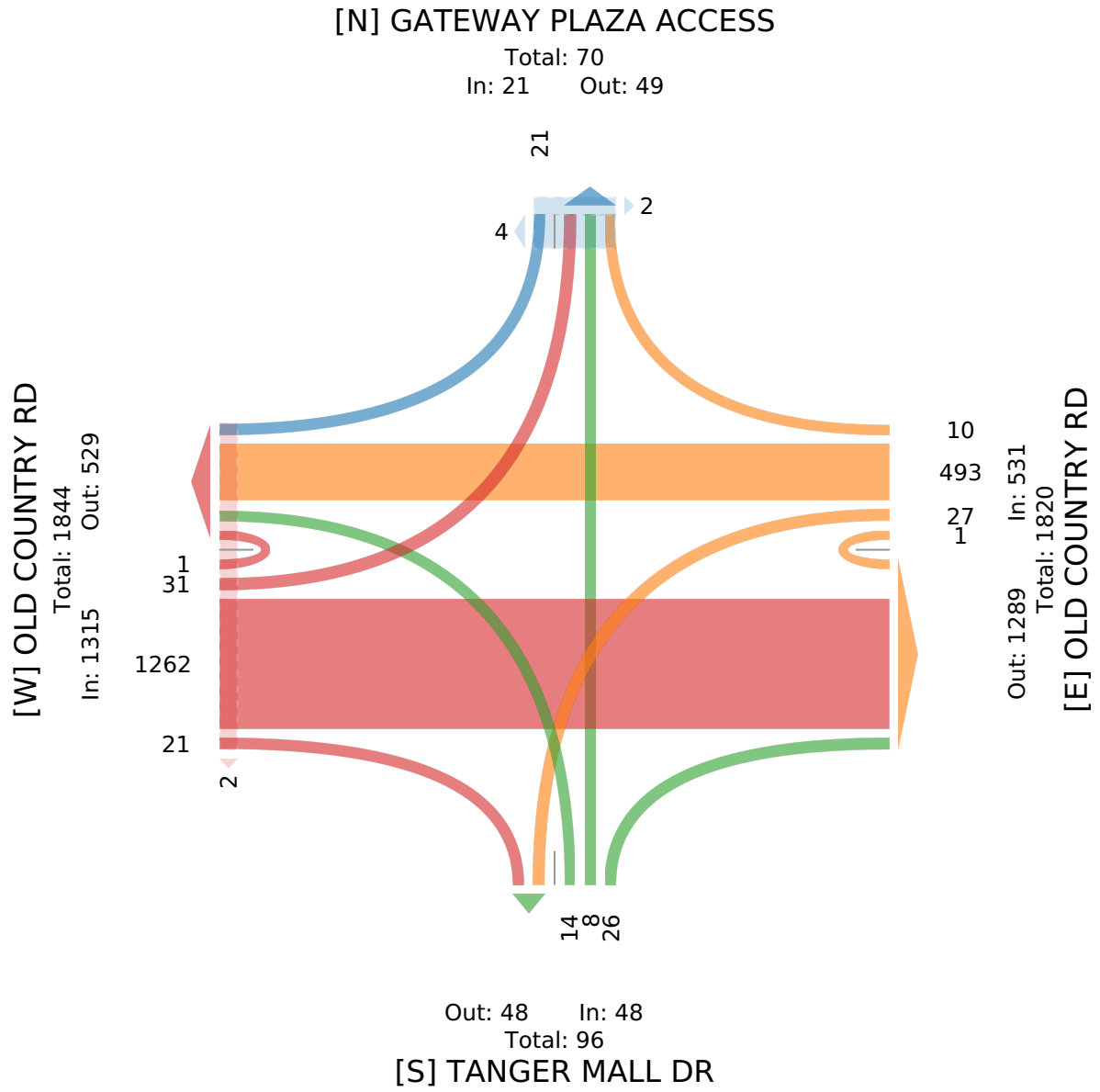
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							GATEWAY PLAZA ACCESS							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-05 7:30AM	7	310	2	0	0	**319**	0	2	151	2	0	0	**155**	0	2	4	0	0	2	**8**	0	0	0	0	0	7	**7**	0	**489**
7:45AM	4	407	9	0	1	**421**	0	9	123	2	0	0	**134**	0	1	1	1	0	6	**9**	0	0	0	0	0	7	**7**	2	**571**
8:00AM	11	247	4	1	3	**266**	0	11	107	0	0	0	**118**	0	7	2	1	0	8	**18**	0	0	0	0	0	2	**2**	1	**404**
8:15AM	9	298	1	0	1	**309**	2	5	112	6	1	0	**124**	0	4	1	2	0	6	**13**	0	0	0	0	0	5	**5**	3	**451**
Total	31	1262	16	1	5	**1315**	2	27	493	10	1	0	**531**	0	14	8	4	0	22	**48**	0	0	0	0	0	21	**21**	6	**1915**
% Approach	2.4%	96.0%	1.2%	0.1%	0.4%	**-**	-	5.1%	92.8%	1.9%	0.2%	0%	**-**	-	29.2%	16.7%	8.3%	0%	45.8%	**-**	-	0%	0%	0%	0%	100%	**-**	-	-
% Total	1.6%	65.9%	0.8%	0.1%	0.3%	**68.7%**	-	1.4%	25.7%	0.5%	0.1%	0%	**27.7%**	-	0.7%	0.4%	0.2%	0%	1.1%	**2.5%**	-	0%	0%	0%	0%	1.1%	**1.1%**	-	-
PHF	0.705	0.775	0.444	0.250	0.417	**0.781**	-	0.614	0.816	0.417	0.250	-	**0.856**	-	0.500	0.500	0.500	-	0.688	**0.667**	-	-	-	-	-	0.750	**0.750**	-	0.838
Lights	28	1185	16	1	5	**1235**	-	27	451	8	1	0	**487**	-	13	8	4	0	19	**44**	-	0	0	0	0	19	**19**	-	1785
% Lights	90.3%	93.9%	100%	100%	100%	**93.9%**	-	100%	91.5%	80.0%	100%	0%	**91.7%**	-	92.9%	100%	100%	0%	86.4%	**91.7%**	-	0%	0%	0%	0%	90.5%	**90.5%**	-	93.2%
Articulated Trucks and Single-Unit Trucks	3	68	0	0	0	**71**	-	0	32	2	0	0	**34**	-	1	0	0	0	3	**4**	-	0	0	0	0	2	**2**	-	111
% Articulated Trucks and Single-Unit Trucks	9.7%	5.4%	0%	0%	0%	**5.4%**	-	0%	6.5%	20.0%	0%	0%	**6.4%**	-	7.1%	0%	0%	0%	13.6%	**8.3%**	-	0%	0%	0%	0%	9.5%	**9.5%**	-	5.8%
Buses	0	9	0	0	0	**9**	-	0	10	0	0	0	**10**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	19
% Buses	0%	0.7%	0%	0%	0%	**0.7%**	-	0%	2.0%	0%	0%	0%	**1.9%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	1.0%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-Old Country Road (CR58) at Tanger Mall Dri... - TMC
Fri Aug 5, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977035, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-Old Country Road (CR58) at Tanger Mall Dri... - TMC

Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977035, Location: 40.922913, -72.712138



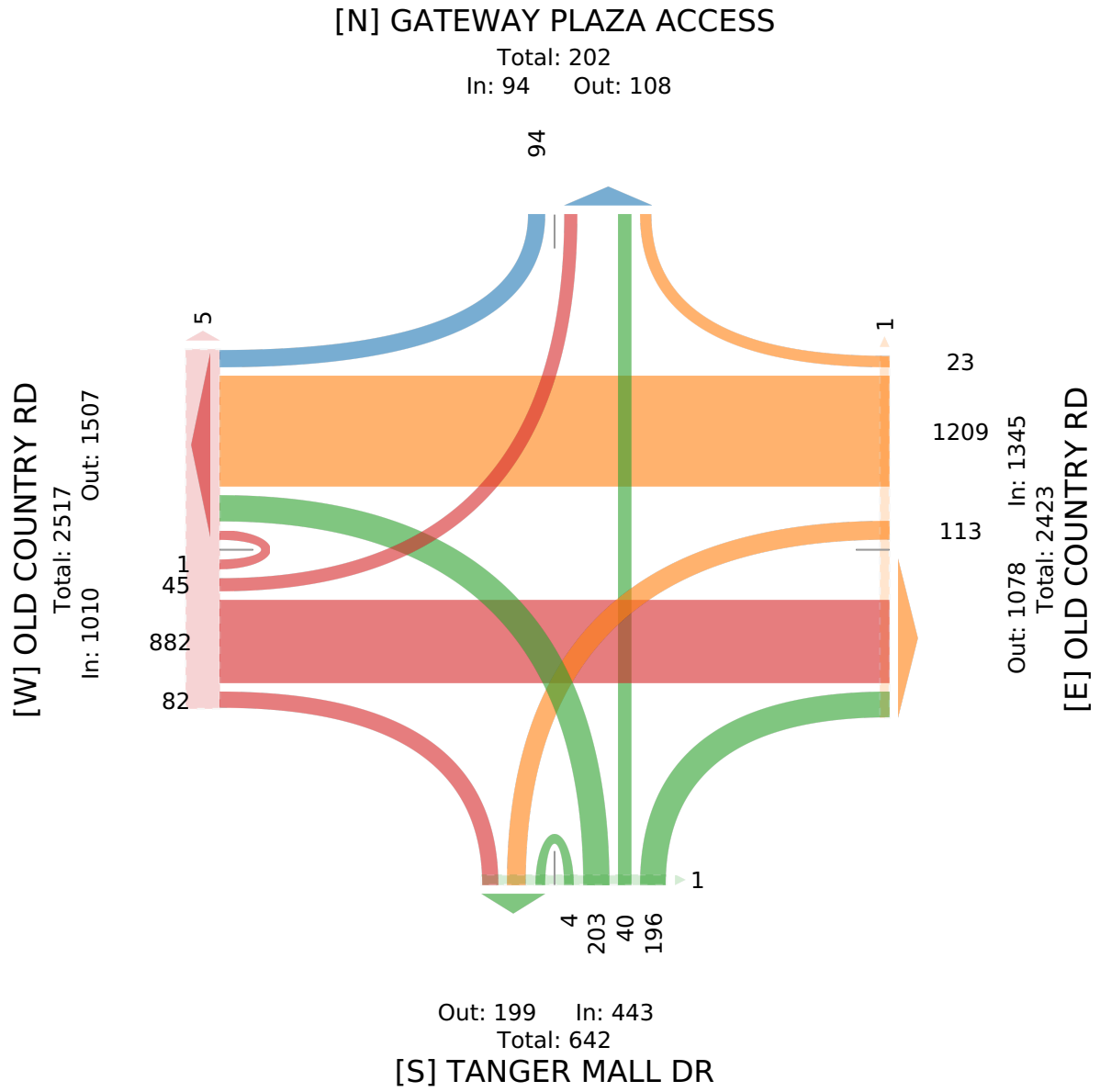
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							GATEWAY PLAZA ACCESS							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-05 4:45PM	12	235	13	0	9	**269**	3	28	309	5	0	0	**342**	0	49	13	20	1	40	**123**	0	0	0	0	0	23	**23**	0	**757**
5:00PM	11	221	12	1	5	**250**	1	28	332	4	0	2	**366**	0	63	6	11	0	28	**108**	0	0	0	3	0	17	**20**	0	**744**
5:15PM	16	198	9	0	8	**231**	1	29	289	6	0	1	**325**	0	56	12	17	1	29	**115**	1	0	0	0	0	23	**23**	0	**694**
5:30PM	6	228	19	0	7	**260**	0	28	279	3	0	2	**312**	1	35	9	18	2	33	**97**	0	0	0	9	0	19	**28**	0	**697**
Total	45	882	53	1	29	**1010**	5	113	1209	18	0	5	**1345**	1	203	40	66	4	130	**443**	1	0	0	12	0	82	**94**	0	**2892**
% Approach	4.5%	87.3%	5.2%	0.1%	2.9%	**-**	-	8.4%	89.9%	1.3%	0%	0.4%	**-**	-	45.8%	9.0%	14.9%	0.9%	29.3%	**-**	-	0%	0%	12.8%	0%	87.2%	**-**	-	-
% Total	1.6%	30.5%	1.8%	0%	1.0%	**34.9%**	-	3.9%	41.8%	0.6%	0%	0.2%	**46.5%**	-	7.0%	1.4%	2.3%	0.1%	4.5%	**15.3%**	-	0%	0%	0.4%	0%	2.8%	**3.3%**	-	-
PHF	0.703	0.938	0.697	0.250	0.806	**0.939**	-	0.974	0.910	0.750	-	0.625	**0.919**	-	0.806	0.769	0.825	0.500	0.813	**0.900**	-	-	-	0.333	-	0.891	**0.839**	-	0.955
Lights	44	869	53	1	29	**996**	-	113	1179	18	0	5	**1315**	-	202	40	66	4	130	**442**	-	0	0	12	0	82	**94**	-	2847
% Lights	97.8%	98.5%	100%	100%	100%	**98.6%**	-	100%	97.5%	100%	0%	100%	**97.8%**	-	99.5%	100%	100%	100%	100%	**99.8%**	-	0%	0%	100%	0%	100%	**100%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	0	12	0	0	0	**12**	-	0	23	0	0	0	**23**	-	1	0	0	0	0	**1**	-	0	0	0	0	0	**0**	-	36
% Articulated Trucks and Single-Unit Trucks	0%	1.4%	0%	0%	0%	**1.2%**	-	0%	1.9%	0%	0%	0%	**1.7%**	-	0.5%	0%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	1.2%
Buses	1	1	0	0	0	**2**	-	0	7	0	0	0	**7**	-	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	9
% Buses	2.2%	0.1%	0%	0%	0%	**0.2%**	-	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	-	5	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-Old Country Road (CR58) at Tanger Mall Dri... - TMC
Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977035, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-OLD Country Road (CR58) at Tanger Mall Dri... - TMC

Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977036, Location: 40.922913, -72.712138

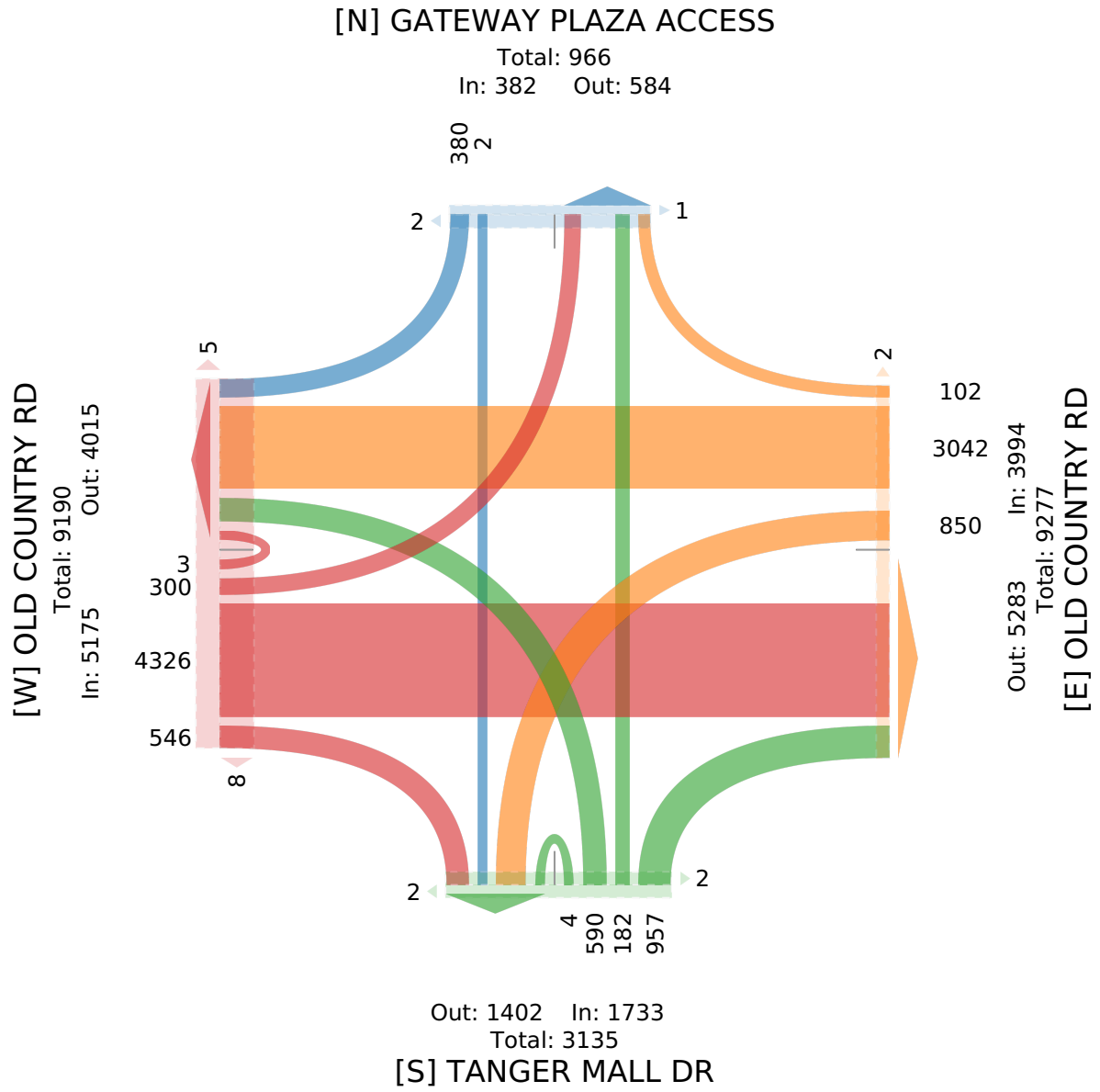
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							GATEWAY PLAZA ACCESS							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-08-06 10:00AM	21	299	22	0	8	**350**	0	40	149	5	0	0	**194**	0	6	5	2	1	16	**30**	0	0	0	0	0	16	**16**	0	**590**
10:15AM	14	273	27	0	7	**321**	2	49	149	3	0	0	**201**	0	16	2	3	0	34	**55**	0	0	0	0	0	20	**20**	1	**597**
10:30AM	13	288	20	0	8	**329**	1	58	166	7	0	2	**233**	0	25	8	10	1	31	**75**	3	0	0	0	0	16	**16**	1	**653**
10:45AM	23	324	28	1	8	**384**	0	47	187	4	0	0	**238**	0	37	8	7	0	42	**94**	0	0	0	0	0	26	**26**	0	**742**
Hourly Total	71	1184	97	1	31	**1384**	3	194	651	19	0	2	**866**	0	84	23	22	2	123	**254**	3	0	0	0	0	78	**78**	2	**2582**
11:00AM	21	284	36	0	9	**350**	1	53	202	3	0	3	**261**	0	23	9	14	0	51	**97**	0	0	0	3	0	15	**18**	0	**726**
11:15AM	28	270	23	0	11	**332**	0	60	195	9	0	1	**265**	2	37	16	22	0	38	**113**	0	0	0	1	0	14	**15**	1	**725**
11:30AM	16	272	24	0	6	**318**	1	45	198	6	0	1	**250**	0	38	7	11	0	49	**105**	0	0	1	5	0	17	**23**	0	**696**
11:45AM	16	235	28	0	9	**288**	2	54	177	9	0	0	**240**	0	46	16	19	0	50	**131**	0	0	0	13	0	23	**36**	0	**695**
Hourly Total	81	1061	111	0	35	**1288**	4	212	772	27	0	5	**1016**	2	144	48	66	0	188	**446**	0	0	1	22	0	69	**92**	1	**2842**
12:00PM	24	266	24	0	4	**318**	3	45	210	6	0	2	**263**	0	45	16	14	0	55	**130**	0	0	0	0	0	20	**20**	0	**731**
12:15PM	23	292	27	0	4	**346**	0	51	166	4	0	1	**222**	0	36	13	18	0	62	**129**	0	0	0	1	0	26	**27**	0	**724**
12:30PM	23	247	28	0	5	**303**	0	47	214	3	0	0	**264**	0	34	17	19	0	45	**115**	0	0	0	0	0	24	**24**	0	**706**
12:45PM	7	275	38	1	10	**331**	3	58	201	8	0	2	**269**	0	44	9	27	0	44	**124**	0	0	0	0	0	25	**25**	0	**749**
Hourly Total	77	1080	117	1	23	**1298**	6	201	791	21	0	5	**1018**	0	159	55	78	0	206	**498**	0	0	0	1	0	95	**96**	0	**2910**
1:00PM	16	263	30	0	11	**320**	0	72	227	4	0	0	**303**	0	46	8	25	0	41	**120**	0	0	1	0	0	33	**34**	0	**777**
1:15PM	16	224	21	0	3	**264**	0	52	210	5	0	0	**267**	0	57	23	15	2	47	**144**	1	0	0	0	0	27	**27**	0	**702**
1:30PM	15	245	17	0	10	**287**	0	57	192	6	0	0	**255**	0	50	11	27	0	45	**133**	0	0	0	1	0	23	**24**	0	**699**
1:45PM	24	269	20	1	20	**334**	0	62	199	6	0	2	**269**	0	50	14	20	0	54	**138**	0	0	0	0	0	31	**31**	0	**772**
Hourly Total	71	1001	88	1	44	**1205**	0	243	828	21	0	2	**1094**	0	203	56	87	2	187	**535**	1	0	1	1	0	114	**116**	0	**2950**
Total	300	4326	413	3	133	**5175**	13	850	3042	88	0	14	**3994**	2	590	182	253	4	704	**1733**	4	0	2	24	0	356	**382**	3	**11284**
% Approach	5.8%	83.6%	8.0%	0.1%	2.6%	**-**	-	21.3%	76.2%	2.2%	0%	0.4%	**-**	-	34.0%	10.5%	14.6%	0.2%	40.6%	**-**	-	0%	0.5%	6.3%	0%	93.2%	**-**	-	-
% Total	2.7%	38.3%	3.7%	0%	1.2%	**45.9%**	-	7.5%	27.0%	0.8%	0%	0.1%	**35.4%**	-	5.2%	1.6%	2.2%	0%	6.2%	**15.4%**	-	0%	0%	0.2%	0%	3.2%	**3.4%**	-	-
Lights	298	4252	411	3	133	**5097**	-	848	2975	87	0	14	**3924**	-	582	182	252	4	702	**1722**	-	0	2	24	0	353	**379**	-	11122
% Lights	99.3%	98.3%	99.5%	100%	100%	**98.5%**	-	99.8%	97.8%	98.9%	0%	100%	**98.2%**	-	98.6%	100%	99.6%	100%	99.7%	**99.4%**	-	0%	100%	100%	0%	99.2%	**99.2%**	-	98.6%
Articulated Trucks and Single-Unit Trucks	2	57	0	0	0	**59**	-	2	57	0	0	0	**59**	-	6	0	1	0	1	**8**	-	0	0	0	0	2	**2**	-	128
% Articulated Trucks and Single-Unit Trucks	0.7%	1.3%	0%	0%	0%	**1.1%**	-	0.2%	1.9%	0%	0%	0%	**1.5%**	-	1.0%	0%	0.4%	0%	0.1%	**0.5%**	-	0%	0%	0%	0%	0.6%	**0.5%**	-	1.1%
Buses	0	17	2	0	0	**19**	-	0	10	1	0	0	**11**	-	2	0	0	0	1	**3**	-	0	0	0	0	1	**1**	-	34
% Buses	0%	0.4%	0.5%	0%	0%	**0.4%**	-	0%	0.3%	1.1%	0%	0%	**0.3%**	-	0.3%	0%	0%	0%	0.1%	**0.2%**	-	0%	0%	0%	0%	0.3%	**0.3%**	-	0.3%
Pedestrians	-	-	-	-	-	-	13	-	-	-	-	-	-	2	-	-	-	-	-	-	4	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-OLD Country Road (CR58) at Tanger Mall Dri... - TMC
Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977036, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



4-OLD Country Road (CR58) at Tanger Mall Dri... - TMC

Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977036, Location: 40.922913, -72.712138

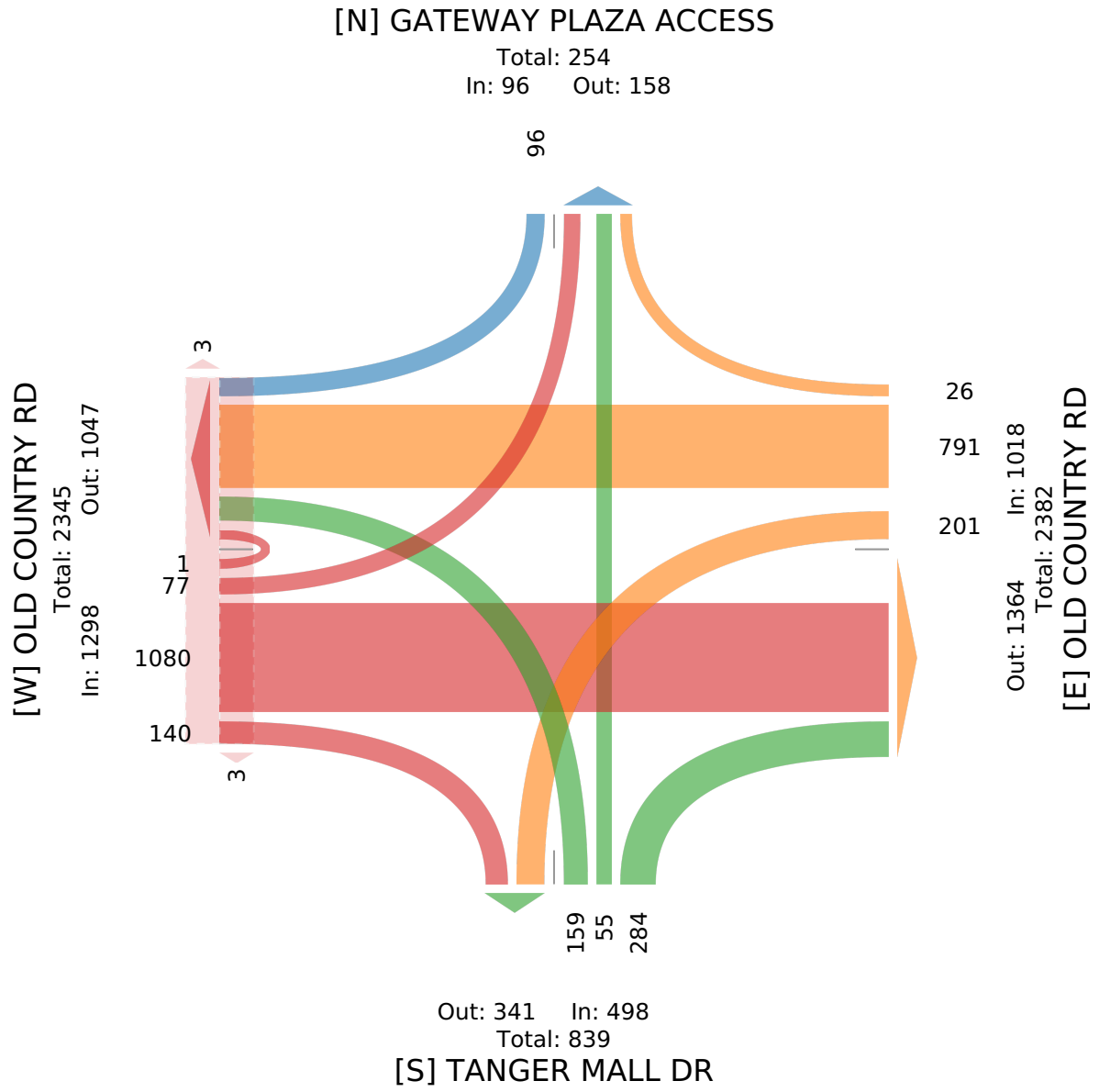
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	OLD COUNTRY RD							OLD COUNTRY RD							TANGER MALL DR							GATEWAY PLAZA ACCESS							
Direction	Eastbound							Westbound							Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-08-06 12:00PM	24	266	24	0	4	**318**	3	45	210	6	0	2	**263**	0	45	16	14	0	55	**130**	0	0	0	0	0	20	**20**	0	**731**
12:15PM	23	292	27	0	4	**346**	0	51	166	4	0	1	**222**	0	36	13	18	0	62	**129**	0	0	0	1	0	26	**27**	0	**724**
12:30PM	23	247	28	0	5	**303**	0	47	214	3	0	0	**264**	0	34	17	19	0	45	**115**	0	0	0	0	0	24	**24**	0	**706**
12:45PM	7	275	38	1	10	**331**	3	58	201	8	0	2	**269**	0	44	9	27	0	44	**124**	0	0	0	0	0	25	**25**	0	**749**
Total	77	1080	117	1	23	**1298**	6	201	791	21	0	5	**1018**	0	159	55	78	0	206	**498**	0	0	0	1	0	95	**96**	0	**2910**
% Approach	5.9%	83.2%	9.0%	0.1%	1.8%	**-**	-	19.7%	77.7%	2.1%	0%	0.5%	**-**	-	31.9%	11.0%	15.7%	0%	41.4%	**-**	-	0%	0%	1.0%	0%	99.0%	**-**	-	**-**
% Total	2.6%	37.1%	4.0%	0%	0.8%	**44.6%**	-	6.9%	27.2%	0.7%	0%	0.2%	**35.0%**	-	5.5%	1.9%	2.7%	0%	7.1%	**17.1%**	-	0%	0%	0%	0%	3.3%	**3.3%**	-	**-**
PHF	0.802	0.925	0.770	0.250	0.575	**0.938**	-	0.866	0.924	0.656	-	0.625	**0.946**	-	0.883	0.809	0.722	-	0.831	**0.958**	-	-	-	0.250	-	0.913	**0.889**	-	0.971
Lights	77	1063	117	1	23	**1281**	-	201	776	20	0	5	**1002**	-	157	55	78	0	206	**496**	-	0	0	1	0	95	**96**	-	2875
% Lights	100%	98.4%	100%	100%	100%	**98.7%**	-	100%	98.1%	95.2%	0%	100%	**98.4%**	-	98.7%	100%	100%	0%	100%	**99.6%**	-	0%	0%	100%	0%	100%	**100%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	10	0	0	0	**10**	-	0	13	0	0	0	**13**	-	1	0	0	0	0	**1**	-	0	0	0	0	0	**0**	-	24
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	0%	0%	**0.8%**	-	0%	1.6%	0%	0%	0%	**1.3%**	-	0.6%	0%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.8%
Buses	0	7	0	0	0	**7**	-	0	2	1	0	0	**3**	-	1	0	0	0	0	**1**	-	0	0	0	0	0	**0**	-	11
% Buses	0%	0.6%	0%	0%	0%	**0.5%**	-	0%	0.3%	4.8%	0%	0%	**0.3%**	-	0.6%	0%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	-	-	6	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

4-OLD Country Road (CR58) at Tanger Mall Dri... - TMC
Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977036, Location: 40.922913, -72.712138

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-Long Island Expressway (I-495) EB Off-Ramp... - TMC

Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977037, Location: 40.903426, -72.739989

TRAFFIC DATABANK
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

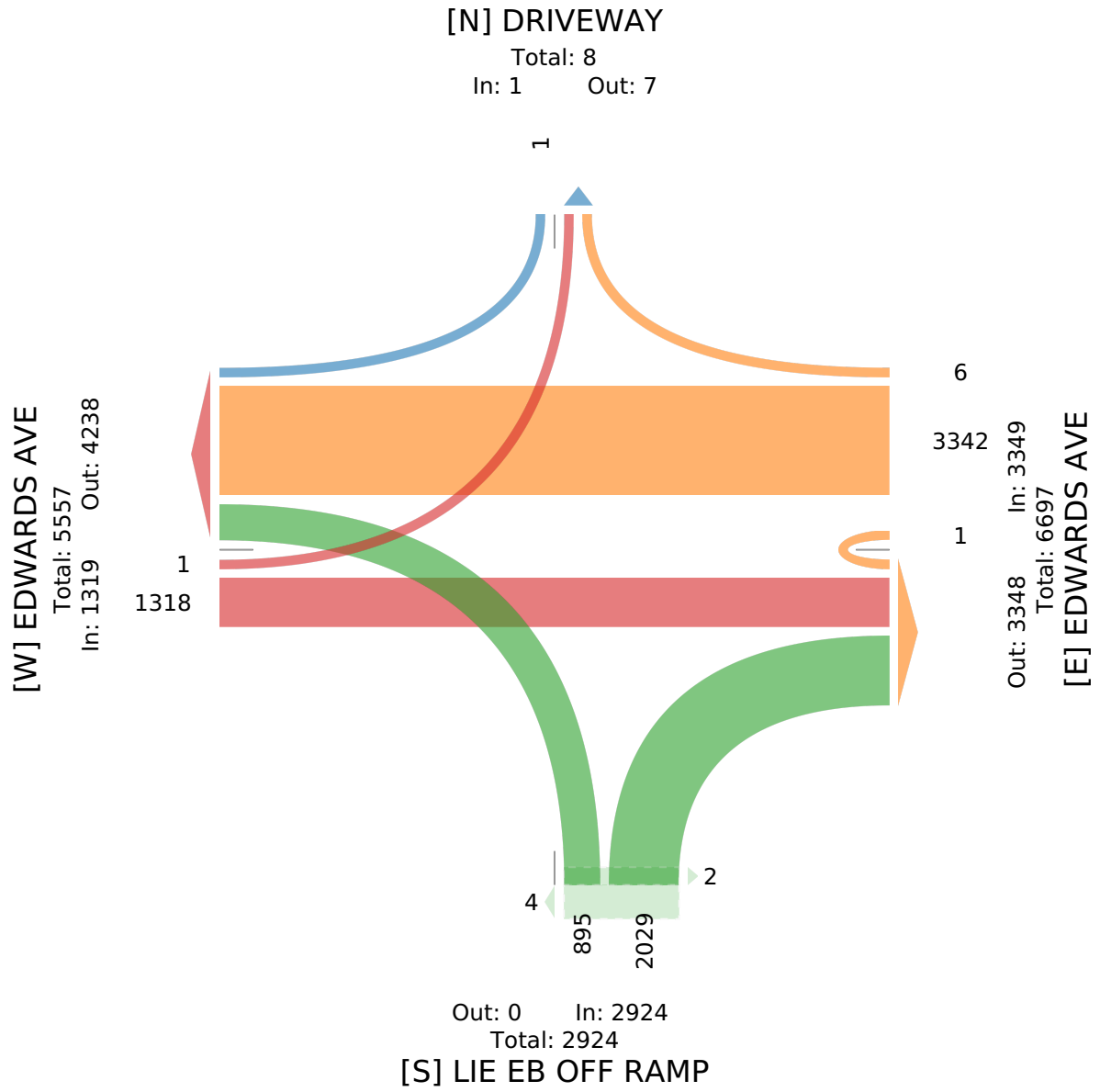
Leg	EDWARDS AVE						EDWARDS AVE						LIE EB OFF RAMP						DRIVEWAY						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-08-05 7:00AM	0	47	0	0	**47**	0	0	80	0	0	**80**	0	40	0	53	0	**93**	0	0	0	0	0	**0**	0	**220**
7:15AM	0	62	0	0	**62**	0	0	82	0	0	**82**	0	35	0	60	0	**95**	0	0	0	0	0	**0**	0	**239**
7:30AM	0	50	0	0	**50**	0	0	70	0	0	**70**	0	34	0	87	0	**121**	0	0	0	0	0	**0**	0	**241**
7:45AM	0	78	0	0	**78**	0	0	81	0	0	**81**	0	41	0	94	0	**135**	0	0	0	0	0	**0**	0	**294**
Hourly Total	0	237	0	0	**237**	0	0	313	0	0	**313**	0	150	0	294	0	**444**	0	0	0	0	0	**0**	0	**994**
8:00AM	0	68	0	0	**68**	0	0	59	2	0	**61**	0	37	0	93	0	**130**	0	0	0	0	0	**0**	0	**259**
8:15AM	0	80	0	0	**80**	0	0	78	0	0	**78**	0	35	0	94	0	**129**	0	0	0	0	0	**0**	0	**287**
8:30AM	0	61	0	0	**61**	0	0	80	1	0	**81**	0	39	0	125	0	**164**	0	0	0	0	0	**0**	0	**306**
8:45AM	1	78	0	0	**79**	0	0	83	0	0	**83**	0	30	0	164	0	**194**	0	0	0	0	0	**0**	0	**356**
Hourly Total	1	287	0	0	**288**	0	0	300	3	0	**303**	0	141	0	476	0	**617**	0	0	0	0	0	**0**	0	**1208**
2:00PM	0	45	0	0	**45**	0	0	117	0	0	**117**	0	40	0	91	0	**131**	0	0	0	0	0	**0**	0	**293**
2:15PM	0	52	0	0	**52**	0	0	160	0	0	**160**	0	38	0	111	0	**149**	0	0	0	0	0	**0**	0	**361**
2:30PM	0	42	0	0	**42**	0	0	172	0	0	**172**	0	52	0	97	0	**149**	0	0	0	1	0	**1**	0	**364**
2:45PM	0	56	0	0	**56**	0	0	162	0	0	**162**	0	31	0	87	0	**118**	0	0	0	0	0	**0**	0	**336**
Hourly Total	0	195	0	0	**195**	0	0	611	0	0	**611**	0	161	0	386	0	**547**	0	0	0	1	0	**1**	0	**1354**
3:00PM	0	44	0	0	**44**	0	0	180	0	0	**180**	0	32	0	105	0	**137**	0	0	0	0	0	**0**	0	**361**
3:15PM	0	44	0	0	**44**	0	0	171	3	0	**174**	0	43	0	60	0	**103**	0	0	0	0	0	**0**	0	**321**
3:30PM	0	73	0	0	**73**	0	0	154	0	0	**154**	0	34	0	93	0	**127**	1	0	0	0	0	**0**	0	**354**
3:45PM	0	39	0	0	**39**	0	0	141	0	0	**141**	0	33	0	88	0	**121**	2	0	0	0	0	**0**	0	**301**
Hourly Total	0	200	0	0	**200**	0	0	646	3	0	**649**	0	142	0	346	0	**488**	3	0	0	0	0	**0**	0	**1337**
4:00PM	0	54	0	0	**54**	0	0	207	0	0	**207**	0	31	0	83	0	**114**	0	0	0	0	0	**0**	0	**375**
4:15PM	0	36	0	0	**36**	0	0	216	0	0	**216**	0	37	0	69	0	**106**	0	0	0	0	0	**0**	0	**358**
4:30PM	0	61	0	0	**61**	0	0	189	0	0	**189**	0	51	0	68	0	**119**	0	0	0	0	0	**0**	0	**369**
4:45PM	0	46	0	0	**46**	0	0	208	0	0	**208**	0	42	0	69	0	**111**	0	0	0	0	0	**0**	0	**365**
Hourly Total	0	197	0	0	**197**	0	0	820	0	0	**820**	0	161	0	289	0	**450**	0	0	0	0	0	**0**	0	**1467**
5:00PM	0	54	0	0	**54**	0	0	201	0	1	**202**	0	34	0	63	0	**97**	0	0	0	0	0	**0**	0	**353**
5:15PM	0	59	0	0	**59**	0	0	164	0	0	**164**	0	35	0	63	0	**98**	0	0	0	0	0	**0**	0	**321**
5:30PM	0	48	0	0	**48**	0	0	153	0	0	**153**	0	38	0	66	0	**104**	0	0	0	0	0	**0**	0	**305**
5:45PM	0	41	0	0	**41**	0	0	134	0	0	**134**	0	33	0	46	0	**79**	3	0	0	0	0	**0**	0	**254**
Hourly Total	0	202	0	0	**202**	0	0	652	0	1	**653**	0	140	0	238	0	**378**	3	0	0	0	0	**0**	0	**1233**
Total	1	1318	0	0	**1319**	0	0	3342	6	1	**3349**	0	895	0	2029	0	**2924**	6	0	0	1	0	**1**	0	**7593**
% Approach	0.1%	99.9%	0%	0%	**-**	-	0%	99.8%	0.2%	0%	**-**	-	30.6%	0%	69.4%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	17.4%	0%	0%	**17.4%**	-	0%	44.0%	0.1%	0%	**44.1%**	-	11.8%	0%	26.7%	0%	**38.5%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	0	1237	0	0	**1237**	-	0	3170	6	1	**3177**	-	824	0	1976	0	**2800**	-	0	0	0	0	**0**	-	7214
% Lights	0%	93.9%	0%	0%	**93.8%**	-	0%	94.9%	100%	100%	**94.9%**	-	92.1%	0%	97.4%	0%	**95.8%**	-	0%	0%	0%	0%	**0%**	-	95.0%
Articulated Trucks and Single-Unit Trucks	1	64	0	0	**65**	-	0	123	0	0	**123**	-	65	0	39	0	**104**	-	0	0	0	0	**0**	-	292
% Articulated Trucks and Single-Unit Trucks	100%	4.9%	0%	0%	**4.9%**	-	0%	3.7%	0%	0%	**3.7%**	-	7.3%	0%	1.9%	0%	**3.6%**	-	0%	0%	0%	0%	**0%**	-	3.8%
Buses	0	17	0	0	**17**	-	0	49	0	0	**49**	-	6	0	14	0	**20**	-	0	0	1	0	**1**	-	87

Leg	EDWARDS AVE						EDWARDS AVE						LIE EB OFF RAMP						DRIVEWAY						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
% Buses	0%	1.3%	0%	0%	**1.3%**	-	0%	1.5%	0%	0%	**1.5%**	-	0.7%	0%	0.7%	0%	**0.7%**	-	0%	0%	100%	0%	**100%**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Long Island Expressway (I-495) EB Off-Ramp... - TMC
Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977037, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-Long Island Expressway (I-495) EB Off-Ramp... - TMC

Fri Aug 5, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977037, Location: 40.903426, -72.739989

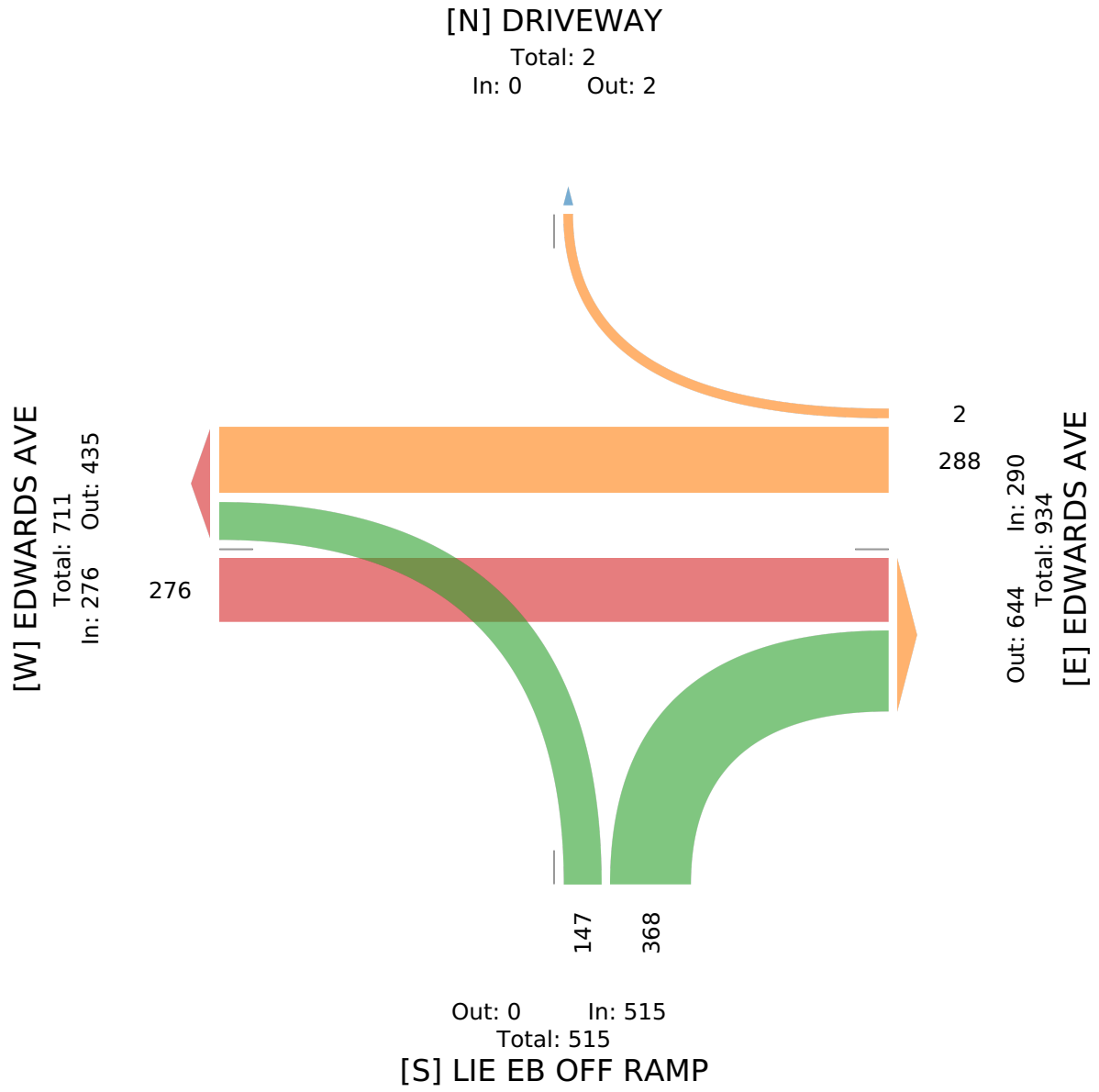
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	EDWARDS AVE						EDWARDS AVE						LIE EB OFF RAMP						DRIVEWAY						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-08-05 7:30AM	0	50	0	0	**50**	0	0	70	0	0	**70**	0	34	0	87	0	**121**	0	0	0	0	0	**0**	0	**241**
7:45AM	0	78	0	0	**78**	0	0	81	0	0	**81**	0	41	0	94	0	**135**	0	0	0	0	0	**0**	0	**294**
8:00AM	0	68	0	0	**68**	0	0	59	2	0	**61**	0	37	0	93	0	**130**	0	0	0	0	0	**0**	0	**259**
8:15AM	0	80	0	0	**80**	0	0	78	0	0	**78**	0	35	0	94	0	**129**	0	0	0	0	0	**0**	0	**287**
Total	0	276	0	0	**276**	0	0	288	2	0	**290**	0	147	0	368	0	**515**	0	0	0	0	0	**0**	0	**1081**
% Approach	0%	100%	0%	0%	**-**	-	0%	99.3%	0.7%	0%	**-**	-	28.5%	0%	71.5%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	25.5%	0%	0%	**25.5%**	-	0%	26.6%	0.2%	0%	**26.8%**	-	13.6%	0%	34.0%	0%	**47.6%**	-	0%	0%	0%	0%	**0%**	-	**-**
PHF	-	0.863	-	-	**0.863**	-	-	0.889	0.250	-	**0.895**	-	0.896	-	0.979	-	**0.954**	-	-	-	-	-	**-**	-	0.919
Lights	0	256	0	0	**256**	-	0	264	2	0	**266**	-	125	0	359	0	**484**	-	0	0	0	0	**0**	-	1006
% Lights	0%	92.8%	0%	0%	**92.8%**	-	0%	91.7%	100%	0%	**91.7%**	-	85.0%	0%	97.6%	0%	**94.0%**	-	0%	0%	0%	0%	**-**	-	93.1%
Articulated Trucks and Single-Unit Trucks	0	15	0	0	**15**	-	0	19	0	0	**19**	-	20	0	9	0	**29**	-	0	0	0	0	**0**	-	63
% Articulated Trucks and Single-Unit Trucks	0%	5.4%	0%	0%	**5.4%**	-	0%	6.6%	0%	0%	**6.6%**	-	13.6%	0%	2.4%	0%	**5.6%**	-	0%	0%	0%	0%	**-**	-	5.8%
Buses	0	5	0	0	**5**	-	0	5	0	0	**5**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	12
% Buses	0%	1.8%	0%	0%	**1.8%**	-	0%	1.7%	0%	0%	**1.7%**	-	1.4%	0%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**-**	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Long Island Expressway (I-495) EB Off-Ramp... - TMC
Fri Aug 5, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977037, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-Long Island Expressway (I-495) EB Off-Ramp... - TMC

Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977037, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

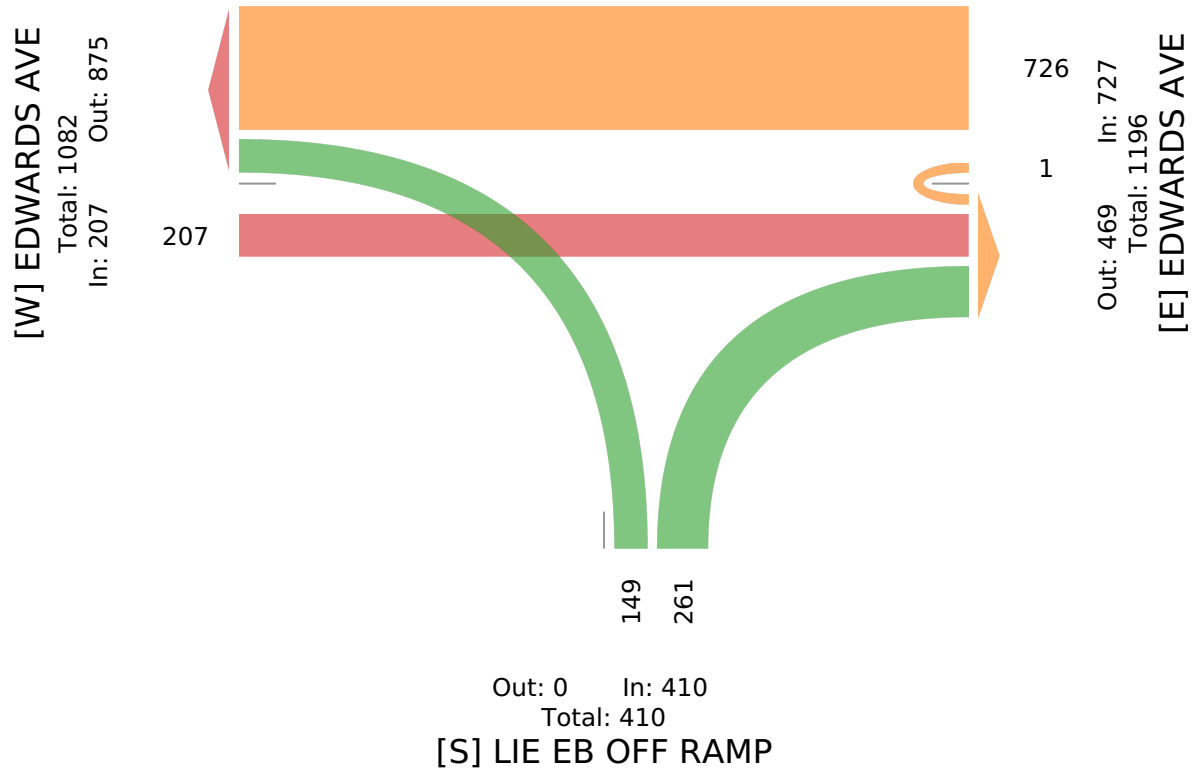
Leg	EDWARDS AVE						EDWARDS AVE						LIE EB OFF RAMP						DRIVEWAY						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-08-05 4:45PM	0	46	0	0	**46**	0	0	208	0	0	**208**	0	42	0	69	0	**111**	0	0	0	0	0	**0**	0	**365**
5:00PM	0	54	0	0	**54**	0	0	201	0	1	**202**	0	34	0	63	0	**97**	0	0	0	0	0	**0**	0	**353**
5:15PM	0	59	0	0	**59**	0	0	164	0	0	**164**	0	35	0	63	0	**98**	0	0	0	0	0	**0**	0	**321**
5:30PM	0	48	0	0	**48**	0	0	153	0	0	**153**	0	38	0	66	0	**104**	0	0	0	0	0	**0**	0	**305**
Total	0	207	0	0	**207**	0	0	726	0	1	**727**	0	149	0	261	0	**410**	0	0	0	0	0	**0**	0	**1344**
% Approach	0%	100%	0%	0%	**-**	-	0%	99.9%	0%	0.1%	**-**	-	36.3%	0%	63.7%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	15.4%	0%	0%	**15.4%**	-	0%	54.0%	0%	0.1%	**54.1%**	-	11.1%	0%	19.4%	0%	**30.5%**	-	0%	0%	0%	0%	**0%**	-	**-**
PHF	-	0.877	-	-	**0.877**	-	-	0.873	-	0.250	**0.874**	-	0.887	-	0.946	-	**0.923**	-	-	-	-	-	**-**	-	0.921
Lights	0	205	0	0	**205**	-	0	699	0	1	**700**	-	144	0	255	0	**399**	-	0	0	0	0	**0**	-	1304
% Lights	0%	99.0%	0%	0%	**99.0%**	-	0%	96.3%	0%	100%	**96.3%**	-	96.6%	0%	97.7%	0%	**97.3%**	-	0%	0%	0%	0%	**-**	-	97.0%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	**2**	-	0	25	0	0	**25**	-	5	0	3	0	**8**	-	0	0	0	0	**0**	-	35
% Articulated Trucks and Single-Unit Trucks	0%	1.0%	0%	0%	**1.0%**	-	0%	3.4%	0%	0%	**3.4%**	-	3.4%	0%	1.1%	0%	**2.0%**	-	0%	0%	0%	0%	**-**	-	2.6%
Buses	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	3	0	**3**	-	0	0	0	0	**0**	-	5
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	1.1%	0%	**0.7%**	-	0%	0%	0%	0%	**-**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Long Island Expressway (I-495) EB Off-Ramp... - TMC

Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977037, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-Long Island Expressway (I-495) EB Off-Ramp... - TMC

Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977038, Location: 40.903426, -72.739989

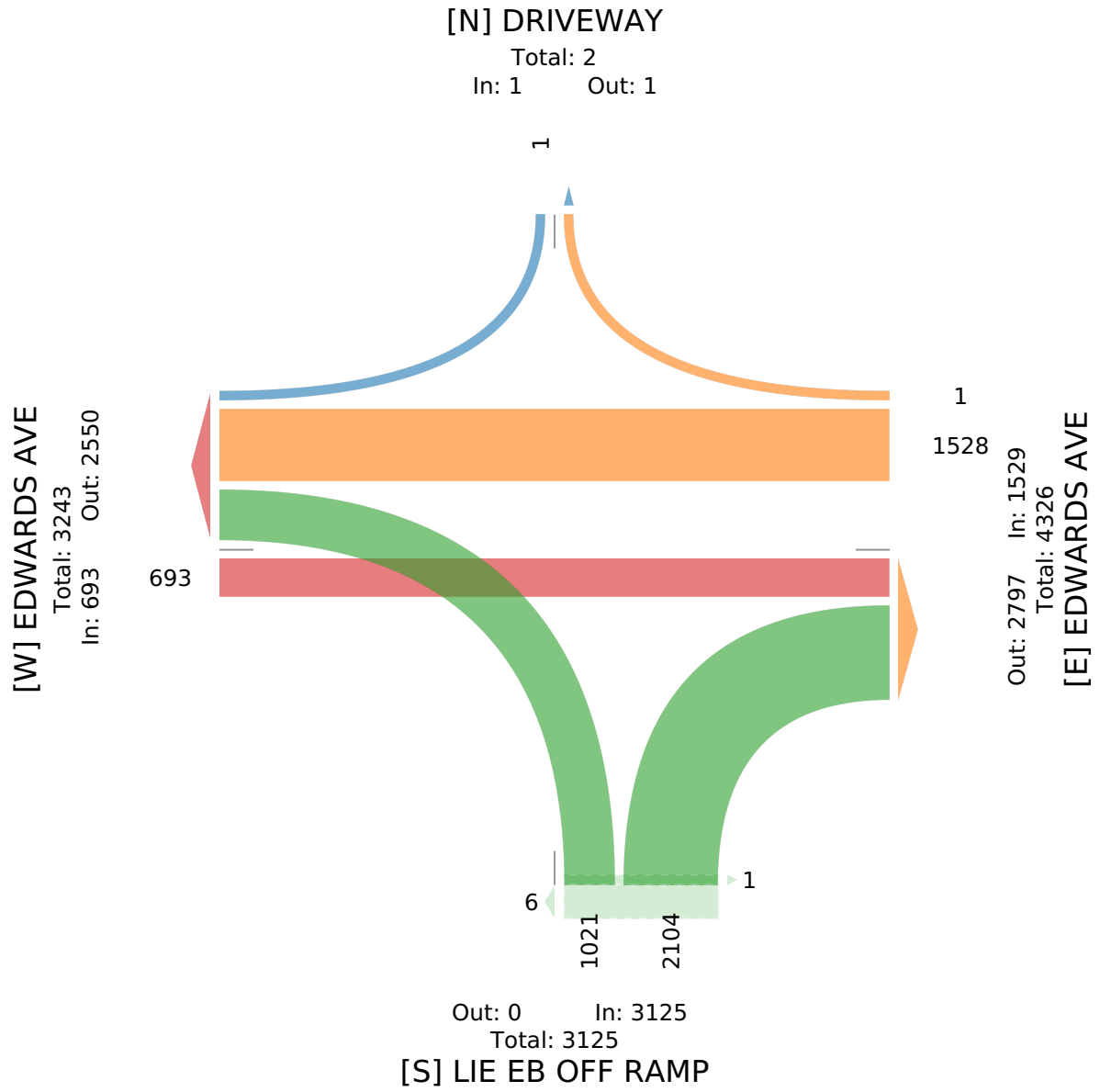
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	EDWARDS AVE						EDWARDS AVE						LIE EB OFF RAMP						DRIVEWAY						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-08-06 10:00AM	0	51	0	0	**51**	0	0	88	0	0	**88**	0	65	0	94	0	**159**	1	0	0	0	0	**0**	0	**298**
10:15AM	0	54	0	0	**54**	0	0	112	1	0	**113**	0	56	0	112	0	**168**	1	0	0	1	0	**1**	0	**336**
10:30AM	0	35	0	0	**35**	0	0	89	0	0	**89**	0	49	0	124	0	**173**	1	0	0	0	0	**0**	0	**297**
10:45AM	0	47	0	0	**47**	0	0	82	0	0	**82**	0	80	0	150	0	**230**	0	0	0	0	0	**0**	0	**359**
Hourly Total	0	187	0	0	**187**	0	0	371	1	0	**372**	0	250	0	480	0	**730**	3	0	0	1	0	**1**	0	**1290**
11:00AM	0	30	0	0	**30**	0	0	90	0	0	**90**	0	75	0	144	0	**219**	0	0	0	0	0	**0**	0	**339**
11:15AM	0	41	0	0	**41**	0	0	95	0	0	**95**	0	70	0	140	0	**210**	0	0	0	0	0	**0**	0	**346**
11:30AM	0	44	0	0	**44**	0	0	103	0	0	**103**	0	69	0	139	0	**208**	0	0	0	0	0	**0**	0	**355**
11:45AM	0	51	0	0	**51**	0	0	82	0	0	**82**	0	65	0	130	0	**195**	0	0	0	0	0	**0**	0	**328**
Hourly Total	0	166	0	0	**166**	0	0	370	0	0	**370**	0	279	0	553	0	**832**	0	0	0	0	0	**0**	0	**1368**
12:00PM	0	59	0	0	**59**	0	0	84	0	0	**84**	0	72	0	148	0	**220**	0	0	0	0	0	**0**	0	**363**
12:15PM	0	36	0	0	**36**	0	0	97	0	0	**97**	0	53	0	139	0	**192**	0	0	0	0	0	**0**	0	**325**
12:30PM	0	40	0	0	**40**	0	0	90	0	0	**90**	0	61	0	151	0	**212**	1	0	0	0	0	**0**	0	**342**
12:45PM	0	48	0	0	**48**	0	0	90	0	0	**90**	0	65	0	132	0	**197**	0	0	0	0	0	**0**	0	**335**
Hourly Total	0	183	0	0	**183**	0	0	361	0	0	**361**	0	251	0	570	0	**821**	1	0	0	0	0	**0**	0	**1365**
1:00PM	0	43	0	0	**43**	0	0	107	0	0	**107**	0	55	0	151	0	**206**	0	0	0	0	0	**0**	0	**356**
1:15PM	0	36	0	0	**36**	0	0	105	0	0	**105**	0	70	0	139	0	**209**	3	0	0	0	0	**0**	0	**350**
1:30PM	0	42	0	0	**42**	0	0	116	0	0	**116**	0	60	0	93	0	**153**	0	0	0	0	0	**0**	0	**311**
1:45PM	0	36	0	0	**36**	0	0	98	0	0	**98**	0	56	0	118	0	**174**	0	0	0	0	0	**0**	0	**308**
Hourly Total	0	157	0	0	**157**	0	0	426	0	0	**426**	0	241	0	501	0	**742**	3	0	0	0	0	**0**	0	**1325**
Total	0	693	0	0	**693**	0	0	1528	1	0	**1529**	0	1021	0	2104	0	**3125**	7	0	0	1	0	**1**	0	**5348**
% Approach	0%	100%	0%	0%	**-**	-	0%	99.9%	0.1%	0%	**-**	-	32.7%	0%	67.3%	0%	**-**	-	0%	0%	100%	0%	**-**	-	-
% Total	0%	13.0%	0%	0%	**13.0%**	-	0%	28.6%	0%	0%	**28.6%**	-	19.1%	0%	39.3%	0%	**58.4%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	0	667	0	0	**667**	-	0	1484	1	0	**1485**	-	974	0	2072	0	**3046**	-	0	0	1	0	**1**	-	5199
% Lights	0%	96.2%	0%	0%	**96.2%**	-	0%	97.1%	100%	0%	**97.1%**	-	95.4%	0%	98.5%	0%	**97.5%**	-	0%	0%	100%	0%	**100%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	0	21	0	0	**21**	-	0	36	0	0	**36**	-	40	0	27	0	**67**	-	0	0	0	0	**0**	-	124
% Articulated Trucks and Single-Unit Trucks	0%	3.0%	0%	0%	**3.0%**	-	0%	2.4%	0%	0%	**2.4%**	-	3.9%	0%	1.3%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	2.3%
Buses	0	5	0	0	**5**	-	0	8	0	0	**8**	-	7	0	5	0	**12**	-	0	0	0	0	**0**	-	25
% Buses	0%	0.7%	0%	0%	**0.7%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.7%	0%	0.2%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Long Island Expressway (I-495) EB Off-Ramp... - TMC
Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977038, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



5-Long Island Expressway (I-495) EB Off-Ramp... - TMC

Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977038, Location: 40.903426, -72.739989

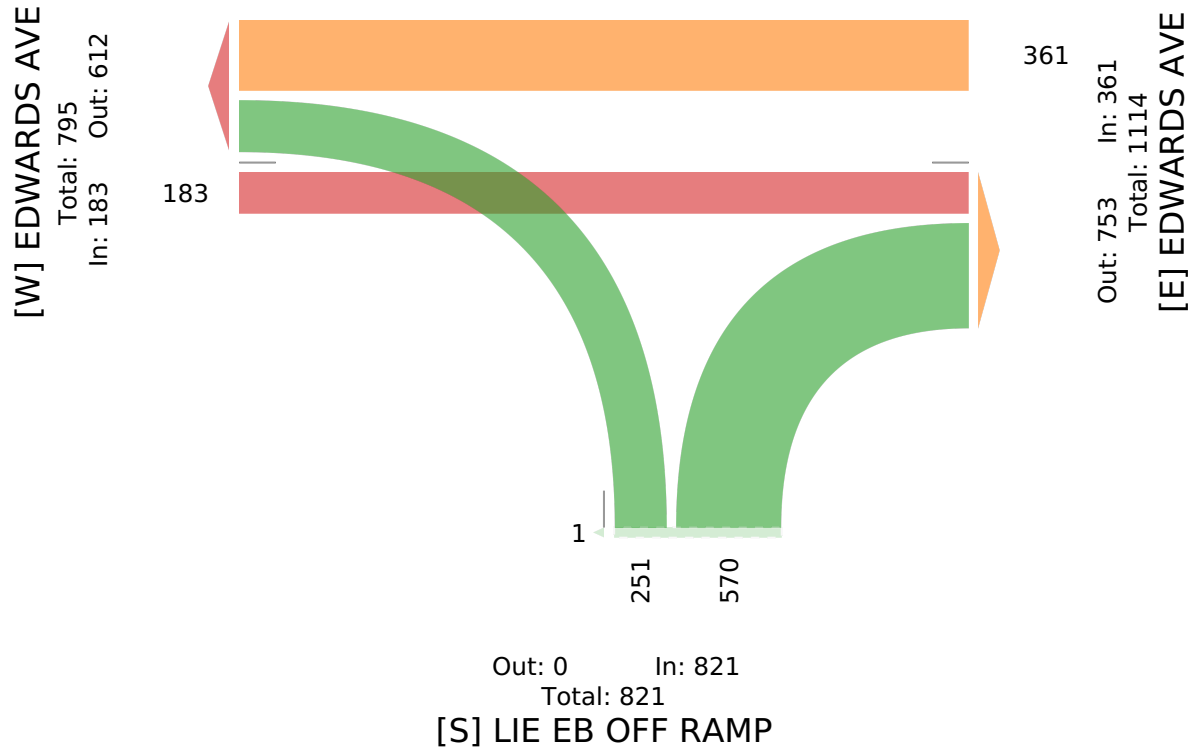
Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	EDWARDS AVE						EDWARDS AVE						LIE EB OFF RAMP						DRIVEWAY						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-08-06 12:00PM	0	59	0	0	**59**	0	0	84	0	0	**84**	0	72	0	148	0	**220**	0	0	0	0	0	**0**	0	**363**
12:15PM	0	36	0	0	**36**	0	0	97	0	0	**97**	0	53	0	139	0	**192**	0	0	0	0	0	**0**	0	**325**
12:30PM	0	40	0	0	**40**	0	0	90	0	0	**90**	0	61	0	151	0	**212**	1	0	0	0	0	**0**	0	**342**
12:45PM	0	48	0	0	**48**	0	0	90	0	0	**90**	0	65	0	132	0	**197**	0	0	0	0	0	**0**	0	**335**
Total	0	183	0	0	**183**	0	0	361	0	0	**361**	0	251	0	570	0	**821**	1	0	0	0	0	**0**	0	**1365**
% Approach	0%	100%	0%	0%	**-**	-	0%	100%	0%	0%	**-**	-	30.6%	0%	69.4%	0%	**-**	-	0%	0%	0%	0%	**-**	-	**-**
% Total	0%	13.4%	0%	0%	**13.4%**	-	0%	26.4%	0%	0%	**26.4%**	-	18.4%	0%	41.8%	0%	**60.1%**	-	0%	0%	0%	0%	**0%**	-	**-**
PHF	-	0.775	-	-	**0.775**	-	-	0.930	-	-	**0.930**	-	0.872	-	0.944	-	**0.933**	-	-	-	-	-	**-**	-	0.940
Lights	0	176	0	0	**176**	-	0	349	0	0	**349**	-	241	0	566	0	**807**	-	0	0	0	0	**0**	-	1332
% Lights	0%	96.2%	0%	0%	**96.2%**	-	0%	96.7%	0%	0%	**96.7%**	-	96.0%	0%	99.3%	0%	**98.3%**	-	0%	0%	0%	0%	**-**	-	97.6%
Articulated Trucks and Single-Unit Trucks	0	4	0	0	**4**	-	0	10	0	0	**10**	-	8	0	4	0	**12**	-	0	0	0	0	**0**	-	26
% Articulated Trucks and Single-Unit Trucks	0%	2.2%	0%	0%	**2.2%**	-	0%	2.8%	0%	0%	**2.8%**	-	3.2%	0%	0.7%	0%	**1.5%**	-	0%	0%	0%	0%	**-**	-	1.9%
Buses	0	3	0	0	**3**	-	0	2	0	0	**2**	-	2	0	0	0	**2**	-	0	0	0	0	**0**	-	7
% Buses	0%	1.6%	0%	0%	**1.6%**	-	0%	0.6%	0%	0%	**0.6%**	-	0.8%	0%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**-**	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Long Island Expressway (I-495) EB Off-Ramp... - TMC
Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977038, Location: 40.903426, -72.739989

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977039, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

Leg	EDWARDS AVE					EDWARDS AVE					LIE EB ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-08-05 7:00AM	46	26	0	**72**	0	52	72	0	**124**	0	0	0	0	**0**	0	**196**
7:15AM	61	30	1	**92**	0	51	66	0	**117**	0	0	0	0	**0**	0	**209**
7:30AM	52	33	4	**89**	0	47	65	0	**112**	0	0	0	0	**0**	0	**201**
7:45AM	78	36	0	**114**	0	53	73	0	**126**	0	0	0	0	**0**	0	**240**
Hourly Total	237	125	5	**367**	0	203	276	0	**479**	0	0	0	0	**0**	0	**846**
8:00AM	68	31	3	**102**	0	38	59	0	**97**	0	0	0	0	**0**	0	**199**
8:15AM	80	26	1	**107**	0	51	62	0	**113**	0	0	0	0	**0**	0	**220**
8:30AM	57	36	2	**95**	0	52	68	1	**121**	0	0	0	0	**0**	0	**216**
8:45AM	82	30	1	**113**	0	41	68	0	**109**	0	0	0	0	**0**	0	**222**
Hourly Total	287	123	7	**417**	0	182	257	1	**440**	0	0	0	0	**0**	0	**857**
2:00PM	43	39	1	**83**	0	82	75	0	**157**	0	0	0	0	**0**	0	**240**
2:15PM	50	40	2	**92**	0	102	99	0	**201**	0	0	0	0	**0**	0	**293**
2:30PM	47	45	3	**95**	0	120	108	0	**228**	0	0	0	0	**0**	0	**323**
2:45PM	56	43	2	**101**	0	103	88	0	**191**	0	0	0	0	**0**	0	**292**
Hourly Total	196	167	8	**371**	0	407	370	0	**777**	0	0	0	0	**0**	0	**1148**
3:00PM	44	50	3	**97**	0	116	91	0	**207**	0	0	0	0	**0**	0	**304**
3:15PM	43	57	0	**100**	0	125	94	0	**219**	0	0	0	0	**0**	0	**319**
3:30PM	71	46	2	**119**	0	99	94	0	**193**	0	0	0	0	**0**	0	**312**
3:45PM	38	53	1	**92**	0	89	80	0	**169**	0	0	0	0	**0**	1	**261**
Hourly Total	196	206	6	**408**	0	429	359	0	**788**	0	0	0	0	**0**	1	**1196**
4:00PM	53	71	2	**126**	0	142	89	0	**231**	0	0	0	0	**0**	0	**357**
4:15PM	35	62	2	**99**	0	140	121	0	**261**	0	0	0	0	**0**	0	**360**
4:30PM	60	70	1	**131**	0	112	136	0	**248**	0	0	0	0	**0**	0	**379**
4:45PM	46	68	3	**117**	0	149	101	0	**250**	0	0	0	0	**0**	0	**367**
Hourly Total	194	271	8	**473**	0	543	447	0	**990**	0	0	0	0	**0**	0	**1463**
5:00PM	54	71	3	**128**	0	134	98	0	**232**	0	0	0	0	**0**	0	**360**
5:15PM	59	67	4	**130**	0	96	107	0	**203**	0	0	0	0	**0**	0	**333**
5:30PM	49	41	4	**94**	0	104	93	0	**197**	0	0	0	0	**0**	0	**291**
5:45PM	41	35	10	**86**	0	82	84	0	**166**	0	0	0	0	**0**	0	**252**
Hourly Total	203	214	21	**438**	0	416	382	0	**798**	0	0	0	0	**0**	0	**1236**
Total	1313	1106	55	**2474**	0	2180	2091	1	**4272**	0	0	0	0	**0**	1	**6746**
% Approach	53.1%	44.7%	2.2%	**-**	-	51.0%	48.9%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	19.5%	16.4%	0.8%	**36.7%**	-	32.3%	31.0%	0%	**63.3%**	-	0%	0%	0%	**0%**	-	-
Lights	1233	1038	53	**2324**	-	2111	1936	1	**4048**	-	0	0	0	**0**	-	6372
% Lights	93.9%	93.9%	96.4%	**93.9%**	-	96.8%	92.6%	100%	**94.8%**	-	0%	0%	0%	**-**	-	94.5%
Articulated Trucks and Single-Unit Trucks	60	50	2	**112**	-	51	113	0	**164**	-	0	0	0	**0**	-	276
% Articulated Trucks and Single-Unit Trucks	4.6%	4.5%	3.6%	**4.5%**	-	2.3%	5.4%	0%	**3.8%**	-	0%	0%	0%	**-**	-	4.1%
Buses	20	18	0	**38**	-	18	42	0	**60**	-	0	0	0	**0**	-	98

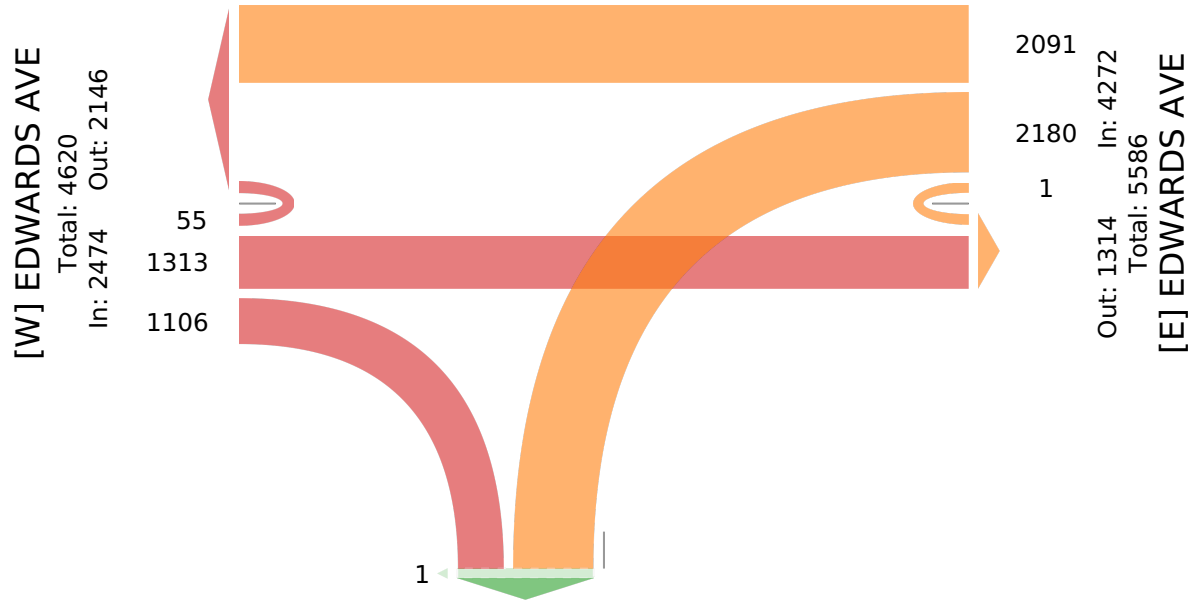
Leg	EDWARDS AVE					EDWARDS AVE					LIE EB ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
% Buses	1.5%	1.6%	0%	**1.5%**	-	0.8%	2.0%	0%	**1.4%**	-	0%	0%	0%	**-**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Fri Aug 5, 2022
Full Length (7 AM-9 AM, 2 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977039, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Fri Aug 5, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977039, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

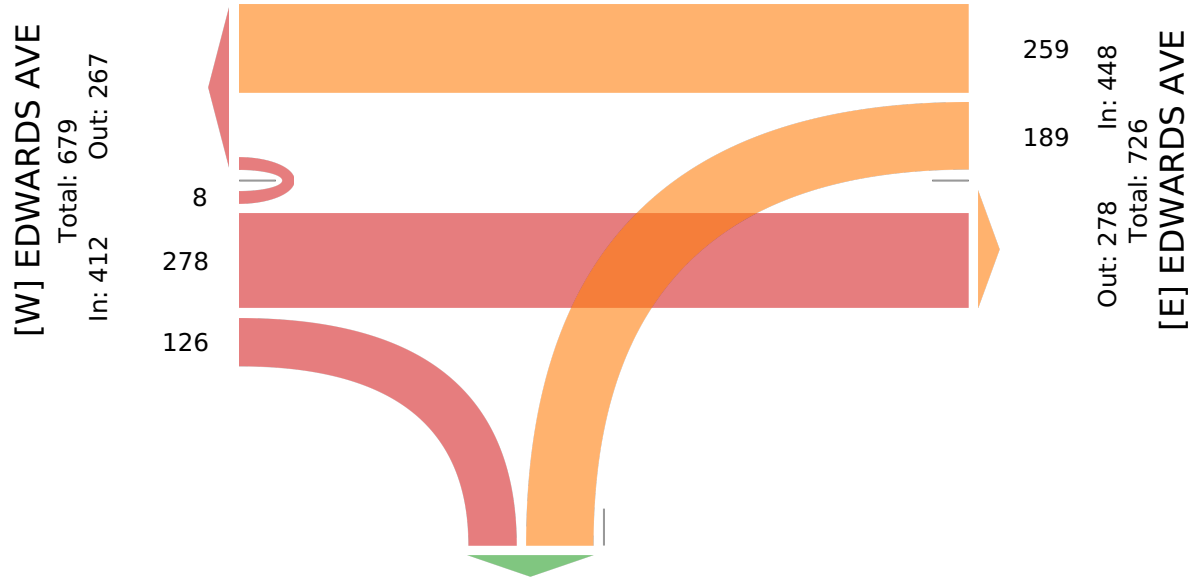
Leg	EDWARDS AVE					EDWARDS AVE					LIE EB ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-08-05 7:30AM	52	33	4	**89**	0	47	65	0	**112**	0	0	0	0	**0**	0	**201**
7:45AM	78	36	0	**114**	0	53	73	0	**126**	0	0	0	0	**0**	0	**240**
8:00AM	68	31	3	**102**	0	38	59	0	**97**	0	0	0	0	**0**	0	**199**
8:15AM	80	26	1	**107**	0	51	62	0	**113**	0	0	0	0	**0**	0	**220**
Total	278	126	8	**412**	0	189	259	0	**448**	0	0	0	0	**0**	0	**860**
% Approach	67.5%	30.6%	1.9%	**-**	-	42.2%	57.8%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	32.3%	14.7%	0.9%	**47.9%**	-	22.0%	30.1%	0%	**52.1%**	-	0%	0%	0%	**0%**	-	-
PHF	0.869	0.875	0.500	**0.904**	-	0.892	0.887	-	**0.889**	-	-	-	-	**-**	-	0.896
Lights	255	115	7	**377**	-	178	226	0	**404**	-	0	0	0	**0**	-	781
% Lights	91.7%	91.3%	87.5%	**91.5%**	-	94.2%	87.3%	0%	**90.2%**	-	0%	0%	0%	**-**	-	90.8%
Articulated Trucks and Single-Unit Trucks	18	6	1	**25**	-	9	27	0	**36**	-	0	0	0	**0**	-	61
% Articulated Trucks and Single-Unit Trucks	6.5%	4.8%	12.5%	**6.1%**	-	4.8%	10.4%	0%	**8.0%**	-	0%	0%	0%	**-**	-	7.1%
Buses	5	5	0	**10**	-	2	6	0	**8**	-	0	0	0	**0**	-	18
% Buses	1.8%	4.0%	0%	**2.4%**	-	1.1%	2.3%	0%	**1.8%**	-	0%	0%	0%	**-**	-	2.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Fri Aug 5, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977039, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977039, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

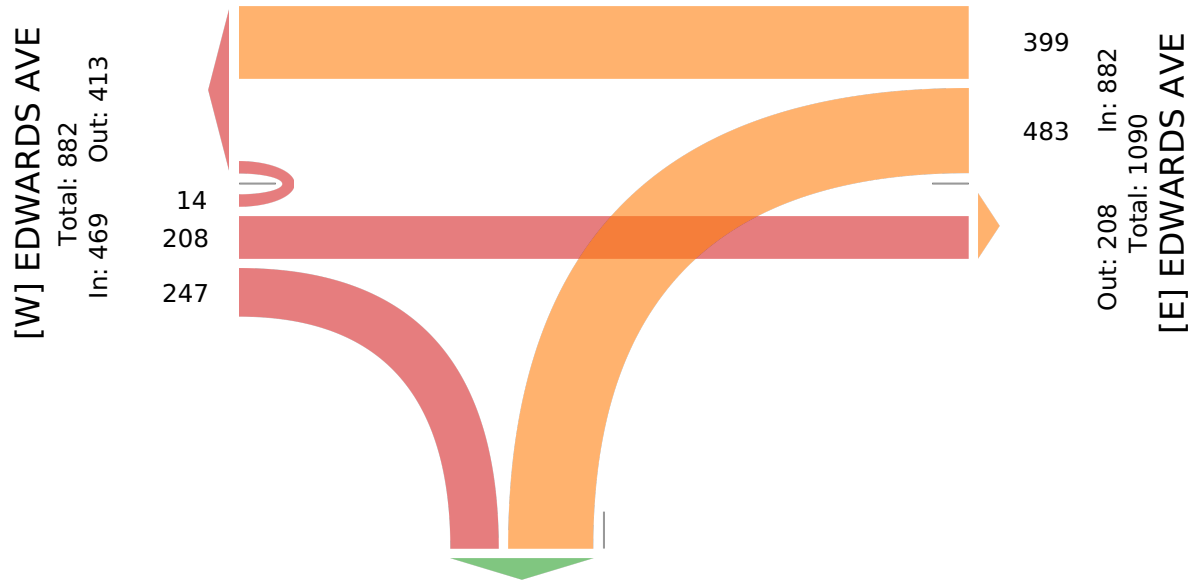
Leg	EDWARDS AVE					EDWARDS AVE					LIE EB ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-08-05 4:45PM	46	68	3	**117**	0	149	101	0	**250**	0	0	0	0	**0**	0	**367**
5:00PM	54	71	3	**128**	0	134	98	0	**232**	0	0	0	0	**0**	0	**360**
5:15PM	59	67	4	**130**	0	96	107	0	**203**	0	0	0	0	**0**	0	**333**
5:30PM	49	41	4	**94**	0	104	93	0	**197**	0	0	0	0	**0**	0	**291**
Total	208	247	14	**469**	0	483	399	0	**882**	0	0	0	0	**0**	0	**1351**
% Approach	44.3%	52.7%	3.0%	**-**	-	54.8%	45.2%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	15.4%	18.3%	1.0%	**34.7%**	-	35.8%	29.5%	0%	**65.3%**	-	0%	0%	0%	**0%**	-	-
PHF	0.881	0.870	0.875	**0.902**	-	0.810	0.932	-	**0.882**	-	-	-	-	**-**	-	0.920
Lights	206	236	13	**455**	-	473	385	0	**858**	-	0	0	0	**0**	-	1313
% Lights	99.0%	95.5%	92.9%	**97.0%**	-	97.9%	96.5%	0%	**97.3%**	-	0%	0%	0%	**-**	-	97.2%
Articulated Trucks and Single-Unit Trucks	2	7	1	**10**	-	8	11	0	**19**	-	0	0	0	**0**	-	29
% Articulated Trucks and Single-Unit Trucks	1.0%	2.8%	7.1%	**2.1%**	-	1.7%	2.8%	0%	**2.2%**	-	0%	0%	0%	**-**	-	2.1%
Buses	0	4	0	**4**	-	2	3	0	**5**	-	0	0	0	**0**	-	9
% Buses	0%	1.6%	0%	**0.9%**	-	0.4%	0.8%	0%	**0.6%**	-	0%	0%	0%	**-**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Fri Aug 5, 2022
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977039, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977040, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

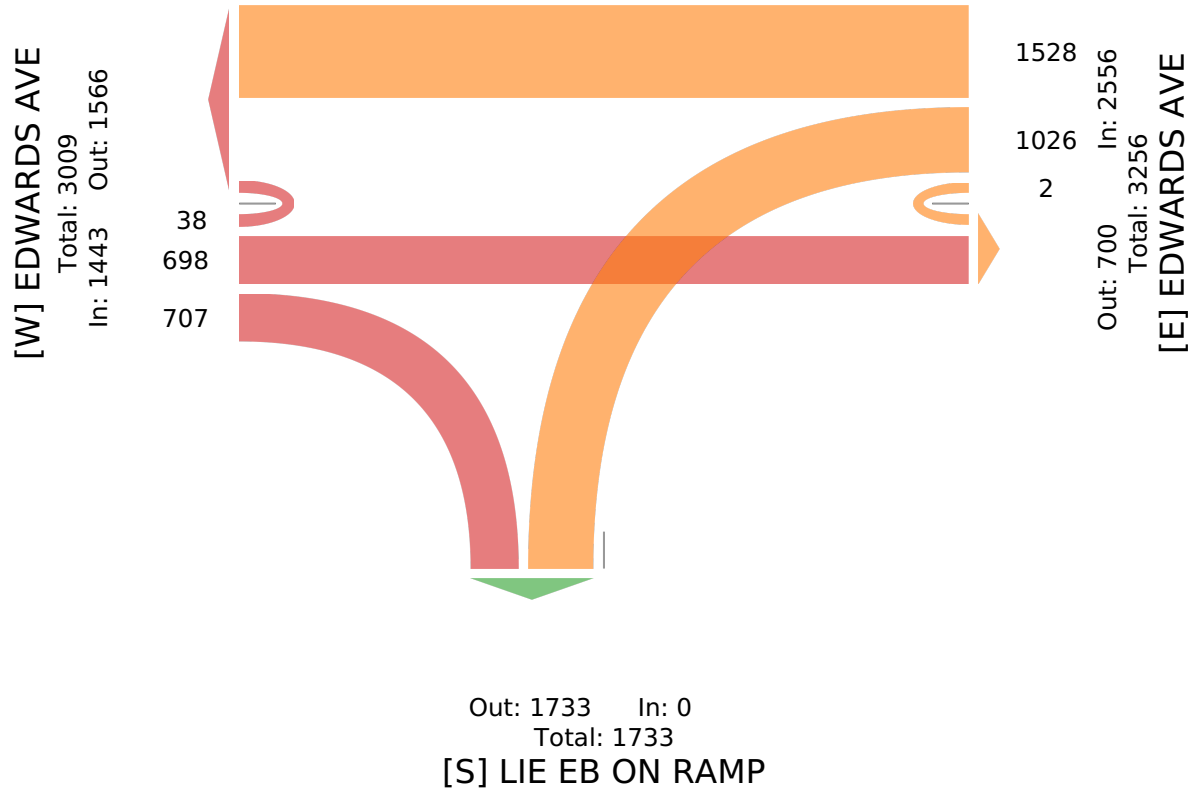
Leg	EDWARDS AVE					EDWARDS AVE					LIE EB ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-08-06 10:00AM	51	40	1	**92**	0	45	105	0	**150**	0	0	0	0	**0**	0	**242**
10:15AM	53	36	0	**89**	0	81	89	0	**170**	0	0	0	0	**0**	0	**259**
10:30AM	35	35	2	**72**	0	55	82	0	**137**	0	0	0	0	**0**	0	**209**
10:45AM	46	40	3	**89**	0	54	111	0	**165**	0	0	0	0	**0**	0	**254**
Hourly Total	185	151	6	**342**	0	235	387	0	**622**	0	0	0	0	**0**	0	**964**
11:00AM	29	39	1	**69**	0	59	104	0	**163**	0	0	0	0	**0**	0	**232**
11:15AM	43	54	2	**99**	0	67	99	0	**166**	0	0	0	0	**0**	0	**265**
11:30AM	43	45	3	**91**	0	63	105	0	**168**	0	0	0	0	**0**	0	**259**
11:45AM	54	40	3	**97**	0	69	81	0	**150**	0	0	0	0	**0**	0	**247**
Hourly Total	169	178	9	**356**	0	258	389	0	**647**	0	0	0	0	**0**	0	**1003**
12:00PM	58	54	2	**114**	0	55	101	0	**156**	0	0	0	0	**0**	0	**270**
12:15PM	38	57	5	**100**	0	63	88	1	**152**	0	0	0	0	**0**	0	**252**
12:30PM	40	41	1	**82**	0	65	88	0	**153**	0	0	0	0	**0**	0	**235**
12:45PM	48	39	5	**92**	0	54	103	1	**158**	0	0	0	0	**0**	0	**250**
Hourly Total	184	191	13	**388**	0	237	380	2	**619**	0	0	0	0	**0**	0	**1007**
1:00PM	44	45	1	**90**	0	74	85	0	**159**	0	0	0	0	**0**	0	**249**
1:15PM	37	52	4	**93**	0	85	93	0	**178**	0	0	0	0	**0**	0	**271**
1:30PM	43	47	2	**92**	0	73	106	0	**179**	0	0	0	0	**0**	0	**271**
1:45PM	36	43	3	**82**	0	64	88	0	**152**	0	0	0	0	**0**	0	**234**
Hourly Total	160	187	10	**357**	0	296	372	0	**668**	0	0	0	0	**0**	0	**1025**
Total	698	707	38	**1443**	0	1026	1528	2	**2556**	0	0	0	0	**0**	0	**3999**
% Approach	48.4%	49.0%	2.6%	**-**	-	40.1%	59.8%	0.1%	**-**	-	0%	0%	0%	**-**	-	-
% Total	17.5%	17.7%	1.0%	**36.1%**	-	25.7%	38.2%	0.1%	**63.9%**	-	0%	0%	0%	**0%**	-	-
Lights	675	671	38	**1384**	-	1005	1461	2	**2468**	-	0	0	0	**0**	-	3852
% Lights	96.7%	94.9%	100%	**95.9%**	-	98.0%	95.6%	100%	**96.6%**	-	0%	0%	0%	**-**	-	96.3%
Articulated Trucks and Single-Unit Trucks	16	30	0	**46**	-	21	52	0	**73**	-	0	0	0	**0**	-	119
% Articulated Trucks and Single-Unit Trucks	2.3%	4.2%	0%	**3.2%**	-	2.0%	3.4%	0%	**2.9%**	-	0%	0%	0%	**-**	-	3.0%
Buses	7	6	0	**13**	-	0	15	0	**15**	-	0	0	0	**0**	-	28
% Buses	1.0%	0.8%	0%	**0.9%**	-	0%	1.0%	0%	**0.6%**	-	0%	0%	0%	**-**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Sat Aug 6, 2022
Full Length (10 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977040, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977040, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US

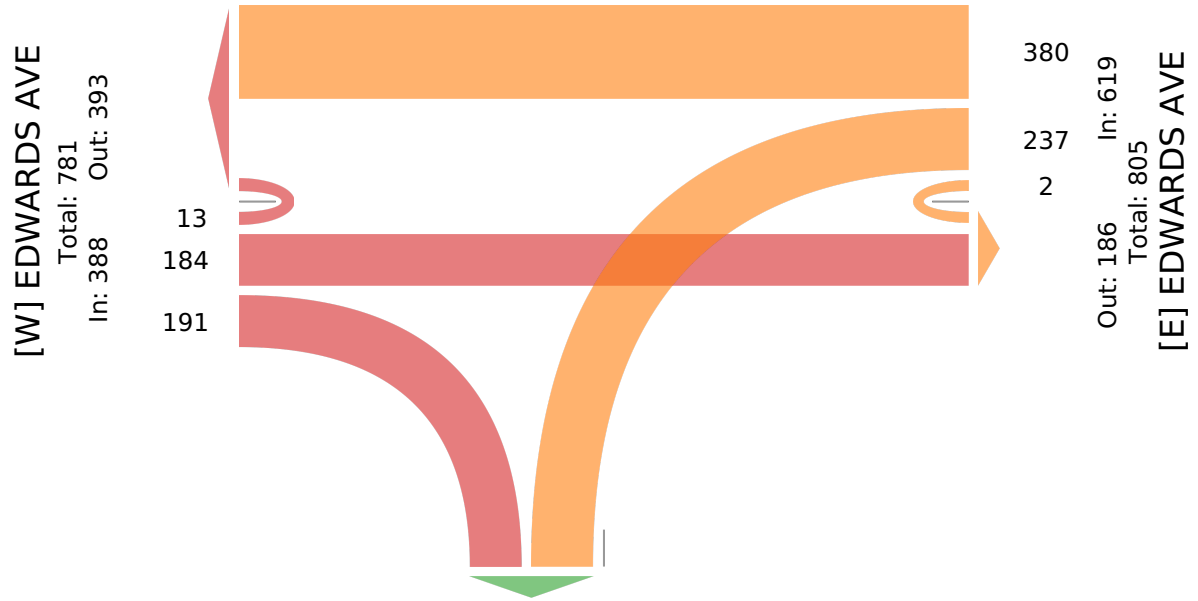
Leg	EDWARDS AVE					EDWARDS AVE					LIE EB ON RAMP					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-08-06 12:00PM	58	54	2	**114**	0	55	101	0	**156**	0	0	0	0	**0**	0	**270**
12:15PM	38	57	5	**100**	0	63	88	1	**152**	0	0	0	0	**0**	0	**252**
12:30PM	40	41	1	**82**	0	65	88	0	**153**	0	0	0	0	**0**	0	**235**
12:45PM	48	39	5	**92**	0	54	103	1	**158**	0	0	0	0	**0**	0	**250**
Total	184	191	13	**388**	0	237	380	2	**619**	0	0	0	0	**0**	0	**1007**
% Approach	47.4%	49.2%	3.4%	**-**	-	38.3%	61.4%	0.3%	**-**	-	0%	0%	0%	**-**	-	-
% Total	18.3%	19.0%	1.3%	**38.5%**	-	23.5%	37.7%	0.2%	**61.5%**	-	0%	0%	0%	**0%**	-	-
PHF	0.793	0.838	0.650	**0.851**	-	0.912	0.922	0.500	**0.979**	-	-	-	-	**-**	-	0.932
Lights	177	184	13	**374**	-	231	363	2	**596**	-	0	0	0	**0**	-	970
% Lights	96.2%	96.3%	100%	**96.4%**	-	97.5%	95.5%	100%	**96.3%**	-	0%	0%	0%	**-**	-	96.3%
Articulated Trucks and Single-Unit Trucks	3	6	0	**9**	-	6	14	0	**20**	-	0	0	0	**0**	-	29
% Articulated Trucks and Single-Unit Trucks	1.6%	3.1%	0%	**2.3%**	-	2.5%	3.7%	0%	**3.2%**	-	0%	0%	0%	**-**	-	2.9%
Buses	4	1	0	**5**	-	0	3	0	**3**	-	0	0	0	**0**	-	8
% Buses	2.2%	0.5%	0%	**1.3%**	-	0%	0.8%	0%	**0.5%**	-	0%	0%	0%	**-**	-	0.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-Long Island Expressway (I-495) EB On-Ramp ... - TMC

Sat Aug 6, 2022
Forced Peak (12 PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians)
All Movements
ID: 977040, Location: 40.904021, -72.741699

Provided by: Traffic Databank LLC
716 S 6th Avenue, Mt Vernon, NY, 10550, US



C

ATR Volumes

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

Start	01-Aug-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	34	34	65	59	66	92	55	62
01:00	*	*	*	*	*	*	*	*	14	20	31	30	23	29	23	26
02:00	*	*	*	*	*	*	*	*	21	20	19	31	20	35	20	29
03:00	*	*	*	*	*	*	*	*	32	16	32	14	35	17	33	16
04:00	*	*	*	*	*	*	*	*	78	40	49	25	31	16	53	27
05:00	*	*	*	*	*	*	*	*	110	94	88	55	50	29	83	59
06:00	*	*	*	*	*	*	*	*	319	187	175	103	101	76	198	122
07:00	*	*	*	*	*	*	*	*	485	333	288	211	197	150	323	231
08:00	*	*	*	*	*	*	*	*	500	332	382	260	267	189	383	260
09:00	*	*	*	*	*	*	*	*	607	412	501	332	463	290	524	345
10:00	*	*	*	*	*	*	*	*	**646**	460	598	481	596	455	**613**	465
11:00	*	*	*	*	*	*	*	*	602	**541**	**627**	**561**	**611**	**544**	613	**549**
12:00 PM	*	*	*	*	*	*	*	*	**618**	733	**620**	588	556	658	**598**	660
01:00	*	*	*	*	*	*	*	*	604	685	556	602	**596**	**670**	585	652
02:00	*	*	*	*	*	*	*	*	575	681	498	**664**	538	610	537	652
03:00	*	*	*	*	*	*	*	*	538	**798**	431	639	455	600	475	**679**
04:00	*	*	*	*	*	*	*	*	471	748	443	587	410	559	441	631
05:00	*	*	*	*	*	*	*	*	481	792	399	544	327	493	402	610
06:00	*	*	*	*	*	*	*	*	389	639	370	539	257	482	339	553
07:00	*	*	*	*	*	*	*	*	315	487	292	450	235	537	281	491
08:00	*	*	*	*	*	*	*	*	205	429	217	361	187	306	203	365
09:00	*	*	*	*	*	*	*	*	181	337	167	344	117	192	155	291
10:00	*	*	*	*	*	*	*	*	108	195	124	252	82	126	105	191
11:00	*	*	*	*	*	*	*	*	87	144	64	184	49	75	67	134
Lane	0	0	0	0	0	0	0	0	8020	9157	7036	7916	6269	7230	7109	8100
Day	0		0		0		0		17177		14952		13499		15209	
AM Peak	-	-	-	-	-	-	-	-	10:00	11:00	11:00	11:00	11:00	11:00	10:00	11:00
Vol.	-	-	-	-	-	-	-	-	646	541	627	561	611	544	613	549
PM Peak	-	-	-	-	-	-	-	-	12:00	15:00	12:00	14:00	13:00	13:00	12:00	15:00
Vol.	-	-	-	-	-	-	-	-	618	798	620	664	596	670	598	679

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

Start	08-Aug-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	31	42	24	39	29	36	27	39	32	41	47	75	*	*	32	45
01:00	21	23	16	25	15	19	24	26	21	15	32	45	*	*	22	26
02:00	17	13	13	20	20	16	20	22	21	14	19	15	*	*	18	17
03:00	33	14	32	17	32	23	33	20	28	11	28	23	*	*	31	18
04:00	75	41	69	46	70	48	74	36	72	42	49	18	*	*	68	38
05:00	137	95	128	76	144	92	144	79	137	101	88	42	*	*	130	81
06:00	307	187	337	174	305	157	336	164	317	160	163	95	*	*	294	156
07:00	488	288	510	321	478	324	475	329	490	284	319	191	*	*	460	290
08:00	553	327	575	345	552	323	521	303	537	312	446	270	*	*	531	313
09:00	607	376	592	368	579	374	565	319	579	365	598	356	*	*	587	360
10:00	599	431	**625**	504	**615**	482	556	410	**600**	455	695	495	*	*	**615**	463
11:00	**618**	**594**	578	**579**	604	**575**	**575**	**501**	576	**593**	**728**	**618**	*	*	613	**577**
12:00 PM	557	635	567	668	**596**	646	**600**	582	676	667	800	**693**	*	*	**633**	648
01:00	**573**	601	**590**	602	586	629	585	628	**682**	672	723	671	*	*	623	634
02:00	570	684	531	626	494	625	512	618	583	708	765	641	*	*	576	650
03:00	503	672	510	668	509	661	509	645	601	702	807	683	*	*	573	672
04:00	433	**795**	431	**797**	502	**815**	509	751	584	775	**816**	661	*	*	546	**766**
05:00	400	775	447	720	422	723	453	**767**	592	**787**	757	597	*	*	512	728
06:00	351	546	332	544	325	547	372	543	503	582	664	540	*	*	424	550
07:00	257	438	243	404	302	417	296	439	377	458	586	492	*	*	344	441
08:00	185	324	200	303	213	369	208	385	279	408	392	365	*	*	246	359
09:00	131	246	137	238	138	246	149	285	189	385	385	368	*	*	188	295
10:00	76	132	108	135	130	136	104	171	129	228	282	308	*	*	138	185
11:00	45	99	38	103	50	106	46	110	87	132	174	177	*	*	73	121
Lane	7567	8378	7633	8322	7710	8389	7693	8172	8692	8897	10363	8439	0	0	8277	8433
Day	15945		15955		16099		15865		17589		18802		0		16710	
AM Peak	11:00	11:00	10:00	11:00	10:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	-	-	10:00	11:00
Vol.	618	594	625	579	615	575	575	501	600	593	728	618	-	-	615	577
PM Peak	13:00	16:00	13:00	16:00	12:00	16:00	12:00	17:00	13:00	17:00	16:00	12:00	-	-	12:00	16:00
Vol.	573	795	590	797	596	815	600	767	682	787	816	693	-	-	633	766

Comb. Total	15945	15955	16099	15865	34766	33754	13499	31919
ADT	ADT 16,209	AADT 16,209						

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/05/22	1	16	13	0	3	0	0	1	0	0	0	0	0	0	34
01:00	1	6	4	0	2	0	0	0	0	0	0	0	0	0	13
02:00	0	13	4	0	3	0	0	0	0	0	0	0	1	0	21
03:00	0	7	14	1	3	2	0	0	3	1	0	0	1	0	32
04:00	0	37	26	3	12	0	0	0	0	0	0	0	0	0	78
05:00	0	49	35	5	17	1	2	0	0	0	0	0	1	0	110
06:00	1	160	103	4	39	6	4	0	0	1	0	0	1	0	319
07:00	0	279	124	6	53	12	8	0	1	1	0	0	1	0	485
08:00	2	289	130	12	40	15	6	0	2	2	0	0	2	0	500
09:00	8	360	157	9	42	16	13	0	1	1	0	0	0	0	607
10:00	7	380	172	14	39	18	12	0	1	3	0	0	0	0	646
11:00	7	343	170	7	47	13	9	0	3	1	0	0	2	0	602
12 PM	4	400	144	9	24	18	18	0	0	0	0	0	1	0	618
13:00	4	370	155	6	33	16	17	0	1	1	0	0	1	0	604
14:00	6	338	152	5	51	12	9	1	1	0	0	0	0	0	575
15:00	7	318	152	3	36	13	6	1	0	1	0	0	1	0	538
16:00	2	283	121	5	41	16	1	0	1	1	0	0	0	0	471
17:00	4	287	141	1	32	12	4	0	0	0	0	0	0	0	481
18:00	2	224	108	3	36	10	5	0	1	0	0	0	0	0	389
19:00	2	171	114	4	15	8	1	0	0	0	0	0	0	0	315
20:00	2	117	64	2	18	1	1	0	0	0	0	0	0	0	205
21:00	0	101	59	0	11	7	3	0	0	0	0	0	0	0	181
22:00	0	60	35	2	9	2	0	0	0	0	0	0	0	0	108
23:00	0	48	25	1	10	3	0	0	0	0	0	0	0	0	87
Total	60	4656	2222	102	616	201	119	3	15	13	0	0	12	0	8019
Percent	0.7%	58.1%	27.7%	1.3%	7.7%	2.5%	1.5%	0.0%	0.2%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak	09:00	10:00	10:00	10:00	07:00	10:00	09:00	00:00	03:00	10:00			08:00		
Vol.	8	380	172	14	53	18	13	1	3	3			2		
PM Peak	15:00	12:00	13:00	12:00	14:00	12:00	12:00	14:00	13:00	13:00			12:00		
Vol.	7	400	155	9	51	18	18	1	1	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/06/22	0	34	28	1	0	1	1	0	0	0	0	0	0	0	65
01:00	0	14	10	2	4	1	0	0	0	0	0	0	0	0	31
02:00	1	8	6	2	1	0	1	0	0	0	0	0	0	0	19
03:00	0	13	9	1	5	2	0	0	2	0	0	0	0	0	32
04:00	0	26	10	1	10	1	0	0	1	0	0	0	0	0	49
05:00	1	27	38	3	14	1	1	1	0	1	0	0	1	0	88
06:00	2	84	57	5	24	2	1	0	0	0	0	0	0	0	175
07:00	1	163	65	7	45	5	1	0	1	0	0	0	0	0	288
08:00	2	202	123	5	39	7	4	0	0	0	0	0	0	0	382
09:00	4	294	140	8	37	8	8	0	0	0	0	0	2	0	501
10:00	11	360	144	7	41	11	21	0	3	0	0	0	0	0	598
11:00	2	378	179	7	41	12	8	0	0	0	0	0	0	0	627
12 PM	3	382	178	5	35	12	4	0	1	0	0	0	0	0	620
13:00	4	332	159	8	32	15	5	0	0	0	0	0	1	0	556
14:00	3	303	135	3	40	11	3	0	0	0	0	0	0	0	498
15:00	3	265	125	4	24	6	3	0	1	0	0	0	0	0	431
16:00	6	266	127	3	29	5	6	0	0	1	0	0	0	0	443
17:00	5	235	118	3	21	13	3	0	0	0	0	0	1	0	399
18:00	4	240	94	2	19	9	2	0	0	0	0	0	0	0	370
19:00	2	183	76	0	22	4	5	0	0	0	0	0	0	0	292
20:00	0	129	67	0	13	5	3	0	0	0	0	0	0	0	217
21:00	1	94	50	2	14	2	4	0	0	0	0	0	0	0	167
22:00	0	80	31	2	8	2	1	0	0	0	0	0	0	0	124
23:00	0	37	18	0	8	1	0	0	0	0	0	0	0	0	64
Total	55	4149	1987	81	526	136	85	1	9	2	0	0	5	0	7036
Percent	0.8%	59.0%	28.2%	1.2%	7.5%	1.9%	1.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	
AM Peak	10:00	11:00	11:00	09:00	07:00	11:00	10:00	05:00	10:00	05:00			09:00		
Vol.	11	378	179	8	45	12	21	1	3	1			2		
PM Peak	16:00	12:00	12:00	13:00	14:00	13:00	16:00		12:00	16:00			13:00		
Vol.	6	382	178	8	40	15	6		1	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/22	0	34	25	0	7	0	0	0	0	0	0	0	0	0	66
01:00	0	18	4	0	1	0	0	0	0	0	0	0	0	0	23
02:00	0	12	7	0	1	0	0	0	0	0	0	0	0	0	20
03:00	0	20	10	0	4	1	0	0	0	0	0	0	0	0	35
04:00	0	18	12	0	1	0	0	0	0	0	0	0	0	0	31
05:00	0	31	13	0	5	0	1	0	0	0	0	0	0	0	50
06:00	0	57	30	0	10	2	2	0	0	0	0	0	0	0	101
07:00	2	117	55	0	20	3	0	0	0	0	0	0	0	0	197
08:00	4	135	93	1	28	5	1	0	0	0	0	0	0	0	267
09:00	3	279	135	2	35	6	3	0	0	0	0	0	0	0	463
10:00	6	357	166	1	40	12	12	0	2	0	0	0	0	0	596
11:00	3	387	147	0	42	15	17	0	0	0	0	0	0	0	611
12 PM	4	347	148	3	34	7	13	0	0	0	0	0	0	0	556
13:00	3	390	150	1	33	12	6	1	0	0	0	0	0	0	596
14:00	4	338	149	4	23	15	5	0	0	0	0	0	0	0	538
15:00	1	296	120	3	27	6	2	0	0	0	0	0	0	0	455
16:00	1	248	118	1	29	9	4	0	0	0	0	0	0	0	410
17:00	1	185	104	1	32	3	0	0	1	0	0	0	0	0	327
18:00	2	157	75	2	19	2	0	0	0	0	0	0	0	0	257
19:00	2	148	62	2	17	3	1	0	0	0	0	0	0	0	235
20:00	2	111	55	5	10	2	2	0	0	0	0	0	0	0	187
21:00	0	60	44	1	7	4	1	0	0	0	0	0	0	0	117
22:00	0	49	25	0	8	0	0	0	0	0	0	0	0	0	82
23:00	0	33	14	0	1	1	0	0	0	0	0	0	0	0	49
Total	38	3827	1761	27	434	108	70	1	3	0	0	0	0	0	6269
Percent	0.6%	61.0%	28.1%	0.4%	6.9%	1.7%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	09:00	11:00	11:00	11:00		10:00						
Vol.	6	387	166	2	42	15	17		2						
PM Peak	12:00	13:00	13:00	20:00	12:00	14:00	12:00	13:00	17:00						
Vol.	4	390	150	5	34	15	13	1	1						

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/08/22	0	17	12	1	1	0	0	0	0	0	0	0	0	0	31
01:00	0	11	7	0	3	0	0	0	0	0	0	0	0	0	21
02:00	0	10	4	0	3	0	0	0	0	0	0	0	0	0	17
03:00	0	12	12	0	6	0	0	0	1	2	0	0	0	0	33
04:00	0	36	26	2	8	0	1	0	2	0	0	0	0	0	75
05:00	0	65	38	6	21	4	1	0	1	0	0	0	1	0	137
06:00	2	163	91	5	38	4	2	1	0	0	0	0	1	0	307
07:00	1	280	120	13	59	5	8	0	1	1	0	0	0	0	488
08:00	3	295	170	14	49	13	7	1	1	0	0	0	0	0	553
09:00	2	369	156	14	43	7	13	0	0	2	0	0	1	0	607
10:00	3	347	165	12	48	19	3	0	1	1	0	0	0	0	599
11:00	2	400	138	6	37	13	16	2	2	2	0	0	0	0	618
12 PM	1	365	124	3	33	13	16	0	0	1	0	0	1	0	557
13:00	4	324	160	5	43	14	19	0	1	0	0	0	3	0	573
14:00	4	345	154	12	38	11	5	0	0	0	0	0	1	0	570
15:00	7	283	157	9	30	10	4	1	1	1	0	0	0	0	503
16:00	1	249	140	3	34	4	1	0	1	0	0	0	0	0	433
17:00	1	237	118	4	34	4	2	0	0	0	0	0	0	0	400
18:00	0	192	124	5	26	3	1	0	0	0	0	0	0	0	351
19:00	1	140	89	1	22	2	1	0	1	0	0	0	0	0	257
20:00	0	102	58	1	20	2	1	0	0	0	0	0	1	0	185
21:00	2	83	37	0	8	0	0	0	1	0	0	0	0	0	131
22:00	0	48	20	1	7	0	0	0	0	0	0	0	0	0	76
23:00	0	21	15	0	8	1	0	0	0	0	0	0	0	0	45
Total	34	4394	2135	117	619	129	101	5	14	10	0	0	9	0	7567
Percent	0.4%	58.1%	28.2%	1.5%	8.2%	1.7%	1.3%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	0.0%	
AM Peak	08:00	11:00	08:00	08:00	07:00	10:00	11:00	11:00	04:00	03:00			05:00		
Vol.	3	400	170	14	59	19	16	2	2	2			1		
PM Peak	15:00	12:00	13:00	14:00	13:00	13:00	13:00	15:00	13:00	12:00			13:00		
Vol.	7	365	160	12	43	14	19	1	1	1			3		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/22	0	18	6	0	0	0	0	0	0	0	0	0	0	0	24
01:00	0	8	5	0	2	1	0	0	0	0	0	0	0	0	16
02:00	0	5	4	1	2	0	0	0	0	0	0	0	1	0	13
03:00	0	11	12	0	6	0	0	0	1	2	0	0	0	0	32
04:00	0	37	19	1	11	1	0	0	0	0	0	0	0	0	69
05:00	1	53	38	4	24	1	1	0	4	1	0	0	1	0	128
06:00	3	188	95	9	29	8	3	0	1	1	0	0	0	0	337
07:00	2	272	152	11	61	6	3	0	3	0	0	0	0	0	510
08:00	3	333	174	11	39	9	3	0	1	1	0	0	1	0	575
09:00	1	346	175	11	49	1	6	0	3	0	0	0	0	0	592
10:00	2	392	152	10	46	12	8	0	2	0	0	0	1	0	625
11:00	1	360	140	8	47	8	10	0	3	0	0	0	1	0	578
12 PM	2	363	160	0	30	6	6	0	0	0	0	0	0	0	567
13:00	2	374	161	8	35	5	4	0	0	1	0	0	0	0	590
14:00	4	319	146	13	42	4	2	0	0	1	0	0	0	0	531
15:00	3	294	162	10	36	1	1	0	2	0	0	0	1	0	510
16:00	1	271	111	6	36	3	2	0	0	0	0	0	1	0	431
17:00	2	238	156	4	43	3	1	0	0	0	0	0	0	0	447
18:00	0	184	111	4	31	2	0	0	0	0	0	0	0	0	332
19:00	4	119	92	2	23	1	2	0	0	0	0	0	0	0	243
20:00	1	115	60	0	17	3	3	0	1	0	0	0	0	0	200
21:00	0	76	51	2	8	0	0	0	0	0	0	0	0	0	137
22:00	0	63	35	1	9	0	0	0	0	0	0	0	0	0	108
23:00	0	24	12	0	2	0	0	0	0	0	0	0	0	0	38
Total	32	4463	2229	116	628	75	55	0	21	7	0	0	7	0	7633
Percent	0.4%	58.5%	29.2%	1.5%	8.2%	1.0%	0.7%	0.0%	0.3%	0.1%	0.0%	0.0%	0.1%	0.0%	
AM Peak	06:00	10:00	09:00	07:00	07:00	10:00	11:00		05:00	03:00			02:00		
Vol.	3	392	175	11	61	12	10		4	2			1		
PM Peak	14:00	13:00	15:00	14:00	17:00	12:00	12:00		15:00	13:00			15:00		
Vol.	4	374	162	13	43	6	6		2	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/10/22	0	12	11	1	5	0	0	0	0	0	0	0	0	0	29
01:00	0	8	5	1	1	0	0	0	0	0	0	0	0	0	15
02:00	0	8	7	0	4	0	0	0	1	0	0	0	0	0	20
03:00	0	8	11	0	7	1	0	0	1	4	0	0	0	0	32
04:00	0	32	21	1	13	1	0	1	1	0	0	0	0	0	70
05:00	1	62	48	6	22	2	2	0	1	0	0	0	0	0	144
06:00	0	152	106	6	36	1	2	0	1	1	0	0	0	0	305
07:00	1	233	147	14	60	8	6	0	3	5	0	0	1	0	478
08:00	1	305	166	12	50	6	6	0	3	0	0	0	3	0	552
09:00	1	318	183	9	51	10	7	0	0	0	0	0	0	0	579
10:00	0	344	172	17	54	12	10	0	2	0	0	0	4	0	615
11:00	0	358	172	7	52	8	6	1	0	0	0	0	0	0	604
12 PM	4	367	166	3	36	12	6	0	1	1	0	0	0	0	596
13:00	3	368	149	14	39	5	6	0	0	1	0	0	1	0	586
14:00	2	295	140	11	37	6	2	0	0	0	0	0	1	0	494
15:00	1	300	159	1	32	11	2	1	0	2	0	0	0	0	509
16:00	0	328	115	4	37	14	4	0	0	0	0	0	0	0	502
17:00	2	226	147	3	39	5	0	0	0	0	0	0	0	0	422
18:00	3	182	100	6	29	1	3	0	1	0	0	0	0	0	325
19:00	0	150	117	5	29	1	0	0	0	0	0	0	0	0	302
20:00	3	115	75	3	16	1	0	0	0	0	0	0	0	0	213
21:00	0	72	55	2	9	0	0	0	0	0	0	0	0	0	138
22:00	1	74	45	1	8	0	0	0	1	0	0	0	0	0	130
23:00	0	20	23	2	5	0	0	0	0	0	0	0	0	0	50
Total	23	4337	2340	129	671	105	62	3	16	14	0	0	10	0	7710
Percent	0.3%	56.3%	30.4%	1.7%	8.7%	1.4%	0.8%	0.0%	0.2%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak	05:00	11:00	09:00	10:00	07:00	10:00	10:00	04:00	07:00	07:00			10:00		
Vol.	1	358	183	17	60	12	10	1	3	5			4		
PM Peak	12:00	13:00	12:00	13:00	13:00	16:00	12:00	15:00	12:00	15:00			13:00		
Vol.	4	368	166	14	39	14	6	1	1	2			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/11/22	0	14	8	0	3	1	0	0	1	0	0	0	0	0	27
01:00	2	11	6	0	3	2	0	0	0	0	0	0	0	0	24
02:00	0	9	5	0	5	0	0	0	0	1	0	0	0	0	20
03:00	0	13	7	1	6	0	0	0	3	3	0	0	0	0	33
04:00	0	36	21	2	12	1	1	0	0	0	0	0	1	0	74
05:00	1	54	51	4	25	2	2	1	4	0	0	0	0	0	144
06:00	0	174	90	16	49	2	1	0	1	2	0	0	1	0	336
07:00	1	253	145	12	53	4	3	0	3	1	0	0	0	0	475
08:00	1	294	158	14	48	3	0	0	2	0	0	0	1	0	521
09:00	0	272	201	17	64	4	1	0	4	2	0	0	0	0	565
10:00	0	273	202	13	57	5	0	0	5	1	0	0	0	0	556
11:00	2	281	218	12	54	3	1	0	1	1	0	0	2	0	575
12 PM	3	339	196	5	50	4	2	0	1	0	0	0	0	0	600
13:00	1	347	170	9	39	14	4	0	1	0	0	0	0	0	585
14:00	1	273	162	13	51	7	2	2	0	0	0	0	1	0	512
15:00	1	287	155	7	50	4	3	0	0	1	0	0	1	0	509
16:00	1	319	143	5	34	4	2	0	1	0	0	0	0	0	509
17:00	0	260	142	4	43	2	0	0	1	0	0	0	1	0	453
18:00	1	218	125	2	25	0	0	0	1	0	0	0	0	0	372
19:00	1	174	101	2	17	1	0	0	0	0	0	0	0	0	296
20:00	0	119	66	1	21	1	0	0	0	0	0	0	0	0	208
21:00	0	72	54	1	20	1	1	0	0	0	0	0	0	0	149
22:00	0	59	35	1	9	0	0	0	0	0	0	0	0	0	104
23:00	0	28	13	3	2	0	0	0	0	0	0	0	0	0	46
Total	16	4179	2474	144	740	65	23	3	29	12	0	0	8	0	7693
Percent	0.2%	54.3%	32.2%	1.9%	9.6%	0.8%	0.3%	0.0%	0.4%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak	01:00	08:00	11:00	09:00	09:00	10:00	07:00	05:00	10:00	03:00			11:00		
Vol.	2	294	218	17	64	5	3	1	5	3			2		
PM Peak	12:00	13:00	12:00	14:00	14:00	13:00	13:00	14:00	12:00	15:00			14:00		
Vol.	3	347	196	13	51	14	4	2	1	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/12/22	0	16	13	0	3	0	0	0	0	0	0	0	0	0	32
01:00	2	10	7	0	1	0	0	1	0	0	0	0	0	0	21
02:00	0	11	4	0	4	1	0	0	0	1	0	0	0	0	21
03:00	0	5	12	1	6	0	0	0	1	3	0	0	0	0	28
04:00	0	27	24	3	15	1	0	0	2	0	0	0	0	0	72
05:00	3	58	45	2	22	1	3	1	1	1	0	0	0	0	137
06:00	2	142	116	12	39	4	0	0	0	2	0	0	0	0	317
07:00	0	258	148	9	62	4	3	1	2	3	0	0	0	0	490
08:00	5	301	171	12	37	6	4	0	0	1	0	0	0	0	537
09:00	3	334	159	7	60	6	6	0	2	1	0	0	1	0	579
10:00	3	329	206	4	47	5	4	0	0	1	0	0	1	0	600
11:00	0	363	143	11	42	8	6	0	1	1	0	0	1	0	576
12 PM	3	437	178	5	39	9	2	0	1	1	0	0	1	0	676
13:00	6	450	155	11	40	4	12	1	0	3	0	0	0	0	682
14:00	1	391	135	4	43	1	7	1	0	0	0	0	0	0	583
15:00	2	410	142	7	29	6	4	0	0	1	0	0	0	0	601
16:00	3	399	130	4	41	5	0	1	1	0	0	0	0	0	584
17:00	1	410	146	1	28	4	2	0	0	0	0	0	0	0	592
18:00	3	312	143	4	34	4	1	1	1	0	0	0	0	0	503
19:00	1	236	114	3	21	2	0	0	0	0	0	0	0	0	377
20:00	0	188	68	1	22	0	0	0	0	0	0	0	0	0	279
21:00	0	125	52	1	11	0	0	0	0	0	0	0	0	0	189
22:00	2	79	36	2	9	1	0	0	0	0	0	0	0	0	129
23:00	1	43	30	1	12	0	0	0	0	0	0	0	0	0	87
Total	41	5334	2377	105	667	72	54	7	12	19	0	0	4	0	8692
Percent	0.5%	61.4%	27.3%	1.2%	7.7%	0.8%	0.6%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	11:00	10:00	06:00	07:00	11:00	09:00	01:00	04:00	03:00			09:00		
Vol.	5	363	206	12	62	8	6	1	2	3			1		
PM Peak	13:00	13:00	12:00	13:00	14:00	12:00	13:00	13:00	12:00	13:00			12:00		
Vol.	6	450	178	11	43	9	12	1	1	3			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/13/22	0	29	16	0	1	1	0	0	0	0	0	0	0	0	47
01:00	0	20	10	0	1	1	0	0	0	0	0	0	0	0	32
02:00	0	9	6	0	4	0	0	0	0	0	0	0	0	0	19
03:00	0	11	8	0	8	0	0	0	1	0	0	0	0	0	28
04:00	0	25	16	1	6	0	0	0	1	0	0	0	0	0	49
05:00	0	46	21	4	12	2	1	0	2	0	0	0	0	0	88
06:00	0	87	55	2	17	1	0	0	0	1	0	0	0	0	163
07:00	1	161	98	8	46	0	3	1	0	1	0	0	0	0	319
08:00	2	268	119	7	41	5	2	0	0	1	0	0	1	0	446
09:00	5	353	177	4	51	5	2	0	1	0	0	0	0	0	598
10:00	4	457	167	7	51	6	1	0	1	1	0	0	0	0	695
11:00	3	479	191	7	37	7	4	0	0	0	0	0	0	0	728
12 PM	7	546	171	5	48	18	3	0	2	0	0	0	0	0	800
13:00	5	512	166	4	30	4	1	0	1	0	0	0	0	0	723
14:00	8	516	179	5	41	7	7	1	1	0	0	0	0	0	765
15:00	3	614	149	4	32	2	1	1	1	0	0	0	0	0	807
16:00	0	613	152	5	38	5	3	0	0	0	0	0	0	0	816
17:00	1	571	137	4	42	1	1	0	0	0	0	0	0	0	757
18:00	2	493	130	4	34	0	0	0	1	0	0	0	0	0	664
19:00	3	448	101	0	31	3	0	0	0	0	0	0	0	0	586
20:00	1	303	69	3	16	0	0	0	0	0	0	0	0	0	392
21:00	0	306	58	3	18	0	0	0	0	0	0	0	0	0	385
22:00	2	238	33	0	8	1	0	0	0	0	0	0	0	0	282
23:00	0	141	25	1	7	0	0	0	0	0	0	0	0	0	174
Total	47	7246	2254	78	620	69	29	3	12	4	0	0	1	0	10363
Percent	0.5%	69.9%	21.8%	0.8%	6.0%	0.7%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	07:00	09:00	11:00	11:00	07:00	05:00	06:00			08:00		
Vol.	5	479	191	8	51	7	4	1	2	1			1		
PM Peak	14:00	15:00	14:00	12:00	12:00	12:00	14:00	14:00	12:00						
Vol.	8	614	179	5	48	18	7	1	2						
Grand Total	346	42585	19779	899	5521	960	598	26	131	81	0	0	56	0	70982
Percent	0.5%	60.0%	27.9%	1.3%	7.8%	1.4%	0.8%	0.0%	0.2%	0.1%	0.0%	0.0%	0.1%	0.0%	

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/05/22	0	27	5	0	2	0	0	0	0	0	0	0	0	0	34
01:00	0	11	8	0	1	0	0	0	0	0	0	0	0	0	20
02:00	0	12	5	0	2	0	0	0	1	0	0	0	0	0	20
03:00	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
04:00	0	13	12	4	8	1	1	0	1	0	0	0	0	0	40
05:00	1	48	29	4	10	0	0	0	0	2	0	0	0	0	94
06:00	1	104	50	9	16	2	0	0	2	2	0	0	1	0	187
07:00	2	200	67	11	44	4	1	2	1	1	0	0	0	0	333
08:00	1	183	77	18	43	4	1	0	2	3	0	0	0	0	332
09:00	2	268	84	11	37	2	0	1	4	1	0	0	2	0	412
10:00	0	298	95	11	46	2	2	0	3	2	0	0	1	0	460
11:00	1	355	140	6	31	3	1	0	3	0	0	0	1	0	541
12 PM	4	479	183	12	44	5	1	0	1	3	0	0	1	0	733
13:00	0	479	149	12	39	3	2	0	0	1	0	0	0	0	685
14:00	3	457	167	7	44	1	0	1	0	0	0	0	1	0	681
15:00	3	555	177	9	51	1	1	0	1	0	0	0	0	0	798
16:00	3	520	163	8	51	0	1	1	1	0	0	0	0	0	748
17:00	4	571	167	3	45	1	1	0	0	0	0	0	0	0	792
18:00	1	432	163	5	36	1	0	0	1	0	0	0	0	0	639
19:00	2	344	123	4	11	3	0	0	0	0	0	0	0	0	487
20:00	2	298	103	2	24	0	0	0	0	0	0	0	0	0	429
21:00	5	234	87	1	10	0	0	0	0	0	0	0	0	0	337
22:00	1	143	42	1	8	0	0	0	0	0	0	0	0	0	195
23:00	0	100	36	1	7	0	0	0	0	0	0	0	0	0	144
Total	36	6142	2137	139	610	33	12	5	21	15	0	0	7	0	9157
Percent	0.4%	67.1%	23.3%	1.5%	6.7%	0.4%	0.1%	0.1%	0.2%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak	07:00	11:00	11:00	08:00	10:00	07:00	10:00	07:00	09:00	08:00			09:00		
Vol.	2	355	140	18	46	4	2	2	4	3			2		
PM Peak	21:00	17:00	12:00	12:00	15:00	12:00	13:00	14:00	12:00	12:00			12:00		
Vol.	5	571	183	12	51	5	2	1	1	3			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/06/22	0	43	12	1	3	0	0	0	0	0	0	0	0	0	59
01:00	0	21	7	1	1	0	0	0	0	0	0	0	0	0	30
02:00	0	19	6	1	5	0	0	0	0	0	0	0	0	0	31
03:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
04:00	0	13	8	2	1	0	0	0	0	1	0	0	0	0	25
05:00	0	29	16	3	7	0	0	0	0	0	0	0	0	0	55
06:00	1	61	26	2	12	0	0	0	1	0	0	0	0	0	103
07:00	0	132	47	6	19	3	0	0	3	1	0	0	0	0	211
08:00	1	154	63	11	28	0	2	0	0	1	0	0	0	0	260
09:00	2	229	72	6	20	0	0	0	1	2	0	0	0	0	332
10:00	4	339	93	3	36	3	2	0	1	0	0	0	0	0	481
11:00	5	384	135	7	30	0	0	0	0	0	0	0	0	0	561
12 PM	2	411	128	2	43	1	0	0	1	0	0	0	0	0	588
13:00	2	428	138	4	27	1	1	0	0	1	0	0	0	0	602
14:00	0	471	157	5	31	0	0	0	0	0	0	0	0	0	664
15:00	3	472	135	3	23	0	1	1	1	0	0	0	0	0	639
16:00	2	408	138	4	33	1	1	0	0	0	0	0	0	0	587
17:00	2	395	123	2	22	0	0	0	0	0	0	0	0	0	544
18:00	2	396	113	2	25	0	0	0	1	0	0	0	0	0	539
19:00	0	323	111	3	13	0	0	0	0	0	0	0	0	0	450
20:00	3	269	76	2	11	0	0	0	0	0	0	0	0	0	361
21:00	1	245	82	0	16	0	0	0	0	0	0	0	0	0	344
22:00	0	179	60	2	11	0	0	0	0	0	0	0	0	0	252
23:00	1	122	50	1	9	0	0	0	1	0	0	0	0	0	184
Total	31	5552	1800	73	427	9	7	1	10	6	0	0	0	0	7916
Percent	0.4%	70.1%	22.7%	0.9%	5.4%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	10:00	07:00	08:00		07:00	09:00					
Vol.	5	384	135	11	36	3	2		3	2					
PM Peak	15:00	15:00	14:00	14:00	12:00	12:00	13:00	15:00	12:00	13:00					
Vol.	3	472	157	5	43	1	1	1	1	1					

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/22	0	59	21	2	8	0	0	0	1	1	0	0	0	0	92
01:00	1	17	9	0	2	0	0	0	0	0	0	0	0	0	29
02:00	0	23	10	0	2	0	0	0	0	0	0	0	0	0	35
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
04:00	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
05:00	0	19	7	0	2	0	0	0	1	0	0	0	0	0	29
06:00	0	50	15	2	9	0	0	0	0	0	0	0	0	0	76
07:00	1	104	35	1	7	1	0	0	0	1	0	0	0	0	150
08:00	2	110	58	5	13	0	0	0	0	1	0	0	0	0	189
09:00	4	199	73	0	14	0	0	0	0	0	0	0	0	0	290
10:00	1	325	96	2	31	0	0	0	0	0	0	0	0	0	455
11:00	6	397	121	0	20	0	0	0	0	0	0	0	0	0	544
12 PM	6	490	129	3	30	0	0	0	0	0	0	0	0	0	658
13:00	3	481	155	0	31	0	0	0	0	0	0	0	0	0	670
14:00	5	445	125	5	30	0	0	0	0	0	0	0	0	0	610
15:00	1	438	123	4	34	0	0	0	0	0	0	0	0	0	600
16:00	1	399	136	0	22	1	0	0	0	0	0	0	0	0	559
17:00	3	333	129	2	26	0	0	0	0	0	0	0	0	0	493
18:00	1	347	114	5	15	0	0	0	0	0	0	0	0	0	482
19:00	0	387	126	4	19	0	0	0	1	0	0	0	0	0	537
20:00	4	211	75	2	14	0	0	0	0	0	0	0	0	0	306
21:00	1	142	37	2	9	0	0	0	0	1	0	0	0	0	192
22:00	0	96	22	0	8	0	0	0	0	0	0	0	0	0	126
23:00	0	60	13	0	2	0	0	0	0	0	0	0	0	0	75
Total	40	5157	1636	39	349	2	0	0	3	4	0	0	0	0	7230
Percent	0.6%	71.3%	22.6%	0.5%	4.8%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	10:00	07:00			00:00	00:00					
Vol.	6	397	121	5	31	1			1	1					
PM Peak	12:00	12:00	13:00	14:00	15:00	16:00			19:00	21:00					
Vol.	6	490	155	5	34	1			1	1					

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/08/22	0	38	4	0	0	0	0	0	0	0	0	0	0	0	42
01:00	1	16	6	0	0	0	0	0	0	0	0	0	0	0	23
02:00	0	8	4	0	0	0	0	0	1	0	0	0	0	0	13
03:00	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14
04:00	0	19	12	5	4	1	0	0	0	0	0	0	0	0	41
05:00	0	53	31	3	6	0	0	0	1	1	0	0	0	0	95
06:00	0	127	33	4	14	2	0	0	2	4	0	0	1	0	187
07:00	1	175	58	11	27	4	4	0	7	1	0	0	0	0	288
08:00	0	201	72	12	32	2	2	1	3	2	0	0	0	0	327
09:00	0	262	85	2	22	1	2	0	0	1	0	0	1	0	376
10:00	3	290	105	10	17	1	2	0	2	1	0	0	0	0	431
11:00	2	406	129	12	30	6	3	0	3	3	0	0	0	0	594
12 PM	2	450	132	10	27	4	5	1	2	1	0	0	1	0	635
13:00	3	426	125	10	32	1	3	0	0	1	0	0	0	0	601
14:00	0	472	168	6	33	2	1	0	1	1	0	0	0	0	684
15:00	0	473	151	9	34	3	2	0	0	0	0	0	0	0	672
16:00	4	546	183	8	50	1	1	0	1	0	0	0	1	0	795
17:00	1	542	182	3	41	1	0	0	2	3	0	0	0	0	775
18:00	0	368	142	4	31	0	1	0	0	0	0	0	0	0	546
19:00	1	302	105	2	26	2	0	0	0	0	0	0	0	0	438
20:00	0	224	72	3	23	0	0	0	2	0	0	0	0	0	324
21:00	0	182	57	0	6	0	0	0	1	0	0	0	0	0	246
22:00	0	93	33	1	4	0	0	0	1	0	0	0	0	0	132
23:00	0	69	26	0	3	0	0	0	1	0	0	0	0	0	99
Total	18	5749	1921	115	463	31	26	2	30	19	0	0	4	0	8378
Percent	0.2%	68.6%	22.9%	1.4%	5.5%	0.4%	0.3%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	08:00	08:00	11:00	07:00	08:00	07:00	06:00			06:00		
Vol.	3	406	129	12	32	6	4	1	7	4			1		
PM Peak	16:00	16:00	16:00	12:00	16:00	12:00	12:00	12:00	12:00	17:00			12:00		
Vol.	4	546	183	10	50	4	5	1	2	3			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/22	0	31	7	0	1	0	0	0	0	0	0	0	0	0	39
01:00	0	18	3	0	3	0	0	0	1	0	0	0	0	0	25
02:00	0	11	6	1	0	1	0	0	1	0	0	0	0	0	20
03:00	0	14	2	0	0	0	0	0	1	0	0	0	0	0	17
04:00	0	20	14	4	6	1	0	0	0	1	0	0	0	0	46
05:00	0	38	28	3	6	0	0	0	1	0	0	0	0	0	76
06:00	2	111	35	2	18	1	0	0	3	2	0	0	0	0	174
07:00	1	188	71	11	29	5	3	3	6	3	0	0	1	0	321
08:00	3	220	70	12	25	3	3	0	6	3	0	0	0	0	345
09:00	2	248	67	9	32	2	2	1	2	2	0	0	1	0	368
10:00	1	358	92	9	32	4	5	0	1	1	0	0	1	0	504
11:00	1	399	128	14	26	3	1	0	5	2	0	0	0	0	579
12 PM	1	470	136	10	37	4	4	1	3	2	0	0	0	0	668
13:00	1	418	128	11	35	3	2	1	1	1	0	0	1	0	602
14:00	2	430	137	10	40	3	0	1	0	3	0	0	0	0	626
15:00	0	461	155	11	40	1	0	0	0	0	0	0	0	0	668
16:00	1	590	156	7	34	3	4	0	0	1	0	0	1	0	797
17:00	1	507	165	6	37	1	1	0	2	0	0	0	0	0	720
18:00	1	375	133	7	25	0	1	1	0	1	0	0	0	0	544
19:00	2	288	83	3	26	1	0	0	1	0	0	0	0	0	404
20:00	0	219	68	1	15	0	0	0	0	0	0	0	0	0	303
21:00	0	167	57	2	11	0	0	0	1	0	0	0	0	0	238
22:00	0	109	21	0	5	0	0	0	0	0	0	0	0	0	135
23:00	0	78	19	0	5	1	0	0	0	0	0	0	0	0	103
Total	19	5768	1781	133	488	37	26	8	35	22	0	0	5	0	8322
Percent	0.2%	69.3%	21.4%	1.6%	5.9%	0.4%	0.3%	0.1%	0.4%	0.3%	0.0%	0.0%	0.1%	0.0%	
AM Peak	08:00	11:00	11:00	11:00	09:00	07:00	10:00	07:00	07:00	07:00			07:00		
Vol.	3	399	128	14	32	5	5	3	6	3			1		
PM Peak	14:00	16:00	17:00	13:00	14:00	12:00	12:00	12:00	12:00	14:00			13:00		
Vol.	2	590	165	11	40	4	4	1	3	3			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/10/22	0	24	10	0	2	0	0	0	0	0	0	0	0	0	36
01:00	0	13	2	0	4	0	0	0	0	0	0	0	0	0	19
02:00	0	8	7	0	1	0	0	0	0	0	0	0	0	0	16
03:00	0	16	4	1	1	1	0	0	0	0	0	0	0	0	23
04:00	0	28	12	3	5	0	0	0	0	0	0	0	0	0	48
05:00	1	49	23	4	11	1	0	0	1	2	0	0	0	0	92
06:00	2	91	39	3	18	2	0	0	2	0	0	0	0	0	157
07:00	2	183	76	20	30	4	1	1	5	2	0	0	0	0	324
08:00	0	202	69	14	26	4	2	1	3	1	0	0	1	0	323
09:00	0	256	84	6	23	4	0	0	0	1	0	0	0	0	374
10:00	3	320	100	18	34	2	1	1	1	1	0	0	1	0	482
11:00	2	401	116	9	36	2	3	2	3	1	0	0	0	0	575
12 PM	1	467	132	8	29	5	1	0	2	1	0	0	0	0	646
13:00	1	454	117	4	42	6	1	1	2	1	0	0	0	0	629
14:00	1	430	144	11	31	1	3	1	0	3	0	0	0	0	625
15:00	1	470	148	4	37	0	1	0	0	0	0	0	0	0	661
16:00	3	598	168	9	33	2	1	0	1	0	0	0	0	0	815
17:00	7	494	165	4	47	0	1	1	1	3	0	0	0	0	723
18:00	1	372	142	5	26	1	0	0	0	0	0	0	0	0	547
19:00	2	293	96	3	22	1	0	0	0	0	0	0	0	0	417
20:00	4	260	85	1	19	0	0	0	0	0	0	0	0	0	369
21:00	0	162	73	1	10	0	0	0	0	0	0	0	0	0	246
22:00	0	102	27	0	6	0	0	0	1	0	0	0	0	0	136
23:00	0	75	23	2	5	0	0	0	1	0	0	0	0	0	106
Total	31	5768	1862	130	498	36	15	8	23	16	0	0	2	0	8389
Percent	0.4%	68.8%	22.2%	1.5%	5.9%	0.4%	0.2%	0.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	07:00	11:00	07:00	11:00	11:00	07:00	05:00			08:00		
Vol.	3	401	116	20	36	4	3	2	5	2			1		
PM Peak	17:00	16:00	16:00	14:00	17:00	13:00	14:00	13:00	12:00	14:00					
Vol.	7	598	168	11	47	6	3	1	2	3					

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/11/22	1	22	9	0	5	0	0	0	2	0	0	0	0	0	39
01:00	0	17	5	0	3	1	0	0	0	0	0	0	0	0	26
02:00	0	12	6	0	2	1	0	0	0	1	0	0	0	0	22
03:00	0	12	4	1	2	1	0	0	0	0	0	0	0	0	20
04:00	0	17	13	2	2	0	0	0	1	1	0	0	0	0	36
05:00	0	41	30	3	3	1	0	0	0	1	0	0	0	0	79
06:00	1	108	29	6	13	2	0	1	0	4	0	0	0	0	164
07:00	3	195	73	17	31	4	0	0	5	1	0	0	0	0	329
08:00	0	183	67	13	26	3	0	0	8	2	0	0	1	0	303
09:00	1	196	73	13	27	2	1	1	3	1	0	0	1	0	319
10:00	0	251	107	7	35	2	0	0	5	2	0	0	1	0	410
11:00	0	326	121	11	33	2	2	0	6	0	0	0	0	0	501
12 PM	0	364	152	16	47	1	0	0	2	0	0	0	0	0	582
13:00	2	437	140	8	38	1	0	1	0	0	0	0	1	0	628
14:00	4	434	132	6	36	4	1	0	1	0	0	0	0	0	618
15:00	4	455	128	9	46	3	0	0	0	0	0	0	0	0	645
16:00	1	566	148	5	27	1	1	1	0	0	0	0	1	0	751
17:00	0	530	185	4	45	0	1	0	0	2	0	0	0	0	767
18:00	1	359	143	6	33	0	1	0	0	0	0	0	0	0	543
19:00	0	321	91	5	21	1	0	0	0	0	0	0	0	0	439
20:00	2	256	101	1	23	1	0	0	1	0	0	0	0	0	385
21:00	0	203	65	0	17	0	0	0	0	0	0	0	0	0	285
22:00	0	111	47	1	12	0	0	0	0	0	0	0	0	0	171
23:00	0	84	18	2	5	0	0	0	1	0	0	0	0	0	110
Total	20	5500	1887	136	532	31	7	4	35	15	0	0	5	0	8172
Percent	0.2%	67.3%	23.1%	1.7%	6.5%	0.4%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak	07:00	11:00	11:00	07:00	10:00	07:00	11:00	06:00	08:00	06:00			08:00		
Vol.	3	326	121	17	35	4	2	1	8	4			1		
PM Peak	14:00	16:00	17:00	12:00	12:00	14:00	14:00	13:00	12:00	17:00			13:00		
Vol.	4	566	185	16	47	4	1	1	2	2			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/12/22	0	29	8	1	3	0	0	0	0	0	0	0	0	0	41
01:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
03:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	17	12	3	6	1	0	0	1	2	0	0	0	0	42
05:00	0	56	28	3	10	0	0	0	3	1	0	0	0	0	101
06:00	0	91	48	2	9	1	2	1	3	3	0	0	0	0	160
07:00	2	168	64	8	31	3	0	0	4	1	0	0	3	0	284
08:00	2	189	67	11	28	5	0	1	5	3	0	0	1	0	312
09:00	3	222	94	5	31	2	1	2	2	3	0	0	0	0	365
10:00	3	303	94	5	41	3	1	1	3	1	0	0	0	0	455
11:00	3	407	127	9	41	1	1	0	3	1	0	0	0	0	593
12 PM	8	488	121	9	35	2	3	0	0	0	0	0	1	0	667
13:00	2	506	114	8	35	5	0	1	1	0	0	0	0	0	672
14:00	3	536	134	3	27	2	2	0	0	1	0	0	0	0	708
15:00	4	551	116	7	23	0	0	0	0	1	0	0	0	0	702
16:00	3	601	141	3	25	0	1	0	1	0	0	0	0	0	775
17:00	5	608	139	5	26	3	1	0	0	0	0	0	0	0	787
18:00	2	460	104	2	14	0	0	0	0	0	0	0	0	0	582
19:00	2	364	70	3	15	0	0	0	3	1	0	0	0	0	458
20:00	2	313	84	1	8	0	0	0	0	0	0	0	0	0	408
21:00	0	307	69	0	9	0	0	0	0	0	0	0	0	0	385
22:00	1	172	49	0	5	0	0	0	1	0	0	0	0	0	228
23:00	0	96	30	0	6	0	0	0	0	0	0	0	0	0	132
Total	45	6513	1723	88	429	28	12	6	30	18	0	0	5	0	8897
Percent	0.5%	73.2%	19.4%	1.0%	4.8%	0.3%	0.1%	0.1%	0.3%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak	09:00	11:00	11:00	08:00	10:00	08:00	06:00	09:00	08:00	06:00			07:00		
Vol.	3	407	127	11	41	5	2	2	5	3			3		
PM Peak	12:00	17:00	16:00	12:00	12:00	13:00	12:00	13:00	19:00	14:00			12:00		
Vol.	8	608	141	9	35	5	3	1	3	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/13/22	2	52	18	0	3	0	0	0	0	0	0	0	0	0	75
01:00	1	33	9	0	2	0	0	0	0	0	0	0	0	0	45
02:00	0	8	4	0	3	0	0	0	0	0	0	0	0	0	15
03:00	0	12	7	1	3	0	0	0	0	0	0	0	0	0	23
04:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
05:00	0	24	13	1	3	0	0	0	1	0	0	0	0	0	42
06:00	0	68	14	1	9	2	0	0	0	1	0	0	0	0	95
07:00	2	119	46	5	14	3	0	1	1	0	0	0	0	0	191
08:00	3	184	51	8	23	0	0	0	1	0	0	0	0	0	270
09:00	4	259	62	2	27	1	1	0	0	0	0	0	0	0	356
10:00	3	382	82	6	20	1	0	0	0	1	0	0	0	0	495
11:00	2	512	86	2	14	1	0	0	1	0	0	0	0	0	618
12 PM	7	587	78	1	18	0	0	0	1	1	0	0	0	0	693
13:00	3	555	90	5	16	2	0	0	0	0	0	0	0	0	671
14:00	8	514	97	4	17	1	0	0	0	0	0	0	0	0	641
15:00	4	610	68	3	3	0	0	0	0	0	0	0	0	0	688
16:00	8	573	72	1	7	0	0	0	0	0	0	0	0	0	661
17:00	0	541	46	2	8	0	0	0	0	0	0	0	0	0	597
18:00	2	496	36	1	4	0	1	0	0	0	0	0	0	0	540
19:00	0	451	31	2	8	0	0	0	0	0	0	0	0	0	492
20:00	3	319	33	1	8	1	0	0	0	0	0	0	0	0	365
21:00	2	329	33	1	3	0	0	0	0	0	0	0	0	0	368
22:00	0	264	36	1	7	0	0	0	0	0	0	0	0	0	308
23:00	1	161	13	0	2	0	0	0	0	0	0	0	0	0	177
Total	55	7066	1030	48	222	12	2	1	5	3	0	0	0	0	8444
Percent	0.7%	83.7%	12.2%	0.6%	2.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	08:00	09:00	07:00	09:00	07:00	05:00	06:00					
Vol.	4	512	86	8	27	3	1	1	1	1					
PM Peak	14:00	15:00	14:00	13:00	12:00	13:00	18:00		12:00	12:00					
Vol.	8	610	97	5	18	2	1		1	1					
Grand Total	295	53215	15777	901	4018	219	107	35	192	118	0	0	28	0	74905
Percent	0.4%	71.0%	21.1%	1.2%	5.4%	0.3%	0.1%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/05/22	0	0	0	0	1	1	8	15	5	3	0	0	**1**	0	34	41-50	23
01:00	0	0	0	0	0	0	3	6	1	1	1	0	1	**1**	14	41-50	9
02:00	0	0	0	0	0	2	4	8	5	2	0	0	0	0	21	44-53	13
03:00	0	0	0	0	0	1	4	12	6	5	**3**	0	1	0	32	45-54	18
04:00	0	0	0	0	1	9	11	27	19	10	1	0	0	0	78	46-55	46
05:00	0	1	1	0	1	6	21	47	28	5	0	0	0	0	110	46-55	75
06:00	1	0	1	2	8	32	107	96	**56**	**16**	0	0	0	0	319	41-50	203
07:00	0	1	3	6	18	67	191	**155**	40	4	0	0	0	0	485	41-50	346
08:00	1	3	9	17	67	104	173	113	12	1	0	0	0	0	500	41-50	286
09:00	**3**	4	0	24	38	177	**234**	112	14	0	1	0	0	0	607	36-45	411
10:00	1	4	**14**	27	103	**212**	206	67	10	2	0	0	0	0	**646**	36-45	418
11:00	3	**9**	10	**50**	**123**	208	155	41	3	0	0	0	0	0	602	36-45	363
12 PM	1	**6**	14	31	**99**	**236**	176	49	4	2	0	0	0	0	**618**	36-45	412
13:00	1	2	11	27	88	180	**234**	54	7	0	0	0	0	0	604	36-45	414
14:00	**4**	6	**18**	**47**	94	179	166	51	10	0	0	0	0	0	575	36-45	345
15:00	1	4	6	9	28	140	224	102	21	1	**2**	0	0	0	538	36-45	364
16:00	1	1	3	5	25	131	218	74	13	0	0	0	0	0	471	36-45	349
17:00	0	1	1	4	28	119	190	**113**	22	2	1	0	0	0	481	36-45	309
18:00	0	1	1	13	22	58	160	104	**27**	3	0	0	0	0	389	41-50	264
19:00	0	1	0	1	7	47	141	88	24	**6**	0	0	0	0	315	41-50	229
20:00	0	0	0	0	10	31	90	63	10	0	1	0	0	0	205	41-50	153
21:00	0	0	0	1	7	41	68	42	17	4	1	0	0	0	181	41-50	110
22:00	0	1	1	1	2	8	35	38	16	4	2	0	0	0	108	41-50	73
23:00	0	0	0	0	1	4	32	23	23	4	0	0	0	0	87	41-50	55
Total	17	45	93	265	771	1993	2851	1500	393	75	13	0	3	1	8020		
Percent	0.2%	0.6%	1.2%	3.3%	9.6%	24.9%	35.5%	18.7%	4.9%	0.9%	0.2%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	10:00	11:00	11:00	10:00	09:00	07:00	06:00	06:00	03:00		00:00	01:00	10:00		
Vol.	3	9	14	50	123	212	234	155	56	16	3		1	1	646		
PM Peak	14:00	12:00	14:00	14:00	12:00	12:00	13:00	17:00	18:00	19:00	15:00				12:00		
Vol.	4	6	18	47	99	236	234	113	27	6	2				618		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/06/22	0	0	0	0	0	7	14	31	10	2	0	1	0	0	65	41-50	45
01:00	0	0	0	0	0	2	5	12	8	3	1	0	0	0	31	46-55	20
02:00	0	0	0	0	0	2	5	5	4	2	0	0	**1**	0	19	41-50	10
03:00	0	0	0	0	0	1	10	9	5	3	2	**2**	0	0	32	41-50	19
04:00	0	0	1	0	0	7	6	16	10	6	**3**	0	0	0	49	46-55	26
05:00	0	3	0	0	0	7	19	31	20	7	1	0	0	0	88	46-55	51
06:00	2	1	3	0	3	12	42	69	29	**11**	3	0	0	0	175	41-50	111
07:00	0	5	0	3	5	22	78	121	**47**	7	0	0	0	0	288	41-50	199
08:00	1	2	8	6	24	47	121	**123**	42	8	0	0	0	0	382	41-50	244
09:00	1	3	3	9	39	141	**229**	67	7	1	1	0	0	0	501	36-45	370
10:00	**3**	3	6	**32**	64	175	207	92	14	1	1	0	0	0	598	36-45	382
11:00	2	**6**	**11**	18	**84**	**244**	189	67	6	0	0	0	0	0	**627**	36-45	433
12 PM	**1**	**4**	**10**	**39**	**98**	**231**	179	46	11	1	0	0	0	0	**620**	36-45	410
13:00	0	0	3	8	62	194	203	70	13	3	0	0	0	0	556	36-45	397
14:00	0	3	1	13	36	128	**205**	93	15	3	1	0	0	0	498	36-45	333
15:00	0	1	2	16	33	110	179	74	11	**4**	1	0	0	0	431	36-45	289
16:00	1	1	3	9	58	144	151	64	10	2	0	0	0	0	443	36-45	295
17:00	1	0	0	1	17	104	145	91	**33**	4	**3**	0	0	0	399	36-45	249
18:00	1	2	5	5	8	63	165	**96**	22	1	2	0	0	0	370	41-50	261
19:00	1	0	2	1	4	51	115	85	26	4	3	0	0	0	292	41-50	200
20:00	0	0	0	0	7	36	103	58	11	2	0	0	0	0	217	41-50	161
21:00	0	0	1	0	2	23	61	57	20	2	1	0	0	0	167	41-50	118
22:00	0	0	1	0	3	14	46	45	15	0	0	0	0	0	124	41-50	91
23:00	0	0	0	0	1	4	17	31	8	3	0	0	0	0	64	41-50	48
Total	14	34	60	160	548	1769	2494	1453	397	80	23	3	1	0	7036		
Percent	0.2%	0.5%	0.9%	2.3%	7.8%	25.1%	35.4%	20.7%	5.6%	1.1%	0.3%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	10:00	11:00	11:00	09:00	08:00	07:00	06:00	04:00	03:00	02:00		11:00		
Vol.	3	6	11	32	84	244	229	123	47	11	3	2	1		627		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	14:00	18:00	17:00	15:00	17:00				12:00		
Vol.	1	4	10	39	98	231	205	96	33	4	3				620		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
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MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/07/22	0	0	0	0	1	7	12	21	20	4	0	0	**1**	0	66	46-55	41
01:00	0	0	0	0	1	2	5	8	6	0	1	0	0	0	23	44-53	14
02:00	0	0	0	0	1	0	5	7	5	2	0	0	0	0	20	46-55	12
03:00	0	0	0	0	0	2	6	14	10	0	1	**2**	0	0	35	46-55	24
04:00	0	0	0	0	1	3	4	7	10	5	1	0	0	0	31	46-55	17
05:00	0	0	0	0	0	4	7	9	13	12	**4**	1	0	0	50	51-60	25
06:00	0	0	1	0	3	3	12	38	31	10	2	1	0	0	101	46-55	69
07:00	**1**	1	0	1	1	7	58	73	38	**13**	2	1	1	0	197	41-50	131
08:00	0	0	1	1	0	10	70	139	**40**	5	1	0	0	0	267	41-50	209
09:00	1	4	1	2	23	82	170	**149**	28	3	0	0	0	0	463	41-50	319
10:00	1	5	6	**22**	42	**185**	232	92	10	0	1	0	0	0	596	36-45	417
11:00	1	**6**	**7**	19	**97**	172	**242**	53	13	1	0	0	0	0	**611**	36-45	414
12 PM	**4**	4	13	20	60	164	**214**	63	12	2	0	0	0	0	556	36-45	378
13:00	2	**5**	3	**26**	**68**	**237**	182	65	7	1	0	0	0	0	**596**	36-45	419
14:00	0	4	**15**	13	66	174	203	55	8	0	0	0	0	0	538	36-45	377
15:00	0	1	1	5	19	135	198	78	15	3	0	0	0	0	455	36-45	333
16:00	0	0	1	13	26	104	155	97	11	3	0	0	0	0	410	36-45	259
17:00	0	1	0	1	5	58	131	**107**	**22**	2	0	0	0	0	327	41-50	238
18:00	1	1	0	3	5	32	103	85	22	5	0	0	0	0	257	41-50	188
19:00	0	0	0	1	8	34	96	76	18	2	0	0	0	0	235	41-50	172
20:00	0	0	0	1	8	35	69	54	13	**7**	0	0	0	0	187	41-50	123
21:00	0	0	3	2	0	9	40	44	16	3	0	0	0	0	117	41-50	84
22:00	1	1	0	1	1	13	21	26	13	5	0	0	0	0	82	41-50	47
23:00	0	0	0	0	1	4	11	22	9	2	0	0	0	0	49	41-50	33
Total	12	33	52	131	437	1476	2246	1382	390	90	13	5	2	0	6269		
Percent	0.2%	0.5%	0.8%	2.1%	7.0%	23.5%	35.8%	22.0%	6.2%	1.4%	0.2%	0.1%	0.0%	0.0%			
AM Peak	07:00	11:00	11:00	10:00	11:00	10:00	11:00	09:00	08:00	07:00	05:00	03:00	00:00		11:00		
Vol.	1	6	7	22	97	185	242	149	40	13	4	2	1		611		
PM Peak	12:00	13:00	14:00	13:00	13:00	13:00	12:00	17:00	17:00	20:00					13:00		
Vol.	4	5	15	26	68	237	214	107	22	7					596		

TRAFFIC DATABANK LLC
716 SOUTH SIXTH AVE
MT VERNON,NY,10550

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CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/08/22	0	0	0	0	0	2	9	11	7	1	1	0	0	0	31	41-50	20
01:00	0	0	0	0	1	1	5	8	3	1	2	0	0	0	21	41-50	13
02:00	0	0	0	0	0	2	6	4	5	0	0	0	0	0	17	41-50	10
03:00	0	0	0	0	0	3	2	10	12	5	1	0	0	0	33	46-55	22
04:00	0	0	1	1	1	8	13	26	10	**15**	0	0	0	0	75	41-50	39
05:00	0	0	0	1	3	15	26	45	36	7	**4**	0	0	0	137	46-55	81
06:00	0	0	1	3	10	37	95	94	**53**	13	1	0	0	0	307	41-50	189
07:00	0	2	2	8	19	91	192	123	42	8	1	0	0	0	488	41-50	315
08:00	1	2	5	9	32	92	196	**170**	43	3	0	0	0	0	553	41-50	366
09:00	**3**	6	4	19	58	166	**256**	71	21	3	0	0	0	0	607	36-45	422
10:00	1	1	3	18	52	**235**	227	56	5	1	0	0	0	0	599	36-45	462
11:00	2	**8**	**14**	**53**	**114**	207	145	67	8	0	0	0	0	0	**618**	36-45	352
12 PM	1	**13**	**19**	**54**	**90**	146	155	68	4	4	0	0	**3**	0	557	36-45	301
13:00	1	4	15	17	70	179	219	59	8	1	0	0	0	0	**573**	36-45	398
14:00	0	1	3	6	40	**213**	**234**	66	5	1	0	**1**	0	0	570	36-45	447
15:00	**2**	2	1	19	37	136	198	97	7	3	0	1	0	0	503	36-45	334
16:00	0	1	2	5	19	114	173	104	13	2	0	0	0	0	433	36-45	287
17:00	2	0	1	6	9	81	176	101	23	1	0	0	0	0	400	41-50	277
18:00	0	0	1	1	11	50	143	**108**	**32**	3	1	1	0	0	351	41-50	251
19:00	0	0	0	0	8	37	100	85	21	5	0	1	0	0	257	41-50	185
20:00	0	0	0	1	1	30	71	59	17	4	**2**	0	0	0	185	41-50	130
21:00	0	0	0	1	4	20	46	41	16	2	0	1	0	0	131	41-50	87
22:00	0	0	0	0	1	8	21	31	10	4	1	0	0	0	76	41-50	52
23:00	0	0	0	0	0	3	11	16	6	**8**	1	0	0	0	45	41-50	27
Total	13	40	72	222	580	1876	2719	1520	407	95	15	5	3	0	7567		
Percent	0.2%	0.5%	1.0%	2.9%	7.7%	24.8%	35.9%	20.1%	5.4%	1.3%	0.2%	0.1%	0.0%	0.0%			
AM Peak	09:00	11:00	11:00	11:00	11:00	10:00	09:00	08:00	06:00	04:00	05:00				11:00		
Vol.	3	8	14	53	114	235	256	170	53	15	4				618		
PM Peak	15:00	12:00	12:00	12:00	12:00	14:00	14:00	18:00	18:00	23:00	20:00	14:00	12:00		13:00		
Vol.	2	13	19	54	90	213	234	108	32	8	2	1	3		573		

TRAFFIC DATABANK LLC

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Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/09/22	0	0	0	0	0	3	5	6	8	2	0	0	0	0	24	46-55	14
01:00	0	0	0	1	0	2	4	1	5	2	1	0	0	0	16	51-60	7
02:00	0	0	0	0	1	2	1	5	2	2	0	0	0	0	13	46-55	7
03:00	0	0	0	0	0	2	3	9	10	6	0	**1**	**1**	0	32	46-55	19
04:00	0	0	0	0	0	9	13	23	16	6	2	0	0	0	69	46-55	39
05:00	0	0	1	0	1	2	37	51	25	8	**3**	0	0	0	128	41-50	88
06:00	5	2	2	6	14	42	119	101	37	**9**	0	0	0	0	337	41-50	220
07:00	1	2	3	12	23	74	174	**167**	**47**	7	0	0	0	0	510	41-50	341
08:00	1	2	3	7	10	161	202	149	33	5	2	0	0	0	575	36-45	363
09:00	1	1	3	11	52	138	**242**	127	14	3	0	0	0	0	592	36-45	380
10:00	**6**	3	14	23	81	**219**	202	64	8	5	0	0	0	0	**625**	36-45	421
11:00	0	**6**	**16**	**73**	**131**	165	127	43	15	1	1	0	0	0	578	31-40	296
12 PM	2	4	4	27	68	**206**	196	50	9	0	1	0	0	0	567	36-45	402
13:00	1	2	11	**45**	**106**	158	200	53	12	2	0	0	0	0	**590**	36-45	358
14:00	2	4	**20**	25	32	155	**216**	69	6	1	1	0	0	0	531	36-45	371
15:00	0	2	5	11	52	154	200	67	19	0	0	0	0	0	510	36-45	354
16:00	**5**	**7**	20	26	70	128	131	39	5	0	0	0	0	0	431	36-45	259
17:00	0	2	1	11	15	99	177	**118**	20	3	1	0	0	0	447	41-50	295
18:00	0	1	1	3	5	56	142	97	23	4	0	0	0	0	332	41-50	239
19:00	0	1	0	1	4	29	92	91	20	4	1	0	0	0	243	41-50	183
20:00	0	1	0	0	8	43	74	57	16	1	0	0	0	0	200	41-50	131
21:00	0	0	0	0	6	9	46	46	**24**	**6**	0	0	0	0	137	41-50	92
22:00	0	0	0	0	0	15	38	48	5	1	1	0	0	0	108	41-50	86
23:00	0	0	0	0	0	1	7	16	9	2	**2**	**1**	0	0	38	45-54	25
Total	24	40	104	282	679	1872	2648	1497	388	80	16	2	1	0	7633		
Percent	0.3%	0.5%	1.4%	3.7%	8.9%	24.5%	34.7%	19.6%	5.1%	1.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	11:00	11:00	10:00	09:00	07:00	07:00	06:00	05:00	03:00	03:00		10:00		
Vol.	6	6	16	73	131	219	242	167	47	9	3	1	1		625		
PM Peak	16:00	16:00	14:00	13:00	13:00	12:00	14:00	17:00	21:00	21:00	23:00	23:00			13:00		
Vol.	5	7	20	45	106	206	216	118	24	6	2	1			590		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/10/22	0	0	0	0	0	0	8	9	11	1	0	0	0	0	29	46-55	20
01:00	0	0	0	0	0	1	6	2	3	3	0	0	0	0	15	39-48	8
02:00	0	0	0	0	1	2	4	8	3	2	0	0	0	0	20	41-50	12
03:00	0	0	0	0	0	1	9	10	9	1	2	0	0	0	32	41-50	19
04:00	0	0	0	0	4	5	14	18	18	**10**	0	**1**	0	0	70	46-55	36
05:00	1	0	3	0	1	8	33	56	31	10	1	0	0	0	144	41-50	89
06:00	1	0	1	2	4	29	93	119	**46**	10	0	0	0	0	305	41-50	212
07:00	2	2	1	3	27	88	192	**136**	21	3	**3**	0	0	0	478	41-50	328
08:00	1	4	3	8	22	134	236	128	12	3	1	0	0	0	552	36-45	370
09:00	2	5	13	25	32	159	**239**	85	16	3	0	0	0	0	579	36-45	398
10:00	**3**	0	**18**	**45**	81	**225**	179	53	10	0	0	1	0	0	**615**	36-45	404
11:00	1	**6**	4	18	**94**	190	226	62	3	0	0	0	0	0	604	36-45	416
12 PM	**4**	**9**	**17**	**73**	**137**	159	142	53	2	0	0	0	0	0	**596**	36-45	301
13:00	1	3	13	25	115	**220**	154	46	9	0	0	0	0	0	586	36-45	374
14:00	2	2	7	16	35	144	**213**	66	8	1	0	0	0	0	494	36-45	357
15:00	0	2	3	8	33	178	205	69	6	**5**	0	0	0	0	509	36-45	383
16:00	0	0	4	21	57	151	198	58	8	3	**2**	0	0	0	502	36-45	349
17:00	0	0	0	2	11	86	163	**133**	25	2	0	0	0	0	422	41-50	296
18:00	1	1	1	1	5	43	133	112	27	1	0	0	0	0	325	41-50	245
19:00	0	0	1	2	3	46	124	96	**28**	2	0	0	0	0	302	41-50	220
20:00	0	0	0	0	9	29	89	65	14	5	2	0	0	0	213	41-50	154
21:00	0	0	0	0	2	16	51	52	11	5	1	0	0	0	138	41-50	103
22:00	0	1	0	0	1	10	47	50	18	3	0	0	0	0	130	41-50	97
23:00	0	0	0	0	0	4	13	21	10	2	0	0	0	0	50	41-50	34
Total	19	35	89	249	674	1928	2771	1507	349	75	12	2	0	0	7710		
Percent	0.2%	0.5%	1.2%	3.2%	8.7%	25.0%	35.9%	19.5%	4.5%	1.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	10:00	11:00	10:00	09:00	07:00	06:00	04:00	07:00	04:00			10:00		
Vol.	3	6	18	45	94	225	239	136	46	10	3	1			615		
PM Peak	12:00	12:00	12:00	12:00	12:00	13:00	14:00	17:00	19:00	15:00	16:00				12:00		
Vol.	4	9	17	73	137	220	213	133	28	5	2				596		

TRAFFIC DATABANK LLC
716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/11/22	1	0	1	0	1	1	7	12	3	1	0	0	0	0	27	41-50	19
01:00	0	0	0	0	0	4	7	12	1	0	0	0	0	0	24	41-50	19
02:00	0	1	0	0	0	3	5	9	1	1	0	0	0	0	20	41-50	14
03:00	0	0	0	0	0	3	6	12	9	0	2	**1**	0	0	33	46-55	21
04:00	0	0	0	2	1	7	14	17	22	**8**	**3**	0	0	0	74	46-55	39
05:00	0	0	2	1	3	15	27	65	22	8	1	0	0	0	144	41-50	92
06:00	0	0	2	0	13	47	107	121	**38**	7	1	0	0	0	336	41-50	228
07:00	1	3	2	3	15	90	166	**152**	36	6	1	0	0	0	475	41-50	318
08:00	0	3	1	8	28	113	**228**	124	15	1	0	0	0	0	521	41-50	352
09:00	**4**	5	4	10	**87**	**217**	177	54	7	0	0	0	0	0	565	36-45	394
10:00	2	2	**20**	17	76	175	203	55	4	1	1	0	0	0	556	36-45	378
11:00	1	**18**	10	**19**	62	189	211	56	8	1	0	0	0	0	**575**	36-45	400
12 PM	3	**10**	9	**47**	**107**	190	184	41	9	0	0	0	0	0	**600**	36-45	374
13:00	2	4	8	24	46	**194**	**225**	74	8	0	0	0	0	0	585	36-45	419
14:00	2	2	**14**	14	70	150	164	83	13	0	0	0	0	0	512	36-45	314
15:00	0	3	4	12	41	155	179	98	13	4	0	0	0	0	509	36-45	334
16:00	**5**	2	3	7	33	150	195	89	19	6	0	0	0	0	509	36-45	345
17:00	0	1	2	1	9	82	208	**117**	28	4	1	0	0	0	453	41-50	325
18:00	0	0	2	1	3	46	169	113	**32**	3	1	0	**2**	0	372	41-50	282
19:00	0	0	1	5	9	49	122	83	20	**7**	0	0	0	0	296	41-50	205
20:00	0	0	0	0	4	33	87	75	7	1	1	0	0	0	208	41-50	162
21:00	0	0	0	0	2	23	63	37	20	4	0	0	0	0	149	41-50	100
22:00	0	0	0	0	4	21	33	30	12	3	1	0	0	0	104	41-50	63
23:00	0	0	0	0	0	4	10	15	13	2	**2**	0	0	0	46	46-55	28
Total	21	54	85	171	614	1961	2797	1544	360	68	15	1	2	0	7693		
Percent	0.3%	0.7%	1.1%	2.2%	8.0%	25.5%	36.4%	20.1%	4.7%	0.9%	0.2%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	10:00	11:00	09:00	09:00	08:00	07:00	06:00	04:00	04:00	03:00			11:00		
Vol.	4	18	20	19	87	217	228	152	38	8	3	1			575		
PM Peak	16:00	12:00	14:00	12:00	12:00	13:00	13:00	17:00	18:00	19:00	23:00		18:00		12:00		
Vol.	5	10	14	47	107	194	225	117	32	7	2		2		600		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/12/22	0	0	0	0	1	1	8	13	5	3	0	0	**1**	0	32	41-50	21
01:00	0	0	0	0	0	3	4	9	1	1	1	0	1	**1**	21	41-50	13
02:00	1	0	2	0	0	0	4	5	3	5	1	0	0	0	21	41-50	9
03:00	0	0	0	0	0	1	3	12	10	2	0	0	0	0	28	46-55	22
04:00	0	0	0	0	5	7	10	19	22	7	0	**2**	0	0	72	46-55	41
05:00	0	1	1	0	6	16	29	52	22	**9**	1	0	0	0	137	41-50	81
06:00	1	2	1	0	8	34	90	127	46	6	**2**	0	0	0	317	41-50	217
07:00	0	**8**	3	1	14	115	162	126	**54**	5	2	0	0	0	490	41-50	288
08:00	**3**	4	2	18	22	95	216	**137**	36	4	0	0	0	0	537	41-50	353
09:00	1	8	7	13	56	171	217	89	11	5	0	0	1	0	579	36-45	388
10:00	2	3	**11**	12	**77**	202	**219**	62	7	5	0	0	0	0	**600**	36-45	421
11:00	1	8	11	**31**	73	**224**	187	34	6	0	1	0	0	0	576	36-45	411
12 PM	1	**4**	11	35	**199**	**259**	133	28	5	1	0	0	0	0	676	31-40	458
13:00	**7**	4	**36**	**86**	174	215	120	33	6	1	0	0	0	0	**682**	31-40	389
14:00	0	2	7	32	83	204	202	47	6	0	0	0	0	0	583	36-45	406
15:00	0	3	1	20	46	202	217	90	16	**6**	0	0	0	0	601	36-45	419
16:00	0	0	1	14	32	173	257	87	18	2	0	0	0	0	584	36-45	430
17:00	1	1	1	1	22	97	**288**	154	23	3	1	0	0	0	592	41-50	442
18:00	0	1	1	2	10	70	195	**177**	**43**	3	0	**1**	0	0	503	41-50	372
19:00	0	0	12	2	7	37	196	98	21	3	1	0	0	0	377	41-50	294
20:00	0	0	1	0	5	48	111	101	11	0	**2**	0	0	0	279	41-50	212
21:00	0	0	0	0	3	21	69	74	21	1	0	0	0	0	189	41-50	143
22:00	0	0	0	1	9	7	59	40	12	0	1	0	0	0	129	41-50	99
23:00	0	1	0	1	4	8	24	36	11	1	1	0	0	0	87	41-50	60
Total	18	50	109	269	856	2210	3020	1650	416	73	14	3	3	1	8692		
Percent	0.2%	0.6%	1.3%	3.1%	9.8%	25.4%	34.7%	19.0%	4.8%	0.8%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	10:00	11:00	10:00	11:00	10:00	08:00	07:00	05:00	06:00	04:00	00:00	01:00	10:00		
Vol.	3	8	11	31	77	224	219	137	54	9	2	2	1	1	600		
PM Peak	13:00	12:00	13:00	13:00	12:00	12:00	17:00	18:00	18:00	15:00	20:00	18:00			13:00		
Vol.	7	4	36	86	199	259	288	177	43	6	2	1			682		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
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CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/13/22	0	0	0	0	3	6	10	12	11	4	0	0	**1**	0	47	46-55	23
01:00	0	0	0	0	0	1	8	15	6	2	0	0	0	0	32	41-50	23
02:00	0	0	0	0	1	1	4	7	3	3	0	0	0	0	19	41-50	11
03:00	0	0	0	0	0	3	12	8	1	1	2	**1**	0	0	28	41-50	20
04:00	0	0	0	2	0	4	9	18	10	5	0	0	1	0	49	44-53	28
05:00	0	2	1	0	2	11	19	24	16	**11**	2	0	0	0	88	41-50	43
06:00	1	0	3	0	4	9	30	60	41	11	**3**	0	1	0	163	46-55	101
07:00	**2**	3	2	1	6	35	84	128	**48**	9	0	1	0	0	319	41-50	212
08:00	0	2	3	4	14	72	160	**140**	47	4	0	0	0	0	446	41-50	300
09:00	0	8	9	18	47	191	202	89	30	4	0	0	0	0	598	36-45	393
10:00	1	**10**	**24**	**56**	81	**228**	223	66	6	0	0	0	0	0	695	36-45	451
11:00	2	6	4	33	**86**	221	**270**	85	16	5	0	0	0	0	**728**	36-45	491
12 PM	**2**	4	6	44	105	**292**	266	69	10	1	0	**1**	0	0	800	36-45	558
13:00	2	8	11	36	92	266	241	63	4	0	0	0	0	0	723	36-45	507
14:00	1	**11**	**22**	**60**	**133**	272	188	64	9	3	**2**	0	0	0	765	36-45	460
15:00	1	0	0	8	55	239	**394**	88	20	1	1	0	0	0	807	36-45	633
16:00	1	0	5	20	99	221	288	151	25	5	1	0	0	0	**816**	36-45	509
17:00	0	0	1	3	16	123	360	226	28	0	0	0	0	0	757	41-50	586
18:00	0	0	0	1	10	96	341	174	**36**	**6**	0	0	0	0	664	41-50	515
19:00	0	1	0	3	12	76	237	**228**	28	1	0	0	0	0	586	41-50	465
20:00	0	1	0	0	1	50	173	157	8	2	0	0	0	0	392	41-50	330
21:00	0	0	0	0	10	16	148	178	32	1	0	0	0	0	385	41-50	326
22:00	0	0	0	1	2	22	104	118	32	2	1	0	0	0	282	41-50	222
23:00	0	0	0	0	0	9	76	68	17	4	0	0	0	0	174	41-50	144
Total	13	56	91	290	779	2464	3847	2236	484	85	12	3	3	0	10363		
Percent	0.1%	0.5%	0.9%	2.8%	7.5%	23.8%	37.1%	21.6%	4.7%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00	10:00	10:00	10:00	11:00	10:00	11:00	08:00	07:00	05:00	06:00	03:00	00:00		11:00		
Vol.	2	10	24	56	86	228	270	140	48	11	3	1	1		728		
PM Peak	12:00	14:00	14:00	14:00	14:00	12:00	15:00	19:00	18:00	18:00	14:00	12:00			16:00		
Vol.	2	11	22	60	133	292	394	228	36	6	2	1			816		
Total	151	387	755	2039	5938	17549	25393	14289	3584	721	133	24	18	2	70983		
Percent	0.2%	0.5%	1.1%	2.9%	8.4%	24.7%	35.8%	20.1%	5.0%	1.0%	0.2%	0.0%	0.0%	0.0%			

	15th Percentile :	35 MPH
	50th Percentile :	41 MPH
	85th Percentile :	47 MPH
	95th Percentile :	51 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	42942
	Percent in Pace :	60.5%
	Number of Vehicles > 55 MPH :	898
	Percent of Vehicles > 55 MPH :	1.3%
	Mean Speed(Average) :	42 MPH

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
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MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/05/22	0	0	0	0	0	2	13	9	7	1	**2**	0	0	0	34	41-50	22
01:00	0	0	0	0	0	3	2	5	7	0	2	1	0	0	20	46-55	12
02:00	0	0	0	0	0	2	3	8	3	3	1	0	0	0	20	41-50	11
03:00	0	0	0	0	0	1	2	7	2	3	1	0	0	0	16	41-50	9
04:00	0	0	0	1	3	6	12	8	7	2	1	0	0	0	40	40-49	20
05:00	0	0	0	2	5	11	31	22	13	**7**	1	**2**	0	0	94	41-50	53
06:00	0	1	1	2	12	28	71	47	**20**	3	2	0	0	0	187	41-50	118
07:00	1	**6**	8	11	18	99	111	**69**	7	2	1	0	0	0	333	36-45	210
08:00	2	3	3	21	40	101	99	47	11	5	0	0	0	0	332	36-45	200
09:00	**4**	5	10	32	56	110	130	55	9	1	0	0	0	0	412	36-45	240
10:00	1	3	5	11	46	146	**184**	51	11	2	0	0	0	0	460	36-45	330
11:00	3	5	**14**	**52**	**107**	**164**	156	36	4	0	0	0	0	0	**541**	36-45	320
12 PM	3	16	24	75	160	245	174	33	2	0	0	**1**	0	0	733	36-45	419
13:00	1	5	22	65	143	221	188	35	5	0	0	0	0	0	685	36-45	409
14:00	8	22	30	**104**	165	208	119	19	5	1	0	0	0	0	681	31-40	373
15:00	8	37	47	77	180	**263**	164	18	4	0	0	0	0	0	**798**	31-40	443
16:00	20	15	27	40	123	261	**201**	55	6	0	0	0	0	0	748	36-45	462
17:00	**22**	**66**	**57**	70	**185**	204	144	36	5	3	0	0	0	0	792	31-40	389
18:00	7	26	16	39	108	185	170	79	8	1	0	0	0	0	639	36-45	355
19:00	0	0	0	7	42	151	171	**89**	21	**5**	0	0	**1**	0	487	36-45	322
20:00	0	0	0	5	33	142	173	63	12	1	0	0	0	0	429	36-45	315
21:00	0	0	0	7	19	89	128	83	8	3	0	0	0	0	337	36-45	217
22:00	0	0	0	3	9	17	72	62	**29**	1	2	0	0	0	195	41-50	134
23:00	0	0	0	0	8	22	51	37	19	4	**3**	0	0	0	144	41-50	88
Total	80	210	264	624	1462	2681	2569	973	225	48	16	4	1	0	9157		
Percent	0.9%	2.3%	2.9%	6.8%	16.0%	29.3%	28.1%	10.6%	2.5%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	09:00	07:00	11:00	11:00	11:00	11:00	10:00	07:00	06:00	05:00	00:00	05:00			11:00		
Vol.	4	6	14	52	107	164	184	69	20	7	2	2			541		
PM Peak	17:00	17:00	17:00	14:00	17:00	15:00	16:00	19:00	22:00	19:00	23:00	12:00	19:00		15:00		
Vol.	22	66	57	104	185	263	201	89	29	5	3	1	1		798		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/06/22	0	0	0	0	1	3	16	22	9	**5**	**3**	0	0	0	59	41-50	38
01:00	0	0	0	0	1	3	7	10	4	4	1	0	0	0	30	41-50	17
02:00	0	0	0	1	1	0	5	14	5	3	1	**1**	0	0	31	41-50	19
03:00	0	0	0	0	0	0	3	7	4	0	0	0	0	0	14	44-53	11
04:00	0	0	0	2	3	1	4	8	4	1	2	0	0	0	25	46-55	12
05:00	0	0	0	2	0	8	16	18	10	1	0	0	0	0	55	41-50	34
06:00	0	1	0	3	2	21	33	29	12	2	0	0	0	0	103	41-50	62
07:00	0	1	0	3	8	28	82	74	11	4	0	0	0	0	211	41-50	156
08:00	**3**	5	10	9	16	65	86	54	10	2	0	0	0	0	260	36-45	151
09:00	0	5	4	13	35	96	112	59	8	0	0	0	0	0	332	36-45	208
10:00	3	**16**	8	32	**60**	117	143	**82**	**16**	4	0	0	0	0	481	36-45	260
11:00	2	14	**11**	**39**	53	**215**	**166**	52	7	2	0	0	0	0	**561**	36-45	381
12 PM	2	8	2	39	141	217	144	33	2	0	0	0	0	0	588	36-45	361
13:00	2	5	7	39	**170**	185	143	44	5	2	0	0	0	0	602	31-40	355
14:00	**4**	**21**	**19**	**48**	103	216	**193**	53	7	0	0	0	0	0	**664**	36-45	409
15:00	1	6	13	23	94	**252**	191	55	4	0	0	0	0	0	639	36-45	443
16:00	0	6	11	26	77	245	163	52	5	2	0	0	0	0	587	36-45	408
17:00	0	3	1	7	76	173	188	**74**	19	3	0	0	0	0	544	36-45	361
18:00	1	0	0	9	84	203	186	49	6	1	0	0	0	0	539	36-45	389
19:00	0	0	1	8	31	156	192	53	8	1	0	0	0	0	450	36-45	348
20:00	0	0	1	3	30	138	135	36	14	3	**1**	0	0	0	361	36-45	273
21:00	0	0	0	4	14	108	155	55	7	1	0	0	0	0	344	36-45	263
22:00	0	0	0	0	11	58	103	65	10	4	1	0	0	0	252	41-50	168
23:00	0	0	1	0	0	27	63	68	**20**	**5**	0	0	0	0	184	41-50	131
Total	18	91	89	310	1011	2535	2529	1066	207	50	9	1	0	0	7916		
Percent	0.2%	1.1%	1.1%	3.9%	12.8%	32.0%	31.9%	13.5%	2.6%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	11:00	11:00	10:00	11:00	11:00	10:00	10:00	00:00	00:00	02:00			11:00		
Vol.	3	16	11	39	60	215	166	82	16	5	3	1			561		
PM Peak	14:00	14:00	14:00	14:00	13:00	15:00	14:00	17:00	23:00	23:00	20:00				14:00		
Vol.	4	21	19	48	170	252	193	74	20	5	1				664		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
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CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/07/22	0	0	1	0	0	23	29	26	8	5	0	0	0	0	92	41-50	55
01:00	0	0	0	0	0	4	13	4	6	2	0	0	0	0	29	36-45	17
02:00	0	0	0	0	0	6	7	12	8	1	**1**	0	0	0	35	44-53	20
03:00	0	0	0	0	0	0	10	6	1	0	0	0	0	0	17	41-50	16
04:00	0	0	0	1	0	0	1	11	3	0	0	0	0	0	16	46-55	14
05:00	0	0	0	1	0	4	11	7	5	1	0	0	0	0	29	41-50	18
06:00	0	0	1	1	2	7	30	20	11	2	1	**1**	0	0	76	41-50	50
07:00	0	1	1	1	5	24	43	50	**17**	**8**	0	0	0	0	150	41-50	93
08:00	0	5	1	0	6	29	72	62	12	2	0	0	0	0	189	41-50	134
09:00	0	**6**	2	3	12	59	127	**68**	10	3	0	0	0	0	290	41-50	195
10:00	1	5	4	22	45	148	164	53	11	2	0	0	0	0	455	36-45	312
11:00	**5**	2	**12**	**47**	**77**	**175**	**170**	52	4	0	0	0	0	0	**544**	36-45	345
12 PM	4	10	7	26	122	250	194	42	3	0	0	0	0	0	658	36-45	444
13:00	**6**	**11**	**27**	**88**	**155**	236	121	26	0	0	0	0	0	0	**670**	31-40	391
14:00	0	9	11	28	115	**254**	153	37	3	0	0	0	0	0	610	36-45	407
15:00	0	2	1	10	104	245	180	50	8	0	0	0	0	0	600	36-45	425
16:00	0	1	0	6	61	209	217	53	10	2	0	0	0	0	559	36-45	426
17:00	0	2	0	3	33	150	**220**	**77**	8	0	0	0	0	0	493	36-45	370
18:00	0	1	0	4	54	163	185	68	5	2	0	0	0	0	482	36-45	348
19:00	0	0	0	4	91	182	181	68	10	1	0	0	0	0	537	36-45	363
20:00	0	2	1	3	29	96	110	58	5	2	0	0	0	0	306	36-45	206
21:00	0	0	0	0	4	42	89	42	13	1	**1**	0	0	0	192	41-50	131
22:00	0	1	1	1	11	17	50	26	**15**	4	0	0	0	0	126	41-50	76
23:00	0	0	1	1	1	7	26	21	12	**5**	1	0	0	0	75	41-50	47
Total	16	58	71	250	927	2330	2403	939	188	43	4	1	0	0	7230		
Percent	0.2%	0.8%	1.0%	3.5%	12.8%	32.2%	33.2%	13.0%	2.6%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00	11:00	11:00	11:00	11:00	09:00	07:00	07:00	02:00	06:00			11:00		
Vol.	5	6	12	47	77	175	170	68	17	8	1	1			544		
PM Peak	13:00	13:00	13:00	13:00	13:00	14:00	17:00	17:00	22:00	23:00	21:00				13:00		
Vol.	6	11	27	88	155	254	220	77	15	5	1				670		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
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MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/08/22	0	0	0	0	0	4	13	15	6	2	1	**1**	0	0	42	41-50	28
01:00	1	0	0	1	0	3	9	7	2	0	0	0	0	0	23	41-50	16
02:00	0	0	0	0	0	1	2	8	1	1	0	0	0	0	13	41-50	10
03:00	0	0	0	0	0	1	5	6	2	0	0	0	0	0	14	41-50	11
04:00	0	0	1	0	1	7	13	9	7	1	**2**	0	0	0	41	40-49	22
05:00	0	0	1	0	5	17	28	25	**15**	**3**	1	0	0	0	95	41-50	53
06:00	2	1	0	4	5	42	75	44	13	1	0	0	0	0	187	40-49	119
07:00	0	3	0	7	22	76	121	45	12	1	1	0	0	0	288	36-45	197
08:00	3	5	5	13	32	84	111	**70**	4	0	0	0	0	0	327	36-45	195
09:00	1	3	4	17	25	100	**165**	54	6	1	0	0	0	0	376	36-45	265
10:00	1	5	5	21	66	133	153	40	5	2	0	0	0	0	431	36-45	286
11:00	**4**	**15**	**31**	**45**	**100**	**216**	148	32	2	1	0	0	0	0	**594**	36-45	364
12 PM	1	11	25	51	**192**	199	115	33	6	0	0	0	**2**	0	635	31-40	391
13:00	4	14	16	29	104	215	164	50	4	1	0	0	0	0	601	36-45	379
14:00	0	7	14	61	139	265	154	40	4	0	0	0	0	0	684	36-45	419
15:00	**14**	**39**	34	37	119	232	149	38	10	0	0	0	0	0	672	36-45	381
16:00	5	16	31	55	157	**301**	193	32	4	1	0	0	0	0	**795**	36-45	494
17:00	10	39	**65**	**83**	165	206	168	35	3	1	0	0	0	0	775	36-45	374
18:00	0	5	3	4	54	199	**195**	69	16	1	0	0	0	0	546	36-45	394
19:00	0	0	0	1	16	110	184	**106**	17	4	0	0	0	0	438	36-45	294
20:00	0	0	0	1	17	112	132	42	16	3	0	0	1	0	324	36-45	244
21:00	0	1	1	0	1	46	97	77	**18**	2	**1**	**1**	1	0	246	41-50	174
22:00	0	0	0	1	3	22	56	39	7	4	0	0	0	0	132	41-50	95
23:00	0	0	1	2	0	8	35	34	13	**5**	1	0	0	0	99	41-50	69
Total	46	164	237	433	1223	2599	2485	950	193	35	7	2	4	0	8378		
Percent	0.5%	2.0%	2.8%	5.2%	14.6%	31.0%	29.7%	11.3%	2.3%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	09:00	08:00	05:00	05:00	04:00	00:00			11:00		
Vol.	4	15	31	45	100	216	165	70	15	3	2	1			594		
PM Peak	15:00	15:00	17:00	17:00	12:00	16:00	18:00	19:00	21:00	23:00	21:00	21:00	12:00		16:00		
Vol.	14	39	65	83	192	301	195	106	18	5	1	1	2		795		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

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Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/09/22	0	0	0	1	1	1	6	15	12	2	1	0	0	0	39	46-55	27
01:00	0	0	0	0	0	5	6	6	3	**4**	1	0	0	0	25	39-48	12
02:00	0	0	0	0	0	5	5	7	2	1	0	0	0	0	20	40-49	12
03:00	0	0	0	1	0	2	5	5	3	1	0	0	0	0	17	41-50	10
04:00	0	0	1	2	1	8	15	10	6	1	**2**	0	0	0	46	40-49	25
05:00	0	0	0	2	3	11	23	22	10	3	1	**1**	0	0	76	41-50	45
06:00	1	3	2	4	14	33	62	43	12	0	0	0	0	0	174	41-50	105
07:00	0	2	1	12	50	73	120	**50**	10	1	2	0	0	0	321	36-45	193
08:00	0	5	**16**	13	35	113	101	46	**15**	1	0	0	0	0	345	36-45	214
09:00	0	6	5	10	57	130	112	45	3	0	0	0	0	0	368	36-45	242
10:00	**4**	**9**	12	39	66	181	**151**	36	6	0	0	0	0	0	504	36-45	332
11:00	4	8	9	**43**	**150**	**212**	117	31	4	1	0	0	0	0	**579**	31-40	362
12 PM	12	26	38	**76**	**162**	215	113	21	4	0	1	0	0	0	668	31-40	377
13:00	10	17	18	42	138	224	118	33	1	1	0	0	0	0	602	31-40	362
14:00	2	4	24	45	129	255	137	28	1	1	0	0	0	0	626	36-45	392
15:00	0	1	1	32	121	**289**	180	40	3	1	0	0	0	0	668	36-45	469
16:00	**107**	**208**	**160**	70	77	105	53	14	3	0	0	0	0	0	**797**	16-25	368
17:00	9	20	43	51	113	221	177	78	8	0	0	0	0	0	720	36-45	398
18:00	0	0	9	17	57	144	**217**	**84**	14	2	0	0	0	0	544	36-45	361
19:00	0	0	0	0	18	95	188	78	20	5	0	0	0	0	404	36-45	283
20:00	0	0	0	4	27	95	105	58	11	3	0	0	0	0	303	36-45	200
21:00	0	0	0	1	7	48	100	60	17	2	**3**	0	0	0	238	41-50	160
22:00	0	0	0	1	8	16	36	44	21	**7**	2	0	0	0	135	41-50	80
23:00	0	0	0	0	0	5	35	31	**25**	4	2	**1**	0	0	103	41-50	66
Total	149	309	339	466	1234	2486	2182	885	214	41	15	2	0	0	8322		
Percent	1.8%	3.7%	4.1%	5.6%	14.8%	29.9%	26.2%	10.6%	2.6%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	08:00	11:00	11:00	11:00	10:00	07:00	08:00	01:00	04:00	05:00			11:00		
Vol.	4	9	16	43	150	212	151	50	15	4	2	1			579		
PM Peak	16:00	16:00	16:00	12:00	12:00	15:00	18:00	18:00	23:00	22:00	21:00	23:00			16:00		
Vol.	107	208	160	76	162	289	217	84	25	7	3	1			797		

TRAFFIC DATABANK LLC

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Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/10/22	0	0	0	0	2	0	7	15	7	1	**4**	0	0	0	36	41-50	22
01:00	0	0	0	0	0	1	5	5	7	0	1	0	0	0	19	45-54	12
02:00	0	0	0	0	2	0	6	5	2	1	0	0	0	0	16	41-50	11
03:00	0	0	0	0	0	6	8	4	3	0	1	1	0	0	23	36-45	14
04:00	0	0	0	3	1	5	12	15	8	1	2	1	0	0	48	41-50	27
05:00	0	0	0	2	7	16	33	27	6	0	0	1	0	0	92	41-50	60
06:00	**2**	2	0	2	13	18	50	48	**17**	3	1	1	0	0	157	41-50	98
07:00	0	4	1	24	53	84	90	**52**	10	**4**	0	**2**	0	0	324	36-45	174
08:00	0	5	**21**	30	48	82	94	37	6	0	0	0	0	0	323	36-45	176
09:00	2	4	4	10	33	135	130	47	5	3	0	1	0	0	374	36-45	265
10:00	0	**10**	9	32	80	156	152	40	3	0	0	0	0	0	482	36-45	308
11:00	2	9	9	**42**	**120**	**210**	**155**	25	3	0	0	0	0	0	**575**	36-45	365
12 PM	**13**	13	**39**	90	172	194	99	24	1	1	0	0	0	0	646	31-40	366
13:00	1	7	9	34	162	**266**	117	28	4	1	0	0	0	0	629	31-40	428
14:00	2	**20**	9	28	137	240	148	35	5	1	0	0	0	0	625	36-45	388
15:00	9	16	29	54	141	196	166	42	8	0	0	0	0	0	661	36-45	362
16:00	1	15	23	**105**	**238**	252	150	28	2	0	1	0	0	0	**815**	31-40	490
17:00	5	16	13	51	153	260	148	62	13	2	0	0	0	0	723	31-40	413
18:00	0	1	0	9	45	160	**209**	99	18	5	1	0	0	0	547	36-45	369
19:00	0	0	0	3	10	79	185	**103**	**30**	**7**	0	0	0	0	417	41-50	288
20:00	0	0	0	1	24	108	154	64	16	1	1	0	0	0	369	36-45	262
21:00	0	0	0	0	10	43	90	72	29	1	1	0	0	0	246	41-50	162
22:00	0	0	0	1	3	24	39	43	18	7	1	0	0	0	136	41-50	82
23:00	0	0	0	0	3	10	23	32	29	5	**3**	**1**	0	0	106	46-55	61
Total	37	122	166	521	1457	2545	2270	952	250	44	17	8	0	0	8389		
Percent	0.4%	1.5%	2.0%	6.2%	17.4%	30.3%	27.1%	11.3%	3.0%	0.5%	0.2%	0.1%	0.0%	0.0%			
AM Peak	06:00	10:00	08:00	11:00	11:00	11:00	11:00	07:00	06:00	07:00	00:00	07:00			11:00		
Vol.	2	10	21	42	120	210	155	52	17	4	4	2			575		
PM Peak	12:00	14:00	12:00	16:00	16:00	13:00	18:00	19:00	19:00	19:00	23:00	23:00			16:00		
Vol.	13	20	39	105	238	266	209	103	30	7	3	1			815		

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Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/11/22	1	0	1	1	2	3	13	10	8	0	0	0	0	0	39	41-50	23
01:00	0	0	0	1	0	0	9	6	6	**4**	0	0	0	0	26	41-50	15
02:00	0	2	0	0	0	2	3	8	4	2	**1**	0	0	0	22	44-53	12
03:00	0	0	0	0	0	4	7	3	4	2	0	0	0	0	20	36-45	11
04:00	0	0	0	1	3	10	3	11	3	4	0	**1**	0	0	36	39-48	14
05:00	0	0	0	2	7	9	30	23	6	1	1	0	0	0	79	41-50	53
06:00	1	0	0	6	9	35	61	35	**13**	4	0	0	0	0	164	36-45	96
07:00	0	4	0	6	18	96	**149**	**49**	5	1	1	0	0	0	329	36-45	245
08:00	0	4	3	11	44	103	100	29	5	3	1	0	0	0	303	36-45	203
09:00	3	7	5	9	47	108	112	23	5	0	0	0	0	0	319	36-45	220
10:00	0	7	10	27	47	159	124	31	5	0	0	0	0	0	410	36-45	283
11:00	**5**	**9**	**23**	**42**	**115**	**177**	102	26	2	0	0	0	0	0	**501**	31-40	292
12 PM	2	4	21	53	130	237	121	11	3	0	0	0	0	0	582	31-40	367
13:00	2	9	9	52	123	212	172	46	2	1	0	0	0	0	628	36-45	384
14:00	2	12	19	45	125	235	129	44	7	0	0	0	0	0	618	36-45	364
15:00	7	18	28	47	112	**252**	152	24	5	0	0	0	0	0	645	36-45	404
16:00	**32**	**58**	**77**	**79**	108	171	181	37	7	1	0	0	0	0	751	36-45	352
17:00	7	35	49	78	**150**	230	177	38	2	1	0	0	0	0	**767**	36-45	407
18:00	0	2	1	24	76	147	**184**	**86**	20	1	**1**	0	**1**	0	543	36-45	331
19:00	0	1	1	14	34	129	148	85	25	2	0	0	0	0	439	36-45	277
20:00	0	0	0	4	36	115	160	57	12	1	0	0	0	0	385	36-45	275
21:00	0	0	0	3	7	68	113	76	17	0	1	0	0	0	285	41-50	189
22:00	0	0	3	0	7	24	61	43	24	**8**	0	0	1	0	171	41-50	104
23:00	0	0	0	0	3	7	36	28	**27**	7	1	**1**	0	0	110	41-50	64
Total	62	172	250	505	1203	2533	2347	829	217	43	7	2	2	0	8172		
Percent	0.8%	2.1%	3.1%	6.2%	14.7%	31.0%	28.7%	10.1%	2.7%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	07:00	07:00	06:00	01:00	02:00	04:00			11:00		
Vol.	5	9	23	42	115	177	149	49	13	4	1	1			501		
PM Peak	16:00	16:00	16:00	16:00	17:00	15:00	18:00	18:00	23:00	22:00	18:00	23:00	18:00		17:00		
Vol.	32	58	77	79	150	252	184	86	27	8	1	1	1		767		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/12/22	0	0	0	0	0	2	14	13	9	1	**2**	0	0	0	41	41-50	27
01:00	0	0	0	0	0	3	2	3	5	0	1	1	0	0	15	46-55	8
02:00	1	0	0	0	2	1	5	0	3	2	0	0	0	0	14	36-45	6
03:00	0	0	0	0	0	1	2	4	4	0	0	0	0	0	11	45-54	8
04:00	0	0	0	1	4	7	10	17	3	0	0	0	0	0	42	41-50	27
05:00	0	1	0	3	4	16	32	23	**15**	3	1	**3**	0	0	101	41-50	55
06:00	1	0	1	3	13	33	52	44	8	**4**	1	0	0	0	160	41-50	96
07:00	1	7	4	14	25	84	97	41	8	3	0	0	0	0	284	36-45	181
08:00	3	6	3	12	45	99	79	**53**	9	2	1	0	0	0	312	36-45	178
09:00	0	7	1	15	62	132	102	40	6	0	0	0	0	0	365	36-45	234
10:00	0	3	5	11	59	144	**176**	51	6	0	0	0	0	0	455	36-45	320
11:00	**9**	**17**	**30**	**57**	**107**	**205**	144	18	6	0	0	0	0	0	**593**	36-45	349
12 PM	**32**	46	47	80	167	206	71	16	2	0	0	0	0	0	667	31-40	373
13:00	3	29	36	65	165	223	126	24	1	0	0	0	0	0	672	31-40	388
14:00	7	**49**	61	38	151	240	129	30	3	0	0	0	0	0	708	31-40	391
15:00	2	12	15	44	**171**	269	154	34	1	0	0	0	0	0	702	31-40	440
16:00	0	1	12	47	154	**332**	201	26	1	1	0	0	0	0	775	36-45	533
17:00	7	38	**63**	**100**	157	280	115	24	3	0	0	0	0	0	**787**	31-40	437
18:00	0	1	0	19	61	215	**214**	56	15	1	0	0	0	0	582	36-45	429
19:00	0	0	0	1	26	117	194	**91**	**26**	3	0	0	0	0	458	36-45	311
20:00	0	1	0	5	33	116	155	87	9	2	0	0	0	0	408	36-45	271
21:00	0	1	0	2	24	86	168	84	17	1	2	0	0	0	385	36-45	254
22:00	0	0	0	0	3	22	100	86	14	1	2	0	0	0	228	41-50	186
23:00	0	0	0	1	2	12	42	40	24	**8**	**3**	0	0	0	132	41-50	82
Total	66	219	278	518	1435	2845	2384	905	198	32	13	4	0	0	8897		
Percent	0.7%	2.5%	3.1%	5.8%	16.1%	32.0%	26.8%	10.2%	2.2%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	10:00	08:00	05:00	06:00	00:00	05:00			11:00		
Vol.	9	17	30	57	107	205	176	53	15	4	2	3			593		
PM Peak	12:00	14:00	17:00	17:00	15:00	16:00	18:00	19:00	19:00	23:00	23:00				17:00		
Vol.	32	49	63	100	171	332	214	91	26	8	3				787		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/13/22	0	0	0	0	0	8	24	28	10	3	**2**	0	0	0	75	41-50	52
01:00	0	0	0	0	1	3	12	20	5	4	0	0	0	0	45	41-50	32
02:00	0	0	0	0	0	0	2	6	5	2	0	0	0	0	15	46-55	11
03:00	0	0	0	0	0	3	5	6	9	0	0	0	0	0	23	46-55	15
04:00	0	0	0	1	0	2	4	6	3	2	0	0	0	0	18	41-50	10
05:00	0	0	0	1	0	2	21	13	4	1	0	0	0	0	42	41-50	34
06:00	0	0	2	0	6	16	26	31	10	4	0	0	0	0	95	41-50	57
07:00	0	3	1	3	9	31	80	42	**19**	3	0	0	0	0	191	41-50	122
08:00	**2**	3	1	1	11	47	125	**58**	17	**5**	0	0	0	0	270	41-50	183
09:00	0	2	6	14	49	88	137	52	8	0	0	0	0	0	356	36-45	225
10:00	0	5	7	21	64	148	**201**	42	6	1	0	0	0	0	495	36-45	349
11:00	1	**6**	**11**	**31**	**102**	**231**	178	53	3	2	0	0	0	0	**618**	36-45	409
12 PM	0	4	2	53	**174**	273	158	24	3	2	0	0	0	0	**693**	31-40	447
13:00	1	**7**	5	**54**	169	269	133	26	6	1	0	0	0	0	671	31-40	438
14:00	0	3	6	38	109	287	169	25	1	0	1	0	0	**2**	641	36-45	456
15:00	0	0	6	37	147	**295**	148	42	7	0	0	**1**	0	0	683	34-43	443
16:00	0	0	5	16	91	283	**217**	47	2	0	0	0	0	0	661	36-45	500
17:00	0	0	4	13	91	228	212	45	4	0	0	0	0	0	597	36-45	440
18:00	**2**	5	**13**	20	85	221	133	51	9	1	0	0	0	0	540	36-45	354
19:00	0	0	0	6	67	223	164	28	3	1	0	0	0	0	492	36-45	387
20:00	0	0	0	1	13	101	189	56	4	1	0	0	0	0	365	36-45	290
21:00	0	1	0	0	10	120	153	**77**	6	0	1	0	0	0	368	36-45	273
22:00	0	0	0	1	6	72	139	77	10	3	0	0	0	0	308	41-50	216
23:00	0	0	0	1	1	16	77	43	**28**	**9**	**2**	0	0	0	177	41-50	120
Total	6	39	69	312	1205	2967	2707	898	182	45	6	1	0	2	8439		
Percent	0.1%	0.5%	0.8%	3.7%	14.3%	35.2%	32.1%	10.6%	2.2%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	11:00	11:00	11:00	11:00	10:00	08:00	07:00	08:00	00:00				11:00		
Vol.	2	6	11	31	102	231	201	58	19	5	2				618		
PM Peak	18:00	13:00	18:00	13:00	12:00	15:00	16:00	21:00	23:00	23:00	23:00	15:00		14:00	12:00		
Vol.	2	7	13	54	174	295	217	77	28	9	2	1		2	693		
Total	480	1384	1763	3939	11157	23521	21876	8397	1874	381	94	25	7	2	74900		
Percent	0.6%	1.8%	2.4%	5.3%	14.9%	31.4%	29.2%	11.2%	2.5%	0.5%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 31 MPH
50th Percentile : 38 MPH
85th Percentile : 44 MPH
95th Percentile : 49 MPH

Stats

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 45397
Percent in Pace : 60.6%
Number of Vehicles > 55 MPH : 509
Percent of Vehicles > 55 MPH : 0.7%
Mean Speed(Average) : 39 MPH

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

Start	01-Aug-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	*	*	*	*	21	8	52	22	49	75	41	35
01:00	*	*	*	*	*	*	*	*	19	18	31	16	22	22	24	19
02:00	*	*	*	*	*	*	*	*	17	20	15	12	15	25	16	19
03:00	*	*	*	*	*	*	*	*	12	11	21	10	27	19	20	13
04:00	*	*	*	*	*	*	*	*	48	18	31	15	26	9	35	14
05:00	*	*	*	*	*	*	*	*	88	59	57	44	22	20	56	41
06:00	*	*	*	*	*	*	*	*	181	116	99	71	63	42	114	76
07:00	*	*	*	*	*	*	*	*	273	141	159	110	103	80	178	110
08:00	*	*	*	*	*	*	*	*	307	147	190	106	127	76	208	110
09:00	*	*	*	*	*	*	*	*	338	166	294	150	222	130	285	149
10:00	*	*	*	*	*	*	*	*	358	204	401	203	343	162	367	190
11:00	*	*	*	*	*	*	*	*	**380**	**213**	**469**	**252**	**410**	**230**	**420**	**232**
12:00 PM	*	*	*	*	*	*	*	*	**382**	234	**492**	280	387	310	**420**	275
01:00	*	*	*	*	*	*	*	*	370	260	463	327	**409**	278	414	288
02:00	*	*	*	*	*	*	*	*	336	296	378	351	360	348	358	332
03:00	*	*	*	*	*	*	*	*	345	343	353	**381**	305	333	334	352
04:00	*	*	*	*	*	*	*	*	353	**418**	358	322	256	**366**	322	**369**
05:00	*	*	*	*	*	*	*	*	358	403	312	365	247	327	306	365
06:00	*	*	*	*	*	*	*	*	273	331	275	313	192	310	247	318
07:00	*	*	*	*	*	*	*	*	222	265	248	281	217	321	229	289
08:00	*	*	*	*	*	*	*	*	166	208	159	255	133	166	153	210
09:00	*	*	*	*	*	*	*	*	102	208	114	260	78	123	98	197
10:00	*	*	*	*	*	*	*	*	70	91	80	196	50	74	67	120
11:00	*	*	*	*	*	*	*	*	44	50	49	171	31	29	41	83
Lane	0	0	0	0	0	0	0	0	5063	4228	5100	4513	4094	3875	4753	4206
Day	0		0		0		0		9291		9613		7969		8959	
AM Peak	-	-	-	-	-	-	-	-	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	-	-	-	-	380	213	469	252	410	230	420	232
PM Peak	-	-	-	-	-	-	-	-	12:00	16:00	12:00	15:00	13:00	16:00	12:00	16:00
Vol.	-	-	-	-	-	-	-	-	382	418	492	381	409	366	420	369

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

Start	08-Aug-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	20	19	18	19	17	17	17	8	29	10	39	41	*	*	23	19
01:00	13	10	9	19	16	14	15	9	17	19	30	24	*	*	17	16
02:00	16	20	10	14	9	13	12	24	23	18	20	20	*	*	15	18
03:00	17	10	14	6	12	20	14	13	12	15	20	12	*	*	15	13
04:00	44	17	57	30	43	25	45	12	44	17	31	15	*	*	44	19
05:00	93	65	83	50	84	58	77	52	94	56	50	37	*	*	80	53
06:00	163	121	178	103	185	112	177	104	176	122	91	73	*	*	162	106
07:00	251	142	286	160	280	160	259	140	256	146	154	105	*	*	248	142
08:00	360	133	**368**	157	**363**	145	343	129	315	141	200	107	*	*	325	135
09:00	301	170	333	191	317	174	310	162	334	176	301	145	*	*	316	170
10:00	**377**	206	316	**258**	342	210	359	196	353	227	463	207	*	*	368	217
11:00	368	**212**	364	256	347	**236**	**377**	**256**	**379**	**245**	**466**	**290**	*	*	**384**	**249**
12:00 PM	324	237	**371**	293	336	277	366	272	404	318	485	290	*	*	381	281
01:00	**337**	239	366	294	360	285	372	313	397	290	**497**	313	*	*	**388**	289
02:00	311	326	343	348	324	322	354	301	392	350	413	346	*	*	356	332
03:00	292	359	354	369	331	325	359	373	394	373	394	401	*	*	354	367
04:00	299	**422**	342	**448**	330	**484**	350	**468**	383	**477**	381	381	*	*	348	**447**
05:00	309	410	302	383	**364**	406	**381**	403	**409**	413	394	**419**	*	*	360	406
06:00	272	266	203	257	249	277	286	291	367	322	330	336	*	*	284	292
07:00	169	221	170	225	188	234	195	231	253	277	255	286	*	*	205	246
08:00	128	182	114	183	117	192	148	195	164	254	158	272	*	*	138	213
09:00	73	144	86	160	86	172	83	210	100	255	92	294	*	*	87	206
10:00	50	72	52	57	60	69	54	102	91	131	85	279	*	*	65	118
11:00	35	42	41	39	37	38	39	47	71	89	55	138	*	*	46	66
Lane	4622	4045	4780	4319	4797	4265	4992	4311	5457	4741	5404	4831	0	0	5009	4420
Day	8667		9099		9062		9303		10198		10235		0		9429	
AM Peak	10:00	11:00	08:00	10:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	-	-	11:00	11:00
Vol.	377	212	368	258	363	236	377	256	379	245	466	290	-	-	384	249
PM Peak	13:00	16:00	12:00	16:00	17:00	16:00	17:00	16:00	17:00	16:00	13:00	17:00	-	-	13:00	16:00
Vol.	337	422	371	448	364	484	381	468	409	477	497	419	-	-	388	447

Comb. Total	8667	9099	9062	9303	19489	19848	7969	18388

ADT ADT 9,271 AADT 9,271

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/05/22	0	15	4	0	1	1	0	0	0	0	0	0	0	0	21
01:00	0	11	5	0	1	1	0	0	1	0	0	0	0	0	19
02:00	0	10	7	0	0	0	0	0	0	0	0	0	0	0	17
03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	30	10	4	1	0	0	0	3	0	0	0	0	0	48
05:00	0	51	23	2	2	4	3	0	2	1	0	0	0	0	88
06:00	0	128	34	7	4	4	0	2	2	0	0	0	0	0	181
07:00	0	190	52	12	12	5	1	0	1	0	0	0	0	0	273
08:00	0	219	66	9	6	5	1	0	1	0	0	0	0	0	307
09:00	1	265	63	3	2	3	0	0	1	0	0	0	0	0	338
10:00	0	294	43	13	4	1	1	1	1	0	0	0	0	0	358
11:00	2	322	43	7	4	1	0	0	1	0	0	0	0	0	380
12 PM	3	317	47	2	9	0	1	0	3	0	0	0	0	0	382
13:00	1	306	46	7	6	1	2	0	0	1	0	0	0	0	370
14:00	2	281	44	3	5	0	0	0	1	0	0	0	0	0	336
15:00	1	276	53	4	8	0	1	0	2	0	0	0	0	0	345
16:00	0	301	47	2	3	0	0	0	0	0	0	0	0	0	353
17:00	3	289	60	2	1	2	0	1	0	0	0	0	0	0	358
18:00	2	224	41	3	3	0	0	0	0	0	0	0	0	0	273
19:00	1	191	27	0	3	0	0	0	0	0	0	0	0	0	222
20:00	2	134	24	1	5	0	0	0	0	0	0	0	0	0	166
21:00	1	92	9	0	0	0	0	0	0	0	0	0	0	0	102
22:00	0	65	4	1	0	0	0	0	0	0	0	0	0	0	70
23:00	0	41	2	0	0	0	0	0	1	0	0	0	0	0	44
Total	19	4062	756	82	80	28	10	4	20	2	0	0	0	0	5063
Percent	0.4%	80.2%	14.9%	1.6%	1.6%	0.6%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	10:00	07:00	07:00	05:00	06:00	04:00	05:00					
Vol.	2	322	66	13	12	5	3	2	3	1					
PM Peak	12:00	12:00	17:00	13:00	12:00	17:00	13:00	17:00	12:00	13:00					
Vol.	3	317	60	7	9	2	2	1	3	1					

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/06/22	0	44	7	0	1	0	0	0	0	0	0	0	0	0	52
01:00	0	26	4	0	0	0	0	0	1	0	0	0	0	0	31
02:00	0	6	6	0	0	1	0	0	2	0	0	0	0	0	15
03:00	0	15	3	1	0	2	0	0	0	0	0	0	0	0	21
04:00	0	19	8	4	0	0	0	0	0	0	0	0	0	0	31
05:00	0	36	15	2	1	1	0	0	2	0	0	0	0	0	57
06:00	0	68	22	6	2	0	0	0	1	0	0	0	0	0	99
07:00	1	112	32	4	4	4	1	0	1	0	0	0	0	0	159
08:00	2	146	31	6	5	0	0	0	0	0	0	0	0	0	190
09:00	3	234	45	5	6	0	0	0	0	1	0	0	0	0	294
10:00	1	347	42	4	6	1	0	0	0	0	0	0	0	0	401
11:00	1	403	55	6	4	0	0	0	0	0	0	0	0	0	469
12 PM	1	418	64	3	3	2	1	0	0	0	0	0	0	0	492
13:00	3	390	58	6	4	1	1	0	0	0	0	0	0	0	463
14:00	5	311	56	1	5	0	0	0	0	0	0	0	0	0	378
15:00	3	310	33	3	3	0	1	0	0	0	0	0	0	0	353
16:00	0	302	52	2	0	0	0	0	2	0	0	0	0	0	358
17:00	2	268	35	1	4	2	0	0	0	0	0	0	0	0	312
18:00	3	234	35	1	1	1	0	0	0	0	0	0	0	0	275
19:00	2	220	22	1	1	0	2	0	0	0	0	0	0	0	248
20:00	0	141	17	0	1	0	0	0	0	0	0	0	0	0	159
21:00	0	98	15	1	0	0	0	0	0	0	0	0	0	0	114
22:00	0	71	8	1	0	0	0	0	0	0	0	0	0	0	80
23:00	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
Total	27	4261	672	58	51	15	6	0	9	1	0	0	0	0	5100
Percent	0.5%	83.5%	13.2%	1.1%	1.0%	0.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	06:00	09:00	07:00	07:00		02:00	09:00					
Vol.	3	403	55	6	6	4	1		2	1					
PM Peak	14:00	12:00	12:00	13:00	14:00	12:00	19:00		16:00						
Vol.	5	418	64	6	5	2	2		2						

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/22	0	42	7	0	0	0	0	0	0	0	0	0	0	0	49
01:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
03:00	0	21	6	0	0	0	0	0	0	0	0	0	0	0	27
04:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
05:00	0	15	4	2	0	0	0	0	1	0	0	0	0	0	22
06:00	0	50	12	0	0	0	0	0	1	0	0	0	0	0	63
07:00	1	83	17	1	0	0	0	0	0	0	0	0	1	0	103
08:00	2	104	20	1	0	0	0	0	0	0	0	0	0	0	127
09:00	3	193	24	2	0	0	0	0	0	0	0	0	0	0	222
10:00	7	301	28	1	4	1	0	0	1	0	0	0	0	0	343
11:00	10	347	47	4	0	0	2	0	0	0	0	0	0	0	410
12 PM	2	343	41	0	1	0	0	0	0	0	0	0	0	0	387
13:00	3	366	40	0	0	0	0	0	0	0	0	0	0	0	409
14:00	2	320	36	1	1	0	0	0	0	0	0	0	0	0	360
15:00	3	264	31	3	3	1	0	0	0	0	0	0	0	0	305
16:00	1	219	33	1	1	1	0	0	0	0	0	0	0	0	256
17:00	0	214	28	3	1	1	0	0	0	0	0	0	0	0	247
18:00	2	168	22	0	0	0	0	0	0	0	0	0	0	0	192
19:00	2	194	20	0	1	0	0	0	0	0	0	0	0	0	217
20:00	2	114	13	1	3	0	0	0	0	0	0	0	0	0	133
21:00	0	70	8	0	0	0	0	0	0	0	0	0	0	0	78
22:00	0	43	7	0	0	0	0	0	0	0	0	0	0	0	50
23:00	0	26	2	1	0	0	0	0	2	0	0	0	0	0	31
Total	40	3555	451	21	15	4	2	0	5	0	0	0	1	0	4094
Percent	1.0%	86.8%	11.0%	0.5%	0.4%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	10:00	10:00	11:00		05:00				07:00		
Vol.	10	347	47	4	4	1	2		1				1		
PM Peak	13:00	13:00	12:00	15:00	15:00	15:00			23:00						
Vol.	3	366	41	3	3	1			2						

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/08/22	0	17	1	0	1	0	0	0	1	0	0	0	0	0	20
01:00	0	10	2	0	0	0	0	1	0	0	0	0	0	0	13
02:00	0	12	1	0	0	1	0	0	1	1	0	0	0	0	16
03:00	0	13	1	2	0	0	0	0	1	0	0	0	0	0	17
04:00	0	26	12	2	1	0	0	0	3	0	0	0	0	0	44
05:00	0	56	28	2	1	2	1	0	2	0	0	0	1	0	93
06:00	1	113	31	5	8	1	2	1	1	0	0	0	0	0	163
07:00	0	178	49	11	3	6	2	0	1	1	0	0	0	0	251
08:00	1	280	56	5	12	3	0	0	0	2	0	0	1	0	360
09:00	0	228	53	8	7	3	1	0	1	0	0	0	0	0	301
10:00	4	291	65	8	3	3	2	0	1	0	0	0	0	0	377
11:00	1	292	49	13	9	2	1	0	0	1	0	0	0	0	368
12 PM	0	278	38	1	5	0	1	0	1	0	0	0	0	0	324
13:00	2	269	54	3	6	2	1	0	0	0	0	0	0	0	337
14:00	1	241	54	6	6	1	0	0	1	1	0	0	0	0	311
15:00	0	225	54	4	4	2	0	0	3	0	0	0	0	0	292
16:00	2	242	45	4	5	1	0	0	0	0	0	0	0	0	299
17:00	0	248	55	1	3	1	1	0	0	0	0	0	0	0	309
18:00	0	226	41	2	3	0	0	0	0	0	0	0	0	0	272
19:00	0	142	25	0	0	1	0	0	1	0	0	0	0	0	169
20:00	0	111	16	0	1	0	0	0	0	0	0	0	0	0	128
21:00	0	66	6	1	0	0	0	0	0	0	0	0	0	0	73
22:00	0	42	7	1	0	0	0	0	0	0	0	0	0	0	50
23:00	0	26	7	0	0	0	0	0	2	0	0	0	0	0	35
Total	12	3632	750	79	78	29	12	2	20	6	0	0	2	0	4622
Percent	0.3%	78.6%	16.2%	1.7%	1.7%	0.6%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	11:00	08:00	07:00	06:00	01:00	04:00	08:00			05:00		
Vol.	4	292	65	13	12	6	2	1	3	2			1		
PM Peak	13:00	12:00	17:00	14:00	13:00	13:00	12:00		15:00	14:00					
Vol.	2	278	55	6	6	2	1		3	1					

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/22	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
01:00	0	5	2	0	0	1	0	0	1	0	0	0	0	0	9
02:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	11	1	0	0	0	0	0	2	0	0	0	0	0	14
04:00	0	35	14	4	0	3	0	0	1	0	0	0	0	0	57
05:00	0	51	22	3	0	2	0	1	4	0	0	0	0	0	83
06:00	0	129	30	8	6	2	0	1	1	1	0	0	0	0	178
07:00	0	205	55	10	10	3	1	1	1	0	0	0	0	0	286
08:00	0	271	67	9	16	0	1	0	2	2	0	0	0	0	368
09:00	0	256	62	3	5	1	2	0	2	1	0	0	1	0	333
10:00	1	248	49	6	7	3	0	0	1	1	0	0	0	0	316
11:00	2	287	49	5	13	3	1	0	3	1	0	0	0	0	364
12 PM	0	302	51	5	6	2	1	1	1	2	0	0	0	0	371
13:00	2	300	46	8	6	1	1	0	2	0	0	0	0	0	366
14:00	1	274	52	5	10	0	0	0	1	0	0	0	0	0	343
15:00	1	278	54	13	4	1	0	0	2	1	0	0	0	0	354
16:00	1	270	64	4	2	1	0	0	0	0	0	0	0	0	342
17:00	3	243	50	2	4	0	0	0	0	0	0	0	0	0	302
18:00	0	175	22	3	3	0	0	0	0	0	0	0	0	0	203
19:00	1	141	28	0	0	0	0	0	0	0	0	0	0	0	170
20:00	0	94	16	0	2	0	0	0	2	0	0	0	0	0	114
21:00	0	76	8	1	1	0	0	0	0	0	0	0	0	0	86
22:00	0	42	8	2	0	0	0	0	0	0	0	0	0	0	52
23:00	0	33	5	0	1	0	0	0	2	0	0	0	0	0	41
Total	12	3746	763	91	96	23	7	4	28	9	0	0	1	0	4780
Percent	0.3%	78.4%	16.0%	1.9%	2.0%	0.5%	0.1%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00	07:00	08:00	04:00	09:00	05:00	05:00	08:00			09:00		
Vol.	2	287	67	10	16	3	2	1	4	2			1		
PM Peak	17:00	12:00	16:00	15:00	14:00	12:00	12:00	12:00	13:00	12:00					
Vol.	3	302	64	13	10	2	1	1	2	2					

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/10/22	0	11	5	0	1	0	0	0	0	0	0	0	0	0	17
01:00	0	11	4	0	0	1	0	0	0	0	0	0	0	0	16
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	11	0	0	0	1	0	0	0	0	0	0	0	0	12
04:00	0	25	12	3	0	1	0	0	2	0	0	0	0	0	43
05:00	0	44	26	5	2	5	1	0	1	0	0	0	0	0	84
06:00	0	130	30	11	2	8	0	1	3	0	0	0	0	0	185
07:00	0	203	55	7	5	4	2	0	3	1	0	0	0	0	280
08:00	0	275	57	13	12	4	0	0	0	2	0	0	0	0	363
09:00	0	263	42	3	5	3	0	0	1	0	0	0	0	0	317
10:00	0	261	56	5	11	5	0	1	2	0	0	0	1	0	342
11:00	6	275	50	6	4	5	0	0	0	1	0	0	0	0	347
12 PM	4	271	52	2	4	0	3	0	0	0	0	0	0	0	336
13:00	1	293	48	6	6	3	0	0	3	0	0	0	0	0	360
14:00	2	258	46	6	8	2	1	0	1	0	0	0	0	0	324
15:00	3	267	47	4	7	1	0	0	2	0	0	0	0	0	331
16:00	1	263	50	3	10	3	0	0	0	0	0	0	0	0	330
17:00	3	287	70	1	2	0	0	0	1	0	0	0	0	0	364
18:00	0	208	36	2	3	0	0	0	0	0	0	0	0	0	249
19:00	0	152	32	0	3	0	0	0	1	0	0	0	0	0	188
20:00	0	92	24	0	1	0	0	0	0	0	0	0	0	0	117
21:00	0	71	14	0	1	0	0	0	0	0	0	0	0	0	86
22:00	0	56	4	0	0	0	0	0	0	0	0	0	0	0	60
23:00	0	32	2	1	1	0	0	0	1	0	0	0	0	0	37
Total	20	3768	762	78	88	46	7	2	21	4	0	0	1	0	4797
Percent	0.4%	78.5%	15.9%	1.6%	1.8%	1.0%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	08:00	08:00	08:00	06:00	07:00	06:00	06:00	08:00			10:00		
Vol.	6	275	57	13	12	8	2	1	3	2			1		
PM Peak	12:00	13:00	17:00	13:00	16:00	13:00	12:00		13:00						
Vol.	4	293	70	6	10	3	3		3						

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/11/22	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	8	2	1	0	1	0	0	0	0	0	0	0	0	12
03:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
04:00	0	28	13	3	0	0	0	0	1	0	0	0	0	0	45
05:00	0	45	22	3	1	3	1	0	2	0	0	0	0	0	77
06:00	0	122	31	11	8	3	0	1	1	0	0	0	0	0	177
07:00	1	181	52	12	3	5	2	1	1	1	0	0	0	0	259
08:00	0	256	61	9	9	3	0	1	3	1	0	0	0	0	343
09:00	0	239	53	3	8	2	1	1	2	1	0	0	0	0	310
10:00	0	264	73	6	9	3	1	1	0	0	0	0	2	0	359
11:00	0	295	57	7	7	2	3	1	4	1	0	0	0	0	377
12 PM	0	289	63	3	4	5	0	1	0	1	0	0	0	0	366
13:00	1	301	54	8	5	2	1	0	0	0	0	0	0	0	372
14:00	1	289	54	4	5	0	0	0	0	0	0	0	1	0	354
15:00	1	283	53	5	12	2	1	0	2	0	0	0	0	0	359
16:00	0	288	51	5	4	0	1	0	1	0	0	0	0	0	350
17:00	1	318	55	4	2	0	0	0	1	0	0	0	0	0	381
18:00	2	225	51	2	5	1	0	0	0	0	0	0	0	0	286
19:00	2	166	26	0	1	0	0	0	0	0	0	0	0	0	195
20:00	0	122	24	0	2	0	0	0	0	0	0	0	0	0	148
21:00	0	67	14	0	2	0	0	0	0	0	0	0	0	0	83
22:00	0	45	8	0	1	0	0	0	0	0	0	0	0	0	54
23:00	0	34	3	1	0	0	0	0	1	0	0	0	0	0	39
Total	9	3901	830	87	88	32	11	7	19	5	0	0	3	0	4992
Percent	0.2%	78.1%	16.6%	1.7%	1.8%	0.6%	0.2%	0.1%	0.4%	0.1%	0.0%	0.0%	0.1%	0.0%	
AM Peak	07:00	11:00	10:00	07:00	08:00	07:00	11:00	06:00	11:00	07:00			10:00		
Vol.	1	295	73	12	9	5	3	1	4	1			2		
PM Peak	18:00	17:00	12:00	13:00	15:00	12:00	13:00	12:00	15:00	12:00			14:00		
Vol.	2	318	63	8	12	5	1	1	2	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/12/22	0	19	6	0	2	1	0	0	0	0	0	0	1	0	29
01:00	0	12	4	0	0	1	0	0	0	0	0	0	0	0	17
02:00	0	13	7	0	1	0	0	0	2	0	0	0	0	0	23
03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	21	16	3	1	0	0	0	3	0	0	0	0	0	44
05:00	1	51	26	3	2	4	2	0	4	1	0	0	0	0	94
06:00	0	126	33	8	5	0	0	0	3	1	0	0	0	0	176
07:00	0	169	53	14	12	5	0	0	3	0	0	0	0	0	256
08:00	2	237	55	4	11	2	1	0	2	1	0	0	0	0	315
09:00	0	264	52	1	10	4	1	0	2	0	0	0	0	0	334
10:00	5	277	50	7	8	4	0	0	2	0	0	0	0	0	353
11:00	2	301	52	8	11	1	2	0	1	1	0	0	0	0	379
12 PM	3	341	50	0	9	1	0	0	0	0	0	0	0	0	404
13:00	0	332	51	8	3	3	0	0	0	0	0	0	0	0	397
14:00	1	322	59	5	3	0	0	0	2	0	0	0	0	0	392
15:00	2	309	67	2	7	1	2	0	4	0	0	0	0	0	394
16:00	2	314	60	0	5	1	0	0	1	0	0	0	0	0	383
17:00	0	335	71	2	1	0	0	0	0	0	0	0	0	0	409
18:00	2	315	42	2	6	0	0	0	0	0	0	0	0	0	367
19:00	3	215	28	1	5	0	0	1	0	0	0	0	0	0	253
20:00	2	140	22	0	0	0	0	0	0	0	0	0	0	0	164
21:00	0	86	11	0	2	0	0	0	1	0	0	0	0	0	100
22:00	2	81	7	1	0	0	0	0	0	0	0	0	0	0	91
23:00	0	59	10	0	1	0	0	0	1	0	0	0	0	0	71
Total	27	4351	832	69	105	28	8	1	31	4	0	0	1	0	5457
Percent	0.5%	79.7%	15.2%	1.3%	1.9%	0.5%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	08:00	07:00	07:00	07:00	05:00		05:00	05:00			00:00		
Vol.	5	301	55	14	12	5	2		4	1			1		
PM Peak	12:00	12:00	17:00	13:00	12:00	13:00	15:00	19:00	15:00						
Vol.	3	341	71	8	9	3	2	1	4						

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/13/22	0	34	2	2	0	0	0	0	1	0	0	0	0	0	39
01:00	0	26	3	0	0	0	0	1	0	0	0	0	0	0	30
02:00	0	15	3	0	0	1	0	0	1	0	0	0	0	0	20
03:00	0	13	6	1	0	0	0	0	0	0	0	0	0	0	20
04:00	0	16	9	5	0	0	0	0	1	0	0	0	0	0	31
05:00	0	33	10	1	1	3	0	0	2	0	0	0	0	0	50
06:00	1	64	16	4	4	0	0	0	2	0	0	0	0	0	91
07:00	1	93	39	9	4	1	5	0	2	0	0	0	0	0	154
08:00	0	150	39	6	2	1	1	0	0	1	0	0	0	0	200
09:00	1	250	42	3	3	0	2	0	0	0	0	0	0	0	301
10:00	4	376	70	5	6	1	0	0	1	0	0	0	0	0	463
11:00	2	409	49	4	2	0	0	0	0	0	0	0	0	0	466
12 PM	6	403	66	3	5	1	0	0	1	0	0	0	0	0	485
13:00	3	416	69	2	4	0	1	0	2	0	0	0	0	0	497
14:00	3	352	52	2	2	1	0	1	0	0	0	0	0	0	413
15:00	1	335	52	1	4	0	0	0	1	0	0	0	0	0	394
16:00	5	316	50	3	6	1	0	0	0	0	0	0	0	0	381
17:00	2	326	56	2	5	1	1	0	1	0	0	0	0	0	394
18:00	5	286	34	2	3	0	0	0	0	0	0	0	0	0	330
19:00	2	216	31	0	4	1	0	0	1	0	0	0	0	0	255
20:00	1	132	22	2	1	0	0	0	0	0	0	0	0	0	158
21:00	0	70	20	0	2	0	0	0	0	0	0	0	0	0	92
22:00	0	72	13	0	0	0	0	0	0	0	0	0	0	0	85
23:00	0	53	2	0	0	0	0	0	0	0	0	0	0	0	55
Total	37	4456	755	57	58	12	10	2	16	1	0	0	0	0	5404
Percent	0.7%	82.5%	14.0%	1.1%	1.1%	0.2%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	07:00	10:00	05:00	07:00	01:00	05:00	08:00					
Vol.	4	409	70	9	6	3	5	1	2	1					
PM Peak	12:00	13:00	13:00	12:00	16:00	12:00	13:00	14:00	13:00						
Vol.	6	416	69	3	6	1	1	1	2						
Grand Total	203	35732	6571	622	659	217	73	22	169	32	0	0	9	0	44309
Percent	0.5%	80.6%	14.8%	1.4%	1.5%	0.5%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/05/22	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	11	5	0	1	0	1	0	0	0	0	0	0	0	18
02:00	0	12	7	0	0	0	1	0	0	0	0	0	0	0	20
03:00	0	6	2	0	0	1	0	0	2	0	0	0	0	0	11
04:00	0	9	3	2	0	2	0	1	1	0	0	0	0	0	18
05:00	1	37	11	3	1	2	0	0	3	1	0	0	0	0	59
06:00	1	73	28	4	7	1	0	1	1	0	0	0	0	0	116
07:00	0	86	31	11	8	1	1	0	3	0	0	0	0	0	141
08:00	1	82	45	4	12	1	0	0	1	0	0	0	1	0	147
09:00	0	117	31	3	12	1	1	0	1	0	0	0	0	0	166
10:00	0	134	49	8	6	3	0	0	2	1	0	0	1	0	204
11:00	1	160	38	5	3	3	0	1	0	2	0	0	0	0	213
12 PM	0	171	41	5	11	2	1	1	0	1	0	0	1	0	234
13:00	0	191	49	6	8	4	1	1	0	0	0	0	0	0	260
14:00	1	227	55	1	10	1	1	0	0	0	0	0	0	0	296
15:00	1	253	60	7	12	1	7	1	1	0	0	0	0	0	343
16:00	0	336	64	3	11	1	2	0	1	0	0	0	0	0	418
17:00	2	329	51	4	12	2	1	0	2	0	0	0	0	0	403
18:00	2	256	55	2	12	2	1	0	1	0	0	0	0	0	331
19:00	4	210	40	2	3	3	1	2	0	0	0	0	0	0	265
20:00	0	150	45	1	7	1	4	0	0	0	0	0	0	0	208
21:00	1	172	31	0	3	1	0	0	0	0	0	0	0	0	208
22:00	2	73	13	0	1	1	1	0	0	0	0	0	0	0	91
23:00	0	42	5	0	1	1	0	0	1	0	0	0	0	0	50
Total	17	3144	760	71	141	35	24	8	20	5	0	0	3	0	4228
Percent	0.4%	74.4%	18.0%	1.7%	3.3%	0.8%	0.6%	0.2%	0.5%	0.1%	0.0%	0.0%	0.1%	0.0%	
AM Peak	05:00	11:00	10:00	07:00	08:00	10:00	01:00	04:00	05:00	11:00			08:00		
Vol.	1	160	49	11	12	3	1	1	3	2			1		
PM Peak	19:00	16:00	16:00	15:00	15:00	13:00	15:00	19:00	17:00	12:00			12:00		
Vol.	4	336	64	7	12	4	7	2	2	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/06/22	0	19	1	0	1	0	0	0	1	0	0	0	0	0	22
01:00	0	9	5	1	1	0	0	0	0	0	0	0	0	0	16
02:00	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
03:00	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
04:00	1	7	3	2	1	0	0	0	1	0	0	0	0	0	15
05:00	0	31	8	2	1	0	0	0	2	0	0	0	0	0	44
06:00	0	51	12	3	2	2	0	0	1	0	0	0	0	0	71
07:00	0	62	27	6	8	4	1	0	2	0	0	0	0	0	110
08:00	1	70	25	4	3	1	1	0	1	0	0	0	0	0	106
09:00	0	106	34	4	4	0	1	0	1	0	0	0	0	0	150
10:00	2	160	31	2	4	4	0	0	0	0	0	0	0	0	203
11:00	2	185	51	5	8	1	0	0	0	0	0	0	0	0	252
12 PM	2	223	48	3	3	0	1	0	0	0	0	0	0	0	280
13:00	3	264	49	3	7	0	1	0	0	0	0	0	0	0	327
14:00	1	279	60	8	3	0	0	0	0	0	0	0	0	0	351
15:00	3	309	56	4	6	2	1	0	0	0	0	0	0	0	381
16:00	0	259	52	4	5	1	1	0	0	0	0	0	0	0	322
17:00	2	299	52	2	7	0	3	0	0	0	0	0	0	0	365
18:00	1	250	45	3	5	3	5	0	1	0	0	0	0	0	313
19:00	0	231	33	2	7	4	4	0	0	0	0	0	0	0	281
20:00	3	209	29	0	2	5	6	0	1	0	0	0	0	0	255
21:00	0	219	35	1	4	1	0	0	0	0	0	0	0	0	260
22:00	1	156	36	1	2	0	0	0	0	0	0	0	0	0	196
23:00	2	112	52	2	3	0	0	0	0	0	0	0	0	0	171
Total	24	3528	746	62	88	28	25	0	12	0	0	0	0	0	4513
Percent	0.5%	78.2%	16.5%	1.4%	1.9%	0.6%	0.6%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	07:00	07:00	07:00	07:00		05:00						
Vol.	2	185	51	6	8	4	1		2						
PM Peak	13:00	15:00	14:00	14:00	13:00	20:00	20:00		18:00						
Vol.	3	309	60	8	7	5	6		1						

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/07/22	0	45	23	0	4	0	1	0	2	0	0	0	0	0	75
01:00	0	12	8	0	2	0	0	0	0	0	0	0	0	0	22
02:00	0	15	9	0	1	0	0	0	0	0	0	0	0	0	25
03:00	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	13	5	0	0	0	0	0	2	0	0	0	0	0	20
06:00	0	34	7	0	0	1	0	0	0	0	0	0	0	0	42
07:00	3	57	11	3	1	4	0	0	1	0	0	0	0	0	80
08:00	0	49	21	4	2	0	0	0	0	0	0	0	0	0	76
09:00	2	97	26	0	3	0	2	0	0	0	0	0	0	0	130
10:00	0	127	25	2	6	1	0	0	0	1	0	0	0	0	162
11:00	2	184	36	2	3	1	1	0	1	0	0	0	0	0	230
12 PM	3	250	46	3	8	0	0	0	0	0	0	0	0	0	310
13:00	1	227	45	0	3	1	1	0	0	0	0	0	0	0	278
14:00	2	297	42	0	7	0	0	0	0	0	0	0	0	0	348
15:00	0	276	47	3	6	1	0	0	0	0	0	0	0	0	333
16:00	3	306	53	0	3	0	1	0	0	0	0	0	0	0	366
17:00	2	271	51	0	2	1	0	0	0	0	0	0	0	0	327
18:00	1	254	50	1	3	0	0	0	0	1	0	0	0	0	310
19:00	0	250	62	0	2	3	4	0	0	0	0	0	0	0	321
20:00	3	128	30	0	5	0	0	0	0	0	0	0	0	0	166
21:00	1	108	10	1	2	0	1	0	0	0	0	0	0	0	123
22:00	0	63	10	0	1	0	0	0	0	0	0	0	0	0	74
23:00	0	26	1	0	0	1	0	0	1	0	0	0	0	0	29
Total	23	3114	620	19	65	14	11	0	7	2	0	0	0	0	3875
Percent	0.6%	80.4%	16.0%	0.5%	1.7%	0.4%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	11:00	08:00	10:00	07:00	09:00		00:00	10:00					
Vol.	3	184	36	4	6	4	2		2	1					
PM Peak	12:00	16:00	19:00	12:00	12:00	19:00	19:00		23:00	18:00					
Vol.	3	306	62	3	8	3	4		1	1					

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/08/22	0	15	1	0	1	0	0	0	2	0	0	0	0	0	19
01:00	0	7	1	0	0	0	0	0	2	0	0	0	0	0	10
02:00	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
03:00	0	6	3	0	0	0	0	0	1	0	0	0	0	0	10
04:00	0	9	5	2	0	1	0	0	0	0	0	0	0	0	17
05:00	1	45	12	1	1	2	0	0	3	0	0	0	0	0	65
06:00	0	80	28	2	3	3	0	2	3	0	0	0	0	0	121
07:00	1	93	25	9	6	4	0	0	3	1	0	0	0	0	142
08:00	0	82	32	6	7	3	1	0	0	1	0	0	1	0	133
09:00	0	110	40	6	7	2	0	0	2	1	0	0	2	0	170
10:00	0	145	47	4	3	2	2	0	1	1	0	0	1	0	206
11:00	0	145	46	6	9	2	1	0	1	2	0	0	0	0	212
12 PM	0	171	48	3	11	1	0	1	1	1	0	0	0	0	237
13:00	1	171	48	5	7	5	0	0	2	0	0	0	0	0	239
14:00	0	238	69	3	11	2	1	1	1	0	0	0	0	0	326
15:00	0	263	69	10	13	2	1	1	0	0	0	0	0	0	359
16:00	1	327	72	5	14	2	0	0	1	0	0	0	0	0	422
17:00	0	329	68	2	8	0	1	0	1	0	0	0	1	0	410
18:00	1	211	43	2	6	1	0	0	0	1	0	0	1	0	266
19:00	3	176	32	0	6	1	2	0	1	0	0	0	0	0	221
20:00	0	155	26	0	0	0	1	0	0	0	0	0	0	0	182
21:00	0	116	25	1	2	0	0	0	0	0	0	0	0	0	144
22:00	0	56	12	0	1	2	0	0	1	0	0	0	0	0	72
23:00	0	36	4	0	0	2	0	0	0	0	0	0	0	0	42
Total	8	3003	759	67	116	37	10	5	26	8	0	0	6	0	4045
Percent	0.2%	74.2%	18.8%	1.7%	2.9%	0.9%	0.2%	0.1%	0.6%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak	05:00	10:00	10:00	07:00	11:00	07:00	10:00	06:00	05:00	11:00			09:00		
Vol.	1	145	47	9	9	4	2	2	3	2			2		
PM Peak	19:00	17:00	16:00	15:00	16:00	13:00	19:00	12:00	13:00	12:00			17:00		
Vol.	3	329	72	10	14	5	2	1	2	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/22	0	16	2	0	0	0	0	0	1	0	0	0	0	0	19
01:00	0	13	5	0	0	0	0	0	1	0	0	0	0	0	19
02:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
04:00	0	18	6	2	1	0	0	0	3	0	0	0	0	0	30
05:00	1	31	12	3	1	0	0	0	2	0	0	0	0	0	50
06:00	0	63	23	4	5	1	0	4	3	0	0	0	0	0	103
07:00	1	92	41	7	12	3	0	1	3	0	0	0	0	0	160
08:00	2	87	42	4	15	2	3	0	2	0	0	0	0	0	157
09:00	0	116	53	8	11	0	0	0	1	2	0	0	0	0	191
10:00	0	176	46	8	16	4	5	0	1	2	0	0	0	0	258
11:00	1	192	48	3	6	4	0	0	1	0	0	0	1	0	256
12 PM	2	210	59	4	13	2	1	0	1	0	0	0	1	0	293
13:00	1	219	52	4	9	4	0	0	3	2	0	0	0	0	294
14:00	0	251	71	6	13	2	0	0	2	2	0	0	1	0	348
15:00	1	287	58	7	10	2	1	2	1	0	0	0	0	0	369
16:00	0	337	89	7	11	2	1	0	0	1	0	0	0	0	448
17:00	0	310	57	5	8	1	1	0	1	0	0	0	0	0	383
18:00	0	206	45	2	3	0	0	0	1	0	0	0	0	0	257
19:00	1	178	30	4	8	1	3	0	0	0	0	0	0	0	225
20:00	0	149	25	0	7	0	1	0	0	0	0	0	1	0	183
21:00	1	139	15	0	4	0	0	0	1	0	0	0	0	0	160
22:00	0	50	5	2	0	0	0	0	0	0	0	0	0	0	57
23:00	0	33	3	0	0	1	1	0	1	0	0	0	0	0	39
Total	11	3188	791	80	154	29	17	7	29	9	0	0	4	0	4319
Percent	0.3%	73.8%	18.3%	1.9%	3.6%	0.7%	0.4%	0.2%	0.7%	0.2%	0.0%	0.0%	0.1%	0.0%	
AM Peak	08:00	11:00	09:00	09:00	10:00	10:00	10:00	06:00	04:00	09:00			11:00		
Vol.	2	192	53	8	16	4	5	4	3	2			1		
PM Peak	12:00	16:00	16:00	15:00	12:00	13:00	19:00	15:00	13:00	13:00			12:00		
Vol.	2	337	89	7	13	4	3	2	3	2			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/10/22	0	13	1	0	1	0	1	1	0	0	0	0	0	0	17
01:00	0	8	4	0	2	0	0	0	0	0	0	0	0	0	14
02:00	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
03:00	0	14	2	0	0	1	0	1	2	0	0	0	0	0	20
04:00	0	16	6	2	1	0	0	0	0	0	0	0	0	0	25
05:00	1	34	16	2	2	0	2	0	1	0	0	0	0	0	58
06:00	0	71	30	1	6	1	0	1	2	0	0	0	0	0	112
07:00	1	86	44	6	10	4	2	0	5	1	0	0	1	0	160
08:00	0	88	32	9	10	2	2	0	1	1	0	0	0	0	145
09:00	0	104	40	4	18	7	0	0	1	0	0	0	0	0	174
10:00	1	142	41	9	11	3	1	0	2	0	0	0	0	0	210
11:00	4	148	57	7	11	3	0	0	3	3	0	0	0	0	236
12 PM	0	209	57	3	5	2	1	0	0	0	0	0	0	0	277
13:00	1	208	61	1	5	5	3	0	1	0	0	0	0	0	285
14:00	1	227	68	8	12	4	1	0	0	1	0	0	0	0	322
15:00	3	239	66	4	8	2	2	0	1	0	0	0	0	0	325
16:00	0	366	91	8	13	4	0	1	1	0	0	0	0	0	484
17:00	3	320	72	0	8	0	0	2	1	0	0	0	0	0	406
18:00	0	213	52	3	7	1	0	0	1	0	0	0	0	0	277
19:00	4	178	40	3	4	3	1	0	1	0	0	0	0	0	234
20:00	1	156	30	0	5	0	0	0	0	0	0	0	0	0	192
21:00	0	143	24	0	4	1	0	0	0	0	0	0	0	0	172
22:00	0	59	8	0	2	0	0	0	0	0	0	0	0	0	69
23:00	0	32	5	0	0	0	0	0	1	0	0	0	0	0	38
Total	20	3084	849	70	146	43	16	6	24	6	0	0	1	0	4265
Percent	0.5%	72.3%	19.9%	1.6%	3.4%	1.0%	0.4%	0.1%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	08:00	09:00	09:00	05:00	00:00	07:00	11:00			07:00		
Vol.	4	148	57	9	18	7	2	1	5	3			1		
PM Peak	19:00	16:00	16:00	14:00	16:00	13:00	13:00	17:00	13:00	14:00					
Vol.	4	366	91	8	13	5	3	2	1	1					

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/11/22	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	6	1	0	1	0	0	1	0	0	0	0	0	0	9
02:00	0	15	4	0	2	1	0	0	1	1	0	0	0	0	24
03:00	0	11	1	1	0	0	0	0	0	0	0	0	0	0	13
04:00	0	6	4	1	0	1	0	0	0	0	0	0	0	0	12
05:00	0	36	11	3	0	0	0	0	2	0	0	0	0	0	52
06:00	0	70	21	2	3	3	1	2	2	0	0	0	0	0	104
07:00	0	74	38	13	10	1	1	0	1	1	0	0	1	0	140
08:00	0	88	25	5	5	3	1	0	0	1	0	0	1	0	129
09:00	2	106	37	6	8	0	0	1	1	1	0	0	0	0	162
10:00	1	126	50	3	10	1	0	0	3	2	0	0	0	0	196
11:00	0	180	50	4	15	5	1	0	0	1	0	0	0	0	256
12 PM	0	188	61	9	5	3	1	0	0	3	0	0	2	0	272
13:00	0	224	68	1	10	3	1	1	1	2	0	0	2	0	313
14:00	2	212	57	10	15	3	1	1	0	0	0	0	0	0	301
15:00	2	276	77	8	7	1	2	0	0	0	0	0	0	0	373
16:00	1	375	74	4	8	2	2	0	1	0	0	0	1	0	468
17:00	1	337	53	0	8	1	1	0	1	1	0	0	0	0	403
18:00	0	222	51	4	9	2	1	0	1	0	0	0	1	0	291
19:00	0	188	30	2	6	2	2	0	0	0	0	0	1	0	231
20:00	1	154	32	0	5	1	2	0	0	0	0	0	0	0	195
21:00	0	172	33	0	5	0	0	0	0	0	0	0	0	0	210
22:00	0	82	18	0	2	0	0	0	0	0	0	0	0	0	102
23:00	0	38	6	0	1	0	0	0	2	0	0	0	0	0	47
Total	10	3192	804	76	135	33	17	6	16	13	0	0	9	0	4311
Percent	0.2%	74.0%	18.6%	1.8%	3.1%	0.8%	0.4%	0.1%	0.4%	0.3%	0.0%	0.0%	0.2%	0.0%	
AM Peak	09:00	11:00	10:00	07:00	11:00	11:00	06:00	06:00	10:00	10:00			07:00		
Vol.	2	180	50	13	15	5	1	2	3	2			1		
PM Peak	14:00	16:00	15:00	14:00	14:00	12:00	15:00	13:00	23:00	12:00			12:00		
Vol.	2	375	77	10	15	3	2	1	2	3			2		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/12/22	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
01:00	0	14	4	0	0	0	1	0	0	0	0	0	0	0	19
02:00	0	12	4	0	0	0	1	0	1	0	0	0	0	0	18
03:00	0	12	1	0	0	0	0	0	2	0	0	0	0	0	15
04:00	0	10	1	2	1	2	0	1	0	0	0	0	0	0	17
05:00	0	37	12	1	1	2	0	0	3	0	0	0	0	0	56
06:00	0	72	39	2	3	3	0	0	3	0	0	0	0	0	122
07:00	0	85	41	3	11	2	0	1	3	0	0	0	0	0	146
08:00	0	78	38	3	14	1	2	2	2	0	0	0	1	0	141
09:00	0	111	43	8	9	3	1	0	1	0	0	0	0	0	176
10:00	3	142	55	6	12	2	2	1	2	1	0	0	1	0	227
11:00	0	162	61	8	8	2	2	0	2	0	0	0	0	0	245
12 PM	2	240	62	2	9	2	1	0	0	0	0	0	0	0	318
13:00	0	220	47	8	15	0	0	0	0	0	0	0	0	0	290
14:00	1	265	66	4	13	0	1	0	0	0	0	0	0	0	350
15:00	2	273	75	7	13	1	1	1	0	0	0	0	0	0	373
16:00	1	396	62	6	9	2	0	0	1	0	0	0	0	0	477
17:00	0	335	64	1	10	1	1	0	1	0	0	0	0	0	413
18:00	0	248	58	1	11	3	0	0	0	1	0	0	0	0	322
19:00	1	222	44	2	6	0	1	0	0	0	0	0	1	0	277
20:00	3	199	44	1	6	0	1	0	0	0	0	0	0	0	254
21:00	0	216	34	1	1	2	1	0	0	0	0	0	0	0	255
22:00	1	110	18	0	1	1	0	0	0	0	0	0	0	0	131
23:00	0	65	20	0	2	0	0	0	2	0	0	0	0	0	89
Total	14	3531	895	66	156	29	16	6	23	2	0	0	3	0	4741
Percent	0.3%	74.5%	18.9%	1.4%	3.3%	0.6%	0.3%	0.1%	0.5%	0.0%	0.0%	0.0%	0.1%	0.0%	
AM Peak	10:00	11:00	11:00	09:00	08:00	06:00	08:00	08:00	05:00	10:00			08:00		
Vol.	3	162	61	8	14	3	2	2	3	1			1		
PM Peak	20:00	16:00	15:00	13:00	13:00	18:00	12:00	15:00	23:00	18:00			19:00		
Vol.	3	396	75	8	15	3	1	1	2	1			1		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/13/22	0	32	6	1	1	0	0	0	1	0	0	0	0	0	41
01:00	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
02:00	0	16	3	0	1	0	0	0	0	0	0	0	0	0	20
03:00	0	9	1	1	0	0	0	0	1	0	0	0	0	0	12
04:00	0	11	2	2	0	0	0	0	0	0	0	0	0	0	15
05:00	0	26	8	1	1	0	0	0	1	0	0	0	0	0	37
06:00	0	44	17	4	4	0	0	2	2	0	0	0	0	0	73
07:00	1	60	22	6	9	4	1	0	0	0	0	0	2	0	105
08:00	0	61	34	2	6	3	0	0	0	0	0	0	1	0	107
09:00	3	96	29	2	8	3	3	0	1	0	0	0	0	0	145
10:00	3	145	44	3	9	1	2	0	0	0	0	0	0	0	207
11:00	2	215	58	4	9	1	1	0	0	0	0	0	0	0	290
12 PM	3	234	43	3	6	1	0	0	0	0	0	0	0	0	290
13:00	6	251	51	1	2	2	0	0	0	0	0	0	0	0	313
14:00	1	277	52	6	8	1	0	1	0	0	0	0	0	0	346
15:00	9	311	74	1	5	1	0	0	0	0	0	0	0	0	401
16:00	8	296	64	3	6	1	2	0	1	0	0	0	0	0	381
17:00	1	347	55	2	12	2	0	0	0	0	0	0	0	0	419
18:00	1	279	51	1	1	0	0	1	2	0	0	0	0	0	336
19:00	0	242	36	2	3	0	3	0	0	0	0	0	0	0	286
20:00	2	220	41	1	3	1	4	0	0	0	0	0	0	0	272
21:00	4	213	64	0	8	2	1	1	1	0	0	0	0	0	294
22:00	1	209	58	0	9	1	0	0	0	0	0	0	1	0	279
23:00	0	97	35	0	5	0	0	0	0	0	0	0	1	0	138
Total	45	3713	850	46	116	24	17	5	10	0	0	0	5	0	4831
Percent	0.9%	76.9%	17.6%	1.0%	2.4%	0.5%	0.4%	0.1%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	
AM Peak	09:00	11:00	11:00	07:00	07:00	07:00	09:00	06:00	06:00				07:00		
Vol.	3	215	58	6	9	4	3	2	2				2		
PM Peak	15:00	17:00	15:00	14:00	17:00	13:00	20:00	14:00	18:00				22:00		
Vol.	9	347	74	6	12	2	4	1	2				1		
Grand Total	172	29497	7074	557	1117	272	153	43	167	45	0	0	31	0	39128
Percent	0.4%	75.4%	18.1%	1.4%	2.9%	0.7%	0.4%	0.1%	0.4%	0.1%	0.0%	0.0%	0.1%	0.0%	

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/05/22	0	0	0	1	1	3	11	2	3	0	0	0	0	0	21	36-45	14
01:00	0	0	0	1	2	9	0	4	2	1	0	0	0	0	19	31-40	11
02:00	0	**2**	1	0	3	4	1	5	1	0	0	0	0	0	17	31-40	7
03:00	0	0	0	0	1	4	1	3	2	0	**1**	0	0	0	12	46-55	5
04:00	0	1	0	1	3	17	10	11	4	0	1	0	0	0	48	36-45	27
05:00	0	1	3	2	5	23	29	16	8	1	0	0	0	0	88	36-45	52
06:00	0	0	1	2	14	45	64	38	**17**	0	0	0	0	0	181	36-45	109
07:00	0	0	**4**	4	29	88	94	**44**	9	1	0	0	0	0	273	36-45	182
08:00	0	0	3	12	49	94	**105**	35	6	**3**	0	0	0	0	307	36-45	199
09:00	0	0	0	7	55	**148**	96	29	2	1	0	0	0	0	338	36-45	244
10:00	0	0	3	22	77	140	91	23	2	0	0	0	0	0	358	36-45	231
11:00	0	0	1	**25**	**86**	146	91	29	2	0	0	0	0	0	**380**	36-45	237
12 PM	0	0	**6**	**29**	**109**	148	77	10	3	0	0	0	0	0	**382**	31-40	257
13:00	0	0	4	23	99	138	82	21	2	**1**	0	0	0	0	370	31-40	237
14:00	0	0	0	14	85	141	73	20	2	0	**1**	0	0	0	336	31-40	226
15:00	0	0	2	16	81	141	**86**	17	2	0	0	0	0	0	345	36-45	227
16:00	0	0	0	13	82	**157**	84	15	2	0	0	0	0	0	353	36-45	241
17:00	0	0	3	16	66	153	81	**33**	**6**	0	0	0	0	0	358	36-45	234
18:00	0	0	1	10	57	105	76	20	3	1	0	0	0	0	273	36-45	181
19:00	0	0	0	15	48	78	68	12	1	0	0	0	0	0	222	36-45	146
20:00	0	**1**	0	14	48	54	30	13	5	1	0	0	0	0	166	31-40	102
21:00	0	0	0	3	30	42	19	8	0	0	0	0	0	0	102	31-40	72
22:00	0	0	1	3	10	23	22	9	1	1	0	0	0	0	70	36-45	45
23:00	0	0	0	3	6	17	14	2	2	0	0	0	0	0	44	36-45	31
Total	0	5	33	236	1046	1918	1305	419	87	11	3	0	0	0	5063		
Percent	0.0%	0.1%	0.7%	4.7%	20.7%	37.9%	25.8%	8.3%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak		02:00	07:00	11:00	11:00	09:00	08:00	07:00	06:00	08:00	03:00				11:00		
Vol.		2	4	25	86	148	105	44	17	3	1				380		
PM Peak		20:00	12:00	12:00	12:00	16:00	15:00	17:00	17:00	13:00	14:00				12:00		
Vol.		1	6	29	109	157	86	33	6	1	1				382		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/06/22	0	0	2	4	2	14	17	11	1	0	1	0	0	0	52	36-45	31
01:00	0	0	1	0	5	11	8	6	0	0	0	0	0	0	31	36-45	19
02:00	0	0	0	1	5	2	4	2	1	0	0	0	0	0	15	31-40	7
03:00	0	0	0	0	6	3	7	3	0	**1**	1	0	0	0	21	34-43	10
04:00	0	0	0	2	4	7	8	9	1	0	0	0	0	0	31	40-49	17
05:00	0	0	0	0	11	18	12	13	3	0	0	0	0	0	57	34-43	30
06:00	0	0	0	2	14	29	26	19	8	1	0	0	0	0	99	36-45	55
07:00	0	0	3	7	16	31	52	36	12	0	**2**	0	0	0	159	41-50	88
08:00	0	0	2	0	19	47	57	**49**	**15**	1	0	0	0	0	190	41-50	106
09:00	0	**1**	1	9	42	102	**114**	19	6	0	0	0	0	0	294	36-45	216
10:00	0	0	3	22	133	134	79	27	3	0	0	0	0	0	401	31-40	267
11:00	0	0	**6**	**32**	**135**	**180**	98	17	1	0	0	0	0	0	**469**	31-40	315
12 PM	0	0	3	41	**146**	165	**111**	22	4	0	0	0	0	0	**492**	31-40	311
13:00	0	0	1	21	133	**183**	96	**27**	2	0	0	0	0	0	463	31-40	316
14:00	0	0	3	26	92	150	85	20	1	**1**	0	0	0	0	378	31-40	242
15:00	0	0	**5**	13	83	153	83	13	3	0	0	0	0	0	353	31-40	236
16:00	0	0	2	16	79	153	79	23	**5**	0	0	0	0	**1**	358	36-45	232
17:00	0	0	1	17	77	122	75	17	2	0	**1**	0	0	0	312	31-40	199
18:00	0	0	4	**58**	132	68	11	2	0	0	0	0	0	0	275	31-40	200
19:00	0	0	5	32	113	82	15	1	0	0	0	0	0	0	248	31-40	195
20:00	0	1	3	29	62	58	5	1	0	0	0	0	0	0	159	31-40	120
21:00	**2**	**3**	0	16	25	36	26	5	1	0	0	0	0	0	114	36-45	62
22:00	0	0	0	4	17	28	28	1	1	1	0	0	0	0	80	36-45	56
23:00	0	0	0	1	7	18	14	6	3	0	0	0	0	0	49	36-45	32
Total	2	5	45	353	1358	1794	1110	349	73	5	5	0	0	1	5100		
Percent	0.0%	0.1%	0.9%	6.9%	26.6%	35.2%	21.8%	6.8%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak		09:00	11:00	11:00	11:00	11:00	09:00	08:00	08:00	03:00	07:00				11:00		
Vol.		1	6	32	135	180	114	49	15	1	2				469		
PM Peak	21:00	21:00	15:00	18:00	12:00	13:00	12:00	13:00	16:00	14:00	17:00			16:00	12:00		
Vol.	2	3	5	58	146	183	111	27	5	1	1			1	492		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/07/22	0	0	0	3	8	12	11	10	5	0	0	0	0	0	49	36-45	23
01:00	0	0	0	1	3	6	7	2	2	1	0	0	0	0	22	36-45	13
02:00	0	0	0	1	3	4	5	2	0	0	0	0	0	0	15	36-45	9
03:00	0	0	0	0	4	4	13	4	0	2	0	0	0	0	27	36-45	17
04:00	0	0	1	0	4	6	12	2	0	1	0	0	0	0	26	36-45	18
05:00	0	0	0	1	0	11	4	5	1	0	0	0	0	0	22	36-45	15
06:00	0	0	0	0	8	19	16	14	6	0	0	0	0	0	63	36-45	35
07:00	0	1	0	1	6	25	32	28	**7**	**3**	0	0	0	0	103	41-50	60
08:00	0	0	0	3	14	32	44	27	7	0	0	0	0	0	127	36-45	76
09:00	0	1	0	3	29	70	73	**40**	6	0	0	0	0	0	222	36-45	143
10:00	**1**	**5**	**5**	**30**	64	116	**88**	29	4	1	0	0	0	0	343	36-45	204
11:00	0	0	5	28	**94**	**182**	79	20	1	1	0	0	0	0	**410**	31-40	276
12 PM	0	0	**3**	**40**	103	146	69	24	2	0	0	0	0	0	387	31-40	249
13:00	0	0	1	15	**109**	**167**	93	23	0	**1**	0	0	0	0	**409**	31-40	276
14:00	0	0	1	15	86	129	**100**	25	4	0	0	0	0	0	360	36-45	229
15:00	**1**	0	1	5	58	138	75	23	3	1	0	0	0	0	305	36-45	213
16:00	1	0	1	8	31	94	95	19	**6**	1	0	0	0	0	256	36-45	189
17:00	0	0	1	5	36	91	86	23	5	0	0	0	0	0	247	36-45	177
18:00	0	0	0	3	32	68	56	**28**	5	0	0	0	0	0	192	36-45	124
19:00	0	0	0	5	36	78	67	27	3	1	0	0	0	0	217	36-45	145
20:00	0	0	0	5	18	44	49	13	4	0	0	0	0	0	133	36-45	93
21:00	0	0	0	1	9	23	32	8	5	0	0	0	0	0	78	36-45	55
22:00	0	0	0	2	8	13	13	11	2	1	0	0	0	0	50	36-45	26
23:00	0	0	0	1	4	7	10	6	3	0	0	0	0	0	31	36-45	17
Total	3	7	19	176	767	1485	1129	413	81	14	0	0	0	0	4094		
Percent	0.1%	0.2%	0.5%	4.3%	18.7%	36.3%	27.6%	10.1%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	10:00	11:00	11:00	10:00	09:00	07:00	07:00					11:00		
Vol.	1	5	5	30	94	182	88	40	7	3					410		
PM Peak	15:00		12:00	12:00	13:00	13:00	14:00	18:00	16:00	13:00					13:00		
Vol.	1		3	40	109	167	100	28	6	1					409		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/08/22	0	0	1	1	1	4	9	1	2	1	0	0	0	0	20	36-45	13
01:00	0	0	0	0	0	4	4	4	1	0	0	0	0	0	13	36-45	8
02:00	0	1	0	0	2	2	6	4	1	0	0	0	0	0	16	41-50	10
03:00	0	0	0	1	0	4	5	7	0	0	0	0	0	0	17	41-50	12
04:00	0	**2**	2	0	2	15	8	11	0	3	**1**	0	0	0	44	36-45	23
05:00	0	0	2	1	9	18	34	20	5	**4**	0	0	0	0	93	40-49	54
06:00	0	0	0	3	11	33	68	36	**12**	0	0	0	0	0	163	41-50	104
07:00	0	0	3	6	29	56	90	**57**	9	0	1	0	0	0	251	39-48	147
08:00	0	0	3	11	41	122	**123**	50	10	0	0	0	0	0	360	36-45	245
09:00	0	0	1	12	50	109	91	34	4	0	0	0	0	0	301	36-45	200
10:00	**1**	0	0	21	**90**	**160**	84	19	1	1	0	0	0	0	**377**	31-40	250
11:00	0	2	**9**	**29**	78	153	77	19	1	0	0	0	0	0	368	31-40	231
12 PM	0	0	0	7	**96**	144	63	14	0	0	0	0	0	0	324	31-40	240
13:00	**1**	**2**	**2**	13	85	**151**	63	18	2	0	0	0	0	0	**337**	31-40	236
14:00	0	0	1	**19**	77	125	75	11	2	**1**	0	0	0	0	311	31-40	202
15:00	0	0	0	9	65	114	81	20	2	1	0	0	0	0	292	36-45	195
16:00	0	1	1	6	58	123	84	22	4	0	0	0	0	0	299	36-45	207
17:00	0	0	0	5	65	118	**90**	**26**	**5**	0	0	0	0	0	309	36-45	208
18:00	0	0	0	12	51	98	85	23	3	0	0	0	0	0	272	36-45	183
19:00	0	0	1	8	41	54	43	17	4	1	0	0	0	0	169	35-44	97
20:00	0	0	0	5	32	42	35	11	2	1	0	0	0	0	128	36-45	77
21:00	0	0	1	6	9	27	21	6	1	1	**1**	0	0	0	73	36-45	48
22:00	0	0	0	0	5	11	25	6	3	0	0	0	0	0	50	36-45	36
23:00	0	0	0	0	3	11	9	8	4	0	0	0	0	0	35	36-45	20
Total	2	8	27	175	900	1698	1273	444	78	14	3	0	0	0	4622		
Percent	0.0%	0.2%	0.6%	3.8%	19.5%	36.7%	27.5%	9.6%	1.7%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	04:00	11:00	11:00	10:00	10:00	08:00	07:00	06:00	05:00	04:00				10:00		
Vol.	1	2	9	29	90	160	123	57	12	4	1				377		
PM Peak	13:00	13:00	13:00	14:00	12:00	13:00	17:00	17:00	17:00	14:00	21:00				13:00		
Vol.	1	2	2	19	96	151	90	26	5	1	1				337		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/09/22	0	0	0	0	3	3	5	6	1	0	0	0	0	0	18	41-50	11
01:00	0	0	0	1	0	2	3	3	0	0	0	0	0	0	9	39-48	6
02:00	0	2	0	0	2	2	1	3	0	0	0	0	0	0	10	30-39	4
03:00	0	0	0	1	1	4	1	6	0	1	0	0	0	0	14	41-50	7
04:00	0	4	0	1	7	14	16	8	2	2	**3**	0	0	0	57	36-45	30
05:00	0	1	0	3	8	16	27	19	7	1	0	0	**1**	0	83	41-50	46
06:00	0	0	2	4	20	29	69	39	12	**3**	0	0	0	0	178	41-50	108
07:00	0	0	2	4	22	71	109	**63**	**13**	2	0	0	0	0	286	36-45	180
08:00	0	0	2	15	44	119	**119**	54	12	3	0	0	0	0	**368**	36-45	238
09:00	0	0	2	10	72	108	106	27	8	0	0	0	0	0	333	36-45	214
10:00	**1**	**12**	**9**	23	72	113	64	18	4	0	0	0	0	0	316	31-40	185
11:00	0	0	1	**24**	**120**	**123**	78	16	2	0	0	0	0	0	364	31-40	243
12 PM	0	0	5	20	95	152	77	20	2	0	0	0	0	0	**371**	31-40	247
13:00	0	**1**	4	19	96	143	83	18	2	0	0	0	0	0	366	31-40	239
14:00	0	0	**6**	25	**100**	131	52	25	3	1	0	0	0	0	343	31-40	231
15:00	0	0	2	22	66	**156**	87	18	2	1	0	0	0	0	354	36-45	243
16:00	0	0	5	**28**	69	104	**104**	30	2	0	0	0	0	0	342	36-45	208
17:00	0	1	0	3	37	116	101	**33**	**9**	**2**	0	0	0	0	302	36-45	217
18:00	0	0	1	9	23	80	64	25	1	0	0	0	0	0	203	36-45	144
19:00	0	0	0	5	27	77	46	12	3	0	0	0	0	0	170	36-45	123
20:00	0	0	1	5	20	45	31	11	1	0	0	0	0	0	114	36-45	76
21:00	0	0	3	9	14	22	24	12	2	0	0	0	0	0	86	36-45	46
22:00	0	0	0	2	7	17	13	12	1	0	0	0	0	0	52	36-45	30
23:00	0	0	0	2	3	12	14	8	2	0	0	0	0	0	41	36-45	26
Total	1	21	45	235	928	1659	1294	486	91	16	3	0	1	0	4780		
Percent	0.0%	0.4%	0.9%	4.9%	19.4%	34.7%	27.1%	10.2%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	11:00	11:00	08:00	07:00	07:00	06:00	04:00		05:00		08:00		
Vol.	1	12	9	24	120	123	119	63	13	3	3		1		368		
PM Peak		13:00	14:00	16:00	14:00	15:00	16:00	17:00	17:00	17:00					12:00		
Vol.		1	6	28	100	156	104	33	9	2					371		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/10/22	0	0	0	1	2	2	7	3	2	0	0	0	0	0	17	41-50	10
01:00	0	2	0	0	4	4	5	1	0	0	0	0	0	0	16	34-43	9
02:00	0	0	0	0	1	2	4	0	2	0	0	0	0	0	9	36-45	6
03:00	0	0	0	0	1	2	5	2	1	1	0	0	0	0	12	41-50	7
04:00	0	**3**	1	0	6	13	8	6	4	2	0	0	0	0	43	35-44	21
05:00	0	0	2	3	5	13	32	22	4	**3**	0	0	0	0	84	41-50	54
06:00	0	0	1	3	22	46	71	33	9	0	0	0	0	0	185	36-45	117
07:00	0	0	2	13	48	74	85	43	**14**	0	0	0	**1**	0	280	36-45	159
08:00	0	2	3	15	39	103	**139**	**46**	14	2	0	0	0	0	**363**	36-45	242
09:00	0	0	2	16	41	132	98	21	7	0	0	0	0	0	317	36-45	230
10:00	0	1	2	**30**	**100**	119	67	19	3	1	0	0	0	0	342	31-40	219
11:00	0	0	**7**	15	89	**148**	67	16	4	1	0	0	0	0	347	31-40	237
12 PM	**1**	**4**	6	26	88	106	85	18	1	1	0	0	0	0	336	31-40	194
13:00	0	0	2	**32**	**96**	145	66	18	0	1	0	0	0	0	360	31-40	241
14:00	0	0	**10**	25	76	123	76	9	4	1	0	0	0	0	324	32-41	199
15:00	0	0	2	22	80	134	75	18	0	0	0	0	0	0	331	31-40	214
16:00	0	0	1	16	72	**150**	70	18	2	1	0	0	0	0	330	31-40	222
17:00	0	1	2	17	70	148	**94**	27	**5**	0	0	0	0	0	**364**	36-45	242
18:00	0	0	0	6	27	101	80	**28**	3	**3**	0	**1**	0	0	249	36-45	181
19:00	0	0	1	7	28	84	55	11	2	0	0	0	0	0	188	36-45	139
20:00	0	0	0	9	28	42	24	12	2	0	0	0	0	0	117	31-40	70
21:00	0	0	0	2	13	30	29	11	1	0	0	0	0	0	86	36-45	59
22:00	0	0	0	0	8	22	21	7	1	0	**1**	0	0	0	60	36-45	43
23:00	0	0	3	0	4	9	13	5	3	0	0	0	0	0	37	36-45	22
Total	1	13	47	258	948	1752	1276	394	88	17	1	1	1	0	4797		
Percent	0.0%	0.3%	1.0%	5.4%	19.8%	36.5%	26.6%	8.2%	1.8%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak		04:00	11:00	10:00	10:00	11:00	08:00	08:00	07:00	05:00			07:00		08:00		
Vol.		3	7	30	100	148	139	46	14	3			1		363		
PM Peak	12:00	12:00	14:00	13:00	13:00	16:00	17:00	18:00	17:00	18:00	22:00	18:00			17:00		
Vol.	1	4	10	32	96	150	94	28	5	3	1	1			364		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/11/22	0	0	0	0	4	3	6	2	1	1	0	0	0	0	17	35-44	9
01:00	0	0	0	0	1	3	8	1	1	0	0	0	**1**	0	15	36-45	11
02:00	0	2	0	2	1	0	3	3	0	1	0	0	0	0	12	41-50	6
03:00	0	0	0	1	1	2	4	4	0	0	**1**	**1**	0	0	14	41-50	8
04:00	0	**4**	2	0	7	10	7	9	5	1	0	0	0	0	45	31-40	17
05:00	0	0	0	1	7	17	27	21	3	1	0	0	0	0	77	41-50	48
06:00	0	0	1	1	25	46	48	38	16	**2**	0	0	0	0	177	36-45	94
07:00	0	0	1	14	21	69	92	**44**	**17**	0	1	0	0	0	259	36-45	161
08:00	0	0	2	14	59	116	**104**	39	7	2	0	0	0	0	343	36-45	220
09:00	0	0	2	22	66	123	68	23	5	1	0	0	0	0	310	35-44	191
10:00	0	1	8	25	87	**150**	66	19	3	0	0	0	0	0	359	31-40	237
11:00	0	2	**11**	**28**	**88**	144	78	22	3	1	0	0	0	0	**377**	31-40	232
12 PM	0	**1**	2	24	**114**	146	64	14	1	0	0	0	0	0	366	31-40	260
13:00	0	0	0	**31**	88	147	87	17	1	**1**	0	0	0	0	372	31-40	235
14:00	0	0	0	24	84	140	89	16	1	0	0	0	0	0	354	36-45	229
15:00	0	0	2	27	79	148	81	21	1	0	0	0	0	0	359	35-44	229
16:00	0	1	**4**	17	84	145	79	15	4	1	0	0	0	0	350	31-40	229
17:00	0	0	2	22	56	**171**	**94**	**28**	**7**	1	0	0	0	0	**381**	36-45	265
18:00	0	0	1	13	47	107	87	28	3	0	0	0	0	0	286	36-45	194
19:00	0	0	0	5	37	74	55	17	6	0	**1**	0	0	0	195	36-45	129
20:00	0	0	0	12	30	41	52	10	3	0	0	0	0	0	148	36-45	93
21:00	0	0	0	5	9	31	25	10	3	0	0	0	0	0	83	36-45	56
22:00	0	0	0	1	9	16	18	6	3	1	0	0	0	0	54	36-45	34
23:00	0	0	0	2	2	6	16	9	3	1	0	0	0	0	39	41-50	25
Total	0	11	38	291	1006	1855	1258	416	97	15	3	1	1	0	4992		
Percent	0.0%	0.2%	0.8%	5.8%	20.2%	37.2%	25.2%	8.3%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak		04:00	11:00	11:00	11:00	10:00	08:00	07:00	07:00	06:00	03:00	03:00	01:00		11:00		
Vol.		4	11	28	88	150	104	44	17	2	1	1	1		377		
PM Peak		12:00	16:00	13:00	12:00	17:00	17:00	17:00	17:00	13:00	19:00				17:00		
Vol.		1	4	31	114	171	94	28	7	1	1				381		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/12/22	0	0	0	1	1	7	15	2	3	0	0	0	0	0	29	36-45	22
01:00	0	0	0	1	2	8	2	1	2	1	0	0	0	0	17	31-40	10
02:00	0	2	1	0	3	5	5	6	1	0	0	0	0	0	23	39-48	11
03:00	0	0	0	0	0	4	4	3	0	1	0	0	0	0	12	36-45	8
04:00	0	**5**	0	4	6	12	8	5	3	0	**1**	0	0	0	44	36-45	20
05:00	0	0	1	1	11	24	32	20	5	0	0	0	0	0	94	36-45	56
06:00	0	0	1	4	21	46	58	29	**15**	**2**	0	0	0	0	176	36-45	104
07:00	0	0	3	7	30	75	90	35	15	1	0	0	0	0	256	36-45	165
08:00	0	0	**4**	13	52	90	91	**52**	13	0	0	0	0	0	315	36-45	181
09:00	0	0	0	13	71	112	**105**	26	6	0	1	0	0	0	334	36-45	217
10:00	0	0	3	20	82	**150**	73	23	2	0	0	0	0	0	353	31-40	232
11:00	0	0	4	**27**	**122**	135	76	14	0	1	0	0	0	0	**379**	31-40	257
12 PM	0	0	5	27	100	151	95	**24**	1	**1**	0	0	0	0	404	31-40	251
13:00	0	0	5	20	100	173	78	16	5	0	0	0	0	0	397	31-40	273
14:00	0	0	5	30	**103**	150	79	21	3	1	0	0	0	0	392	31-40	253
15:00	**1**	**4**	**6**	**34**	84	138	100	22	4	1	0	0	0	0	394	36-45	238
16:00	0	0	1	27	95	149	92	15	3	1	0	0	0	0	383	31-40	244
17:00	0	0	2	14	97	**177**	94	23	2	0	0	0	0	0	**409**	31-40	274
18:00	0	0	3	21	59	134	**120**	23	**7**	0	0	0	0	0	367	36-45	254
19:00	0	0	1	7	55	84	82	17	7	0	0	0	0	0	253	36-45	166
20:00	0	1	0	12	45	55	37	9	5	0	0	0	0	0	164	31-40	100
21:00	0	0	1	8	18	30	34	8	1	0	0	0	0	0	100	36-45	64
22:00	0	0	0	3	11	36	25	13	2	1	0	0	0	0	91	36-45	61
23:00	0	0	0	9	6	26	17	10	3	0	0	0	0	0	71	36-45	43
Total	1	12	46	303	1174	1971	1412	417	108	11	2	0	0	0	5457		
Percent	0.0%	0.2%	0.8%	5.6%	21.5%	36.1%	25.9%	7.6%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		04:00	08:00	11:00	11:00	10:00	09:00	08:00	06:00	06:00	04:00				11:00		
Vol.		5	4	27	122	150	105	52	15	2	1				379		
PM Peak	15:00	15:00	15:00	15:00	14:00	17:00	18:00	12:00	18:00	12:00					17:00		
Vol.	1	4	6	34	103	177	120	24	7	1					409		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/13/22	0	0	0	0	8	6	13	10	2	0	0	0	0	0	39	41-50	23
01:00	0	0	0	0	0	9	13	5	1	1	**1**	0	0	0	30	36-45	22
02:00	0	0	0	0	3	2	8	6	1	0	0	0	0	0	20	41-50	14
03:00	0	0	0	0	5	3	9	1	0	2	0	0	0	0	20	36-45	12
04:00	0	0	0	1	4	7	9	8	2	0	0	0	0	0	31	41-50	17
05:00	0	0	0	4	5	13	15	5	6	1	1	0	0	0	50	36-45	28
06:00	**1**	0	0	0	1	19	30	29	9	2	0	0	0	0	91	41-50	59
07:00	0	0	2	0	20	31	54	28	**10**	**8**	1	0	0	0	154	36-45	85
08:00	0	0	1	5	23	39	76	**43**	8	5	0	0	0	0	200	41-50	119
09:00	0	1	0	3	41	117	102	32	3	2	0	0	0	0	301	36-45	219
10:00	0	**2**	**5**	**38**	98	172	**123**	23	1	1	0	0	0	0	463	36-45	295
11:00	0	0	5	37	**126**	**182**	92	21	2	1	0	0	0	0	**466**	31-40	308
12 PM	0	3	7	**40**	114	184	**110**	25	2	0	0	0	0	0	485	31-40	298
13:00	0	2	**15**	35	**125**	178	104	**34**	4	0	0	0	0	0	**497**	31-40	303
14:00	0	**4**	1	35	118	162	77	14	2	0	0	0	0	0	413	31-40	280
15:00	0	2	4	28	102	144	89	18	**6**	**1**	0	0	0	0	394	31-40	246
16:00	0	0	0	18	101	150	84	27	1	0	0	0	0	0	381	31-40	251
17:00	0	0	1	10	71	**189**	90	29	4	0	0	0	0	0	394	36-45	279
18:00	0	1	0	11	69	137	84	26	1	1	0	0	0	0	330	36-45	221
19:00	0	0	0	18	46	113	63	13	2	0	0	0	0	0	255	36-45	176
20:00	0	0	1	10	40	54	31	18	3	1	0	0	0	0	158	31-40	94
21:00	0	0	1	3	17	34	25	10	1	1	0	0	0	0	92	36-45	59
22:00	0	0	0	7	12	31	25	7	2	1	0	0	0	0	85	36-45	56
23:00	0	0	0	2	11	20	16	4	1	0	**1**	0	0	0	55	36-45	36
Total	1	15	43	305	1160	1996	1342	436	74	28	4	0	0	0	5404		
Percent	0.0%	0.3%	0.8%	5.6%	21.5%	36.9%	24.8%	8.1%	1.4%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	06:00	10:00	10:00	10:00	11:00	11:00	10:00	08:00	07:00	07:00	01:00				11:00		
Vol.	1	2	5	38	126	182	123	43	10	8	1				466		
PM Peak		14:00	13:00	12:00	13:00	17:00	12:00	13:00	15:00	15:00	23:00				13:00		
Vol.		4	15	40	125	189	110	34	6	1	1				497		
Total	11	97	343	2332	9287	16128	11399	3774	777	131	24	2	3	1	44309		
Percent	0.0%	0.2%	0.8%	5.3%	21.0%	36.4%	25.7%	8.5%	1.8%	0.3%	0.1%	0.0%	0.0%	0.0%			

15th Percentile :	32 MPH
50th Percentile :	38 MPH
85th Percentile :	44 MPH
95th Percentile :	48 MPH

Stats

10 MPH Pace Speed :	36-45 MPH
Number in Pace :	27527
Percent in Pace :	62.1%
Number of Vehicles > 55 MPH :	161
Percent of Vehicles > 55 MPH :	0.4%
Mean Speed(Average) :	39 MPH

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/05/22	0	0	0	0	0	2	6	0	0	0	0	0	0	0	8	36-45	8
01:00	0	0	0	0	2	4	8	1	1	1	**1**	0	0	0	18	36-45	12
02:00	0	**1**	0	0	2	8	5	2	2	0	0	0	0	0	20	36-45	13
03:00	0	0	1	0	1	3	3	2	1	0	0	0	0	0	11	36-45	6
04:00	0	1	0	0	0	2	7	5	0	2	1	0	0	0	18	41-50	12
05:00	0	0	0	1	3	9	25	11	7	1	1	**1**	0	0	59	40-49	36
06:00	0	0	0	0	4	10	45	**42**	**10**	**4**	0	1	0	0	116	41-50	87
07:00	0	0	0	1	9	30	57	38	4	2	0	0	0	0	141	41-50	95
08:00	0	1	**2**	**2**	20	43	43	28	7	1	0	0	0	0	147	36-45	86
09:00	0	0	1	2	11	54	73	23	1	1	0	0	0	0	166	36-45	127
10:00	0	0	1	1	**21**	**83**	**77**	18	2	1	0	0	0	0	204	36-45	160
11:00	0	0	0	2	18	83	74	28	6	2	0	0	0	0	**213**	36-45	157
12 PM	0	0	0	12	41	98	54	21	**7**	1	0	0	0	0	234	36-45	152
13:00	0	0	1	4	30	101	91	27	4	2	0	0	0	0	260	36-45	192
14:00	0	0	1	7	44	124	91	25	4	0	0	0	0	0	296	36-45	215
15:00	0	0	1	**20**	53	116	119	28	6	0	0	0	0	0	343	36-45	235
16:00	0	0	0	7	47	148	**159**	**50**	4	**3**	0	0	0	0	**418**	36-45	307
17:00	0	**1**	**3**	6	**57**	**177**	118	36	4	0	1	0	0	0	403	36-45	295
18:00	0	0	2	8	55	128	100	33	4	1	0	0	0	0	331	36-45	228
19:00	**1**	0	0	4	32	111	84	26	6	1	0	0	0	0	265	36-45	195
20:00	0	0	0	3	28	67	76	28	4	0	**2**	0	0	0	208	36-45	143
21:00	0	0	0	3	28	76	68	25	6	2	0	0	0	0	208	36-45	144
22:00	0	0	1	0	10	25	33	16	6	0	0	0	0	0	91	36-45	58
23:00	0	0	0	1	1	8	19	15	5	1	0	0	0	0	50	41-50	34
Total	1	4	14	84	517	1510	1435	528	101	26	6	2	0	0	4228		
Percent	0.0%	0.1%	0.3%	2.0%	12.2%	35.7%	33.9%	12.5%	2.4%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak		02:00	08:00	08:00	10:00	10:00	10:00	06:00	06:00	06:00	01:00	05:00			11:00		
Vol.		1	2	2	21	83	77	42	10	4	1	1			213		
PM Peak	19:00	17:00	17:00	15:00	17:00	17:00	16:00	16:00	12:00	16:00	20:00				16:00		
Vol.	1	1	3	20	57	177	159	50	7	3	2				418		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/06/22	0	0	0	1	1	1	7	4	**8**	0	0	0	0	0	22	44-53	12
01:00	0	0	0	0	2	2	5	5	1	1	0	0	0	0	16	41-50	10
02:00	0	0	0	1	1	1	4	2	1	**2**	0	0	0	0	12	41-50	6
03:00	0	0	0	0	1	3	1	3	2	0	0	0	0	0	10	46-55	5
04:00	0	0	0	0	2	2	2	8	1	0	0	0	0	0	15	41-50	10
05:00	0	0	0	0	2	7	18	10	6	1	0	0	0	0	44	41-50	28
06:00	0	0	0	2	1	15	24	25	2	2	0	0	0	0	71	41-50	49
07:00	0	0	**3**	1	8	20	55	19	3	0	**1**	0	0	0	110	36-45	75
08:00	0	**1**	0	1	3	20	52	23	4	2	0	0	0	0	106	41-50	75
09:00	0	0	0	1	7	42	59	**35**	4	2	0	0	0	0	150	36-45	101
10:00	0	0	1	**5**	19	74	66	34	4	0	0	0	0	0	203	36-45	140
11:00	0	0	1	4	**26**	**96**	**94**	22	7	2	0	0	0	0	**252**	36-45	190
12 PM	0	1	3	8	27	96	103	36	5	1	0	0	0	0	280	36-45	199
13:00	**1**	0	1	7	41	133	101	35	7	1	0	0	0	0	327	36-45	234
14:00	0	0	1	5	62	157	91	31	4	0	0	0	0	0	351	36-45	248
15:00	0	0	0	6	51	**178**	**110**	30	5	0	**1**	0	0	0	**381**	36-45	288
16:00	0	0	0	4	55	120	109	29	4	1	0	0	0	0	322	36-45	229
17:00	0	0	2	9	55	176	82	33	7	0	0	**1**	0	0	365	36-45	258
18:00	1	0	4	**24**	**97**	119	61	6	1	0	0	0	0	0	313	31-40	216
19:00	0	**3**	**5**	18	89	112	45	9	0	0	0	0	0	0	281	31-40	201
20:00	0	1	5	6	79	99	51	12	2	0	0	0	0	0	255	31-40	178
21:00	1	0	0	11	36	104	75	27	6	0	0	0	0	0	260	36-45	179
22:00	0	0	0	0	12	59	78	**38**	8	1	0	0	0	0	196	36-45	137
23:00	0	0	0	1	6	45	71	37	**9**	**2**	0	0	0	0	171	36-45	116
Total	3	6	26	115	683	1681	1364	513	101	18	2	1	0	0	4513		
Percent	0.1%	0.1%	0.6%	2.5%	15.1%	37.2%	30.2%	11.4%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	07:00	10:00	11:00	11:00	11:00	09:00	00:00	02:00	07:00				11:00		
Vol.		1	3	5	26	96	94	35	8	2	1				252		
PM Peak	13:00	19:00	19:00	18:00	18:00	15:00	15:00	22:00	23:00	23:00	15:00	17:00			15:00		
Vol.	1	3	5	24	97	178	110	38	9	2	1	1			381		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
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CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/07/22	0	0	0	1	5	28	20	16	4	1	0	0	0	0	75	36-45	48
01:00	0	0	0	0	0	3	8	8	2	1	0	0	0	0	22	41-50	16
02:00	0	0	0	0	1	4	12	5	3	0	0	0	0	0	25	39-48	17
03:00	0	0	0	0	2	2	7	7	0	1	0	0	0	0	19	41-50	14
04:00	0	0	0	0	1	0	3	3	1	1	0	0	0	0	9	41-50	6
05:00	0	0	0	0	1	3	6	6	3	1	0	0	0	0	20	41-50	12
06:00	0	0	0	0	0	8	21	9	4	0	0	0	0	0	42	41-50	30
07:00	0	**2**	0	0	2	19	35	14	**8**	0	0	0	0	0	80	36-45	54
08:00	0	0	0	0	5	19	26	22	4	0	0	0	0	0	76	41-50	48
09:00	0	0	0	1	10	35	48	**29**	5	**2**	0	0	0	0	130	36-45	83
10:00	0	0	0	**6**	12	51	61	27	4	0	0	**1**	0	0	162	36-45	112
11:00	0	0	**1**	3	**28**	**92**	**78**	22	5	1	0	0	0	0	**230**	36-45	170
12 PM	0	0	**1**	6	47	134	100	21	1	0	0	0	0	0	310	36-45	234
13:00	0	0	0	3	35	119	98	20	3	0	0	0	0	0	278	36-45	217
14:00	0	0	0	6	63	133	106	34	6	0	0	0	0	0	348	36-45	239
15:00	0	0	0	3	48	**147**	93	**35**	6	1	0	0	0	0	333	36-45	240
16:00	0	0	0	**11**	51	137	130	34	2	1	0	0	0	0	**366**	36-45	267
17:00	**1**	0	0	4	36	114	**133**	34	3	**2**	0	0	0	0	327	36-45	247
18:00	0	0	1	2	51	111	116	26	2	0	0	**1**	0	0	310	36-45	227
19:00	0	0	0	10	**64**	132	92	20	2	1	0	0	0	0	321	36-45	224
20:00	0	0	0	1	14	49	68	30	3	1	0	0	0	0	166	36-45	117
21:00	0	0	0	2	14	45	38	16	5	2	**1**	0	0	0	123	36-45	83
22:00	0	0	0	0	2	18	27	15	**10**	2	0	0	0	0	74	36-45	45
23:00	0	0	0	0	5	4	5	13	0	2	0	0	0	0	29	41-50	18
Total	1	2	3	59	497	1407	1331	466	86	20	1	2	0	0	3875		
Percent	0.0%	0.1%	0.1%	1.5%	12.8%	36.3%	34.3%	12.0%	2.2%	0.5%	0.0%	0.1%	0.0%	0.0%			
AM Peak		07:00	11:00	10:00	11:00	11:00	11:00	09:00	07:00	09:00		10:00			11:00		
Vol.		2	1	6	28	92	78	29	8	2		1			230		
PM Peak	17:00		12:00	16:00	19:00	15:00	17:00	15:00	22:00	17:00	21:00	18:00			16:00		
Vol.	1		1	11	64	147	133	35	10	2	1	1			366		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/08/22	0	0	0	0	1	3	7	7	0	1	0	0	0	0	19	41-50	14
01:00	0	0	0	0	1	2	4	2	1	0	0	0	0	0	10	41-50	6
02:00	0	1	0	0	0	3	9	5	2	0	0	0	0	0	20	41-50	14
03:00	0	0	0	0	0	3	2	4	0	1	0	0	0	0	10	41-50	6
04:00	0	1	0	0	0	3	4	5	2	**2**	0	0	0	0	17	41-50	9
05:00	0	0	0	0	1	10	26	18	**9**	0	**1**	0	0	0	65	41-50	44
06:00	0	0	0	0	3	21	50	**39**	7	1	0	0	0	0	121	41-50	89
07:00	0	0	0	0	5	44	57	28	7	1	0	0	0	0	142	36-45	101
08:00	0	0	2	6	13	33	44	26	7	2	0	0	0	0	133	36-45	77
09:00	0	0	**4**	**11**	30	41	63	20	1	0	0	0	0	0	170	36-45	104
10:00	0	**2**	2	2	28	**70**	**74**	22	4	2	0	0	0	0	206	36-45	144
11:00	0	0	2	9	**39**	70	66	22	2	2	0	0	0	0	**212**	36-45	136
12 PM	0	0	0	1	23	105	81	22	5	0	0	0	0	0	237	36-45	186
13:00	0	0	0	4	24	124	62	20	4	1	0	0	0	0	239	36-45	186
14:00	0	0	0	**17**	60	128	99	18	4	0	0	0	0	0	326	36-45	227
15:00	0	0	0	4	43	123	135	47	6	1	0	0	0	0	359	36-45	258
16:00	0	**2**	**1**	2	**64**	**149**	142	53	7	**2**	0	0	0	0	**422**	36-45	291
17:00	0	0	0	4	62	124	**150**	**57**	**12**	1	0	0	0	0	410	36-45	274
18:00	0	0	0	3	37	100	76	38	10	1	**1**	0	0	0	266	36-45	176
19:00	0	0	1	6	18	93	64	33	4	1	1	0	0	0	221	36-45	157
20:00	0	0	0	4	28	66	59	19	4	2	0	0	0	0	182	36-45	125
21:00	0	0	0	4	13	47	42	30	6	2	0	0	0	0	144	36-45	89
22:00	0	0	0	1	4	36	19	8	3	0	1	0	0	0	72	36-45	55
23:00	0	0	0	1	1	10	14	13	2	1	0	0	0	0	42	41-50	27
Total	0	6	12	79	498	1408	1349	556	109	24	4	0	0	0	4045		
Percent	0.0%	0.1%	0.3%	2.0%	12.3%	34.8%	33.3%	13.7%	2.7%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak		10:00	09:00	09:00	11:00	10:00	10:00	06:00	05:00	04:00	05:00				11:00		
Vol.		2	4	11	39	70	74	39	9	2	1				212		
PM Peak		16:00	16:00	14:00	16:00	16:00	17:00	17:00	17:00	16:00	18:00				16:00		
Vol.		2	1	17	64	149	150	57	12	2	1				422		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/09/22	0	0	0	0	0	5	4	5	2	**3**	0	0	0	0	19	37-46	9
01:00	0	0	0	0	1	1	10	4	2	0	**1**	0	0	0	19	41-50	14
02:00	0	1	0	0	2	4	3	3	1	0	0	0	0	0	14	34-43	7
03:00	0	0	0	0	0	0	1	4	1	0	0	0	0	0	6	43-52	5
04:00	0	**2**	0	0	0	10	7	2	8	1	0	0	0	0	30	36-45	17
05:00	0	0	0	0	1	12	18	10	7	0	1	**1**	0	0	50	36-45	30
06:00	0	1	1	1	9	14	39	28	7	3	0	0	0	0	103	41-50	67
07:00	0	0	0	2	15	33	56	**40**	**12**	2	0	0	0	0	160	41-50	96
08:00	0	0	2	5	19	45	58	23	4	1	0	0	0	0	157	36-45	103
09:00	0	1	3	1	11	70	58	37	8	2	0	0	0	0	191	36-45	128
10:00	0	0	**8**	**25**	**33**	90	70	28	4	0	0	0	0	0	**258**	36-45	160
11:00	0	0	0	1	26	**102**	**104**	21	2	0	0	0	0	0	256	36-45	206
12 PM	0	0	**2**	5	34	122	98	30	2	0	0	0	0	0	293	36-45	220
13:00	0	0	1	7	62	124	82	17	1	0	0	0	0	0	294	36-45	206
14:00	0	1	0	2	**69**	143	109	21	3	0	0	0	0	0	348	36-45	252
15:00	0	0	1	**8**	61	143	118	33	4	**1**	0	0	0	0	369	36-45	261
16:00	0	**3**	2	8	59	**169**	144	**61**	2	0	0	0	0	0	**448**	36-45	313
17:00	0	0	1	2	31	122	**166**	50	**10**	0	**1**	0	0	0	383	36-45	288
18:00	0	0	0	2	40	86	81	38	10	0	0	0	0	0	257	36-45	167
19:00	0	0	0	4	26	72	88	29	6	0	0	0	0	0	225	36-45	160
20:00	0	0	0	4	23	68	63	16	8	1	0	0	0	0	183	36-45	131
21:00	0	0	0	3	25	48	64	18	2	0	0	0	0	0	160	36-45	112
22:00	0	0	0	0	2	18	22	11	4	0	0	0	0	0	57	36-45	40
23:00	0	0	0	1	2	6	14	10	6	0	0	0	0	0	39	41-50	24
Total	0	9	21	81	551	1507	1477	539	116	14	3	1	0	0	4319		
Percent	0.0%	0.2%	0.5%	1.9%	12.8%	34.9%	34.2%	12.5%	2.7%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak		04:00	10:00	10:00	10:00	11:00	11:00	07:00	07:00	00:00	01:00	05:00			10:00		
Vol.		2	8	25	33	102	104	40	12	3	1	1			258		
PM Peak		16:00	12:00	15:00	14:00	16:00	17:00	16:00	17:00	15:00	17:00				16:00		
Vol.		3	2	8	69	169	166	61	10	1	1				448		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/10/22	0	0	0	2	0	3	8	3	1	0	0	0	0	0	17	36-45	11
01:00	0	**2**	1	0	1	2	5	2	1	0	0	0	0	0	14	41-50	7
02:00	0	0	0	0	4	1	6	1	1	0	0	0	0	0	13	41-50	7
03:00	0	0	0	0	1	4	8	5	1	1	0	0	0	0	20	39-48	13
04:00	0	2	0	0	1	1	7	7	**5**	**2**	0	0	0	0	25	41-50	14
05:00	0	0	0	0	3	6	25	17	5	2	0	0	0	0	58	41-50	42
06:00	0	0	0	0	1	25	51	30	4	0	**1**	0	0	0	112	41-50	81
07:00	0	1	1	3	17	51	52	31	2	2	0	0	0	0	160	36-45	103
08:00	0	0	0	3	11	39	54	**35**	2	1	0	0	0	0	145	36-45	93
09:00	0	0	1	4	23	62	58	22	4	0	0	0	0	0	174	36-45	120
10:00	0	1	0	4	15	80	**84**	23	3	0	0	0	0	0	210	36-45	164
11:00	0	0	**2**	**5**	**46**	**96**	63	22	2	0	0	0	0	0	**236**	36-45	159
12 PM	0	0	0	**15**	27	127	78	23	7	0	0	0	0	0	277	36-45	205
13:00	0	0	2	12	57	115	77	21	1	0	0	0	0	0	285	36-45	192
14:00	0	0	**3**	10	57	115	106	29	1	1	0	0	0	0	322	36-45	221
15:00	**2**	**1**	2	10	49	124	94	40	3	0	0	0	0	0	325	36-45	218
16:00	0	0	0	3	**68**	**199**	**162**	43	6	1	**1**	**1**	0	0	**484**	36-45	361
17:00	1	0	1	3	52	160	129	**51**	**8**	1	0	0	0	0	406	36-45	289
18:00	0	0	1	2	30	89	104	45	6	0	0	0	0	0	277	36-45	193
19:00	0	0	1	5	44	98	70	13	3	0	0	0	0	0	234	36-45	168
20:00	0	0	0	3	29	71	70	14	4	0	0	0	**1**	0	192	36-45	141
21:00	0	0	0	1	21	66	56	20	5	**2**	0	0	1	0	172	36-45	122
22:00	0	0	0	1	6	20	23	16	2	1	0	0	0	0	69	36-45	43
23:00	0	0	0	1	0	7	19	10	1	0	0	0	0	0	38	41-50	29
Total	3	7	15	87	563	1561	1409	523	78	14	2	1	2	0	4265		
Percent	0.1%	0.2%	0.4%	2.0%	13.2%	36.6%	33.0%	12.3%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak		01:00	11:00	11:00	11:00	11:00	10:00	08:00	04:00	04:00	06:00				11:00		
Vol.		2	2	5	46	96	84	35	5	2	1				236		
PM Peak	15:00	15:00	14:00	12:00	16:00	16:00	16:00	17:00	17:00	21:00	16:00	16:00	20:00		16:00		
Vol.	2	1	3	15	68	199	162	51	8	2	1	1	1		484		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/11/22	0	0	0	0	0	0	3	3	2	0	0	0	0	0	8	41-50	6
01:00	0	0	0	0	1	3	3	1	0	1	0	0	0	0	9	36-45	6
02:00	0	**2**	0	0	2	9	7	4	0	0	0	0	0	0	24	36-45	16
03:00	0	0	0	0	0	1	6	5	0	0	0	0	**1**	0	13	41-50	11
04:00	0	0	0	0	1	3	2	3	3	0	0	0	0	0	12	44-53	6
05:00	0	0	0	0	0	13	18	13	7	1	0	0	0	0	52	36-45	31
06:00	0	0	0	2	5	18	27	**38**	**9**	**5**	0	0	0	0	104	41-50	65
07:00	0	0	0	1	11	41	48	32	7	0	0	0	0	0	140	36-45	89
08:00	0	0	0	2	12	39	48	23	5	0	0	0	0	0	129	36-45	87
09:00	0	0	**3**	5	21	66	51	14	2	0	0	0	0	0	162	36-45	117
10:00	0	0	3	**8**	**42**	71	61	9	2	0	0	0	0	0	196	36-45	132
11:00	0	1	1	5	35	**97**	**83**	29	4	1	0	0	0	0	**256**	36-45	180
12 PM	0	0	1	11	49	123	60	23	5	0	0	0	0	0	272	36-45	183
13:00	0	0	0	**14**	59	140	81	17	2	0	0	0	0	0	313	36-45	221
14:00	0	0	3	9	49	130	92	15	3	0	0	0	0	0	301	36-45	222
15:00	0	0	0	6	**80**	155	98	28	4	**2**	0	0	0	0	373	36-45	253
16:00	0	0	0	11	75	**175**	**153**	46	6	2	0	0	0	0	**468**	36-45	328
17:00	0	**1**	**14**	7	41	136	132	**63**	9	0	0	0	0	0	403	36-45	268
18:00	0	0	4	1	36	112	86	39	**12**	1	0	0	0	0	291	36-45	198
19:00	0	0	1	3	48	74	72	26	6	1	0	0	0	0	231	36-45	146
20:00	0	1	2	7	31	95	41	12	5	1	0	0	0	0	195	36-45	136
21:00	0	1	0	1	8	48	103	41	7	1	0	0	0	0	210	36-45	151
22:00	0	0	0	0	15	29	33	22	3	0	0	0	0	0	102	36-45	62
23:00	0	0	0	0	3	9	13	10	8	2	**2**	0	0	0	47	39-48	23
Total	0	6	32	93	624	1587	1321	516	111	18	2	0	1	0	4311		
Percent	0.0%	0.1%	0.7%	2.2%	14.5%	36.8%	30.6%	12.0%	2.6%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak		02:00	09:00	10:00	10:00	11:00	11:00	06:00	06:00	06:00			03:00		11:00		
Vol.		2	3	8	42	97	83	38	9	5			1		256		
PM Peak		17:00	17:00	13:00	15:00	16:00	16:00	17:00	18:00	15:00	23:00				16:00		
Vol.		1	14	14	80	175	153	63	12	2	2				468		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/12/22	0	0	0	0	1	2	6	0	1	0	0	0	0	0	10	36-45	8
01:00	0	0	0	0	2	4	8	1	2	1	**1**	0	0	0	19	36-45	12
02:00	0	**1**	0	0	2	8	5	2	0	0	0	0	0	0	18	36-45	13
03:00	0	0	0	0	0	3	2	6	3	0	1	0	0	0	15	44-53	9
04:00	0	0	0	0	0	3	7	3	3	1	0	0	0	0	17	36-45	10
05:00	0	0	0	1	0	7	23	18	5	1	1	0	0	0	56	41-50	41
06:00	0	0	0	3	7	24	45	**34**	**9**	0	0	0	0	0	122	41-50	79
07:00	0	0	0	0	5	43	55	31	9	**3**	0	0	0	0	146	36-45	98
08:00	0	0	**2**	**4**	16	46	38	26	8	1	0	0	0	0	141	36-45	84
09:00	0	0	1	0	22	67	49	31	5	1	0	0	0	0	176	36-45	116
10:00	0	1	0	2	29	77	**82**	32	4	0	0	0	0	0	227	36-45	159
11:00	0	0	1	1	**33**	**107**	78	21	3	1	0	0	0	0	**245**	36-45	185
12 PM	0	**1**	0	6	68	129	94	14	4	2	0	0	0	0	318	36-45	223
13:00	**1**	0	1	5	45	113	100	24	1	0	0	0	0	0	290	36-45	213
14:00	0	1	1	3	72	141	104	22	5	1	0	0	0	0	350	36-45	245
15:00	0	0	1	3	49	175	107	32	5	1	0	0	0	0	373	36-45	282
16:00	0	0	**3**	**11**	**73**	**176**	**149**	**61**	3	1	0	0	0	0	**477**	36-45	325
17:00	0	0	1	5	69	151	139	40	6	1	0	**1**	0	0	413	36-45	290
18:00	0	0	0	3	39	117	108	47	6	1	**1**	0	0	0	322	36-45	225
19:00	0	0	0	4	44	108	81	31	7	2	0	0	0	0	277	36-45	189
20:00	0	0	0	5	52	109	67	19	2	0	0	0	0	0	254	36-45	176
21:00	0	0	0	3	21	79	97	47	7	1	0	0	0	0	255	36-45	176
22:00	0	0	1	0	7	44	51	22	4	1	1	0	0	0	131	36-45	95
23:00	0	0	0	1	5	16	39	15	**9**	**3**	1	0	0	0	89	36-45	55
Total	1	4	12	60	661	1749	1534	579	111	23	6	1	0	0	4741		
Percent	0.0%	0.1%	0.3%	1.3%	13.9%	36.9%	32.4%	12.2%	2.3%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak		02:00	08:00	08:00	11:00	11:00	10:00	06:00	06:00	07:00	01:00				11:00		
Vol.		1	2	4	33	107	82	34	9	3	1				245		
PM Peak	13:00	12:00	16:00	16:00	16:00	16:00	16:00	16:00	23:00	23:00	18:00	17:00			16:00		
Vol.	1	1	3	11	73	176	149	61	9	3	1	1			477		

TRAFFIC DATABANK LLC

716 SOUTH SIXTH AVE
MT VERNON,NY,10550

Site Code:
Station ID:
WEST MAIN ST W OF TANGER MALL DR
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
08/13/22	0	0	0	0	4	6	14	13	4	0	0	0	0	0	41	41-50	27
01:00	0	0	0	0	0	8	7	4	4	1	0	0	0	0	24	36-45	15
02:00	0	0	0	0	2	4	10	3	1	0	0	0	0	0	20	36-45	14
03:00	0	0	0	0	0	1	7	4	0	0	0	0	0	0	12	41-50	11
04:00	0	0	0	1	2	2	4	4	1	0	0	**1**	0	0	15	41-50	8
05:00	0	0	0	0	0	5	15	6	**10**	1	0	0	0	0	37	39-48	21
06:00	0	0	**2**	0	2	11	31	20	5	2	0	0	0	0	73	41-50	51
07:00	0	0	0	1	5	22	46	24	7	0	0	0	0	0	105	40-49	70
08:00	0	0	2	1	8	21	42	26	4	**3**	0	0	0	0	107	41-50	68
09:00	0	**2**	0	6	14	33	57	**29**	4	0	0	0	0	0	145	36-45	90
10:00	**1**	0	0	2	35	62	73	23	9	2	0	0	0	0	207	36-45	135
11:00	0	1	0	**7**	**44**	**128**	**77**	27	4	2	0	0	0	0	**290**	36-45	205
12 PM	0	0	0	1	33	125	106	23	2	0	0	0	0	0	290	36-45	231
13:00	0	0	0	3	48	126	99	32	3	1	**1**	0	0	0	313	36-45	225
14:00	**1**	0	0	9	62	155	72	**42**	5	0	0	0	0	0	346	36-45	227
15:00	0	0	**3**	9	67	161	**126**	29	5	1	0	0	0	0	401	36-45	287
16:00	0	**2**	0	8	65	161	112	25	4	**3**	1	0	0	0	381	36-45	273
17:00	0	0	1	**10**	**75**	**167**	124	38	4	0	0	0	0	0	**419**	36-45	291
18:00	0	1	1	10	60	143	92	26	3	0	0	0	0	0	336	36-45	235
19:00	0	0	1	5	70	117	77	15	1	0	0	0	0	0	286	36-45	194
20:00	0	0	1	7	49	124	62	23	5	1	0	0	0	0	272	36-45	186
21:00	0	0	0	1	37	114	104	32	4	1	0	0	**1**	0	294	36-45	218
22:00	0	0	0	1	20	99	113	35	**9**	2	0	0	0	0	279	36-45	212
23:00	0	0	0	0	5	51	47	27	5	2	0	**1**	0	0	138	36-45	98
Total	2	6	11	82	707	1846	1517	530	103	22	2	2	1	0	4831		
Percent	0.0%	0.1%	0.2%	1.7%	14.6%	38.2%	31.4%	11.0%	2.1%	0.5%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	06:00	11:00	11:00	11:00	11:00	09:00	05:00	08:00		04:00			11:00		
Vol.	1	2	2	7	44	128	77	29	10	3		1			290		
PM Peak	14:00	16:00	15:00	17:00	17:00	17:00	15:00	14:00	22:00	16:00	13:00	23:00	21:00		17:00		
Vol.	1	2	3	10	75	167	126	42	9	3	1	1	1		419		
Total	11	50	146	740	5301	14256	12737	4750	916	179	28	10	4	0	39128		
Percent	0.0%	0.1%	0.4%	1.9%	13.5%	36.4%	32.6%	12.1%	2.3%	0.5%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	34 MPH
	50th Percentile :	39 MPH
	85th Percentile :	45 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	26993
	Percent in Pace :	69.0%
	Number of Vehicles > 55 MPH :	221
	Percent of Vehicles > 55 MPH :	0.6%
	Mean Speed(Average) :	40 MPH

TRAFFIC DATABANK

716 South Sixth Avenue,
Mt Vernon, NY, 10550

Your #1 Data Collector

Site Code:
Station ID:
1-MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

Start	10-Oct-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	18	30	18	35	27	40	52	61	44	65	32	46
01:00	*	*	*	*	15	22	18	24	10	22	28	32	26	23	19	25
02:00	*	*	*	*	13	9	17	17	21	14	17	12	21	17	18	14
03:00	*	*	*	*	28	12	24	13	25	18	29	19	26	15	26	15
04:00	*	*	*	*	59	38	51	34	55	29	31	21	41	10	47	26
05:00	*	*	*	*	141	85	130	86	126	84	78	36	43	42	104	67
06:00	*	*	*	*	349	203	377	170	385	146	173	111	91	54	275	137
07:00	*	*	*	*	512	443	566	405	538	394	252	197	173	145	408	317
08:00	*	*	*	*	**688**	360	**624**	422	**622**	412	376	288	242	194	510	335
09:00	*	*	*	*	528	360	564	328	562	329	489	335	402	238	509	318
10:00	*	*	*	*	575	379	511	423	549	408	545	436	490	436	**534**	416
11:00	*	*	*	*	489	**460**	552	**464**	535	**518**	**584**	**569**	**509**	**530**	534	**508**
12:00 PM	*	*	*	*	564	549	524	543	561	551	595	617	489	636	**547**	579
01:00	*	*	*	*	527	582	487	546	538	587	**606**	667	537	**679**	539	612
02:00	*	*	*	*	453	609	478	560	478	595	512	**703**	**576**	579	499	609
03:00	*	*	*	*	488	630	534	680	557	727	495	589	527	560	520	637
04:00	*	*	*	*	**576**	**722**	**539**	**751**	**603**	**732**	519	684	396	504	527	**679**
05:00	*	*	*	*	539	715	373	712	459	629	435	576	354	500	432	626
06:00	*	*	*	*	349	531	308	539	374	534	343	551	260	429	327	517
07:00	*	*	*	*	207	417	339	345	256	455	253	419	177	337	246	395
08:00	*	*	*	*	166	354	144	268	193	326	152	274	139	233	159	291
09:00	*	*	*	*	113	213	106	194	140	264	154	191	112	145	125	201
10:00	*	*	**66**	**120**	88	120	74	103	105	146	103	179	70	79	84	124
11:00	*	*	30	90	44	77	40	93	57	129	67	127	34	47	45	94
Lane	0	0	96	210	7529	7920	7398	7755	7776	8089	6888	7694	5779	6497	7066	7588
Day	0		306		15449		15153		15865		14582		12276		14654	
AM Peak	-	-	-	-	08:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	10:00	11:00
Vol.	-	-	-	-	688	460	624	464	622	518	584	569	509	530	534	508
PM Peak	-	-	22:00	22:00	16:00	16:00	16:00	16:00	16:00	16:00	13:00	14:00	14:00	13:00	12:00	16:00
Vol.	-	-	66	120	576	722	539	751	603	732	606	703	576	679	547	679

TRAFFIC DATABANK

716 South Sixth Avenue,
Mt Vernon, NY, 10550

Your #1 Data Collector

Site Code:
Station ID:
1-MIDDLE COUNTRY RD E OF EDWARDS AVE
CALVERTON,NY
Latitude: 0' 0.0000 Undefined

Start	17-Oct-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	15	37	23	46	19	34	*	*	*	*	*	*	*	*	19	39
01:00	11	15	11	21	12	18	*	*	*	*	*	*	*	*	11	18
02:00	12	10	18	11	11	11	*	*	*	*	*	*	*	*	14	11
03:00	21	8	19	12	22	7	*	*	*	*	*	*	*	*	21	9
04:00	58	38	47	36	52	31	*	*	*	*	*	*	*	*	52	35
05:00	121	79	135	76	131	91	*	*	*	*	*	*	*	*	129	82
06:00	348	146	385	141	390	192	*	*	*	*	*	*	*	*	374	160
07:00	537	374	518	352	518	382	*	*	*	*	*	*	*	*	524	369
08:00	**614**	347	**667**	371	**610**	352	*	*	*	*	*	*	*	*	**630**	357
09:00	517	319	486	288	532	310	*	*	*	*	*	*	*	*	512	306
10:00	455	361	493	359	505	338	*	*	*	*	*	*	*	*	484	353
11:00	483	**469**	466	**441**	582	**492**	*	*	*	*	*	*	*	*	510	**467**
12:00 PM	484	472	479	547	508	597	*	*	*	*	*	*	*	*	490	539
01:00	**555**	508	**584**	577	486	591	*	*	*	*	*	*	*	*	**542**	559
02:00	461	569	480	556	441	587	*	*	*	*	*	*	*	*	461	571
03:00	495	680	475	643	448	692	*	*	*	*	*	*	*	*	473	672
04:00	544	**756**	493	**693**	**532**	**748**	*	*	*	*	*	*	*	*	523	**732**
05:00	426	642	411	653	406	694	*	*	*	*	*	*	*	*	414	663
06:00	303	523	320	504	348	487	*	*	*	*	*	*	*	*	324	505
07:00	190	332	222	370	189	377	*	*	*	*	*	*	*	*	200	360
08:00	120	219	128	240	136	269	*	*	*	*	*	*	*	*	128	243
09:00	94	166	115	213	95	205	*	*	*	*	*	*	*	*	101	195
10:00	62	95	71	133	66	121	*	*	*	*	*	*	*	*	66	116
11:00	43	84	39	94	44	75	*	*	*	*	*	*	*	*	42	84
Lane	6969	7249	7085	7377	7083	7701	0	0	0	0	0	0	0	0	7044	7445
Day	14218		14462		14784		0		0		0		0		14489	
AM Peak	08:00	11:00	08:00	11:00	08:00	11:00	-	-	-	-	-	-	-	-	08:00	11:00
Vol.	614	469	667	441	610	492	-	-	-	-	-	-	-	-	630	467
PM Peak	13:00	16:00	13:00	16:00	16:00	16:00	-	-	-	-	-	-	-	-	13:00	16:00
Vol.	555	756	584	693	532	748	-	-	-	-	-	-	-	-	542	732

Comb. Total	14218	14768	30233	15153	15865	14582	12276	29143
ADT	ADT 14,599	AADT 14,599						

TRAFFIC DATABANK

716 South Sixth Avenue,
Mt Vernon, NY, 10550

Your #1 Data Collector

Site Code:
Station ID:
2-WEST MAIN ST E OF RIVER RD
CALVERTON, NY
Latitude: 0' 0.0000 Undefined

Start	10-Oct-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	20	14	18	8	21	15	33	28	39	33	26	20
01:00	*	*	*	*	7	15	14	10	8	11	22	12	21	12	14	12
02:00	*	*	*	*	15	12	10	13	17	13	21	11	19	11	16	12
03:00	*	*	*	*	15	10	12	8	12	17	26	21	17	8	16	13
04:00	*	*	*	*	47	19	34	18	35	21	16	15	35	19	33	18
05:00	*	*	*	*	80	64	84	51	75	45	49	28	14	14	60	40
06:00	*	*	*	*	189	124	191	122	171	112	81	71	42	35	135	93
07:00	*	*	*	*	295	161	304	156	276	159	125	83	65	51	213	122
08:00	*	*	*	*	**403**	165	**385**	186	**342**	197	206	107	86	62	284	143
09:00	*	*	*	*	316	188	329	168	306	142	262	143	227	97	288	148
10:00	*	*	*	*	297	186	303	218	331	182	370	198	331	149	326	187
11:00	*	*	*	*	295	**253**	270	**239**	329	**228**	**424**	**248**	**381**	**213**	**340**	**236**
12:00 PM	*	*	*	*	296	245	310	222	347	262	**540**	280	**374**	269	**373**	256
01:00	*	*	*	*	307	270	271	287	305	266	513	333	374	314	354	294
02:00	*	*	*	*	267	328	277	287	**351**	314	455	**415**	359	317	342	332
03:00	*	*	*	*	270	375	280	362	316	375	355	362	314	357	307	366
04:00	*	*	*	*	316	**453**	**327**	**408**	347	**428**	327	383	274	**371**	318	**409**
05:00	*	*	*	*	**324**	384	246	368	301	380	295	365	245	340	282	367
06:00	*	*	*	*	201	216	210	281	265	293	267	365	193	321	227	295
07:00	*	*	*	*	137	220	181	154	193	249	155	278	142	252	162	231
08:00	*	*	*	*	86	160	82	141	134	189	101	196	94	130	99	163
09:00	*	*	*	*	88	115	77	130	90	142	87	143	68	65	82	119
10:00	*	*	*	*	59	61	39	70	84	82	77	122	59	62	64	79
11:00	*	*	**23**	**18**	38	35	32	26	58	58	56	70	31	30	40	40
Lane	0	0	23	18	4368	4073	4286	3933	4714	4180	4863	4277	3804	3532	4401	3995
Day	0		41		8441		8219		8894		9140		7336		8396	
AM Peak	-	-	-	-	08:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	-	-	-	-	403	253	385	239	342	228	424	248	381	213	340	236
PM Peak	-	-	23:00	23:00	17:00	16:00	16:00	16:00	14:00	16:00	12:00	14:00	12:00	16:00	12:00	16:00
Vol.	-	-	23	18	324	453	327	408	351	428	540	415	374	371	373	409

TRAFFIC DATABANK

716 South Sixth Avenue,
Mt Vernon, NY, 10550

Your #1 Data Collector

Site Code:
Station ID:
2-WEST MAIN ST E OF RIVER RD
CALVERTON, NY
Latitude: 0' 0.0000 Undefined

Start	17-Oct-22		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	19	12	15	16	14	14	*	*	*	*	*	*	*	*	16	14
01:00	9	12	5	10	10	8	*	*	*	*	*	*	*	*	8	10
02:00	9	14	9	13	8	6	*	*	*	*	*	*	*	*	9	11
03:00	15	12	13	10	13	13	*	*	*	*	*	*	*	*	14	12
04:00	35	21	28	14	35	22	*	*	*	*	*	*	*	*	33	19
05:00	76	49	77	39	83	48	*	*	*	*	*	*	*	*	79	45
06:00	172	91	179	115	188	120	*	*	*	*	*	*	*	*	180	109
07:00	273	147	264	164	298	183	*	*	*	*	*	*	*	*	278	165
08:00	**360**	168	**369**	172	311	167	*	*	*	*	*	*	*	*	**347**	169
09:00	265	140	306	148	305	183	*	*	*	*	*	*	*	*	292	157
10:00	257	169	292	175	260	179	*	*	*	*	*	*	*	*	270	174
11:00	250	**222**	260	**227**	**350**	**244**	*	*	*	*	*	*	*	*	287	**231**
12:00 PM	275	231	300	272	302	261	*	*	*	*	*	*	*	*	292	255
01:00	276	255	291	271	264	261	*	*	*	*	*	*	*	*	277	262
02:00	294	276	286	319	279	309	*	*	*	*	*	*	*	*	286	301
03:00	277	347	**306**	380	**317**	363	*	*	*	*	*	*	*	*	**300**	363
04:00	**300**	**437**	272	**411**	294	396	*	*	*	*	*	*	*	*	289	**415**
05:00	249	363	280	389	270	**424**	*	*	*	*	*	*	*	*	266	392
06:00	200	255	222	261	221	275	*	*	*	*	*	*	*	*	214	264
07:00	109	165	153	198	114	186	*	*	*	*	*	*	*	*	125	183
08:00	77	91	81	107	99	146	*	*	*	*	*	*	*	*	86	115
09:00	58	99	65	111	62	113	*	*	*	*	*	*	*	*	62	108
10:00	43	39	50	58	66	46	*	*	*	*	*	*	*	*	53	48
11:00	25	30	29	33	39	24	*	*	*	*	*	*	*	*	31	29
Lane	3923	3645	4152	3913	4202	3991	0	0	0	0	0	0	0	0	4094	3851
Day	7568		8065		8193		0		0		0		0		7945	
AM Peak	08:00	11:00	08:00	11:00	11:00	11:00	-	-	-	-	-	-	-	-	08:00	11:00
Vol.	360	222	369	227	350	244	-	-	-	-	-	-	-	-	347	231
PM Peak	16:00	16:00	15:00	16:00	15:00	17:00	-	-	-	-	-	-	-	-	15:00	16:00
Vol.	300	437	306	411	317	424	-	-	-	-	-	-	-	-	300	415

Comb. Total	7568	8106	16634	8219	8894	9140	7336	16341

ADT ADT 8,232 AADT 8,232

D

Crash Data

Table D1 Summary of Three-Year Crash History – Study Intersections & Interchange

Intersections & Interchange	Crash Severity				Total	Crash Type												
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear-End	Overtaking	Right-Angle	Left-Turn	Right-Turn	Fixed Object	Side-Swipe	Bicycle	Pedestrian	Head On	Animal	Other	Unknown/Not Entered
Middle Country Road (NY Route 25) at Edwards Avenue	0	10	8	7	**25**	11	3	5	1	0	1	1	0	0	1	0	2	0
Middle Country Road (NY Route 25) at Splish Splash Drive/Manor Road	0	9	8	1	**18**	9	1	3	2	1	0	0	0	0	0	0	2	0
West Main Street (NY Route 25) at Tanger Mall Drive	0	1	1	1	**3**	2	0	0	0	0	0	0	0	0	0	0	0	1
Old Country Road (CR 58) at Tanger Mall Drive/Gateway Plaza Access	0	18	28	12	**58**	25	10	11	1	0	0	0	1	0	1	0	9	0
Long Island Expressway (I-495) Eastbound Off-Ramp at Edwards Avenue	0	5	11	16	**32**	19	2	6	4	0	0	0	0	0	0	0	0	1
Long Island Expressway (I-495) Westbound On-Ramp at Edwards Avenue	0	2	0	2	**4**	1	1	0	0	0	1	0	0	1	0	0	0	0
Long Island Expressway (I-495) at West Main Street (NY Route 25)/Old Country Road (CR 58)	0	10	15	8	**33**	8	9	2	1	0	7	0	0	0	0	5	1	0

A non-reportable crash is one which involves no injury and property damage of less than $1,000.00.

Accident Location Information System(ALIS)

Date: 8/9/2022 7:27:19 AM

Accident Verbal Description

FMO-22-20254 VDR

Date in this report covers the period - 1/1/2016-12/31/2018

Complete Accident data from NYSDMV is only available thru 5/31/2022 12:00:00 AM

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR
1/4/2016 Mon 17:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36035118**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 2 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 2 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH Edwards Ave
1/5/2016 Tue 09:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36038890**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
12 Meters East of EDWARDS AVE
1/29/2016 Fri 08:22 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36072961**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3616 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4335 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 2473 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: RAMP
2/3/2016 Wed 16:48 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36082916**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2970 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, PAVEMENT SLIPPERY

County: Muni: Ref. Marker: Street: OLD COUNTRY RD
2/6/2016 Sat 21:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36091787**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4394 State of Registration: NY
Num of Occupants: 2 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3460 State of Registration: NY
Num of Occupants: 2 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TURNING IMPROPER

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
2/16/2016 Tue 03:01 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2016-36101786**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: OVERTURNED Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3737 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
2/28/2016 Sun 18:26 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2016-36112634**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5293 State of Registration: NY
Num of Occupants: 3 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3139 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: [Route] 25
AT INTERSECTION WITH EDWARDS AVE
2/25/2016 Thu 07:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36118129**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO SHERIFF DEPT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
3/2/2016 Wed 17:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36124761**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 75 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
3/1/2016 Tue 13:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36127720**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3914 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3547 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
2/5/2016 Fri 10:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36132614**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4014 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4889 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PAVEMENT SLIPPERY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR
3/24/2016 Thu 19:51 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36149440**
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3560 State of Registration: NY
Num of Occupants: 2 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2818 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
34 Meters West of Ramp
4/8/2016 Fri 06:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36164660**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: SHOULDERS DEFECTIVE/IMPROPER, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: SHOULDERS DEFECTIVE/IMPROPER, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041399 Street: MIDDLE COUNTRY RD
79 Meters West of Connecting Road
4/8/2016 Fri 17:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36165370**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH Edwards Ave
4/6/2016 Wed 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36172419**
Accident Class: NON-REPORTABLE Police Agency: NYSP EAST FARMINGDALE Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: OH
Num of Occupants: 2 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
4/11/2016 Mon 14:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36173941**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3959 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VA
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
4/23/2016 Sat 10:10 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36182347**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3228 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3063 State of Registration: NY
Num of Occupants: 4 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
4/21/2016 Thu 14:38 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36186339**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 5879 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3490 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: GLARE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3364 State of Registration: NY

Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041395 Street: MIDDLE COUNTRY RD
75 Meters East of Unnamed Street

4/23/2016 Sat 10:02 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36188776**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1

Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NO PASSING ZONE

Manner of Collision: OTHER Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 9211 State of Registration: NY

Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: Y

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: LOST CONSCIOUSNESS, DRUGS (ILLEGAL)

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
69 Meters West of Tanger Mall Dr

4/26/2016 Tue 17:47 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36188782**

Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3173 State of Registration: NY

Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4377 State of Registration: NY

Num of Occupants: 3 Driver's Age: 38 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: EDWARDS AVE
AT INTERSECTION WITH Middle Country Rd

4/30/2016 Sat 14:52 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2016-36194145**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :2 BUS Registered Weight: State of Registration: NY

Num of Occupants: 13 Driver's Age: 40 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3424 State of Registration: NY

Num of Occupants: 2 Driver's Age: 28 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH TANGER MALL DR
5/9/2016 Mon 14:18 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36204826**
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2713 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 9600 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
110 Meters West of Ramp
5/12/2016 Thu 08:57 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36205757**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: [Route] 24
AT INTERSECTION WITH Ramp
5/15/2016 Sun 06:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36208799**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4578 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
5/23/2016 Mon 09:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36229257**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
5/4/2016 Wed 13:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36238340**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5232 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, USING ON BOARD NAVIGATION DEVICE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Old Country Rd
5/31/2016 Tue 18:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36239064**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 29 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNSAFE LANE CHANGE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041399 Street: MIDDLE COUNTRY RD
182 Meters West of Connecting Road

6/10/2016 Fri 10:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36249438**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 78000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4332 State of Registration: NY
Num of Occupants: 3 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: [Route] 25
AT INTERSECTION WITH EDWARDS AVE

5/28/2016 Sat 00:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36252734**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER FIXED OBJECT Traffic Control: UNKNOWN
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 775 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street:

6/11/2016 Sat 15:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36253891**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 2 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

6/17/2016 Fri 18:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36261124**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3800 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 CAR/VAN/PICKUP Registered Weight: 3100 State of Registration: NY

Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
61 Meters East of MIDDLE COUNTRY RD

6/24/2016 Fri 15:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36270348**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY

Num of Occupants: 1 Driver's Age: 70 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2183 State of Registration: NY

Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: SPLISH SPLASH DR
23 Meters South of MIDDLE COUNTRY RD

6/25/2016 Sat 14:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36270372**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 3 Driver's Age: 48 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 4 Driver's Age: 33 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ

Num of Occupants: 3 Driver's Age: 32 Sex: M Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041396 Street: MIDDLE COUNTRY RD

6/24/2016 Fri 12:37 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: BCCC **Case: 2016-36273118**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
Num of Occupants: 2 Driver's Age: 85 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6400 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3184 State of Registration: NY
Num of Occupants: 3 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Manor Rd
6/27/2016 Mon 11:27 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36274764**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2641 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PASSENGER DISTRACTION

Veh :3 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041396 Street: MIDDLE COUNTRY RD
7/2/2016 Sat 10:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36279344**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5121 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2983 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041407 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Ramp
7/4/2016 Mon 12:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36283927**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3352 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3131 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Old Country Rd
6/15/2016 Wed 12:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36283988**
Accident Class: PROPERTY DAMAGE Police Agency: NYSP EAST FARMINGDALE Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4623 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 2867 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041396 Street: MIDDLE COUNTRY RD
7/8/2016 Fri 21:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36288386**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: RR CROSSING GATES
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: LONG ISLAND EXPY
6/15/2016 Wed 09:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36290035**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3137 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FOLLOWING TOO CLOSELY, VIEW OBSTRUCTED/LIMITED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3481 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
7/16/2016 Sat 12:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36304220**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
7/22/2016 Fri 11:43 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36313433**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3279 State of Registration: NY
Num of Occupants: 1 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 4 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Connecting Road
7/7/2016 Thu 14:49 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36313451**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4250 State of Registration: NY
Num of Occupants: 1 Driver's Age: 78 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

Veh :1 CAR/VAN/PICKUP Registered Weight: 7484 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: [Route] 25
91 Meters West of MANOR RD
7/20/2016 Wed 11:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36314953**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2701 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MD
Num of Occupants: 2 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH W Main St
7/26/2016 Tue 19:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36317155**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4563 State of Registration: NY
Num of Occupants: 3 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4335 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Splish Splash Dr
7/20/2016 Wed 11:50 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36333466**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3120 State of Registration: NY
Num of Occupants: 2 Driver's Age: 86 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2822 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave
8/4/2016 Thu 15:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36337357**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: TX
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
100 Meters West of Tanger Mall Dr
8/1/2016 Mon 14:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36339870**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: STEERING FAILURE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
6/9/2016 Thu 14:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36340911**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4204 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3493 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: I 495
7/28/2016 Thu 17:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36342803**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3562 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3426 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
66 Meters West of Splish Splash Dr
8/13/2016 Sat 10:14 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36343182**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4175 State of Registration: NY
Num of Occupants: 2 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5478 State of Registration: NY
Num of Occupants: 2 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: USING ON BOARD NAVIGATION DEVICE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: UNNAMED STREET
AT INTERSECTION WITH Middle Country Rd
8/15/2016 Mon 12:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36343196**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 15980 State of Registration: NY
Num of Occupants: 2 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3421 State of Registration: NY
Num of Occupants: 3 Driver's Age: 36 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PASSENGER DISTRACTION, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041407 Street: W MAIN ST
61 Meters East of RIVER RD
8/2/2016 Tue 05:26 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36348743**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3662 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
30 Meters East of TANGER MALL DR
8/17/2016 Wed 13:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36349969**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3459 State of Registration: NY
Num of Occupants: 2 Driver's Age: 85 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :2 TRUCK Registered Weight: 11000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH OLD COUNTRY RD
8/14/2016 Sun 15:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36355642**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN

Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2822 State of Registration: NY
Num of Occupants: 2 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
50 Meters East of Edwards Ave
8/22/2016 Mon 12:48 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2016-36356986**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2965 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3953 State of Registration: NY
Num of Occupants: 3 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH Edwards Ave
8/15/2016 Mon 17:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36363021**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
8/28/2016 Sun 10:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36364001**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: IN
Num of Occupants: 2 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
8/30/2016 Tue 08:59 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36369702**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 84 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
8/30/2016 Tue 13:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36370396**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 85 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave
9/2/2016 Fri 14:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36371071**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3111 State of Registration: NY
Num of Occupants: 2 Driver's Age: 78 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY

Num of Occupants: 2 Driver's Age: 53 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: SPLISH SPLASH DR
311 Meters East of Middle Country Rd

8/29/2016 Mon 18:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36372128**

Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3698 State of Registration: NY

Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY

Num of Occupants: 4 Driver's Age: 29 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
101 Meters East of Edwards Ave

9/11/2016 Sun 11:27 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36383539**

Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: NOT IN ROADWAY

Veh :2 PEDESTRIAN Registered Weight: State of Registration: -3

Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N

Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: NOT APPLICABLE

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: Sex: Citation Issued:

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: -3

Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: Y

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: PASSENGER DISTRACTION, BACKING UNSAFELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr

9/14/2016 Wed 15:05 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2016-36384835**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3062 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: 3525 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 9600 State of Registration: NY
Num of Occupants: 2 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: [Route] 495
7/30/2016 Sat 09:52 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36385159**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave
9/15/2016 Thu 23:02 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36388269**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3009 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3546 State of Registration: NY
Num of Occupants: 3 Driver's Age: 52 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
30 Meters East of EDWARDS AVE
9/11/2016 Sun 15:33 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36389787**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
8/15/2016 Mon 08:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36401554**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH CRASH CUSHION Traffic Control: NONE
Manner of Collision: OTHER Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041408 Street: W MAIN ST
9/17/2016 Sat 03:02 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36401945**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4422 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: Y

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, ALCOHOL INVOLVEMENT

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR
10/1/2016 Sat 19:02 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2016-36406685**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3254 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3568 State of Registration: NY
Num of Occupants: 3 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3316 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH Edwards Ave
9/26/2016 Mon 07:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36407958**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO SHERIFF DEPT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
68 Meters East of Ramp
9/30/2016 Fri 17:43 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36411347**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2752 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2511 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr

10/2/2016 Sun 13:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36418609**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2502 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2688 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: PAVEMENT DEFECTIVE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave

10/4/2016 Tue 21:16 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36422637**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5985 State of Registration: NY
Num of Occupants: 6 Driver's Age: 22 Sex: M Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5348 State of Registration: NY
Num of Occupants: 4 Driver's Age: 36 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041407 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH River Rd

10/20/2016 Thu 18:52 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2016-36433133**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4588 State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: SC
Num of Occupants: 2 Driver's Age: 36 Sex: F Citation Issued: Y

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INEXPERIENCE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4238 State of Registration: NY

Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave

10/13/2016 Thu 17:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36437674**

Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 3193 State of Registration: NY

Num of Occupants: 2 Driver's Age: 42 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5344 State of Registration: NY

Num of Occupants: 2 Driver's Age: 48 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE

10/27/2016 Thu 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36446740**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1

Type Of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NONE

Manner of Collision: OTHER Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4519 State of Registration: NY

Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr

10/23/2016 Sun 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36448577**

Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :1 OTHER Registered Weight: 11180 State of Registration: NY

Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2805 State of Registration: NY

Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
22 Meters West of Tanger Mall Dr
11/4/2016 Fri 22:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36456374**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
11/7/2016 Mon 17:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36460497**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH SPEONK RIVERHEAD RD
11/16/2016 Wed 13:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36475481**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3319 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4891 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
11/17/2016 Thu 08:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36477244**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
58 Meters West of Tanger Mall Dr
11/22/2016 Tue 10:31 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36484908**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3177 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5529 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
11 Meters East of Tanger Mall Dr
11/25/2016 Fri 19:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36491674**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: TURNING IMPROPER, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 5 Driver's Age: 36 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: EDWARDS AVE
AT INTERSECTION WITH Middle Country Rd

11/25/2016 Fri 16:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36491686**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 16 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041410 Street: W MAIN ST
AT INTERSECTION WITH Ramp

11/25/2016 Fri 21:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36491693**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
98 Meters West of Tanger Mall Dr

11/26/2016 Sat 22:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36491697**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4720 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041410 Street: W MAIN ST
AT INTERSECTION WITH Tanger Mall Dr

11/27/2016 Sun 18:05 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2016-36491706**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4084 State of Registration: NY

Num of Occupants: 5 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3406 State of Registration: NY
Num of Occupants: 2 Driver's Age: 52 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street:
11/4/2016 Fri 10:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36491867**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Unnamed Street
10/17/2016 Mon 22:29 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36495253**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3675 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR
11/23/2016 Wed 18:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36499727**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3174 State of Registration: NY
Num of Occupants: 1 Driver's Age: 75 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 3113 State of Registration: NY

Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr

12/1/2016 Thu 07:39 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36501477**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3538 State of Registration: NY

Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: N

Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 5232 State of Registration: NY

Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041407 Street: W MAIN ST
AT INTERSECTION WITH [Route] 25

11/22/2016 Tue 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36509801**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BUILDING/WALL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2976 State of Registration: NY

Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: ENTERING PARKED POSITION

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041393 Street: MIDDLE COUNTRY RD
190 Meters East of Edwards Ave

12/6/2016 Tue 14:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36511546**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
12/5/2016 Mon 12:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36512470**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041398 Street: MIDDLE COUNTRY RD
251 Meters West of Connecting Road
12/12/2016 Mon 17:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36526832**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 9500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3028 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Old Country Rd
12/21/2016 Wed 10:52 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36532957**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3078 State of Registration: NY
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5852 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: [Route] 94
74 Meters East of Ramp
12/14/2016 Wed 18:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36539601**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: HIGHWAY WORK AREA
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5644 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: VIEW OBSTRUCTED/LIMITED, OUTSIDE CAR DISTRACTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street:
1/9/2017 Mon 08:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36556699**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041395 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Unnamed Street
1/6/2017 Fri 17:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36558336**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3940 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3463 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Manor Rd
1/14/2017 Sat 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36566404**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2454 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
Num of Occupants: 1 Driver's Age: 88 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: [Route] 495
11/3/2016 Thu 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36569411**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2805 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
131 Meters East of Connecting Road
1/20/2017 Fri 20:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36579190**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3186 State of Registration: NY
Num of Occupants: 2 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, ANIMAL'S ACTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3527 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
1/29/2017 Sun 12:40 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36587798**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: NOT IN ROADWAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4139 State of Registration: NY
Num of Occupants: 3 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 PEDESTRIAN Registered Weight: State of Registration: -3
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: [Route] 495
2/18/2017 Sat 15:31 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36610912**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3423 State of Registration: NY
Num of Occupants: 2 Driver's Age: 71 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VT
Num of Occupants: 2 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave
2/10/2017 Fri 13:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36628020**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: OK
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
11 Meters South of Edwards Ave
3/7/2017 Tue 10:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36633189**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041395 Street: [Route] 25
AT INTERSECTION WITH Unnamed Street
3/10/2017 Fri 22:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36637659**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3559 State of Registration: NY
Num of Occupants: 3 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: VIEW OBSTRUCTED/LIMITED, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3149 State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
3/11/2017 Sat 12:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36640023**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2772 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4513 State of Registration: NY
Num of Occupants: 3 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
3/11/2017 Sat 18:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36647319**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3549 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 4087 State of Registration: NY
Num of Occupants: 2 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
73 Meters East of Ramp
3/24/2017 Fri 12:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36657413**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH CRASH CUSHION Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 9159 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: LONG ISLAND EXPY
3/24/2017 Fri 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36671165**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4903 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: RAMP
3/26/2017 Sun 15:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36671671**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH OTHER BARRIER Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3632 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OTHER (VEHICLE), PAVEMENT SLIPPERY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
23 Meters South of Edwards Ave
4/4/2017 Tue 16:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36684107**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041395 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Unnamed Street
4/5/2017 Wed 22:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36685874**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4720 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave
5/2/2017 Tue 10:47 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36711131**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3151 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2824 State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH MANOR RD
5/8/2017 Mon 06:56 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36721864**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4519 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 10300 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
5/5/2017 Fri 15:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36725567**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5136 State of Registration: NY
Num of Occupants: 5 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3449 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
25 Meters West of Edwards Ave
5/15/2017 Mon 09:59 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36729268**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2889 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
5/17/2017 Wed 12:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36729274**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING

Apparent Factors: UNKNOWN, BACKING UNSAFELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 74 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave
5/20/2017 Sat 20:09 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2017-36731589**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3591 State of Registration: NY
Num of Occupants: 2 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3130 State of Registration: NY
Num of Occupants: 2 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street:
5/16/2017 Tue 08:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36734035**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5404 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3008 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041405 Street: [Route] 25
5/4/2017 Thu 12:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36734762**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: HIGHWAY WORK AREA
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OTHER
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4548 State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
6/3/2017 Sat 19:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36751816**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY
Num of Occupants: 2 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2497 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OUTSIDE CAR DISTRACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
115 Meters West of Manor Rd
6/7/2017 Wed 15:26 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36755935**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3335 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, DRUGS (ILLEGAL)

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
41 Meters West of Splish Splash Dr
6/9/2017 Fri 16:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36764356**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4313 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3532 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
66 Meters West of Tanger Mall Dr
6/11/2017 Sun 21:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36766132**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 8000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4887 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: [Route] 495
6/7/2017 Wed 08:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36769449**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 38 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
5/27/2017 Sat 21:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36772700**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4378 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4269 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041409 Street: W MAIN ST
6/10/2017 Sat 15:18 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36772704**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4628 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FELL ASLEEP

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
6/20/2017 Tue 20:31 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36780783**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
12 Meters South of Edwards Ave
6/27/2017 Tue 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36785190**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO SHERIFF DEPT Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: OBSTRUCTION/DEBRIS, VIEW OBSTRUCTED/LIMITED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: VIEW OBSTRUCTED/LIMITED, OBSTRUCTION/DEBRIS

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: EDWARDS AVE
AT INTERSECTION WITH MIDDLE COUNTRY RD
6/23/2017 Fri 08:40 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36787576**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3016 State of Registration: NY
Num of Occupants: 2 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR
6/28/2017 Wed 18:39 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2017-36787585**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING AGAINST SIGNAL

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3388 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Manor Rd
6/22/2017 Thu 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36787590**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 79 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3488 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street:
7/9/2017 Sun 14:39 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36800560**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3569 State of Registration: NY
Num of Occupants: 3 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY
Num of Occupants: 2 Driver's Age: 75 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
32 Meters West of Tanger Mall Dr
6/25/2017 Sun 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36816883**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3706 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNSAFE LANE CHANGE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
7/18/2017 Tue 12:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36821437**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3428 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2643 State of Registration: NY
Num of Occupants: 1 Driver's Age: 83 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
91 Meters West of Tanger Mall Dr
7/15/2017 Sat 13:11 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36821438**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3971 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5165 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
7/26/2017 Wed 21:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36827749**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: I 495
7/26/2017 Wed 08:54 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36832426**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5867 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, VIEW OBSTRUCTED/LIMITED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3062 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
7/26/2017 Wed 01:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36833057**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave
8/2/2017 Wed 19:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36834418**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4874 State of Registration: NY
Num of Occupants: 2 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041400 Street: [Route] 25
AT INTERSECTION WITH CONNECTING ROAD
8/5/2017 Sat 13:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36837993**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3504 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3074 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041394 Street: MIDDLE COUNTRY RD
162 Meters West of Unnamed Street
8/7/2017 Mon 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36848492**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4469 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5225 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Old Country Rd
8/20/2017 Sun 13:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36859445**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4540 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: SPLISH SPLASH DR
AT INTERSECTION WITH Middle Country Rd
8/20/2017 Sun 19:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36862578**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 6 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041394 Street: MIDDLE COUNTRY RD
120 Meters West of Unnamed Street
8/22/2017 Tue 17:19 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36862630**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3408 State of Registration: NY
Num of Occupants: 2 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4946 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
8/27/2017 Sun 16:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36866025**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4438 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3311 State of Registration: NY
Num of Occupants: 1 Driver's Age: 79 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Splish Splash Dr
8/27/2017 Sun 13:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36876370**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3456 State of Registration: NY
Num of Occupants: 5 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3167 State of Registration: NY
Num of Occupants: 1 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH W Main St
9/9/2017 Sat 16:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36884835**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
23 Meters West of TANGER MALL DR
9/8/2017 Fri 23:56 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36891223**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, DRIVER INEXPERIENCE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 4 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

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

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street:
9/15/2017 Fri 20:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36892786**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4423 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3426 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
9/13/2017 Wed 08:40 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36894512**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2690 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3449 State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
26 Meters West of Manor Rd
9/11/2017 Mon 14:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36894900**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5046 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: BRAKES DEFECTIVE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
107 Meters East of Edwards Ave
9/20/2017 Wed 21:19 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36900123**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: OK
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 6600 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
151 Meters East of Edwards Ave
9/20/2017 Wed 22:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36905894**

Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3902 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3180 State of Registration: NY
Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Splish Splash Dr
10/8/2017 Sun 03:47 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2017-36933310**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4013 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2547 State of Registration: NY
Num of Occupants: 2 Driver's Age: 71 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
10/16/2017 Mon 20:59 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36936983**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5551 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr

10/18/2017 Wed 17:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36936987**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2864 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, GLARE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3210 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041400 Street: OLD COUNTRY RD
AT INTERSECTION WITH [Route] 25

10/20/2017 Fri 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36943160**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041393 Street: MIDDLE COUNTRY RD
216 Meters West of Unnamed Street

10/19/2017 Thu 08:03 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36950039**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2970 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, GLARE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3424 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Manor Rd

10/18/2017 Wed 09:23 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36962076**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4457 State of Registration: NY
Num of Occupants: 2 Driver's Age: 35 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3380 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Unnamed Street

10/27/2017 Fri 16:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36962084**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 46 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 31 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041398 Street: MIDDLE COUNTRY RD
250 Meters West of Connecting Road

11/5/2017 Sun 18:31 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2017-36964929**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2855 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 8500 State of Registration: NY

Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
11/3/2017 Fri 13:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36964933**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 71 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
11/8/2017 Wed 09:24 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36973699**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 15000 State of Registration: NY

Num of Occupants: 3 Driver's Age: 34 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4523 State of Registration: NY

Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
11/8/2017 Wed 19:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36987841**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 80 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
18 Meters East of Edwards Ave

11/19/2017 Sun 11:11 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36989922**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3433 State of Registration: NY
Num of Occupants: 2 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3115 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
11 Meters West of Ramp

10/16/2017 Mon 20:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36990235**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH GUIDE RAIL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2498 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNSAFE SPEED

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
22 Meters East of Tanger Mall Dr

11/24/2017 Fri 11:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36998392**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4605 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041394 Street: MIDDLE COUNTRY RD
161 Meters West of Unnamed Street

11/24/2017 Fri 11:53 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37001721**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3457 State of Registration: NY
Num of Occupants: 2 Driver's Age: 70 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
11/24/2017 Fri 17:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37001744**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, VIEW OBSTRUCTED/LIMITED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, VIEW OBSTRUCTED/LIMITED

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR
11/29/2017 Wed 10:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37009123**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 26000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 6027 State of Registration: NY
Num of Occupants: 5 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
26 Meters East of TANGER MALL DR
12/3/2017 Sun 18:01 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2017-37016644**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3092 State of Registration: NY
Num of Occupants: 2 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3027 State of Registration: NY
Num of Occupants: 2 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Edwards Ave
12/3/2017 Sun 22:27 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-37016656**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3775 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
12/11/2017 Mon 13:44 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-37032389**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2564 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
12/15/2017 Fri 18:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37037175**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3483 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3230 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041395 Street: MIDDLE COUNTRY RD
29 Meters East of Unnamed Street
12/7/2017 Thu 19:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37039052**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: OK
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, ALCOHOL INVOLVEMENT

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 48 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Unnamed Street
12/12/2017 Tue 11:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37039081**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING/ NO SIGNAL/ MARKED CROSSWA

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: EDWARDS AVE
AT INTERSECTION WITH Middle Country Rd
12/26/2017 Tue 13:04 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BCC **Case: 2017-37053195**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3947 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 4605 State of Registration: NY
Num of Occupants: 4 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041410 Street: W MAIN ST
7 Meters West of Ramp
12/23/2017 Sat 13:11 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2017-37060675**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3493 State of Registration: NY
Num of Occupants: 2 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4237 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3369 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041409 Street: W MAIN ST
83 Meters West of Ramp
1/5/2018 Fri 22:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37071101**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4432 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: IL
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN

Apparent Factors: TURNING IMPROPER, BACKING UNSAFELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: RAMP
1/6/2018 Sat 08:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37077610**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNSAFE SPEED

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH EDWARDS AVE
1/9/2018 Tue 08:24 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37077629**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3374 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 26000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041393 Street: MIDDLE COUNTRY RD
214 Meters East of Edwards Ave
1/10/2018 Wed 07:29 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37079582**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3307 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3296 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: RAMP
1/6/2018 Sat 09:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37089654**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD SP Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3115 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNSAFE SPEED

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Old Country Rd
1/19/2018 Fri 10:33 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37095888**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4383 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2737 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Manor Rd
1/18/2018 Thu 11:42 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37101362**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 4358 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
1/17/2018 Wed 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37110980**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: UNSAFE SPEED, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
1/27/2018 Sat 19:26 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2018-37111643**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3495 State of Registration: NY
Num of Occupants: 5 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4186 State of Registration: NY
Num of Occupants: 2 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
163 Meters East of Edwards Ave
1/15/2018 Mon 16:59 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37111660**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2555 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2716 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street:
1/25/2018 Thu 14:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37113883**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING

Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3490 State of Registration: NY
Num of Occupants: 4 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
2/6/2018 Tue 18:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37135858**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3566 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, FATIGUED/DROWSY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
2/9/2018 Fri 14:28 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37137838**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3463 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNSAFE SPEED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3102 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
2/17/2018 Sat 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37156205**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED

Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041398 Street: MIDDLE COUNTRY RD
308 Meters West of Connecting Road
3/7/2018 Wed 18:44 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37180352**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3821 State of Registration: NY
Num of Occupants: 2 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3817 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: VIEW OBSTRUCTED/LIMITED, PAVEMENT SLIPPERY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
33 Meters East of Edwards Ave
4/5/2018 Thu 17:42 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2018-37222968**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2504 State of Registration: NY
Num of Occupants: 2 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: GLARE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3475 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
144 Meters East of Edwards Ave
4/18/2018 Wed 08:56 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37245184**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3148 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3424 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
12 Meters East of Ramp
4/13/2018 Fri 18:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37255274**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3194 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 CAR/VAN/PICKUP Registered Weight: 4743 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: I 495
4/25/2018 Wed 09:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37262467**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3389 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
5/5/2018 Sat 05:42 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37269120**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3881 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041391 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH EDWARDS AVE
5/1/2018 Tue 15:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37271399**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
5/16/2018 Wed 16:50 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2018-37294730**
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2467 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: PAVEMENT SLIPPERY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3041 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041400 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Connecting Road
5/27/2018 Sun 09:22 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37303260**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4263 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VA
Num of Occupants: 4 Driver's Age: 44 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN

Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
5/29/2018 Tue 11:14 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: BCC **Case: 2018-37305229**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3723 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4309 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: Y
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INEXPERIENCE

Veh :3 CAR/VAN/PICKUP Registered Weight: 5248 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
5/26/2018 Sat 15:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37311496**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2870 State of Registration: NY
Num of Occupants: 2 Driver's Age: 76 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041409 Street: W MAIN ST
80 Meters West of Ramp
5/5/2018 Sat 03:47 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37321292**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3686 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FELL ASLEEP

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
74 Meters East of Edwards Ave
6/5/2018 Tue 16:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37322456**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3213 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY
Num of Occupants: 2 Driver's Age: 16 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: GLARE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
6/16/2018 Sat 18:47 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37338183**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 4 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
6/18/2018 Mon 08:29 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37340091**
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3984 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4377 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3404 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
170 Meters East of Edwards Ave
6/21/2018 Thu 17:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37343809**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3247 State of Registration: NY
Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
26 Meters East of Tanger Mall Dr
6/15/2018 Fri 19:54 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37350828**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3996 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4048 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
7/1/2018 Sun 16:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37359834**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
7/2/2018 Mon 12:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37360774**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3840 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3943 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Splish Splash Dr
7/5/2018 Thu 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37367945**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: AZ
Num of Occupants: 6 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2414 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Splish Splash Dr
7/5/2018 Thu 18:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37384504**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :2 CAR/VAN/PICKUP Registered Weight: 5394 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3124 State of Registration: NY
Num of Occupants: 3 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041396 Street: MIDDLE COUNTRY RD
7/14/2018 Sat 10:57 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37384520**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
7/11/2018 Wed 16:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37394968**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4054 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4504 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: EDWARDS AVE
AT INTERSECTION WITH Middle Country Rd
7/30/2018 Mon 11:19 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37411618**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4063 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5617 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
7/21/2018 Sat 08:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37412110**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4368 State of Registration: NY
Num of Occupants: 4 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
8/9/2018 Thu 14:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37425729**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4738 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2998 State of Registration: NY
Num of Occupants: 2 Driver's Age: 86 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3590 State of Registration: NY
Num of Occupants: 3 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041400 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Connecting Road
8/15/2018 Wed 11:08 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37436112**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 5 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4550 State of Registration: NY
Num of Occupants: 4 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Manor Rd
8/20/2018 Mon 20:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37441840**
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2708 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3042 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Manor Rd
8/7/2018 Tue 15:37 PM Persons Killed: 0 Persons Injured: 9 Extent of Injuries: BCCCC **Case: 2018-37441867**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4266 State of Registration: NY
Num of Occupants: 8 Driver's Age: 35 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3739 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041407 Street: MIDDLE COUNTRY RD
64 Meters West of River Rd
8/26/2018 Sun 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37450047**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041404 Street: MIDDLE COUNTRY RD
71 Meters East of Ramp
8/18/2018 Sat 15:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37464965**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNSAFE LANE CHANGE

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

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
63 Meters West of Ramp
8/25/2018 Sat 11:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37466605**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

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

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
AT INTERSECTION WITH Ramp
8/29/2018 Wed 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37487298**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2965 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: OUTSIDE CAR DISTRACTION, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH Edwards Ave
9/24/2018 Mon 10:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37506671**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2747 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3476 State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: EDWARDS AVE
AT INTERSECTION WITH Middle Country Rd
10/9/2018 Tue 17:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37521210**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: OVERSIZED VEHICLE, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041407 Street: W MAIN ST
AT INTERSECTION WITH River Rd
10/7/2018 Sun 20:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37525065**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4041 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 2657 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041394 Street: MIDDLE COUNTRY RD
97 Meters West of Unnamed Street
10/23/2018 Tue 15:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37560908**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3810 State of Registration: NY
Num of Occupants: 2 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041396 Street: MIDDLE COUNTRY RD
11/4/2018 Sun 18:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37571440**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3510 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
11/7/2018 Wed 11:22 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37573946**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4616 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 25000 State of Registration: NY
Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, ACCELERATOR DEFECTIVE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
11/7/2018 Wed 17:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37574782**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3117 State of Registration: NY
Num of Occupants: 2 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3670 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
11/3/2018 Sat 14:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37576818**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
227 Meters East of Connecting Road
11/9/2018 Fri 17:39 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37578954**

Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3329 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Old Country Rd
10/23/2018 Tue 19:23 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37578994**
Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 11208 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3219 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr
11/14/2018 Wed 19:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37606617**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3561 State of Registration: NY
Num of Occupants: 2 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3426 State of Registration: NY
Num of Occupants: 2 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
127 Meters East of Edwards Ave
11/15/2018 Thu 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37609697**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4431 State of Registration: NY

Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3558 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 24 07043000 Street: EDWARDS AVE
11/7/2018 Wed 06:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37621568**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2546 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: 495 07031389 Street: [Route] 495
11/30/2018 Fri 00:56 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37627756**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5262 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
38 Meters West of Tanger Mall Dr
11/26/2018 Mon 16:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37632826**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2463 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: -3

Num of Occupants: 0 Driver's Age: Sex: Citation Issued:

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041404 Street: MIDDLE COUNTRY RD
125 Meters North of Ramp

12/3/2018 Mon 17:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37634663**

Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1

Type Of Accident: COLLISION WITH DEER Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AT HILLCREST Light Condition: DARK-ROAD LIGHTED

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

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NC

Num of Occupants: 2 Driver's Age: 57 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

12/7/2018 Fri 18:13 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37637606**

Accident Class: INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1

Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: CROSSING/ NO SIGNAL OR CROSSWALK

Veh :2 PEDESTRIAN Registered Weight: State of Registration:

Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N

Direction of Travel: NOT APPLICABLE Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: NOT APPLICABLE

Apparent Factors: PEDESTRIAN'S ERROR/CONFUSION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4790 State of Registration: NY

Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
134 Meters West of Ramp

12/3/2018 Mon 08:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37643374**

Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OVERTAKING Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 3032 State of Registration: NY

Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MERGING

Apparent Factors: UNSAFE SPEED, REACTION TO OTHER UNINVOLVED VEHICL

Veh :2 CAR/VAN/PICKUP Registered Weight: 3547 State of Registration: NY

Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041403 Street: MIDDLE COUNTRY RD
AT INTERSECTION WITH Ramp

12/18/2018 Tue 16:00 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37647238**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4328 State of Registration: NY
Num of Occupants: 1 Driver's Age: 74 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041406 Street: MIDDLE COUNTRY RD
93 Meters West of River Rd

12/20/2018 Thu 08:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37654375**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: VA
Num of Occupants: 2 Driver's Age: 36 Sex: F Citation Issued: Y

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
61 Meters East of EDWARDS AVE

12/28/2018 Fri 17:07 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2018-37661940**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2976 State of Registration: NY
Num of Occupants: 2 Driver's Age: 58 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3648 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: GLARE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr

12/29/2018 Sat 18:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37661961**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3299 State of Registration: NY
Num of Occupants: 2 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3953 State of Registration: NY
Num of Occupants: 2 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Tanger Mall Dr

12/23/2018 Sun 19:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37664877**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041392 Street: MIDDLE COUNTRY RD
93 Meters East of Edwards Ave

12/31/2018 Mon 16:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37664884**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5169 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 7 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041397 Street: MIDDLE COUNTRY RD
78 Meters West of Manor Rd
12/27/2018 Thu 11:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37674863**
Accident Class: NON-REPORTABLE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
12/16/2018 Sun 23:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2018-37688291**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3846 State of Registration: NY
Num of Occupants: 3 Driver's Age: 32 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRUGS (ILLEGAL), PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH Unnamed Street
12/26/2018 Wed 16:44 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37691926**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3554 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3439 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
AT INTERSECTION WITH Edwards Ave
4/23/2018 Mon 08:01 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37694788**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: 25 07041395 Street: MIDDLE COUNTRY RD
12/27/2018 Thu 06:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37768020**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3784 State of Registration: NY
Num of Occupants: 1 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

E

OPD Town of Riverhead Response

TOWN OF RIVERHEAD
PLANNING DEPARTMENT

201 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, FAX (631) 727-9101

Jefferson V. Murphree, AICP	Greg Bergman	Matt Charters	Heather Trojanowski	Tracy Stewart
Town Building and Planning Administrator	*Planner*	*Planner*	*Site Plan Reviewer*	*Principal Office Assistant*
Ext. 239	*Ext. 264*	*Ext. 207*	*Ext. 283*	*Ext. 240*

August 26, 2022

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Hauppauge, NY 11788
(amachtay@gmail.com)

Re: Calverton Industrial Subdivision (OSTAD) – Response to Request for Other Planned Developments

Dear Mr. Machtay:

The Planning Department is in receipt of your letter, dated August 15, 2022, requesting information on other planned developments within the study area of the Calverton Industrial Subdivision project. Please allow this letter to serve as a response to your request. The information contained herein is the most up-to date and complete information on record as of the date of issuance of this letter.

1. Riverhead Logistics Center (Northpoint Development): Site plan application proposing to construct a 50 ft. tall, 641,000 sq. ft. "Class-A" warehousing and distribution facility on approximately 39.7 acres of vacant industrially zoned land located at 1743 Middle Road, Calverton, NY (SCTM Nos. 600-100-3-3 & 600-100-3-4). No specific tenants are identified as of the date of issuance of this letter. This project was issued a Positive Declaration by the Riverhead Planning Board on July 7, 2022, and has a public scoping meeting scheduled on September 1, 2022. Trip generation information, which was provided in the applicant's Full Environmental Assessment Form (FEAF), is as follows.

		Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour		
Land Use		**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
641,000 SF Warehousing *ITE Land Use 150*	Trucks	7	6	13	17	16	33	10	9	19
	Passenger Vehicles	70	18	88	11	73	84	19	65	84
	Total	**77**	**24**	**101**	**28**	**89**	**117**	**29**	**74**	**103**

It is noted that no formal Traffic Impact Study has been conducted in connection with the proposed development yet.

2. HK Ventures: Site plan application proposing to construct 412,629 sq. ft. of industrial uses on approximately 30.2 acres of vacant industrially zoned land located at 4285 Middle Country Road, Calverton, NY (SCTM No. 600-116-1-2). The intent for the project is to lease smaller industrial spaces to individual tenants, although no specific tenants/users have yet been identified. Traffic Impact Studies were conducted during the SEQRA review of this project, and the TIS are available on the Town's website at the following link:

   https://riverheadny.municipalone.com/files/documents/HKVenturesFEISMay2022AppendixJ1505042652080222PM.pdf

3. UHaul of Calverton: Site plan application proposing to construct two new buildings, one being a three-story self-storage warehouse facility with a total floor area of 117,114 sq. ft., the other being a one-story warehousing facility, with an as of yet unidentified tenant. The properties are located on the northeast corner of the intersection of Manor Road and Middle Country Road (NY25), in Calverton, NY (SCTM Nos. 600-21.3, 21.4, 21.5, 21.6). No environmental review has been performed on this application, and no Traffic Impact Study has been conducted.

4. JPD Calverton: Site plan application proposing to construct a new 74,650 sq. ft., 35 ft. tall warehouse building, with tenants as of yet unidentified, on a 28.66 acre site located at 4195 Middle Country Road, Calverton, NY (SCTM No. 600-116-1-7.4). At this time, this application has not yet undergone any environmental review, and no Traffic Impact Studies have been prepared in connection with this application.

Sincerely,

Greg Bergman
Planner

cc: Jefferson V. Murphree, Building & Planning Administrator



Not to Scale

Legend

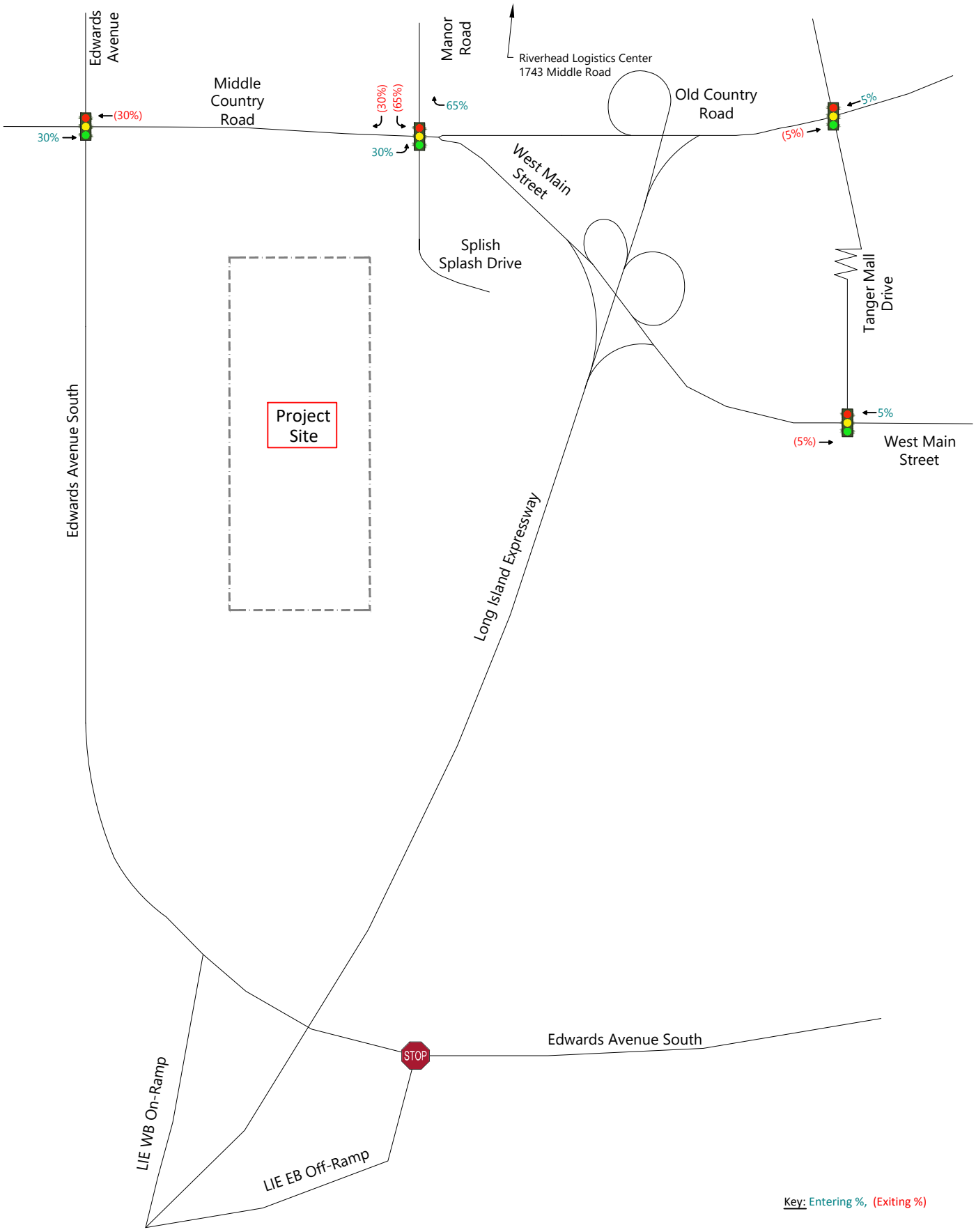
Study Intersection

Other Planned Developments

vhb

Project Location
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 1



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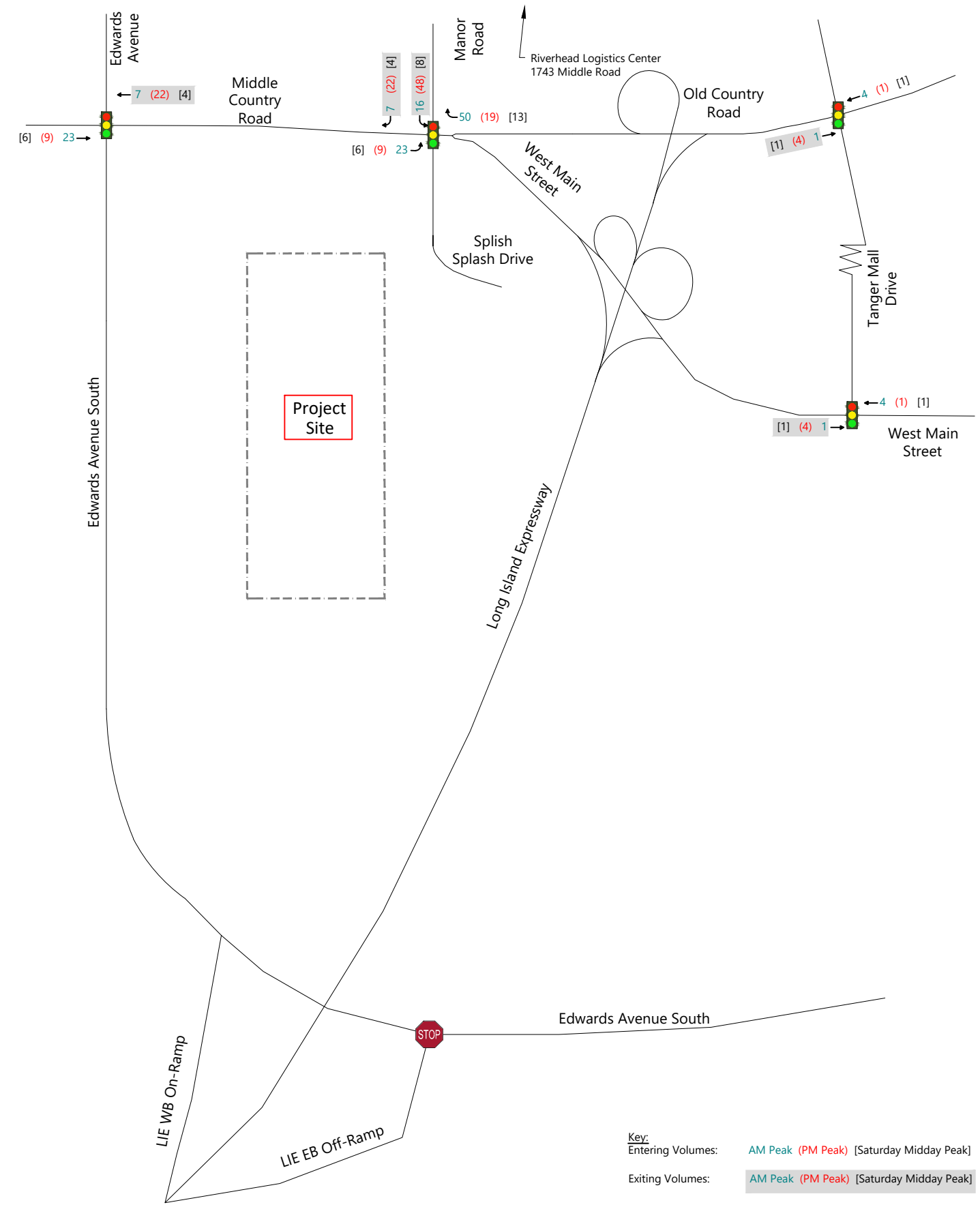
Riverhead Logistics Center Distribution **Figure 4a**
Ostad Riverhead
3511 Middle Country Road
Calverton, New York



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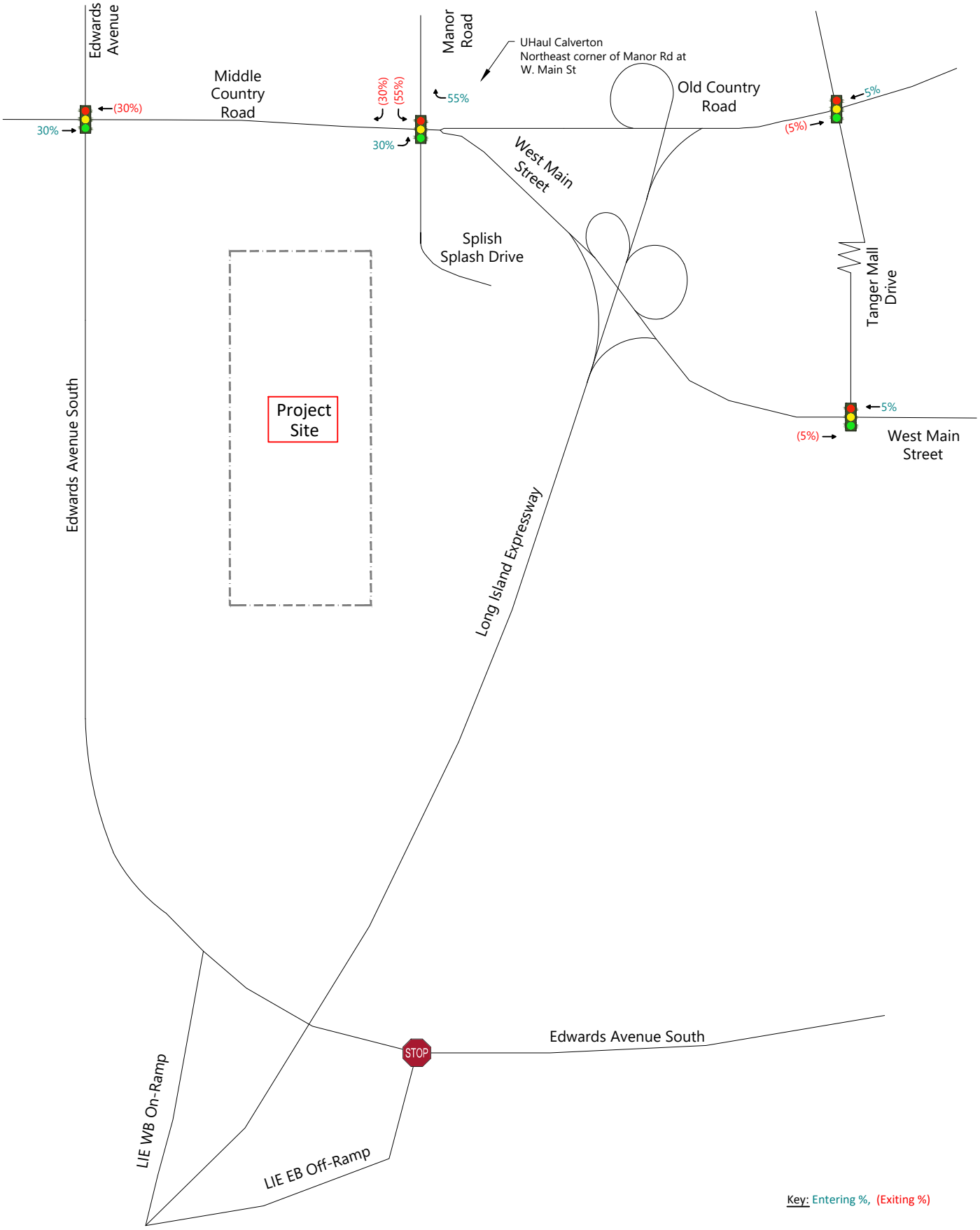
Riverhead Logistics Center Assignment **Figure 4b**
Ostad Riverhead
3511 Middle Country Road
Calverton, New York



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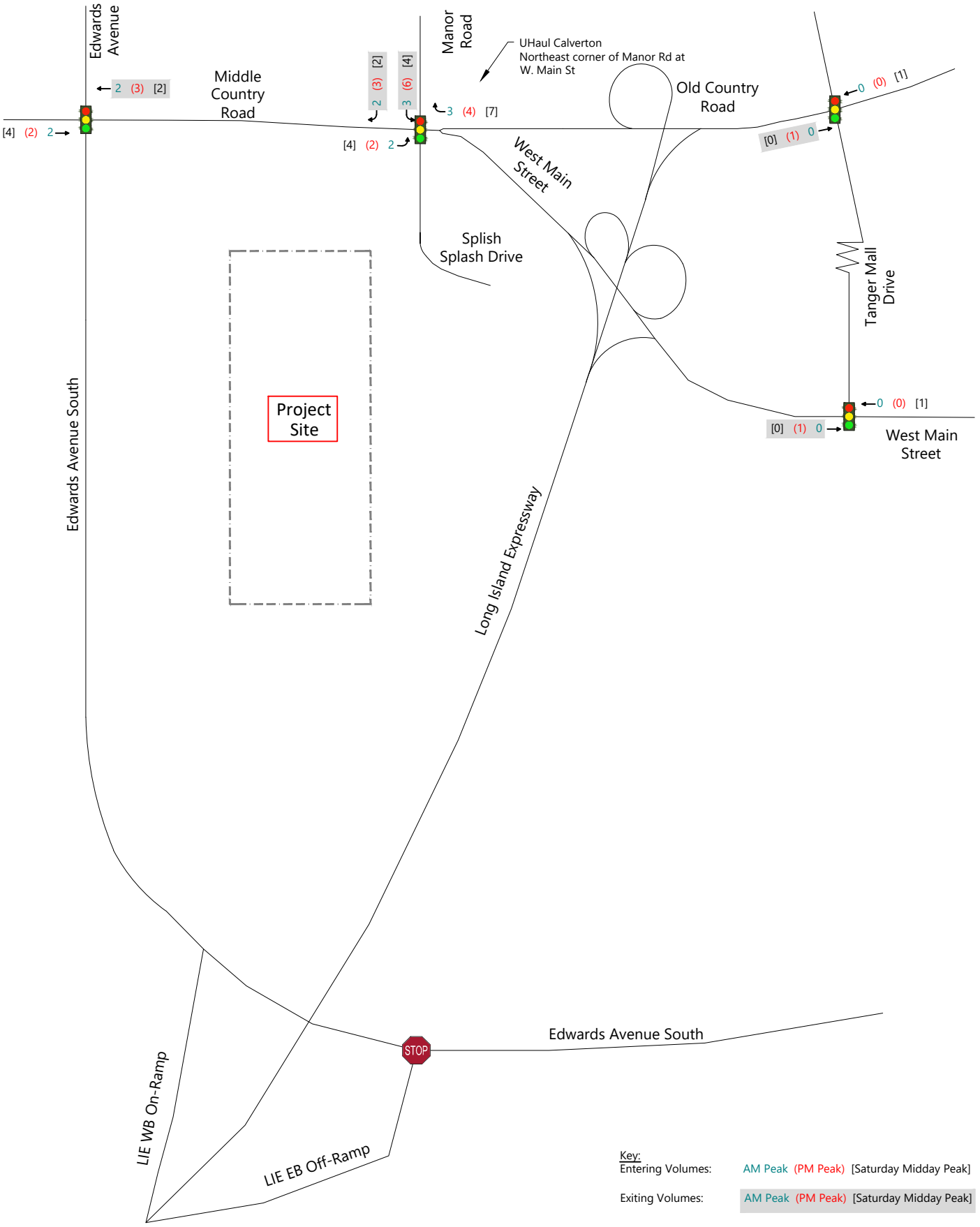
UHaul Calverton Distribution
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 4c



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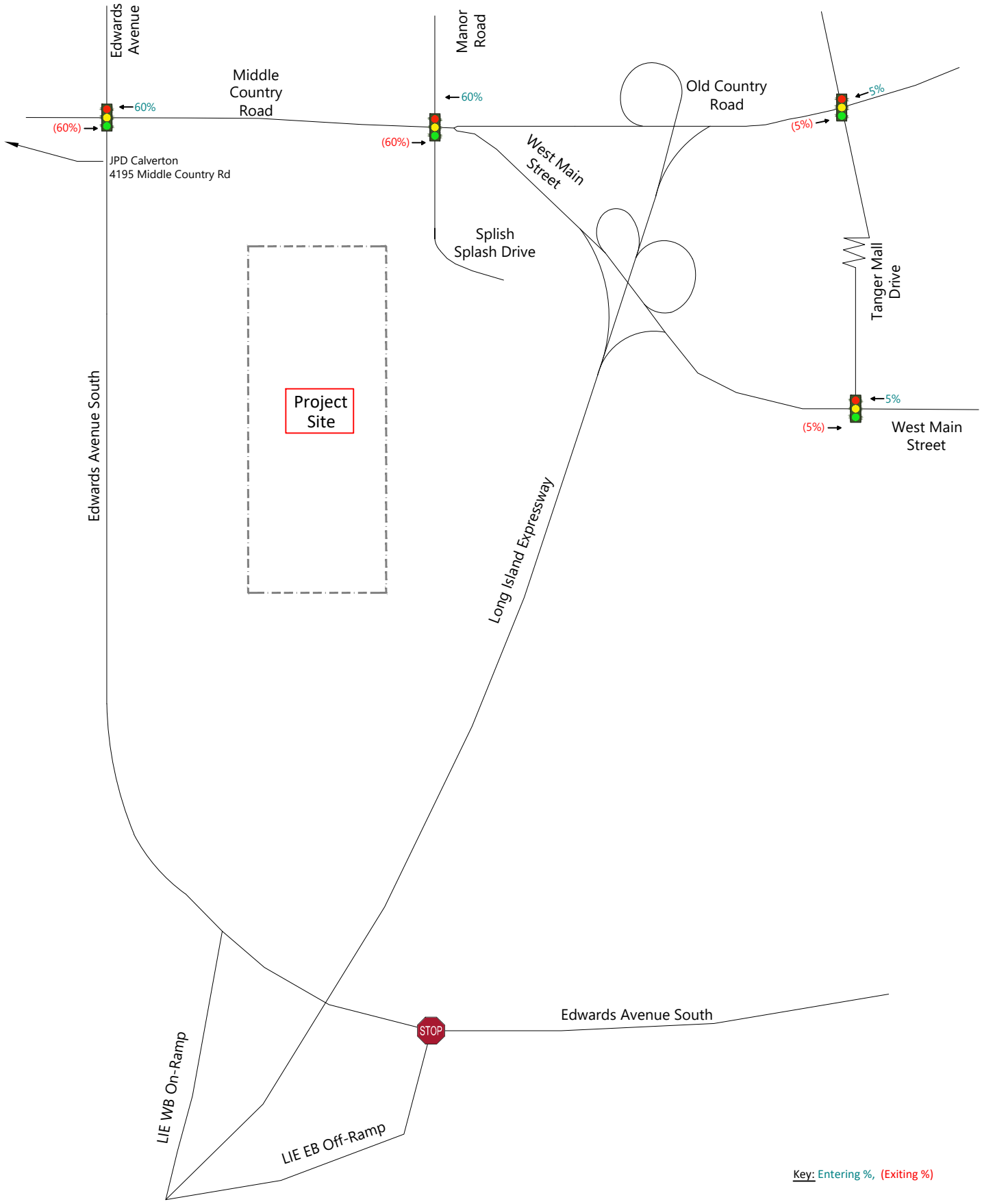
UHaul Calverton Assignment
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 4d



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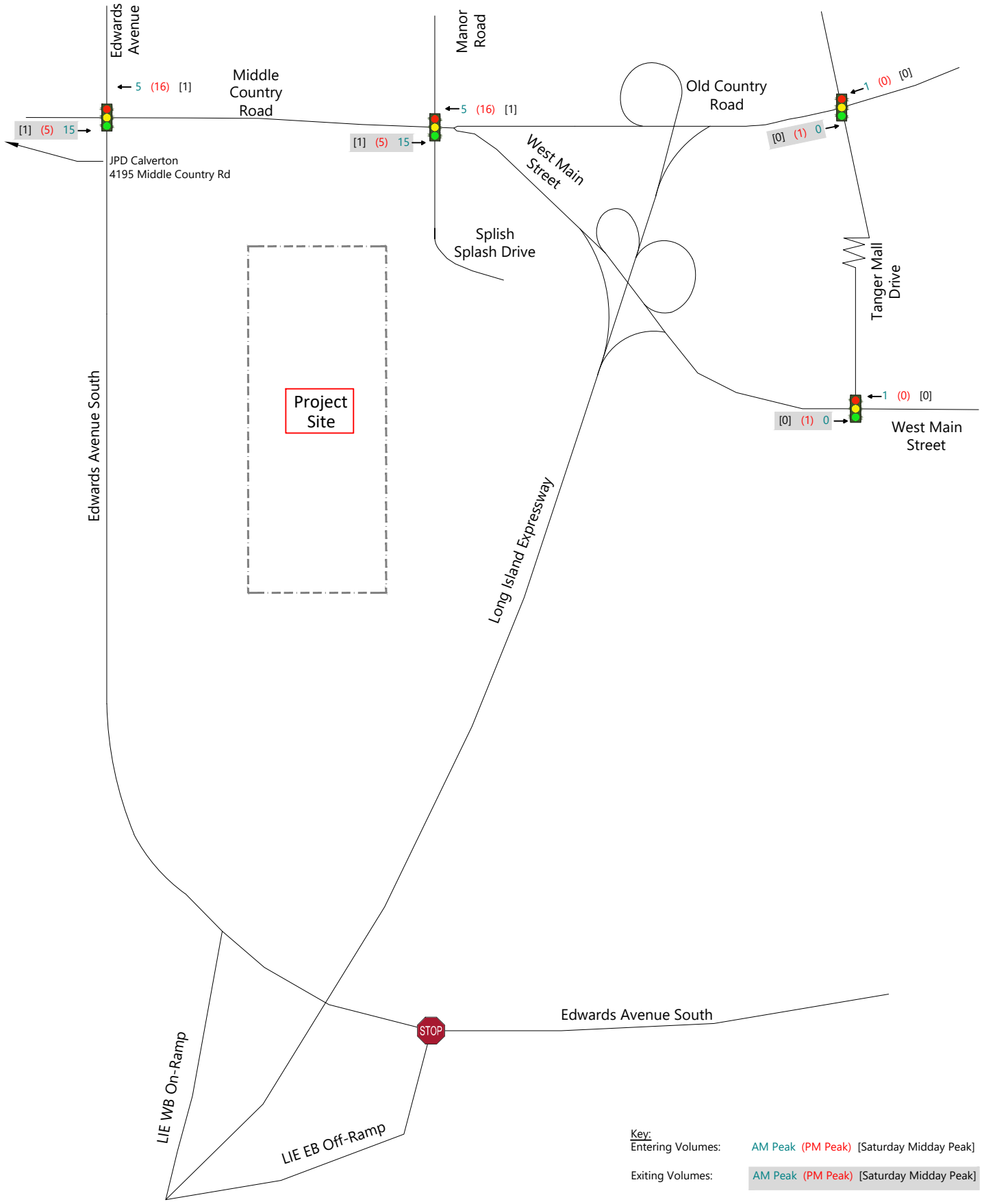
JPD Calverton Distribution
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 4e



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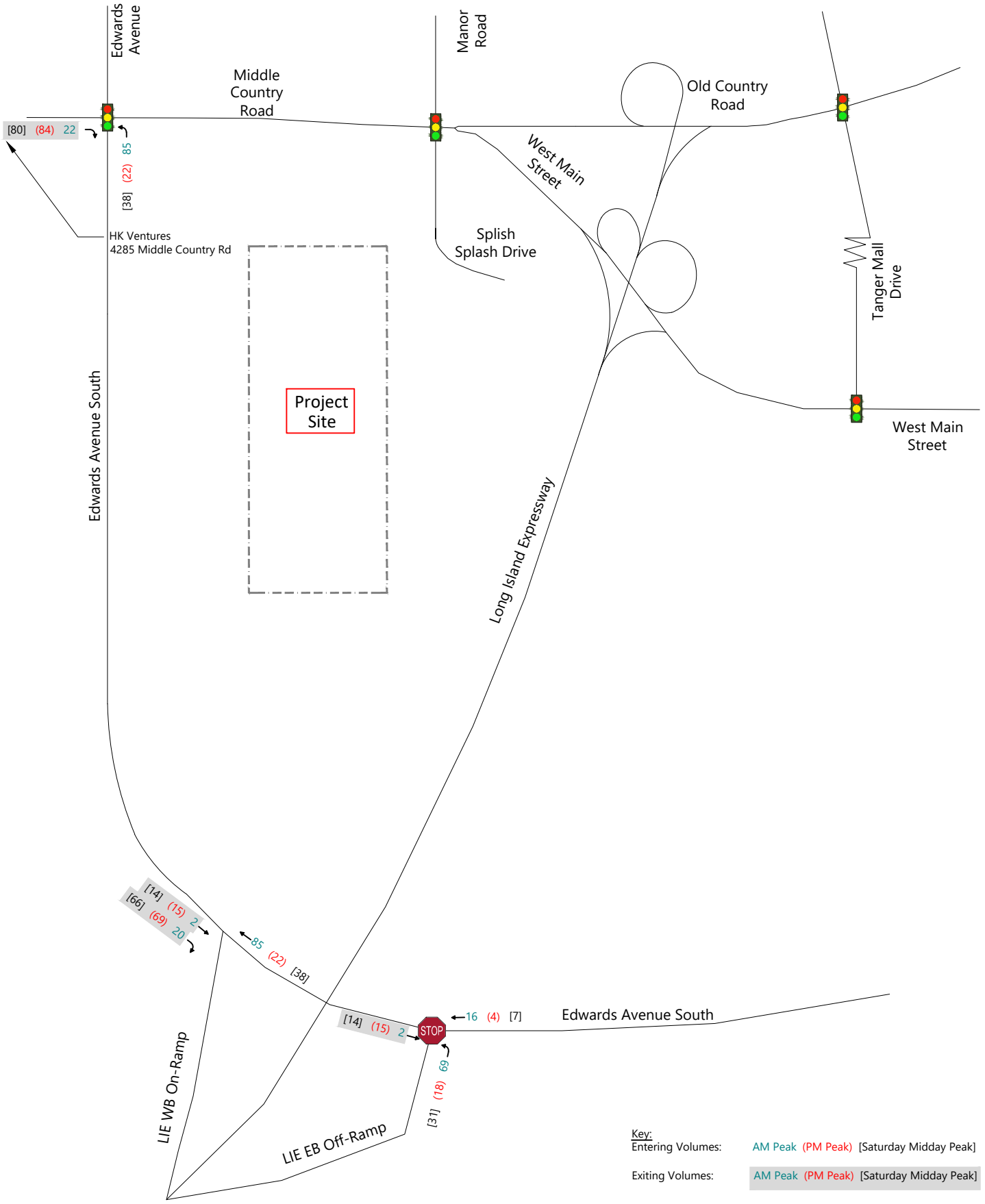
JPD Calverton Assignment
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 4f



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NOTE: TRIP ASSIGNMENT FROM HK VENTURES TIS

HK Ventures Assignment
Ostad Riverhead
3511 Middle Country Road
Calverton, New York

Figure 4g

F

NYSDOT Final Design Report – PIN 0810.01

Transportation Project Report

Final Design Report

July 2022

PIN 0810.01
SAFETY ENHANCEMENTS
VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON, AND SOUTHOLD
SUFFOLK COUNTY



NEW YORK STATE OF OPPORTUNITY. Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

Milestones	Signatures	Dates
A. IPP Approval:	The project is ready to be added to the Regional Capital Program and Project Scoping can begin. The IPP was approved by:	
	Joseph Brown, P.E. Regional Director	07/27/2018 Date
B. Recommendation for Scope Approval:	The project cost and schedule are consistent with the Regional Capital Program.	
	Glenn Murrell, Regional Planning Program Manager	Date
C. Scope Approval:	The project cost and schedule are consistent with the Regional Capital Program. The scope was approved by:	
	Richard B. Causin, P.E. Regional Director	
D. Public Hearing Certification:	A public hearing was held on February 09, 2022	
	Garole Valbrun, P.E. Project Manager	Date
E. Categorical Exclusion Determination on Behalf of FHWA:	This Project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions.	
	Richard B. Causin, P.E. Regional Director	Date
F. Recommendation for Design, and Nonstandard Feature Approval:	All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained. The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project.	
	Ken Murphy, P.E. Regional Design Engineer	Date
G. Design, and Nonstandard Feature Approval:	The required environmental determinations have been made, and the preferred alternative for this project is ready for design. Nonstandard features have been appropriately justified.	
	Rick Wilder, P.E. Deputy Chief Engineer Design	Date

List of Preparers

Group Director Responsible for Production of this Final Design Report (FDR):

Frank Pearson, PE, Director of Transportation Safety, Greenman-Pedersen, Inc (GPI)
Description of Work Performed: Directed the preparation of the FDR in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document. I visited the project site on November 10, 2020

PLACE P.E. STAMP

Note: *It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.*

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CHAPTER 1 – PROJECT DEVELOPMENT

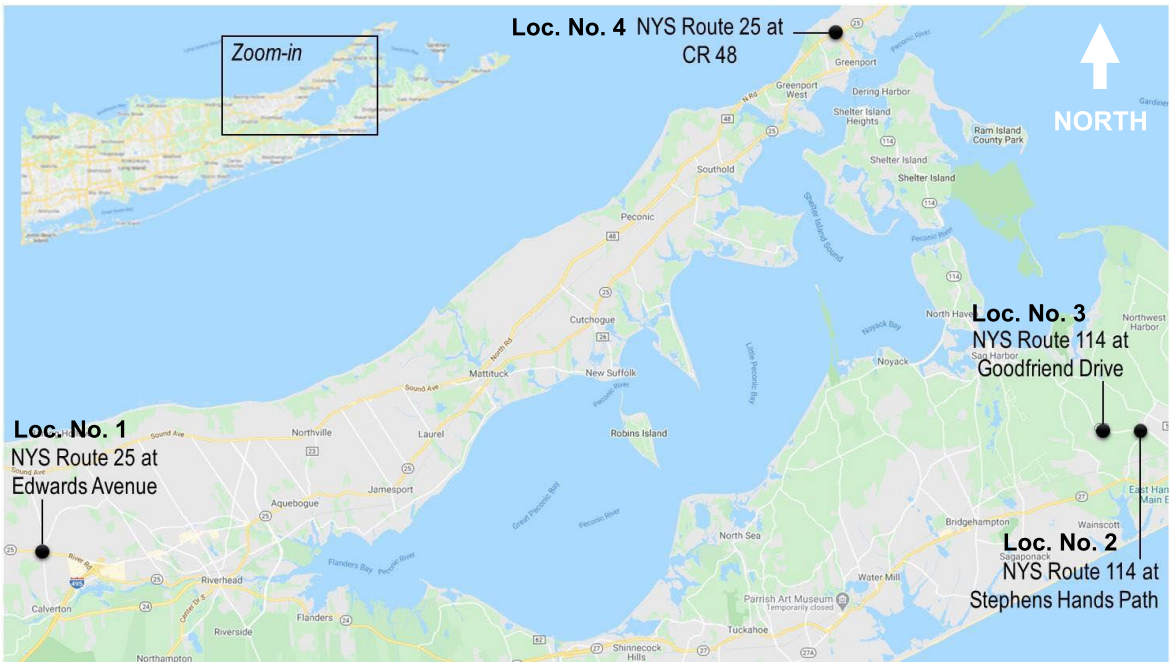
1.1. Introduction

This report was prepared in accordance with the NYSDOT Project Development Manual, 17 NYCRR (New York Codes, Rules and Regulations) Part 15, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (§1.2.2), objectives established (§1.2.3) to address the needs, and cost-effective alternatives developed (§1.3). This project is 90% federally funded through Highway Safety Improvement Program (HSIP) with 10% state match through State Dedicated Fund (SDF).

1.1.1. Project Location

This project is located at the following four (4) intersections within Suffolk County, as identified below, and depicted in the regional location map below.

- Loc. No. 1 - NY 25 at Edwards Avenue, Town of Riverhead, Suffolk County
- Loc. No. 2 - NY 114 at Stephen Hands Path, Town of East Hampton, Suffolk County
- Loc. No. 3 - NY 114 at Goodfriend Drive, Town of East Hampton, Suffolk County
- Loc. No. 4 – NY 25 at CR 48, Town of Southold, Suffolk County



Regional Location Map

New York State Route 25 (NY 25) is an East–West state highway in downstate New York, that extends for just over 105 miles from east midtown Manhattan in New York City to the Cross-Sound Ferry terminal at Orient Point on the end of Long Island's North Fork. In Suffolk County, NY 25 connects more than 15 communities, running along the northside from Huntington to Orient Point. Two (2) locations along NY 25 were identified by the Regional Safety and Mobility Asset Management Committee for mobility and safety enhancements. These two (2) locations include: (1) NY 25 at Edwards Avenue in the Town of Riverhead, and (2) NY 25 at County Road 48 (CR 48) in the Town of Southold.

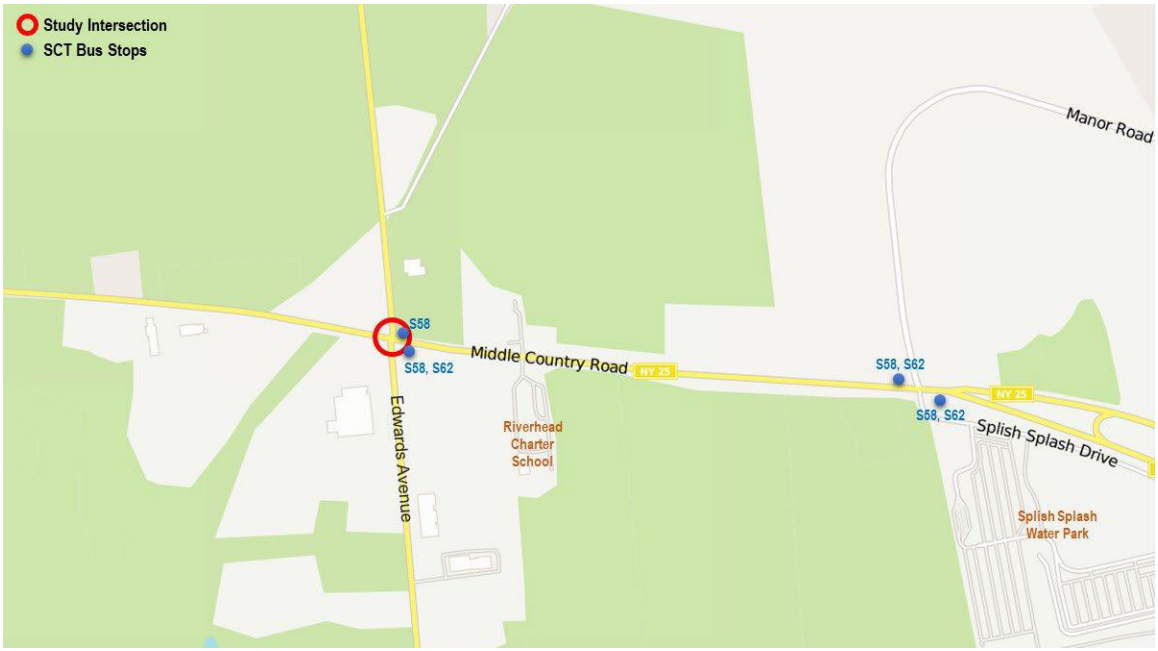
New York State Route 114 (NY 114) is a North-South state highway on the far eastern end of Long Island that serves as a connector between the North and South forks. It connects to NY 25 in Greenport in the north, and to Montauk Highway in East Hampton in the south, crossing Shelter Island in the process. NYSDOT has also marked most of the road as New York State Bicycle Route 114 (NY Bike Route 114) with diversions onto local streets in Sag Harbor, and north and west of the northern terminus along NY 25 in Greenport. Two locations along NY 114 were identified by the Regional Safety and Mobility Asset Management Committee for mobility and safety enhancements. These two (2) locations include: (1) NY 114 at Stephen Hands Path, and (2) NY 114 at Goodfriend Drive, both located in the Town of East Hampton.

Loc. No. 1 - NY 25 at Edwards Avenue, Town of Riverhead, Suffolk County

(1) Route number - NY 25
(2) Route name - Middle Country Road
(3) SH (state highway) number, official highway description - SH#8066, Milepoint 100206041 38.98
(4) City/Village/Township - Town of Riverhead
(5) County - Suffolk County
(6) RM - 25 0704 1392
(7) AADT – 17244, % of Heavy Vehicles – 6.85% (June 2019, NYSDOT Data Services Bureau)



NY 25 at Edwards Avenue - Land Use around the Intersection



NY 25 at Edwards Avenue - Street Network and Transit

(8) Existing Conditions:

The functional classification of NY 25 (Middle Country Road) is Principal Arterial (NYS Urban Functional Classification code - 14). The posted speed limit along NY 25 around this intersection is 50 mph. This intersection is a controlled intersection, with a traffic signal installed. No turn lanes are provided at the intersection. The roadway character is overall level at that location and the pavement condition at the intersection is fair. At the intersection, NY 25 consists of one 12-foot-wide travel lane in each direction with approximately 6-foot-wide shoulders, separated by double yellow solid barrier line.

Edwards Avenue consists of one 12-foot-wide travel lane in each direction as well, separated by a double yellow solid barrier line. The posted speed limit along Edwards Avenue is 45 mph. Edwards Avenue, north of the intersection, is offset to the east by approximately 10 feet.

The land use around this intersection on the northern side is largely agricultural, with commercial and industrial uses on the southern side. The Riverhead Charter School is located approximately 800 feet east of the intersection. Splish Splash Amusement Park, located approximately 0.6 miles east of the intersection, is one of the largest activity generators in the area, in addition to Tanger Outlet Mall. NYS DOT Capital Projects Complete Streets Checklist identified the amusement park as an existing recreational activity generator within the project area that has the potential to generate pedestrian or bicycle traffic or the need for improved transit accommodations.

Bike Route 25 crosses this intersection along NY 25 and supports the larger bicycle facility network in the region. Suffolk County Transit Bus Routes S58 and S62 operate along NY 25 and have bus stops adjacent to this intersection, as shown in the figure above.



-Northbound Approach (Edwards Ave)



Southbound Approach (Edwards Ave)



Eastbound Approach (NY 25)

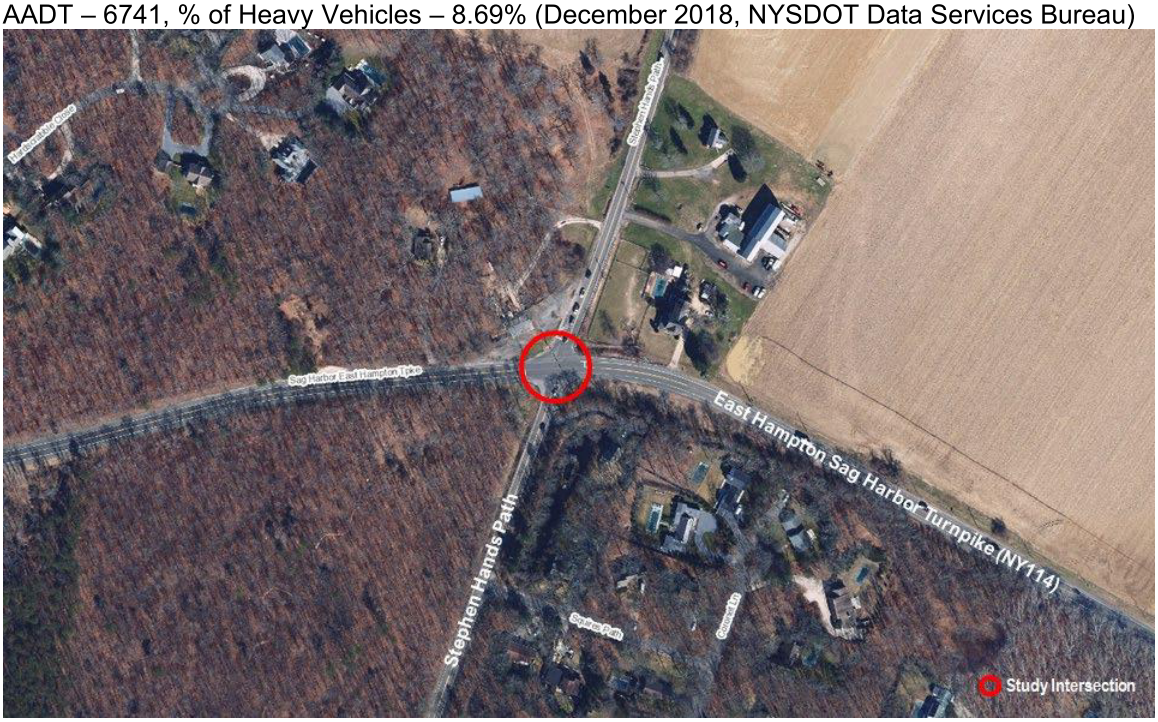


Westbound Approach (NY 25)

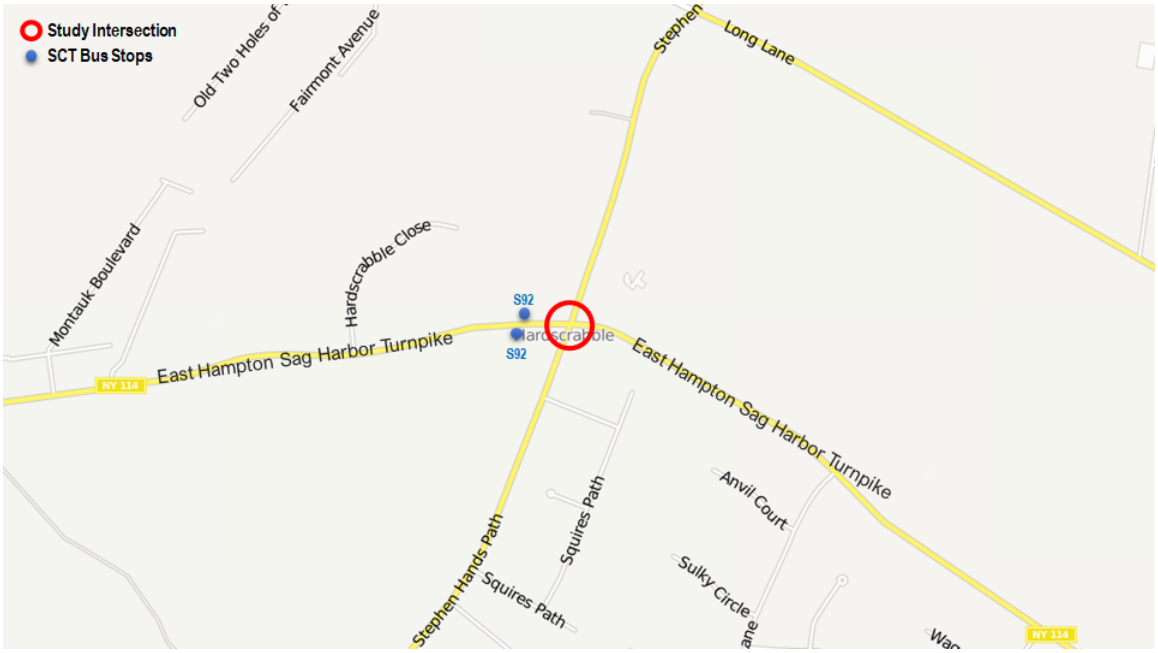
NY 25 at Edwards Avenue - Approaches

Loc. No. 2 - NY Route 114 at Stephen Hands Path, Town of East Hampton, Suffolk County

(1) Route number - NY 114
(2) Route name - East Hampton-Sag Harbor Turnpike / Lost at Sea Memorial Pike
(3) SH (state highway) number, official highway description - SH#846, Milepoint 100037011 1.94
(4) City/Village/Township - Town of East Hampton
(5) County - Suffolk County
(6) RM - 114 0701 1020
(7) AADT – 6741, % of Heavy Vehicles – 8.69% (December 2018, NYSDOT Data Services Bureau)



NY 114 at Stephen Hands Path - Land Use around the Intersection



NY 114 at Stephen Hands Path - Street Network and Transit

(8) Existing Conditions

The functional classification of NY 114 (East Hampton-Sag Harbor Turnpike) is Principal Arterial (NYS Urban Functional Classification code - 14). The posted speed limit along NY 114 is 45 mph, with advisory speeds of 40 mph at curves near the intersection. The roadway character is overall level at that location but curvilinear in alignment. The pavement condition at the intersection is generally good. At the intersection, NY 114 consists of one 12-foot-wide travel lane in each direction with approximately 8 to 10-foot-wide shoulders, separated by a double yellow solid barrier line. This intersection is a controlled intersection and has a traffic signal installed. Southbound NY 114 has a protected-permissive left turn arrow. No turn lanes are provided at the intersection.



Northbound Approach (NY 114)



Southbound Approach (NY 114)



Eastbound Approach (Stephen Hands Path)



Westbound Approach (Stephen Hands Path)

NY 114 at Stephen Hands Path - Approaches

At this intersection, Stephen Hands Path consists of one 12-foot-wide travel lane in each direction separated by a double yellow solid barrier line. The posted speed limit along Stephen Hands Path is 30 mph. Stephen Hands Path has right-turn bays on both northbound and southbound approaches.

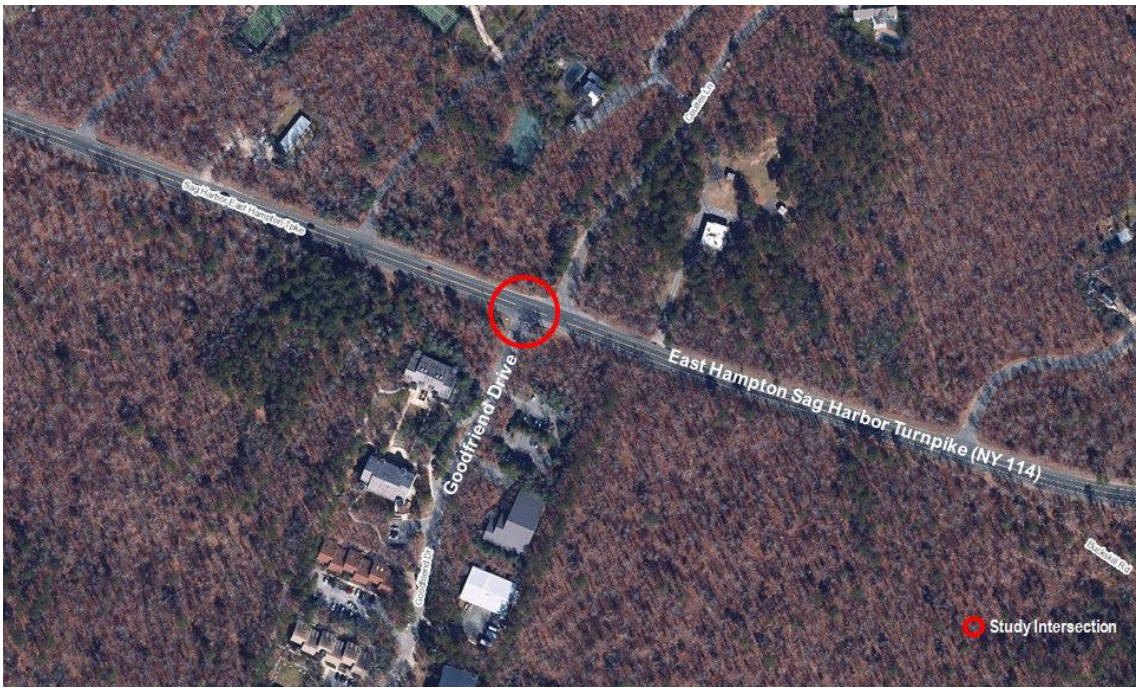
The land use around this intersection is largely low-density residential, with large green open space on the southwest corner. Bike Route 114 crosses this intersection along NY 114 and supports the larger bicycle facility network in the region. This highway is considered important to bicycle tourism by the region. Suffolk County Transit Bus Route S92 operates along NY 114 at this intersection and has bus stops north of the intersection, as shown in the figure below.



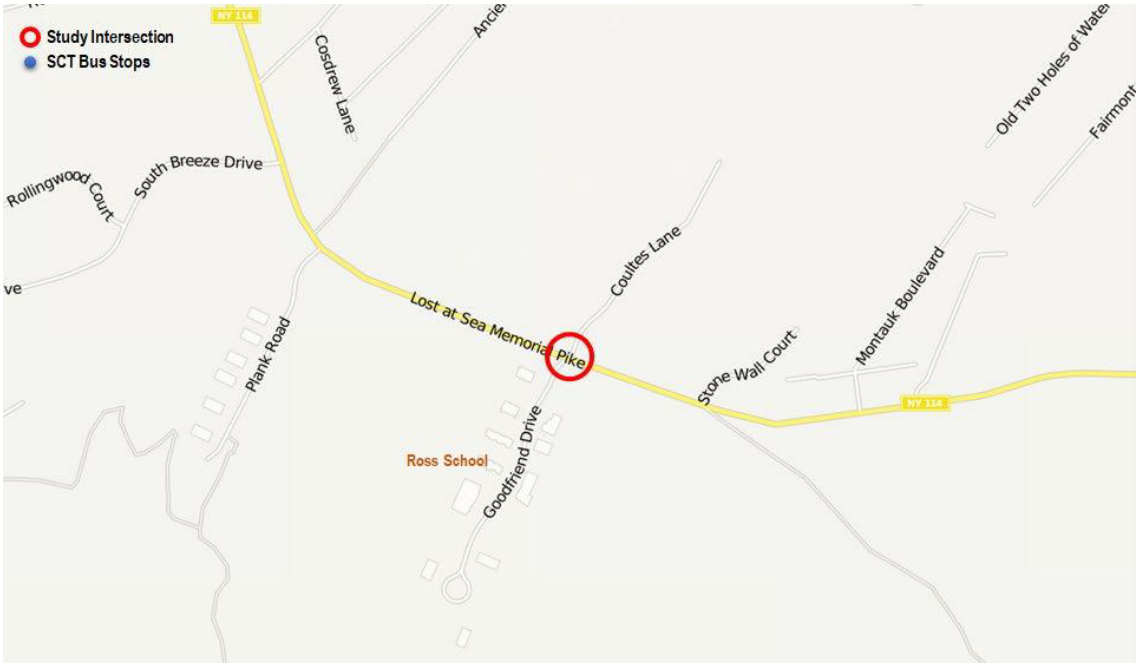
Bike Route 114 along East Hampton-Sag Harbor Turnpike

Loc. No. 3 - NY 114 at Goodfriend Drive, Town of East Hampton, Suffolk County

(1) Route number – NY 114
(2) Route name - East Hampton-Sag Harbor Turnpike
(3) SH (state highway) number, official highway description - SH#846, Milepoint 100037011 2.9
(4) City/Village/Township - Town of East Hampton
(5) County - Suffolk County
(6) RM - 114 0701 1029
(7) AADT – 6741, % of Heavy Vehicles – 8.69% (December 2018, NYSDOT Data Services Bureau)



NY 114 at Goodfriend Drive - Land Use around the Intersection



NY 114 at Goodfriend Drive - Street Network and Transit

(8) Existing Conditions

The functional classification of NY 114 (East Hampton-Sag Harbor Turnpike) is Principal Arterial (NYS Urban Functional Classification code - 14). The posted speed limit along NY 114 around this intersection is 45 mph. The roadway character is overall level at that location and the pavement condition is generally good. This is a stop-controlled T-intersection, with eastbound Goodfriend Drive intersecting East Hampton-Sag Harbor Turnpike. At the intersection, East Hampton-Sag Harbor Turnpike consists of one 12-foot-wide travel lane in each direction with approximately 13-foot-wide shoulders, separated by a double yellow solid barrier line. No turn lanes are provided at the intersection.



Northbound Approach (NY 114)



Southbound Approach (NY 114)



Eastbound Approach (Goodfriend Drive)



Westbound Approach (Coultes Lane)

NY 114 at Goodfriend Drive - Approaches

Goodfriend Drive is a two-way street that intersects East Hampton-Sag Harbor Turnpike. It provides access to the Ross School, Veterinary Clinic of East Hampton, and a few other businesses on the southern end. Coultes Lane, east of the intersection, is offset from Goodfriend Drive approximately 60 feet to the south and provides access to a residential neighborhood.

The land use around this intersection on the north side is largely low-density residential, with large green open space on the east side and the Ross School on the west side.

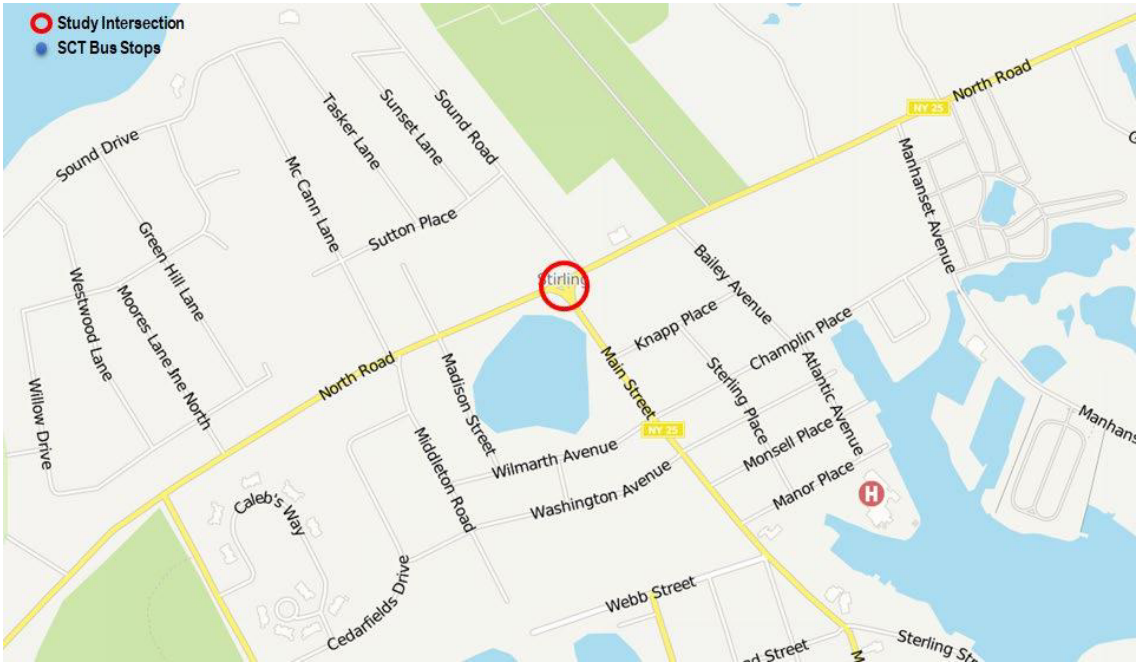
Bike Route 114 crosses this intersection along NY 114 and supports the larger bicycle facility network in the region. This highway is considered important to bicycle tourism by the region. Suffolk County Transit Bus Route S92 operates along NY 114 and passes through this intersection.

Loc. No. 4 – NY 25 at CR 48, Town of Southold, Suffolk County

(1) Route number – NY 25
(2) Route name – North Road / Main Road
(3) SH (state highway) number, official highway description - SH#8380, Milepoint 100206041 66.80
(4) City/Village/Township – Town of Southold
(5) County – Suffolk County
(6) RM – 25 0704 1671
(7) AADT – 4669, % of Heavy Vehicles – 3.98% (June 2019, NYSDOT Data Services Bureau)



NY 25 at CR 48 - Land Use around the Intersection



NY 25 at CR 48 - Street Network and Transit

(8) Existing Conditions

The functional classification of NY 25 (Main Street) is Minor Arterial (NYS Urban Functional Classification code - 16), and NY 25 (Main Road) is classified as “Principal Arterial (NYS Urban Functional Classification Code 14). The posted speed limit along NY 25 (Main Street) around this intersection is 30 mph, and when it turns east at the intersection, the posted speed limit along NY 25 (Main Road) is 45 mph. The roadway character is overall level at that location and the pavement condition at the intersection is generally good. This is a T-intersection that is stop-controlled, with a flashing red signal on the northbound approach and a flashing yellow signal for the eastbound and westbound approaches.



Northbound Approach (NY 25/Main Street)



Southbound Approach (Sound Road)



Eastbound Approach (CR48 / North Road)



Westbound Approach (NY 25/Main Road)

NY 25 at CR 48 - Approaches

At the intersection, NY 25 consists of one 12-foot-wide travel lane in each direction, separated by a striped hatched median. At the intersection, the westbound approach has a left-turn bay.

The eastern terminus of CR 48 meets NY25 at this intersection. CR 48 consists of one 12-foot-wide travel lane in each direction as well, separated by a double yellow solid barrier line that expands to a striped hatched median closer to the intersection. The posted speed limit along CR 48 along this intersection is 45 mph.

The land use around this intersection on the north side is largely residential, with commercial uses on the northern corner. Bike Route 25 crosses this intersection along NY 25 and supports the larger bicycle facility network in the region. This highway is considered important to bicycle tourism by the region. Suffolk County Transit Bus Route S92 operates along NY 25 and passes through this intersection, but no stops are located close to the intersection.

1.2. Purpose and Need and Objectives

1.2.1. Project Need

This project is needed to enhance safety and improve traffic operations at the following four intersections:

- Loc. No. 1 - NY 25 at Edwards Avenue, Town of Riverhead, Suffolk County
- Loc. No. 2 - NY 114 at Stephen Hands Path, Town of East Hampton, Suffolk County
- Loc. No. 3 - NY 114 at Goodfriend Drive, Town of East Hampton, Suffolk County
- Loc. No. 4 – NY 25 at CR 48, Town of Southold, Suffolk County

1.2.2. Project Purpose

The purpose of this project is to provide safety and operational enhancements at the four (4) intersections, listed in §1.2.1, to improve traffic flow and decrease the potential for crashes.

1.2.3. Project Objectives

(1) Improve overall traffic conditions using cost effective methods to reduce delay and to provide an acceptable level of service, for a design period of 10 years. (20 years for roundabout)
(2) Upgrade roadway geometry to improve traffic flow and facilitate traffic operations.
(3) Improve safety by using cost effective accident reduction measures such that accident reduction benefits equal or exceed project costs attributable to safety work.
(4) Improve existing facilities and services using cost effective measures to eliminate the degradation of mainline level of service and improve level of service or reduce the hours of delay at LOS E for the design year.

1.3. Project Alternatives

The following alternatives are being considered for this project:

No-Build Alternative:
Under the No-Build Alternative, no improvements would be built, and only routine preventative maintenance and corrective action would be undertaken. The No-Build Alternative serves as a baseline for comparing the anticipated environmental, transportation, social, and economic benefits and impacts of the proposed alternatives.

Build Alternatives:
The estimated construction cost of each build alternative at each project location is summarized and noted below.

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County
- Widening the intersection and adding turn lanes on all approaches
- Total estimated construction cost of this alternative is $3.1M

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton, Suffolk County
- Widening the intersection and adding turn lanes on all approaches
- Total estimated cost of this alternative is $2.6M.

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County
- Widening the intersection and adding turn lane on northbound approach
- Total estimated cost of this alternative is $0.77M.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold, Suffolk County
- Construction of a mini-roundabout
- Total estimated cost of this alternative is $2.03M

Left-turn lanes are proposed at the following intersections:

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County.
Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton, Suffolk County.
Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County.

Exclusive left-turn lanes for vehicles remove stopped vehicles waiting to make turns from the through-traffic stream, thus substantially reducing the potential for rear-end crashes. Because they provide a sheltered location for drivers to wait for a gap in opposing traffic, left-turn lanes may encourage drivers to be more selective in choosing a gap to complete the left-turn maneuver. This may reduce the potential for crashes between left-turn and opposing through vehicles. A major synthesis of research on left-turn lanes demonstrated that exclusive turn lanes reduce crashes between 18 to 77 percent (50 percent average) and reduce rear-end collisions between 60 and 88 percent.[1]

Left-turn lanes also substantially increase the capacity of many roadways. A shared left-turn and through lane has about 40 to 60 percent the capacity of a standard through lane.[1] A synthesis of research on this topic found a 25 percent increase in capacity, on average, for roadways that added a left-turn lane.[2]

Location No. 4 – NYS Route 25 at County Road 48, Town of Southold, Suffolk County proposes construction of a mini-roundabout. Roundabouts represent a potential solution for intersections with many conflict points and have demonstrated reduction in crashes. Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). Studies by the IIHS and Federal Highway Administration have shown that roundabouts typically achieve a 37% reduction in overall collisions, 75% reduction in injury collisions, 90% reduction in fatality collisions, and 40% reduction in pedestrian collisions.[3] Contrary to many peoples' perceptions, roundabouts actually move traffic through an intersection more quickly, and with less congestion on approaching roads. Roundabouts promote a continuous flow of traffic. Unlike intersections with traffic signals, drivers do not have to wait for a green light at a roundabout to get through the intersection. Traffic is not required to stop – only yield – so the intersection can handle more traffic in the same amount of time. Studies by Kansas State University measured traffic flow at intersections before and after conversion to roundabouts. In each case, installing a roundabout led to a 20 percent reduction in delays. Additional studies by the IIHS of intersections in three states, including Washington, found that roundabouts contributed to an 89 percent reduction in delays and 56 percent reduction in vehicle stops.[3]

Please note the installation of a three-color traffic signal at location 4 had been previously evaluated by NYSDOT. Two separate traffic studies were conducted, and, in both cases, it was determined that a traffic signal was not warranted at NYS Route 25 and CR 48. Therefore, the installation of a traffic signal is not being evaluated under this project. (These studies can be made available upon request.)

It should also be noted that a traffic circle had existed at this location. The intersection was modified in the mid-1980s to its current configuration. The traffic circle was offset almost entirely south of the existing edge of pavement along CR 48 / NY 25 and, therefore, did not impact or slow down traffic EB or WB along CR 48 / NY 25. While it may seem to be similar to what is being proposed, it is very different. The design characteristics of modern roundabouts provide safe and efficient traffic operations compared to other intersection types. The following are some of the key differences between modern roundabouts and traffic circles:

i. Roundabouts have yield control on all entering roadways, while the circulatory roadway has no control. Some traffic circles use stop-sign control, or no control on one or more entering roadways.

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[1] *Gluck, J., H. S. Levinson, and V. Stover, 1999, Impacts of Access Management Techniques, NCHRP Report 420, Transportation Research Board*

[2] *S/K Transportation Consultants, Inc., 2000, National Highway Institute Course Number 133078: Access Management, Location, and Design, April.*

[3] *Washington State Department of Transportation, Roundabout Benefits, https://wsdot.wa.gov/Safety/roundabouts/benefits.htm*

ii. The circulating vehicles have the right-of-way in roundabouts, and entering vehicles must yield. In some traffic circles, circulating traffic yields to entering traffic.

iii. In roundabouts, all vehicles circulate counterclockwise and pass to the right of the central island; however, for some traffic circles, traffic may pass on the left of the central island.

iv. Modern roundabouts implement traffic calming, resulting in slower and similar speeds for entering and circulating vehicles. Some traffic circles are large or have little deflection, allowing for high speeds within the intersection.

For a more in-depth discussion of the design criteria and nonstandard features see Section 3.2.3. Design Criteria for Reasonable Alternative(s).

1.4 Project Effects

This project is being progressed as a NEPA Class II Categorical Exclusion and SEQR Non Type II Action. While significant environmental impacts are not anticipated, these safety enhancements will require ROW acquisition for construction.

1.4.1 Environmental Classification

Exhibit 1.4.1
Environmental Classification Summary

NEPA Classification	Class II, Categorical Exclusion	BY	NYSDOT
SEQR Type:	Non Type II	BY	NYSDOT

1.4.2 Comparison of Considered Alternatives

Exhibits 1.4.2.1 – 1.4.2.4 provide an overview of anticipated environmental, social, and economic impacts at each of the four locations, for all alternatives considered.

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County

Exhibit 1.4.2.1
Comparison of Alternatives

Category	Alternatives Evaluated	
	No Build	**Preferred Alt. 1**
Environmental Impacts		
Critical Environmental Area	None	Site is located within the Peconic Estuary Protection Area and is located within the Nassau-Suffolk Sole Source Aquifer (SSA). Site is located 0.7 miles north of Pine Barrens Compatible Growth Area (CGA)
Wetlands	None	None
Cultural Resources (Section 106)	None	The Zeh Family Farm, located at 3768 Middle Country Road, Calverton (within Location 1) has been found Eligible for the National Historic Register, but SHPO has concurred that there will be no adverse effects to the property under this Alternative
Section 4(f)	None	Yes. Northwest quadrant of intersection. (de minimis)
Noise	None	None expected
Social Impacts		
Property/Relocations	None	The proposed enhancements will require ROW acquisitions as noted on the Abstract Requests Maps and Spread Sheet located in Appendix H. These takings are non-De Minimis.
Mobility (Pedestrian, bicycle, transit, etc.)	No Effect	Improved pedestrian and bicycle safety

Environmental Justice	No Effect	No disproportionate high and adverse effects to minority or low-income populations
General Social Groups	No Effect	No Effect
Crash Costs	High	Low
Economic and/or Operational Impacts		
Economic Impacts	No Effect	No change to vehicular access to businesses
Temporary Detours	No Effect	None anticipated
Reduction of Parking	No Effect	No Effect
Operation at ETC +10 (maximum peak hour delay)	46.9 sec	29.5 sec
Utilities	None	Utilities will need to be relocated
Construction Cost	None	$3.1M

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton, Suffolk County

Exhibit 1.4.2.2 Comparison of Alternatives		
Category	**Alternatives Evaluated**	
	No Build	**Preferred Alt. 1**
Environmental Impacts		
Critical Environmental Area	None	Site is located within the Special Groundwater Protection Area and the Nassau-Suffolk Sole Source Aquifer (SSA)
Wetlands	None	None
Cultural Resources (Section 106)	None	None
Section 4(f)	None	Yes. Southwest quadrant of intersection (de minimis)
Noise	None	None expected
Significant Natural Community	None	Coastal Oak - Heath Forest, Pitch Pine - Oak Forest
Social Impacts		
Property/Relocations	None	The proposed enhancements will require ROW acquisitions as noted on the Abstract Requests Maps and Spread Sheet located in Appendix H. These takings are non-De Minimis.
Mobility (Pedestrian, bicycle, transit, etc.)	No Effect	Improved pedestrian and bicycle safety
Environmental Justice	No Effect	No disproportionate high and adverse effects to minority or low-income populations
General Social Groups	No Effect	No Effect
Crash Costs	High	Low
Economic and/or Operational Impacts		
Economic Impacts	No Effect	No change to vehicular access to businesses
Temporary Detours	No Effect	None anticipated
Reduction of Parking	No Effect	No Effect
Operation at ETC +10 (maximum peak hour delay)	86.8 sec	21.0 sec
Utilities	None	Utilities may need to be relocated
Construction Cost	None	$2.6M

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County

Exhibit 1.4.2.3 Comparison of Alternatives		
Category	**Alternatives Evaluated**	
	No Build	**Preferred Alt. 1**
Environmental Impacts		
Critical Environmental Area	None	Site is located within the Special Groundwater Protection Area and the Nassau-Suffolk Sole Source Aquifer (SSA)
Wetlands	None	None
Cultural Resources (Section 106)	None	None
Section 4(f)	None	None
Noise	None	none expected
Significant Natural Community	None	Coastal Oak - Heath Forest, Pitch Pine - Oak Forest
Social Impacts		
Property/Relocations	None	The proposed enhancements will not require ROW acquisitions.
Mobility (Pedestrian, bicycle, transit, etc.)	No Effect	No Effect
Environmental Justice	No Effect	No disproportionate high and adverse effects to minority or low-income populations
General Social Groups	No Effect	Improves access to school
Crash Costs	High	Low
Economic and/or Operational Impacts		
Economic Impacts	No Effect	No change to vehicular access to businesses
Temporary Detours	No Effect	None anticipated
Reduction of Parking	No Effect	No Effect
Operation at ETC +10 (maximum peak hour delay)	5.2 sec	5.1 sec
Utilities	None	Temporary utility relocations may be required
Construction Cost	None	$0.77M

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold, Suffolk County – Mini-roundabout

Exhibit 1.4.2.4 Comparison of Alternatives		
Category	**Alternatives Evaluated**	
	No Build	**Preferred Alt. 1 (Mini-roundabout)**
Environmental Impacts		
Critical Environmental Area	None	Site is located within the Nassau-Suffolk Sole Source Aquifer (SSA)
Wetlands	None	NYS Wetland on southwest corner, 12.9 acres
Cultural Resources (Section 106)	None	No Adverse Effect, Booth House (USN#10310.001110) located at 1221 Main Street, Southold
Section 4(f)	None	None
Noise	None	None expected
Significant Natural Community	None	Coastal Oak - Hickory Forest, Southern Sprite
Social Impacts		
Property/Relocations	None	The proposed enhancements will require ROW acquisitions as noted on the Abstract Requests Maps and Spread Sheet located in Appendix H. These takings are non-De Minimis.
Mobility (Pedestrian, bicycle, transit, etc.)	No Effect	Improved pedestrian and bicycle safety
Environmental Justice	No Effect	No disproportionate high and adverse effects to minority or low-income populations
General Social Groups	No Effect	No Effect
Crash Costs	High	Low
Economic and/or Operational Impacts		
Economic Impacts	No Effect	Modification to vehicular access to businesses
Temporary Detours	No Effect	Temporary interruptions may occur, but businesses will still be able to operate
Reduction of Parking	No Effect	No Effect
Operation at ETC +20 (maximum peak hour delay)	38.9 sec	13.6 sec
Utilities	None	Relocation of utilities will be required
Construction Cost	None	$2.03M

1.4.3 Anticipated Permits/Certifications/Coordination

Project locations have been reviewed and there are no other projects currently scheduled that would require coordination.

Exhibit 1.4.3 Anticipated Permits/Certifications/Coordination
Permits
NYS Department of Environmental Conservation (NYSDEC):
• State Pollutant Discharge Elimination System (SPDES) General Permit
• Article 24- Freshwater Wetlands Permit
• Coastal Zone Erosion Permit
Others
•
Coordination
NYSDEC (pursuant to the "NYSDEC/NYSDOT Memorandum of Understanding Regarding ECL Articles 15 & 24")
Federal Highway Administration
New York State Historic Preservation Officer (SHPO)
New York Natural Heritage Program
Central Pine Barrens Joint Planning & Policy Commission Peconic Estuary Protection Committee
Section 1424(e) review by FHWA and EPA (sole source aquifer) (Nassau Suffolk SSA)
Municipality(ies) – Town of Riverhead, Town of Southold, Town of East Hampton
Metropolitan Planning Organization – New York Metropolitan Transportation Council (NYMTC)
Utility(ies) – PSEGLI, National Grid, SCWA, Verizon, Crown Castle, Riverhead Water
Certifications
NYS Department of State Coastal Zone Local Waterfront Revitalization Certification

1.5. Preferred Alternative

At Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, there is only one build alternative: widen each approach to provide left turn bays and realign Edwards Avenue to eliminate offset between the northbound and southbound approaches. This choice will help reduce overall LOS F at this intersection to LOS C. It will also reduce crashes at this intersection, particularly rear-end and left-turn crashes.

At Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton, there is only one build alternative: widen each approach to provide left turn bays. This choice will help reduce overall LOS F at this intersection to LOS C. It will also reduce crashes, particularly rear-end and left-turn crashes.

No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, there is only one build alternative: widen NY 114 to provide a two-way left turn lane for access to Goodfriend Drive and Coultes Lane. This choice will help reduce crashes at this intersection, particularly rear-end and left-turn crashes. This location will retain a non-standard feature, namely a 5-foot shoulder (the standard width is 8 feet). Therefore, an approval is requested for this referred non-standard feature.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold, has only one build alternative: Construct a mini-roundabout. This choice will help reduce crashes. Roundabouts are safer compared to traditional intersection as there are less conflict points. They also have a positive environmental impact as number of stops and delays are reduced considerably. Roundabouts of are also a traffic calming device. Due to reduced speeds, roundabouts help in reducing crash severity.

For more detail on costs for each alternative refer to Section 3.2.1.

1.6. Project Schedule and Cost

All reasonable alternatives are under consideration. Refer to Exhibit 1.6b for the costs of the reasonable alternatives. Design Approval is scheduled for May 31, 2022, and Construction is scheduled to last 15 months beginning in February/March of 2024. The table below is consistent with current approved schedule. The total project construction cost is estimated at $8.5M.

Exhibit 1.6A
Project Schedule

Activity	Date Occurred/Tentative
Scoping Approval	July 2022
Design Approval	July 2022
ROW Acquisition	November 2022
Construction Start	Early 2024
Construction Complete	Early 2025

Exhibit 1.6B Project Costs - Design Bid Build Location 1: NY 25 at Edwards Avenue		
Potential Activies		**Alt 1**
Earthwork		$176,000
Pavement and Subbase		$670,000
Drainage		$400,000
Large Culvert		$0
Guide Rail and Median Barrier		$0
Sidewalks and Curb Ramps		$210,000
Signs & Pavement Markers		$70,000
Retaining Walls and Noise Barriers		$0
Traffic Signals		$200,000
Lighting		$0
Misc. Utilities (Water/Sewer)		$44,400
WZTC		$142,080
Landscaping		$50,000
Bridge		$0
Structures Demolition		$0
Wetland Mitigation		$0
Stormwater/SPDES		$35,520
Miscellaneous/Incidentals	10%	$199,800
Field Change	5%	$110,000
Mobilization	4%	$92,312
Subtotal in Base Year Dollars		**$2,400,112**
Contingency/Risk	15%	$360,017
Subtotal in Base Year Dollars		**$2,760,129**
Cost Data Year and Midpoint of Construction Year	*2018*	*2022*
Inflation/Escalation to Midpoint of Construction	3%	$331,215
Award/Construction Cost		**$3,091,344**
Final Design	10%	$309,134
QC & Administration of Final Design and Contract	3%	$92,740
Construction Inspection	10%	$309,134
ROW		$1,320,591
Total Project Cost		**$5,122,944**
Rounded to nearest $10K		**$5,120,000**

Exhibit 1.6B Project Costs - Design Bid Build Location 2: NY 114 at Stephen Hands Path		
Potential Activies		**Alt 1**
Earthwork		$201,000
Pavement and Subbase		$670,000
Drainage		$310,000
Large Culvert		$0
Guide Rail and Median Barrier		$0
Sidewalks and Curb Ramps		$6,000
Signs & Pavement Markers		$70,000
Retaining Walls and Noise Barriers		$0
Traffic Signals		$200,000
Lighting		$0
Misc. Utilities (Water/Sewer)		$37,425
WZTC		$119,760
Landscaping		$40,000
Bridge		$0
Structures Demolition		$0
Wetland Mitigation		$0
Stormwater/SPDES		$29,940
Miscellaneous/Incidentals	10%	$168,413
Field Change	5%	$93,000
Mobilization	4%	$77,822
Subtotal in Base Year Dollars		**$2,023,359**
Contingency/Risk	15%	$303,504
Subtotal in Base Year Dollars		**$2,326,863**
Cost Data Year and Midpoint of Construction Year	*2018*	*2022*
Inflation/Escalation to Midpoint of Construction	3%	$279,224
Award/Construction Cost		**$2,606,086**
Final Design	10%	$260,609
QC & Administration of Final Design and Contract	3%	$78,183
Construction Inspection	10%	$260,609
ROW		$419,864
Total Project Cost		**$3,625,350**
Rounded to nearest $10K		**$3,630,000**

Exhibit 1.6B Project Costs - Design Bid Build Location 3: NY 114 at Goodfriend Drive		
Potential Activities		**Alt 1**
Earthwork		$29,787
Pavement and Subbase		$358,107
Drainage		$0
Large Culvert		$0
Guide Rail and Median Barrier		$0
Sidewalks and Curb Ramps		$20,150
Signs & Pavement Markers		$36,432
Retaining Walls and Noise Barriers		$0
Traffic Signals		$0
Lighting		$0
Misc. Utilities (Water/Sewer)		$0
WZTC		$26,675
Landscaping		$17,883
Bridge		$0
Structures Demolition		$0
Wetland Mitigation		$0
Stormwater/SPDES		$8,892
Miscellaneous/Incidentals	10%	$49,793
Field Change	5%	$27,000
Mobilization	4%	$22,989
Subtotal in Base Year Dollars		**$597,707**
Contingency/Risk	15%	$89,656
Subtotal in Base Year Dollars		**$687,363**
Cost Data Year and Midpoint of Construction Year	*2018*	*2022*
Inflation/Escalation to Midpoint of Construction	3%	$82,484
Award/Construction Cost		**$769,847**
Final Design	10%	$76,985
QC & Administration of Final Design and Contract	3%	$23,095
Construction Inspection	10%	$76,985
ROW		
Total Project Cost		**$946,912**
Rounded to nearest $10K		**$950,000**

Exhibit 1.6B Project Costs - Design Bid Build Location 4: NY 25 at CR 48 (mini roundabout)		
Potential Activies		**Alt 1**
Earthwork		$139,000
Pavement and Subbase		$360,000
Drainage		$210,000
Large Culvert		$0
Guide Rail and Median Barrier		$0
Sidewalks and Curb Ramps		$350,000
Signs & Pavement Markers		$50,000
Retaining Walls and Noise Barriers		$0
Traffic Signals		$30,000
Lighting		$0
Misc. Utilities (Water/Sewer)		$29,225
WZTC		$93,520
Landscaping		$30,000
Bridge		$0
Structures Demolition		$0
Wetland Mitigation		$0
Stormwater/SPDES		$23,380
Miscellaneous/Incidentals	10%	$131,513
Field Change	5%	$72,000
Mobilization	4%	$60,746
Subtotal in Base Year Dollars		**$1,579,383**
Contingency/Risk	15%	$236,907
Subtotal in Base Year Dollars		**$1,816,290**
Cost Data Year and Midpoint of Construction Year	*2018*	*2022*
Inflation/Escalation to Midpoint of Construction	3%	$217,955
Award/Construction Cost		**$2,034,245**
Final Design	10%	$203,425
QC & Administration of Final Design and Contract	3%	$61,027
Construction Inspection	10%	$203,425
ROW		$259,545
Total Project Cost		**$2,761,667**
Rounded to nearest $10K		**$2,760,000**

1.7. Public Involvement

Refer to Appendix G for the project's Public Involvement Plan and for related project correspondence.

One EDPL Hearing (virtual) for all four project locations – February 09, 2022, Public Involvement in Scoping Phase.

Exhibit 1.7
Public Involvement Plan Schedule of Milestone Dates

Activity	Date Occurred/Tentative
Initial Environmental Findings	September 2021
Meeting with Town Reps.	October 2021
Public Hearing /Information Meeting	February 09, 2022
Current Project Letting date	November 2023

For additional information or to provide comments, please contact.

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Telephone: (631)952-6654

Please include the six-digit Project Identification Number (PIN) 0810.01 in any correspondence.

or visit the Project Website: https://www.dot.ny.gov/EastEndSafety

The deadline for submitting comments is February 19, 2022.

The remainder of this report is a detailed technical evaluation of existing conditions, anticipated impacts of the one reasonable/preferred alternative and comparison to the null alternative, copies of technical reports and plans and other supporting information.

CHAPTER 2 – PROJECT CONTEXT: HISTORY, TRANSPORTATION PLANS, CONDITIONS AND NEEDS

This chapter addresses the history and existing context of the project site, including the existing conditions, deficiencies, and needs for enhancements at the four intersections.

2.1. Project History

The four locations were identified for safety enhancements based on the concerns and requests presented by the elected officials and the community. At Loc. No. 1, community presented congestion concerns with traffic backing up and safety concerns regarding the misalignment of Edwards Avenue, north and south of the intersection. Loc. No. 2 also presented traffic congestion concerns. At Loc. No. 3, the Ross School had requested for a left-turn lane to keep the buses out of the through travel lanes. At Loc. No. 4, the community expressed concerns towards safety and traffic congestion at that intersection.

Section 1 of this Draft Design Report (DDR) provides a map of the four study intersections, summarizes the existing conditions at these locations, and discusses the alternatives being considered in the DDR.

2.2. Transportation Plans and Land Use

2.2.1. Local Plans for the Project Area

2.2.1.1. Local Comprehensive Plans (“Master Plan”) -

The safety enhancements proposed at Loc. No. 1 within the Town of Riverhead is consistent with the local planning goals. The Town of Riverhead in its Comprehensive Plan[4] completed in 2003 encouraged NYSDOT to conduct a study of the Route 25 corridor between the Brookhaven border and the LIE. The plan’s goal included enhancing traffic safety as a priority and working on it as an ongoing work.

The safety enhancements proposed at Loc. No. 2 and Loc. No. 3, within the Town of East Hampton are consistent with the local planning goals. The Town of East Hampton in its Comprehensive Plan[5] completed in 2005 identified traffic safety as one of their objectives.

The safety enhancements proposed at Loc. No. 4 are consistent with the local planning goals. The Town of Southold recently had a Comprehensive Plan[6] completed in February 2020 which identified this intersection as a high-crash location.

2.2.1.2. Local Private Development Plans –

There are no approved developments planned within the project area that will impact traffic operations.

2.2.2. Transportation Corridor

Each of these locations are isolated intersections and these enhancements are not linked to a transportation corridor or a regional network

2.2.2.1. Importance of the Project Route Segment –

[4] *Town of Riverhead. Town of Riverhead Comprehensive Plan. November 2003. Available at https://www.townofriverheadny.gov/pview.aspx?id=18809*

[5] *Town of East Hampton. Town of East Hampton Comprehensive Plan. May 2005. Available at https://ehamptonny.gov/DocumentCenter/View/1319/2005-Town-Comprehensive-Plan-PDF*

[6] *Town of Southold. Southold Town Comprehensive Plan. February 2020. Available at http://www.southoldtownny.gov/DocumentCenter/View/7855/Southold-Town-Comprehensive-Plan-Vol-1.*

Each of the four project locations are standalone intersections, and the proposed enhancements will improve safety and traffic operations at the four intersections. The enhancements will improve the traffic flow along NYS Routes 114 and 25 at these intersections and decrease the potential for crashes.

2.2.2.2. Alternate Routes –

There are no alternative routes that would be suitable as a permanent detour.

2.2.2.3. Corridor Deficiencies and Needs -

There are no other identified corridor needs / deficiencies.

2.2.2.4. Transportation Plans -

This project is on the 2020 – 2023 New York State Department of Transportation State Transportation Improvement Program (STIP) for Region 10. [7] Funding sources for this project include HSIP, CMAQ and SDF.

2.2.2.5. Abutting Highway Segments and Future Plans for Abutting Highway Segments -

The abutting highway segments generally match the typical section of the existing highway within the project limits. Future plans and projects located at and adjacent to the project locations are noted below.

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead:

PIN 0808.74- Drainage Improvements Project, one of the locations is NY 25 (Middle Country Rd) w/o Edwards Ave. The project will Improve debilitated drainage systems and isolated flooding areas; control flooding to promote safer traffic movement; improve quality of highway runoff to adjacent surface waters in the towns of E. Hampton, Riverhead, Southampton & Southold, Suffolk
Anticipated Letting: Summer 2022

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton:
Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton:

PIN 0008.22- South Ferry Dock at NY114 Improvements
This project proposes improvements to the South Ferry Dock at NY114 in the Town of Southampton in Suffolk County. The work includes overlaying with two (2) inches of asphalt the approach roadway to meet the existing dock, construction of new east bulkhead, raising the adjacent gravel parking area as needed, and drainage work.
Anticipated Letting Date: 07/07/2022

PIN 0008.23- NY114 Pavement Resurfacing, Stephen Hands Path to South Ferry
This project proposes to restore the pavement riding surface on NY114 (Sag Harbor Turnpike) from Stephen Hands Path to the South Ferry in the Towns of East Hampton and Southampton, Suffolk County to a smooth and distress free condition by milling and resurfacing the existing pavement. All proposed pavement work is expected to increase safety and provide a smooth riding surface for vehicular travel for the next 10 to 12 years.
Anticipated Letting Date: 09/09/2021

Stephen Hands Path major drainage improvements are planned by the Town of East Hampton. The drainage improvements are being planned along Stephen Hand Path from Long Lane to a point approximately 1000 feet south of NY 114. Preliminary discussions with the Town and their contracted Consulting Engineer have identified a portion of the proposed drainage improvements being considered

[7] New York State Department of Transportation. Statewide Transportation Improvement Program (STIP) for Region 10. Available at https://www.dot.ny.gov/programs/stip/files/R10.pdf. Page 26 of 57.

by the Town to cross under NY 114 and Stephen Hand Path. Continued discussion between the Town of East Hampton and NYSDOT are ongoing to coordinate the proposed drainage improvements and sequencing of the Town's anticipated drainage improvements and the NYSDOT safety enhancements.
Anticipated Letting Date: Expected in 2022 but undetermined by the Town of East Hampton at the time of this writing.

Roundabout construction proposed on Stephen Hands Path and Long Lane (approximately 2,000 feet northeast of NY 114, currently under design by the Town of East Hampton's contracted Consulting Engineer.
Anticipated Letting Date: Undetermined by the Town of East Hampton at the time of this writing.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
There are no known future construction projects planned at this location.

The Regional Planning Group has confirmed that there are no major reconstruction projects planned at the four (4) locations noted above, within the next 20 years.

2.3. Transportation Conditions, Deficiencies and Engineering Considerations

2.3.1. Operations (Traffic and Safety) & Maintenance

2.3.1.1. Functional Classification and National Highway System (NHS) –

Exhibit - 2.3.1.1
Classification Data – Location No. 1 - 4

Location Number	Loc. No. 1	Loc. No. 2	Loc. No. 3	Loc. No. 4
Route(s)	NYS Route 25	NYS Route 114	NYS Route 114	NYS Route 25
Functional Classification	NYS Route 25 - Urban Principal Arterial Other (14) Edwards Avenue Minor Arterial (16)	NYS Route 114 - Urban Principal Arterial Other (14) Stephen Hands Path Minor Arterial (16) s/o NY 114 Major Collector (17) n/o NY 114	Urban Principal Arterial Other (14)	Main Road – Urban Principal Arterial Other (14); Main Street – Urban Minor Arterial (16)
National Highway System (NHS)	Yes (NYS Route 25) No (Edwards Avenue)	Yes (NYS Route 114) No (Stephen Hands Path)	Yes	Yes (Main Road) No (Main Street)
Designated Truck Access Route	Yes (NYS Route 25) Yes (Edwards Ave s/o NY 25)	No (NYS Route 114 and Stephen Hands Path)	No	No
Qualifying Highway	No	No	No	No
Within 1 mile of a Qualifying Highway	No	No	No	No
Within the 16 ft vertical clearance network	No	No	No	No

2.3.1.2. Access Control

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead:
Access to NY 25 and Edwards Avenue is unrestricted.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton:
Access to NYS Route 114 and Stephen Hands Path is unrestricted.

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton:
Access to NYS Route 114 and Goodfriend Drive is unrestricted.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
Access to NYS 25 and CR 48 is unrestricted.

2.3.1.3. Traffic Control Devices

Traffic Signs

The existing signs around the four intersections are regulatory, warning and guide signs. The regulatory signs posted include speed limit signs and parking regulations. The guide signs include destination and information signs, route markers, and bicycle route signs. There are some warning signs including curve warning signs and advisory speed signs. The signs are generally in fair to good condition.

Pavement Markings

The pavement markings provided around the four intersections consists mainly of thermoplastic white and yellow stripes and bike route markings. Most existing pavement markings are in fair to good condition, except at Loc. No. 1.

Traffic Signals

Only two locations – Loc. No. 1 and Loc. No. 2 have existing 3-color traffic signals with pedestrian push buttons on each signal pole and no man/hand signals are installed. Both traffic signals are semi-actuated and uncoordinated.

For Loc. No. 1 all directions have 2 signal faces with three 12 inch LED bulbs. There is a No Turn on Red restriction at all approaches except for the westbound NY 25 approach.

Traffic Signal at Loc. No, 1 has two phases and the phase timings are shown in the table below:

Phase Times [1.1.1]								
	1	2	3	4	5	6	7	8
Min Green		40		5		40		5
Gap, Ext		5		3		5		3
Max 1		70		30		70		30
Max 2								
Yel Clearance		5		4		5		4
Red Clearance		2		2		2		2
Walk				7				7
Ped Clearance				15				15
Red Revert								
Add Initial		2				2		
Max Initial		35				35		
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap		5		3		5		3
DyMaxLim								
Max Step								

For Loc. No. 2 all directions have 2 signal faces with three 12 inch LED bulbs except for the following: Southbound NY 114 has one 3-section signal head and one 5-section signal head to allow protected / permissive left turns and the Westbound Stephen Hands Path approach has one 3-section signal head and one 5-section head for a right turn overlap during the aforementioned protected left turn arrow. The NY 114 approaches have backplates installed on the signal heads. Traffic Signal at Loc. No. 2 has three phases and the phase timings are shown in the table below:

Phase Times [1.1.1]								
	1	2	3	4	5	6	7	8
Min Green		20		8	3	20		8
Gap, Ext		6		3	2	6		3
Max 1		50		25	20	50		25
Max 2								
Yel Clearance		4.7		3.6	3	4.7		3.6
Red Clearance		2		2	2	2		2
Walk				7				7
Ped Clearance				13				13
Red Revert								
Add Initial		2				2		
Max Initial		30				30		
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Loc. No. 4 has 2 flashing overhead yellow signal heads for eastbound and westbound approaches and one flashing overhead red signal head on northbound approach.

2.3.1.4. Intelligent Transportation Systems (ITS) –

There are no ITS systems in operation or planned for the project area.

2.3.1.5. Speeds and Delay

Exhibit - 2.3.1.5 Speed Data				
Location Number	Loc. No. 1	Loc. No. 2	Loc. No. 3	Loc. No. 4
Route(s)	NYS Route 25	NYS Route 114	NYS Route 114	NYS Route 25
Existing Speed Limit (mph)	50 mph	45 mph	45 mph	45 mph
85th Percentile Operating Speed (Radar Spot Speed Study Method) **	EB* – 48 mph WB* – 49 mph	EB* – 48 MPH WB* – 49 MPH	EB* – 48 MPH WB* – 49 MPH	EB* – 45 MPH WB* – 46 MPH

* EB – Eastbound, WB – Westbound

** Data collected during off-peak hour of a typical weekday.

A radar spot speed study was conducted in July 2020 at the following four locations in eastbound and westbound directions during off-peak traffic hours:

- Loc. No. 1 - NY 25 at Edwards Avenue, Town of Riverhead, Suffolk County
- Loc. No. 2 - NY 114 at Stephen Hands Path, Town of East Hampton, Suffolk County
- Loc. No. 3 - NY 114 at Goodfriend Drive, Town of East Hampton, Suffolk County
- Loc. No. 4 – NY 25 at CR 48, Town of Southold, Suffolk County

A minimum sample size of 100 vehicles was kept at all of these locations in each direction. The results of the Spot Speed survey show that during off-peak hours, the existing 85th percentile speed at these intersections was between 45 mph and 49 mph in either direction. Refer to Appendix C for the spot-speed summary sheets and associated graphs.

2.3.1.6. Traffic Volumes

Turning Movement Counts

Traffic volumes on many of State's roadways saw a dramatic decline in March and April because of COVID-19 pandemic and as a result of the "New York State on PAUSE" plan. After early months of pandemic, traffic volumes have been on a steady incline back up, however they are still not where they would be during "normal" conditions.

As per the Regional Traffic Safety & Mobility Group's guidance, turning movement counts were taken from past studies. These counts were used for the analysis of each intersection using a growth rate of 0.47% per year. These counts were collected during typical weekday AM, Midday and PM peak hours except for Location 4, where Saturday peak analysis was also performed. These counts also included vehicle classification counts (including Auto and Heavy Vehicles) needed to determine the constraints associated with various traffic operating modes in a traffic stream. Pedestrian and bicycle counts were also conducted during these peak time periods.

Automatic Traffic Recorder (ATR) Counts

The ATR traffic counts were also taken from past studies. These counts are used to calculate the AADT, DHV, DDHV and vehicle classifications. The past count data was used to determine approach volumes at all four locations.

Refer to Appendix C for traffic data used for analysis of all four intersections.

2.3.1.6. (1) Existing traffic volumes –

Refer to Exhibits 2.3.1.6-1 and 2.3.1.6-2 for a summary of the traffic data. Traffic data used to calculate AADT, DHV and DDHV are included in Appendix C.

Exhibit - 2.3.1.6-1
Traffic Data

Location Number	Loc. No. 1	Loc. No. 2	Loc. No. 3	Loc. No. 4
Route(s)	NYS Route 25	NYS Route 114	NYS Route 114	NYS Route 25
Directional Distribution	EB-72%, WB-28% (AM), EB-55%, WB-45% (MD), EB-45%, WB-55% (PM)	SB-69%, NB-31% (AM), SB-59%, NB-41% (MD), SB-47%, NB-53% (PM)	SB-58%, NB-42% (AM), SB-44%, NB-56% (MD), SB-38%, NB-62% (PM)	EB-54%, WB-46% (AM), EB-46%, WB-54% (MD), EB-36%, WB-64% (PM), EB-36%, WB-64% (SAT)
% Peak Hour Trucks	10%AM, 7%MD, 5%PM	12%AM, 8%MD, 8%PM	12%AM, 8%MD, 8%PM	8%AM, 5%MD, 4%PM
% Daily Trucks	7%	9%	9%	4%

Exhibit - 2.3.1.6-2 Existing and Forecast Traffic Volumes								
Location Number	Loc. No. 1		Loc. No. 2		Loc. No. 3		Loc. No. 4	
Route(s)	NYS Route 25		NYS Route 114		NYS Route 114		NYS Route 25	
Year	AADT	DHV	AADT	DHV	AADT	DHV	AADT	DHV
Existing (2020)	17,325	1,313	6,804	1,062	6,804	850	4,691	1,131
ETC (2023)	17,569	1,332	6,900	1,077	6,900	882	4,757	1,147
ETC+10 (2033)	18,379	1,393	7,216	1,127	7,216	902	4,976	1,200
ETC+20 (2043)	-	-	-	-	-	-	5,196	1,253

Notes: ETC is the Estimated Time of Completion
AADT is Average Annual Daily Traffic (vehicles/day)
DHV is Design Hour Volume (vehicles/hour)

Peak hour traffic volumes were established utilizing turning movement counts at intersections. Peak hours for each period are listed below:

Loc. No. 1 - NY 25 at Edwards Avenue

- Weekday AM peak – 8:00 am to 9:00 am
- Weekday Midday peak – 12:15 pm to 1:15 pm
- Weekday PM peak – 4:15 pm to 5:15 pm

Loc. No. 2 - NY 114 at Stephen Hands Path

- Weekday AM peak – 8:00 am to 9:00 am
- Weekday Midday peak – 12:15 pm to 1:15 pm
- Weekday PM peak – 4:30 pm to 5:30 pm

Loc. No. 3 - NY 114 at Goodfriend Drive

- Weekday AM peak – 8:00 am to 9:00 am
- Weekday Midday peak – 12:00 pm to 1:00 pm
- Weekday PM peak – 4:00 pm to 5:00 pm

Loc. No. 4 - NY 25 at CR 48

- Weekday AM peak – 7:45 am to 8:45 am
- Weekday Midday peak – 1:00 pm to 2:00 pm
- Weekday PM peak – 4:00 pm to 5:00 pm
- Saturday Midday peak – 12:00 pm to 1:00 pm

Refer to Appendix C for the peak hour traffic data.

2.3.1.6. (2) Future no-build design year traffic volume forecasts

The Estimated Time of Completion (ETC) is 2023. Design year is considered as ETC+10 (2033) for all the intersections except for Location 4 where design year is considered as ETC+20 (2043). All the traffic volumes for future no-build conditions are increased by the NYMTC approved linear growth rate of 0.47% per year. All the future no-build design year traffic volumes are included in Appendix C.

2.3.1.7. Level of Service and Mobility -

2.3.1.7. (1) Existing level of service and capacity analysis
In order to determine existing and future design year no-build traffic operating conditions, capacity analyses were conducted utilizing the SYNCHRO 10 software package. This software utilizes the highway capacity analysis techniques outlined in the 2010 Highway Capacity Manual (published by the Transportation Research Board). Under this methodology, the analysis determines the traffic operations in terms of flow rates, volume to capacity (v/c) ratios, traffic delays and Levels of Service (LOS). These are the typical Measures of Effectiveness (MOEs) used to evaluate the traffic impacts at an intersection. LOS is a letter designation that describes a range of traffic operating conditions on a particular type of roadway facility. A LOS 'A' typically represents the best traffic operating condition, while LOS 'E/F' represents constrained traffic operations, with traffic flow at or near the capacity of the facility.

The capacity analyses are based on the existing roadway components including intersection geometry, peak hour factors, traffic controls and traffic signal timing, signage, posted speed and the traffic volume mix (vehicle classifications). The analyses are conducted for the weekday AM, Midday, PM peak and Saturday Midday peak (only for Location 4) travel periods, as determined by the traffic data. Exhibits 2.3.1.7-1, 2.3.1.7-2, and 2.3.1.7-3 show the results of these analyses.

2.3.1.7. (2) Future no-build design year level of service –
The future no-build condition analysis typically quantifies the traffic operations that are expected to occur if the proposed project is not constructed. For this project, the estimated time of completion (ETC) is 2023, and the design year has been established as ETC+10 years (2033) for Locations 1, 2 and 3; while ETC+20 years (2043) for Location 4. An interim analysis period of ETC+5, ETC+15 years has also been identified for examination. Thus, the future no-build condition traffic analyses are conducted for ETC, ETC +5, ETC+10, ETC+15 (Location 4 only) and ETC + 20 (Location 4 only) years.

As indicated before, to estimate the conditions that will prevail during the future no-build ETC, ETC +5, ETC+10, ETC+15 and ETC + 20 years scenarios, the background traffic volumes are increased by the NYMTC-approved linear growth factor of 0.47% per year. No other planned projects are identified at any of four location's vicinity.

Exhibits 2.3.1.7-1, 2.3.1.7-2, and 2.3.1.7-3 provide the results of these future no-build condition analyses for various years of operation

Exhibit - 2.3.1.7-1 Highway Design Year Level of Service and Delays (sec)		
Location 1: NYS Route 25, RM - 25 0704 1392		
YEAR	**LOS**	**Delays (sec)**
Existing (2020)	AM – D, Midday – C, PM – D	AM – 35.7, Midday – 30.1, PM – 40.0
ETC	AM – D, Midday – C, PM – D	AM – 36.8, Midday – 31.1, PM – 41.0
ETC+10	AM – D, Midday – C, PM – D	AM – 41.5, Midday – 34.7, PM – 46.9
Location 2: NYS Route 114, RM - 114 0701 1020		
YEAR	**LOS**	**Delays (sec)**
Existing (2020)	AM – E, Midday – D, PM – D	AM – 66.9, Midday – 40.4, PM – 44.2
ETC	AM – E, Midday – D, PM – D	AM – 71.8, Midday – 42.4, PM – 46.3
ETC+10	AM – F, Midday – D, PM – E	AM – 86.8, Midday – 49.2, PM – 55.6
Location 3: NYS Route 114, RM - 114 0701 1029		
YEAR	**LOS**	**Delays (sec)**
Existing (2020)	AM – A, Midday – A, PM – A	AM – 3.5, Midday – 1.5, PM – 4.6
ETC	AM – A, Midday – A, PM – A	AM – 3.5, Midday – 1.6, PM – 4.7
ETC+10	AM – A, Midday – A, PM – A	AM – 3.8, Midday – 1.6, PM – 5.2
Location 4: NYS Route 25, RM - 25 0704 1671		
YEAR	**LOS**	**Delays (sec)**
Existing (2020)	AM – A, Midday – A, PM – A, Sat – B	AM –3.1, Midday –5.4, PM –6.2, Sat –12.9
ETC	AM – A, Midday – A, PM – A, Sat – B	AM –3.1, Midday –5.6, PM –6.4, Sat –13.4
ETC+10	AM – A, Midday – A, PM – A, Sat – C	AM –3.2, Midday –6.4, PM –7.7, Sat –24.6
ETC+20	AM – A, Midday – A, PM – B, Sat – E	AM –3.4, Midday –7.3, PM –11.5, Sat –38.9

Exhibit - 2.3.1.7-2 Intersection Level of Service and Delays (sec)						
YEAR	**Peak**	**EB**	**WB**	**NB**	**SB**	**Overall***
Location 1: Intersection of NY 25 at Edwards Avenue						
ETC 2023	AM Peak	26.9 (C)	9.8 (A)	74.6 (E)	68.9 (E)	36.8 (D)
	Midday Peak	16.9 (C)	13.7 (B)	87.0 (F)	51.4 (D)	31.1 (C)
	PM Peak	15.3 (B)	21.1 (C)	118.9 (F)	40.5 (D)	41.0 (D)
ETC+10 2033	AM Peak	32.4 (C)	10.2 (B)	81.7 (F)	74.3 (E)	41.5 (D)
	Midday Peak	18.2 (B)	14.5 (B)	102.4 (F)	55.9 (E)	34.7 (C)
	PM Peak	16.3 (B)	24.0 (C)	140.1 (F)	41.7 (D)	46.9 (D)
Location 2: Intersection of NY 114 at Stephen Hands Path**						
ETC 2023	AM Peak	128.7 (F)	128.5 (F)	16.2 (B)	78.8 (E)	71.8 (E)
	Midday Peak	126.6 (F)	53.3 (D)	16.0 (B)	32.2 (C)	42.4 (D)
	PM Peak	114.6 (F)	55.8 (E)	22.5 (C)	44.5 (D)	46.3 (D)
ETC+10 2033	AM Peak	145.8 (F)	148.9 (F)	17.2 (B)	103.1 (F)	86.8 (F)
	Midday Peak	142.1 (F)	57.6 (E)	16.7 (B)	43.2 (D)	49.2 (D)
	PM Peak	130.8 (F)	63.0 (E)	25.7 (C)	61.0 (E)	55.6 (E)
Location 3: Intersection of NY 114 at Goodfriend Drive**						
ETC 2023	AM Peak	27.6 (D)	16.0 (C)	0.0 (A)	0.0 (A)	3.5 (A)
	Midday Peak	18.1 (C)	13.0 (B)	0.0 (A)	0.0 (A)	1.6 (A)
	PM Peak	36.2 (E)	16.7 (C)	0.0 (A)	0.0 (A)	4.7 (A)
ETC+10 2033	AM Peak	30.6 (D)	16.8 (C)	0.0 (A)	0.0 (A)	3.8 (A)
	Midday Peak	19.0 (C)	13.4 (B)	0.0 (A)	0.0 (A)	1.6 (A)
	PM Peak	42.4 (E)	17.6 (C)	0.0 (A)	0.0 (A)	5.2 (A)

Exhibit - 2.3.1.7-2 Intersection Level of Service and Delays (sec)						
YEAR	Peak	EB	WB	NB	SB	Overall*
Location 4: Intersection of NY 25 at CR 48						
ETC 2023	AM Peak	0.0 (A)	8.6 (A)	11.4 (B)	NA	3.1 (A)
	Midday Peak	0.0 (A)	8.6 (A)	17.1 (C)	NA	5.6 (A)
	PM Peak	0.0 (A)	8.4 (A)	22.4 (C)	NA	6.4 (A)
	Sat Peak	0.0 (A)	8.6 (A)	51.3 (F)	NA	13.4 (B)
ETC+10 2033	AM Peak	0.0 (A)	8.7 (A)	12.1 (B)	NA	3.2 (A)
	Midday Peak	0.0 (A)	8.7 (A)	20.2 (C)	NA	6.4 (A)
	PM Peak	0.0 (A)	8.5 (A)	27.8 (D)	NA	7.7 (A)
	Sat Peak	0.0 (A)	8.7 (A)	99.0 (F)	NA	24.6 (C)
ETC+20 2043	AM Peak	0.0 (A)	8.7 (A)	12.8 (B_	NA	3.4 (A)
	Midday Peak	0.0 (A)	8.8 (A)	24.1 (C)	NA	7.3 (A)
	PM Peak	0.0 (A)	8.6 (A)	44.5 (E)	NA	11.5 (B)
	Sat Peak	0.0 (A)	8.8 (A)	160.1 (F)	NA	38.9 (E)

Notes:
1. * These values represent weighted average delays for all approaches.
2. ** NY 114 is a north-south road, although the alignment is east-west at Loc. No. 2 and No. 3.
3. NA = Not applicable

2.3.1.8. Safety Considerations, Accident History and Analysis –

An accident analysis was performed in accordance with the Highway Design Manual. The crash analysis was conducted at each of the study intersections from the most recent data provided by the New York State Department of Transportation (NYSDOT). The crash data covered a time period between April 2016 and June 2019 (39-month period). Backup of this crash inventory for each location is presented in the appendix along with the collision diagrams (that were prepared using HSA 3.0 software), and the comparative state-wide crash rate calculations.

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County
An initial review of this section of NYS Route 25 within ½ of the Edwards Avenue intersection identified 85 crashes resulting in a crash rate of 3.8 accidents per million vehicle mile (acc/mvm). This rate is 1 % higher than the statewide average for similar type facilities. Since this is an intersection improvement project, the detailed crash analysis below focused on crashes proximate to the intersection.

The information on crash types and resulting injuries/fatalities are presented in Exhibit 2.3.1.8.2. There was a combined total of 40 crashes (or 12.3 crashes per year) at this signalized intersection during the study period. The crash investigation further indicates that 26 crashes (65%) resulted in property damages, 12 crashes (30%) resulted in injuries, and the remaining 2 crashes (5%) were non-reportable. The predominate accident types are:

Exhibit - 2.3.1.8.1 Predominant Collision Summary for Loc. No. 1		
Type of Collision	Number	Percentage
Rear-end crash	16	40
Left-turn crash	7	18
Right-angle crash	6	15
Overtaking crash	3	8

Important to note is there were no fatal, pedestrian or bicycle crashes at this intersection during the study period. The main contributing factors to these crashes include driver's inattention, failure to yield right of way, following too closely, drivers under the influence of illegal substance and turning improperly. Also, important to note is a vast majority of these crashes (88% or 35 crashes) occurred under clear weather conditions and on dry pavement surface. About 28 crashes (70%) occurred during daylight hours.

Table 2.3.1.8.2 – Summary of Intersection Crashes

NY-25/North-Road @ Edwards Avenue - Crash Summary - 3+ Year Crash Types Summary (2016 - 2019)																	
Cross Street	All Types	Head-On	Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Sideswipe	Backing	Fixed Object	Pedestrian	Bicycle	Animal	Fatal	Injury	Property Damage Only	Non-Reportable
Edwards Avenue	40	1	16	3	6	7	3	1	1	1			1		12	26	2
Total Studied Crashes	40	1	16	3	6	7	3	1	1	1			1		12	26	2
Crashes Per Year	13		5		2	3	1						1		4	8	

Following the Highway Design Manual guidelines, crash rate for this intersection was calculated to be 1.48 accidents per million entering vehicles - (accidents/MEV). This rate is about 165% higher than the NY Statewide average crash rate of 0.56 accidents/MEV for similar roadways (i.e., Urban Functional Class 4-Legged Intersections Signal 1-4 Lanes).

The crash inventory reveals a significantly high crash rate when compared to the state-wide average crash rate at this intersection. Based on the crash assessment, consideration should be given to installing separate left-turn bays on all approaches, realigning Edwards Avenue to eliminate the offset between the northbound and southbound approaches and retiming the traffic signal in order to reduce crashes and improve intersection safety. Consideration may also be given to a separate left-turn phase, if/where warranted. These countermeasures are anticipated to particularly help in reducing the left-turn and rear-end crashes. Furthermore, separating left turning vehicles from through and right-turning traffic will also help in improving traffic operations.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton, Suffolk County
An initial review of this section of NYS Route 114 within ½ of the Stephen Hands Path intersection identified 16 crashes resulting in a crash rate of 1.8 accidents per million vehicle mile (acc/mvm). This rate is 51% lower than the statewide average for similar type facilities. Since this is an intersection improvement project, the detailed crash analysis below focused on crashes proximate to the intersection.

The information on crash types and resulting injuries/fatalities are presented in Table 2.3.1.8.4. There was a combined total of 13 crashes (or 4 crashes per year) at this signalized intersection during the study period. The crash investigation further indicates that 11 crashes (85%) resulted in property damage only, and the remaining 2 crashes (15%) resulted in injuries. The predominate accident types are:

Exhibit - 2.3.1.8.3 Predominant Collision Summary for Loc. No. 2		
Type of Collision	**Number**	**Percentage**
Rear-end crash	8	62
Crash with animal	2	15

Important to note is there were no fatal, pedestrian or bicycle crashes at this intersection during the study period. The main contributing factors to these crashes include driver inattention and following too closely. Also, important to note is a vast majority of these crashes (77% or 10 crashes) occurred under clear weather conditions and on dry pavement surface.

Table 2.3.1.8.4 **– Summary of Intersection Crashes**

East Hampton Sag Harbor Turnpike / NY114 & Stephen Hands Path - 3+ Year Crash Types Summary (2016 - 2019)																	
Cross Street	All Types	Head-On	Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Sideswipe	Backing	Fixed Object	Pedestrian	Bicycle	Animal	Fatal	Injury	Property Damage Only	Non-Reportable
Stephen Hands Path	13		8			1		1		1			2		2	11	
Total Studied Crashes	13		8			1		1		1			2		2	11	
Crashes Per Year	4		3										1		1	4	

Following the Highway Design Manual guidelines, crash rate for this intersection was calculated to be 0.44 accidents per million entering vehicles (accidents/MEV). This rate is about 21% lower than the NY Statewide average crash rate of 0.56 accidents/MEV for similar roadways (i.e., Urban Functional Class 4-Legged Intersections Signal 1-4 Lanes).

The crash inventory reveals a lower crash rate when compared to the state-wide average crash rate at this intersection. Based on the crash assessment, consideration should be given to installing separate left-turn bays on all approaches, extending the westbound Stephen Hands Path exclusive right turn lane and retiming the traffic signal in order to reduce crashes and improve intersection safety. Consideration may also be given to a separate left-turn phase, if/where warranted. These countermeasures are anticipated to particularly help in reducing the rear-end crashes. Separating left turning vehicles from through and right-turning traffic will also help in improving traffic operations, as through traffic along NYS Route 114 generally operates at a higher speed (Note: 85th percentile speed at this intersection along NYS Route 114 is 48 mph or above, whereas, the posted regulatory speed on is 45 mph).

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County
An initial review of this section of NYS Route 114 within ½ of the Goodfriend Drive intersection identified 12 crashes resulting in a crash rate of 1.4 accidents per million vehicle mile (acc/mvm). This rate is 63% lower than the statewide average for similar type facilities. Since this is an intersection improvement project, the detailed crash analysis below focused on crashes proximate to the intersection.

The information on crash types and resulting injuries/fatalities are presented in Table 2.3.1.8.6 below. The table indicated that there was a combined total of 3 crashes (or 1 crash per year) occurred at this unsignalized intersection during the study period. The crash investigation further indicates that 2 crashes (67%) resulted in property damage only, while the remaining crash (33%) resulted in injuries. The predominate accident types are:

Exhibit - 2.3.1.8.5 Predominant Collision Summary for Loc. No. 3		
Type of Collision	**Number**	**Percentage**
Head-on crash	1	33.3
Right-turn crash	1	33.3
Crash with a fixed object	1	33.3

Important to note is there were no fatal, pedestrian or bicycle crashes at this intersection during the study period. The head-on collision was due to one of the drivers falling asleep. Two crashes occurred during daylight hours, under clear weather conditions and on dry pavement surfaces, while 1 crash took place on a rainy day on wet road surface.

Table 2.3.1.8.6 **– Summary of Intersection Crashes**

East Hampton Sag Harbor Turnpike / NY114 - 3+ Year Crash Types Summary (2016 - 2019)																	
Cross Street	All Types	Head-On	Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Sideswipe	Backing	Fixed Object	Pedestrian	Bicycle	Animal	Fatal	Injury	Property Damage Only	Non-Reportable
Good Friend Drive	3	1					1			1					1	2	
Total Studied Crashes	3	1					1			1					1	2	
Crashes Per Year	1															1	

Following the Highway Design Manual guidelines, crash rate for this intersection was calculated to be 0.25 accidents per million entering vehicles (accidents/MEV). This rate is about 20% lower than the NY Statewide average crash rate of 0.31 accidents/MEV for similar roadways *(i.e., Urban Functional Class 4-Legged Intersections Sign 1-3 Lanes)*.

The crash inventory reveals a lower crash rate when compared to the state-wide average crash rate at this intersection. Even though the crash inventory did not reveal any substantial number of crashes or patterns, with the school on Goodfriend Drive, existing conditions reveal, school buses as well as residents must remain idle in a through lane on NY 114 waiting for an opening to make a left turn on to Goodfriend Drive. Thus, consideration could be given to installing left turn bays along NYS Route 114 at this intersection in order to facilitate left turns. This measure will help in separating the slow turning or stopped vehicles from through traffic that are presently sharing the lane and are generally moving at a higher speed under free-flow conditions. (Note: 85th percentile speed at this intersection along NYS Route 114 is 48 mph or above, whereas, the posted regulatory speed on is 45 mph). Thus, both approaches along NYS Route 114 to this intersection should be considered for installation of left turns bays.

Loc. No. 4 - NYS Route 25 at County Road 48, Town of Southold, Suffolk County

An initial review of this section of NYS Route 25 within ½ of the CR 48 intersection identified 57 crashes resulting in a crash rate of 9.4 accidents per million vehicle mile (acc/mvm). This rate is 76% higher than the statewide average for similar type facilities. The vast majority of crashes were outside the influence of the CR 48 intersection. Since this is an intersection improvement project, the detailed crash analysis below focused on crashes proximate to the intersection.

The information on crash types and resulting injuries/fatalities are presented in Table 2.3.1.8.8 below. There was a combined total of 16 crashes (or 5 crashes per year) at this unsignalized intersection during the study period. The crash investigation further indicates that 14 crashes (88%) resulted in property damage only, while the remaining 2 crashes (12%) resulted in injuries. The predominate accident types are:

Exhibit - 2.3.1.8.7 Predominant Collision Summary for Loc. No. 4		
Type of Collision	**Number**	**Percentage**
Rear-end crash	10	63
Left-turn crash	3	19

Important to note is there were no fatal, pedestrian or bicycle crashes at this intersection during the study period. Eight of the ten rear-end crashes occurred on the northbound approach to eastbound NY 25 which is controlled by a Yield sign. This most likely due to drivers turning their heads to look west for a gap and not seeing the vehicle ahead of them stopped waiting for traffic to clear. The main contributing

factors to these crashes include drivers following too closely and failure to yield right of way. All 16 crashes (100%) occurred during daylight hours, under clear weather conditions and on dry pavement.

2.3.1.9. Existing Police, Fire Protection and Ambulance Access -

There are no existing emergency services – police stations, fire departments, and hospital/medical centers located within a mile of the four intersections. However, emergency vehicles most likely use these intersections routinely since NY 25 and NY 114 are the main thoroughfares in these areas.

2.3.1.10. Parking Regulations and Parking Related Conditions –

There are currently parking restrictions near the Suffolk County Transit bus stops located at NY 25 and Edwards Avenue, and on the westbound approach at NY 114 @ Stephen Hands Path. There are no parking restrictions at Loc. No. 3 and 4.

2.3.1.11. Lighting –

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead:
Street lighting is provided within the project limits in the form of luminaries attached to utility poles along NY 25 and Edwards Avenue.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton:
Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton:
There is no street lighting within the highway limits and no known plans for to install lighting.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
Street lighting is provided within the project limits in the form of luminaries attached to utility poles along NY 25 and County Road 48.

Where lighting exists, it is maintained by the local municipality.

2.3.1.12. Ownership and Maintenance Jurisdiction –

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead:
NYSDOT owns and maintains NYS Route 25. The Town of Riverhead owns and maintains Edwards Avenue.

Exhibit - 2.3.1.12
Existing Maintenance Jurisdiction

Part No.	Highway	Limits	Feature(s) being Maintained	Centerline (mile)	Lane (mile)	Agency	Authority
1	NYS Route 25	Within NYS Route 25 Highway Boundary Lines. Varying ROW Width.	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, Traffic Signals, Sidewalk	0.22	0.44	NYSDOT	
2	Edwards Ave.	Within Edwards Ave. Highway Boundary Lines, both North and South of NYS Route 25 HB Lines. Varying ROW Width.	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, Lighting, Sidewalk	0.20	0.40	Town of Riverhead	

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton:
NYSDOT owns and maintains NYS Route 114. The Town of East Hampton owns and maintains Stephen Hands Path.

Exhibit - 2.3.1.12 Existing Maintenance Jurisdiction							
Part No.	**Highway**	**Limits**	**Feature(s) being Maintained**	**Centerline (mile)**	**Lane (mile)**	**Agency**	**Authority**
1	NYS Route 114	Within NYS Route 114 Highway Boundary (HB) Lines (Varying ROW Width	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, Traffic Signals, Sidewalk	0.23	0.46	NYSDOT	
2	Stephen Hands Path	Within Stephen Hands Path Highway Boundary Lines, both West (South) and East (North) of NYS Route 114 HB Lines. Varying ROW Width.	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, , Sidewalk	0.13	0.26	Town of East Hampton	

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton:
NYSDOT owns and maintains NYS Route 114. Goodfriend Drive is a private road. The Town of East Hampton owns and maintains Coultes Lane.

Exhibit - 2.3.1.12 Existing Maintenance Jurisdiction							
Part No.	**Highway**	**Limits**	**Feature(s) being Maintained**	**Centerline (mile)**	**Lane (mile)**	**Agency**	**Authority**
1	NYS Route 114	Within NYS Route 114 Highway Boundary (HB) Lines (Varying ROW Width	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, , Sidewalk	0.23	0.46	NYSDOT	
2	Goodfriend Drive / Coultes Lane	Within Goodfriend Drive and Coultes Lane Highway Boundary Lines, both West (South) and East (North) of NYS Route 114 HB Lines. Varying ROW Width.	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, , Sidewalk	0.08	0.16	Private (Goodfriend Park Inc.) /Town of East Hampton	

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
NYSDOT owns and maintains NYS Route 25. Suffolk County owns and maintains County Road 48.

Exhibit - 2.3.1.12
Existing Maintenance Jurisdiction

Part No.	Highway	Limits	Feature(s) being Maintained	Centerline (mile)	Lane (mile)	Agency	Authority
1	County Road (CR) 48	Within CR 48 Highway Boundary (HB) Lines (Varying ROW Width	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, Sidewalk	0.10	0.20	SCDPW	
2	NYS Route 25	Within NYS Route 25 Highway Boundary (HB) Lines (Varying ROW Width	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, Sidewalk	0.11	0.22	NYSDOT	
3	NYS Route 25 (Main Street)	Within NYS Route 25 (Main Street) Highway Boundary (HB) Lines (Varying ROW Width	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, Sidewalk	0.04	0.08	NYSDOT	
4	Sound Avenue	Within Sound Avenue Highway Boundary (HB) Lines (Varying ROW Width	Pavement, Snow and Ice Removal, Drainage systems, Signage, Pavement Markings, Lighting, Sidewalk	0.01	0.02	Town of Southold	

2.3.2. Multimodal

2.3.2.1. Pedestrians

The general land use around Loc. No. 1 is agricultural with industrial and commercial uses on southern side. Sidewalk is available on the southern side along NY 25 and provides pedestrian connectivity to the Riverhead Charter School and other commercial uses near the intersection. The sidewalk on the eastbound approach ends abruptly with no accessible ramp. The sidewalk was likely built when the business was constructed in the southeast corner and limited work to their respective property. Pedestrians on the north side may cross over to use sidewalk on south side. There is minimal pedestrian activity along Edwards Avenue.

The general land use around Loc. No. 2 and Loc. No .3 is primarily low-density residential development that generates infrequent pedestrian travel. Sidewalks or crosswalks are not available at these two intersections. Pedestrians legally use the existing shoulder per the provisions of NYS Vehicle and Traffic Law Section 1156(b).

The land use around Loc. No. 4 is mix of residential and commercial. Sidewalk is available along NY 25 / Main Street / Main Road. Considering the location's proximity to Downtown Greenport, pedestrian activity can be expected at this location.

2.3.2.2. Bicyclists

All four intersections are located along designated NYS Bike Routes. NYS Bike Route 25, runs from Smithtown east to Orient Point, crosses Loc. No. 1 and Loc. No. 4 along NY 25. NYS Bike Route 114, runs from East Hampton east to Greenport, crosses Loc. No. 2 and Loc. No. 3 along NY 114. Both these bike facilities support the larger bicycle network in the region and are considered important to bicycle tourism by the region. There are commercial and recreational generators of bicycle traffic in proximity to the project intersections, especially Loc. No. 1 and Loc. No. 2.

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead:
The existing shoulders in both the eastbound westbound directions of NY 25 are generally 5' wide. However, there is a small section where NY 25 crosses over the existing drainage culvert where the shoulders are reduced to 3'-4" wide (length of approximately 145'). As shown in the Pavement Evaluation Treatment and Selection Report (PETSR) prepared in February of 2021, the existing right shoulders are in good condition with little to no drop off along the longitudinal travel lane joint. Random/minor cracking is exhibited in areas of ponding water. All drainage structures are fitted with bicycle safe grates.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton:
The existing shoulder in both the northbound and southbound directions of NY 114 are a minimum of 8' wide. As shown in the Pavement Evaluation Treatment and Selection Report (PETSR) prepared in February of 2021, the existing right shoulders are in good condition with little to no drop off along the longitudinal travel lane joint. Random/minor cracking is exhibited in areas of ponding water. All drainage structures are fitted with bicycle safe grates or are located outside the travel path of bicyclists.

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton:
The existing shoulder in both the northbound and southbound directions of NY 114 are a minimum of 8' wide. As shown in the Pavement Evaluation Treatment and Selection Report (PETSR) prepared in February of 2021, the existing right shoulders are in good condition with little to no drop off along the longitudinal travel lane joint. Areas of random cracking and/or pop-outs exist along the flowline of intersecting streets where ponding water accumulates and deteriorates the asphalt riding surface. All drainage structures are fitted with bicycle safe grates or are located outside the travel path of bicyclists.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
The existing shoulders along County Road 48 (west of the intersection) vary from 6' wide to 1' wide. The shoulders along NYS Route 25 (east of the intersection) vary from 1' wide to 10' wide. As shown in the Pavement Evaluation Treatment and Selection Report (PETSR) prepared in February of 2021, the existing right shoulders are in good condition with little to no drop off along the longitudinal travel lane joint. Random/minor cracking is exhibited in areas of ponding water. All drainage structures are fitted with bicycle safe grates.

2.3.2.3. Transit
Suffolk County Transit (SCT) operates fixed-route transit in proximity to two of the four study intersections. SCT Bus Route S58 and S62 operate along NY 25 at Loc. No.1 and has bus stops adjacent to that intersection. SCT Bus Route S92 operates along NY 114 at Loc. No. 2 and has bus stops north of that intersection. Route S92 also passes through Loc. No. 3 and Loc. No .4 but makes no stop at those intersections.

2.3.2.4. Airports, Railroad Stations, and Ports
There are no railroad stations or port entrances in close vicinity of the four intersections. The East Hampton Airport is located within 2 miles of Loc. No. 2 and 3. The Town of East Hampton Airport is situated on 600 acres on the western border of the Town of East Hampton. It is comprised of 2 runways, a Terminal Building, a seasonal control tower (operated only during the summer season) and 62 private hangars that house aircraft for general aviation. There is one Fixed Base Operator (FBO) that provides fueling (JetA and Avgas), aircraft charters, catering and ramp service. There is also an additional charter service and flight school at the airport.

2.3.2.5. Access to Recreation Areas (Parks, Trails, Waterways, State Lands)
Splish Splash Amusement park located approximately 0.6 miles east of Loc. No. 1. However, there are no entrances to recreation areas in close proximity to any of the four intersections.

2.3.3. Infrastructure

2.3.3.1. Existing Highway Section

See Typical Sections, Plan and Profile sheets in Appendix A.

2.3.3.2. Geometric Design Elements Not Meeting Minimum Standards –

There is one existing nonstandard feature (horizontal curve radius) within the project limits of Location 2. The identified nonstandard feature will be eliminated as part of this project. The parameters for this existing nonstandard feature are shown in Exhibit 2.3.3.2 below.

Exhibit 2.3.3.2
Existing Nonstandard Features

Critical Design Element	Operating Speed	Standard (from HDM Chapter 2, Rural Town, Suburban, Urban, and Urban Core Arterials - NHS)	Existing Condition	Adverse Accident History? (Yes/No)	Remarks
Location 2 – NYS Route 114: Minimum Horizontal Radius between stations EST 12+40 and EST 14+70	50 mph (based on 45 mph speed limit and speed study)	833 ft min. at e max = 6% (from HDM Exhibit 2-4a)	600 ft	No	

2.3.3.2.(1) Other Design Parameters

There are two existing nonconforming features (headlight sight distance) at Locations 1 and 2.

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

There is an existing nonconforming stopping sight distance (headlight) along NYS Route 25 within the project limits. The minimum stopping sight distance required is 495 feet. The existing stopping sight distance is currently 295 feet. The Preferred Alternative will slightly increase the stopping sight distance to 300 feet; however, this still is below the minimum 495 feet required.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

There is an existing nonconforming stopping sight distance (headlight) along NYS Route 114 within the project limits. The minimum stopping sight distance required is 425 feet. The existing stopping sight distance is currently 236 feet. The Preferred Alternative will slightly increase the stopping sight distance to 264 feet; however, this still is below the minimum 425 feet required.

2.3.3.3. Pavement and Shoulder -

The overall pavement condition rating is 6-8 at all locations. A summary of the Pavement Evaluation and Treatment Selection Report (PETSR) is included in Appendix D.

2.3.3.4. Drainage Systems –

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead:

The existing drainage system within the vicinity of the intersection enhancements consists of numerous leaching basins along both NYS Route 25 and Edwards Avenue, mainly located along the intersection quadrants. There is an existing low point along NYS Route 25 just east of Edwards Avenue. A leaching basin at the low point and two flanker structures are located along the north edge of NYS Route 25 and are utilized to capture runoff. Leaching basins are also located along the south curb line on NYS Route east of Edwards Avenue. These structures are located upstream of the two existing driveway openings. West of Edwards Avenue there is another low point on NYS Route 25. Runoff sheet flows off the pavement and is directed to a natural swale/low lying area. Existing headwalls on the north and south side of NYS Route 25 are connected via a 36" RCP pipe which allows sheet flow to pass under NYS Route 25 from the north to the south.

Edwards Avenue slopes from the south to the north. South of NYS Route 25 there are only two leaching basins within the project limits. These leaching basins are located along the driveway curb lines of the FED-EX shipping center and are assumed to be privately owned. North of NYS Route 25 there is an existing low point on Edwards Avenue. Leaching basins on the east and west side of Edwards Avenue are placed here to collect runoff.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton:

The existing drainage system within the vicinity of the intersection enhancements consists of a combination of leaching structures and interconnected structures that discharge into the natural stream/channel located along the north side of Stephen Hands Path west of NYS Route 114. NYS Route 114 contains a low point located just north of Stephen Hands Path while there is a high point located on Stephen Hands Path east of NYS Route 114. Along NYS Route 114 north of Stephen Hands Path there are two leaching basins (one on the west side and one on the east side) that are connected with a drainage pipe that crosses under NYS Route 114. The size and material of this pipe are unknown at this time. Another single leaching structure is located along the east side of NYS Route 114, approximately 300', north of the intersection. In the vicinity of the low point on NYS Route 114, along the east side of the road there is a series of three leaching structures (8'x8'x11' deep) interconnected with 15" RCP. There is also an individual 8'x4'x10' deep leaching structure along the edge of pavement in the westbound to northbound quadrant. South of Stephen Hands Path, the roadway is superelevated and pitches to the west. There is a tip-up gutter along the west side of NYS Route 114 which directs runoff to a single leaching structure. Any runoff that bypasses this structure would be directed along the edge of pavement from the west side of NYS Route 114 to the south side of Stephen Hands Path and away from the intersection.

Along Stephen Hands Path east of NYS Route 114, runoff is directed to roadside drainage swales/ditches. Pipes connecting these ditches cross over Stephen Hands Path from the north side to the south side and then back to the north side. Here a 24" RCP conveys runoff under the existing driveway and then changes over to a 24" CPP that runs along the north shoulder line until it connects with an existing manhole. Runoff is then conveyed to an existing drainage chamber located along the south side of Stephen Hands Path via a 24" CPP. This existing drainage chamber has a frame and grate on top to collect roadway runoff as well as a frame cast into the south wall to collect any runoff from the drainage swale along the south side of Stephen Hands Path and the east side of NYS Route 114. Runoff is then conveyed west via an existing 2'x3' box culvert that crosses under NYS Route 114. This box culvert changes to a 24" HDPE pipe before connecting with an existing manhole located off the south shoulder of Stephen Hands Path just west of NYS Route 114. This manhole is connected to a 24" RCP which crosses under Stephen Hands Path and discharges runoff to the existing stream/channel located along the north side of Stephen Hands Path west of NYS Route 114.

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton:

There are only two drainage structures located within the project limits of Location 3. There are two leaching basins located on the east and west sides of NYS Route 114 north of the intersection with Goodfriend Drive. These structures are interconnected via a 15" RCP.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

The existing drainage in the vicinity of the intersection enhancements consists of a closed drainage system of catch basins and pipes that discharges to a low lying natural wooded area located on the west side of NYS Route 25 (Main Street) approximately 350' south of the intersection with County Road 48. A network of catch basins and 18" RCP are located along the north curb line of NYS Route 25 (Main Road) just east of the intersection with NYS Route 25 (Main Street) and County Road 48. Catch Basins on the east and west sides of Sound Road are tied into this system via an 18" RCP that connects with an existing manhole located at the intersection of Sound Road and NYS Route 25 (Main Road). Runoff is then conveyed under NYS Route 25 (Main Road) via a 24" RCP that connects the last catch basin on the north curb line to a catch basin on the south curb line. These catch basins are located approximately 275' east of the intersection with NYS Route 25 (Main Street). Runoff is then piped back to the west via 24" RCP and catch basins located along the south curb line A 24" RCP connects the western most catch basin on the south curb line of NYS Route 25 (Main Road) with a catch basin located along the east curb line of NYS Route 25 (Main Street). Runoff is then piped south along the east curb line on NYS Route 25 (Main Street) to a catch basin located approximately 350' south of the intersection. Runoff is then piped under NYS Route 25 (Main Street) to a headwall which discharges into a low lying natural wooded area.

There are no drainage structures located along County Road 48 west of the intersection with NYS Route 25 within the project limits.

2. 2.3.1.8. Geotechnical –

There are no special geotechnical concerns with the soils or rock slopes within the project area.

2.3.3.6. Structure –

There are no bridges within the project limits. An existing 36" concrete box culvert is located near the western limit of project location 1, where runoff flows from North to South under NY 25.

2.3.3.7. Hydraulics of Bridges and Culverts –

There are no bridges or culverts over waterways within the project limits. There are no dams in the vicinity of the project that would be adversely affected.

2.3.3.8. Guide Railing, Median Barriers and Impact Attenuators –

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

There are two (2) runs of existing outdated heavy post blocked-out (HPBO) corrugated beam guide railing located along both eastbound and westbound shoulders of NYS Route 25, approximately 250 feet west of the intersection with Edwards Avenue. The runs of railing have approach and departure anchorage units which are not in conformance with current practices. The eastbound run of HPBO corrugated beam guide railing is 105 feet in length and is in good condition. The westbound run of HPBO corrugated beam guide railing is 215 feet in length and is also in good condition. The existing runs of railing were installed to protect the existing headwalls for the drainage culvert located approximately 350 feet west of Edwards Avenue which allow sheet flow of stormwater through the natural swale/channel to pass under NYS Route 25. These runs of guide railing will be impacted by the proposed preferred alternative and will need to be replaced with systems which meet current standards.

There are no median barriers or impact attenuators within the project limits of Location 1.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:
There is an existing run of heavy post blocked out (modified) (HPBO (Mod.)) corrugated beam guide railing approximately 440 feet in length located along the southeast corner of the intersection (northbound NYS Route 114 to eastbound Stephen Hands Path). The existing guide railing has experienced numerous vehicular strikes and a portion of this rail was replaced in 2017. The replaced section of rail has also experienced a vehicular strike recently. This existing run of guide railing was installed to protect the large drainage structures/box culvert and heavily vegetated drainage swale which are present at this location. The entire run of this guide railing will be impacted by the proposed preferred alternative and will need to be replaced.

There is an existing run of corrugated beam guide railing approximately 450 feet in length located along the northwest corner of the intersection (southbound NYS Route 114 to westbound Stephen Hands Path, on westbound Stephen Hands Path). This run of railing consists of corrugated beam railing attached to heavy posts at 12'-6" spacing. This run of guide railing was installed due to the close proximity of the stream/channel located off the shoulder. This railing is in fair-to-good condition, however, the approach end anchorage/terminus, which appears to be an outdated "boxing glove", is severely damaged. The trailing terminus is an outdated "boxing glove" which is in good condition, however, is not in conformance with current standards. Approximately half of the length of this guide railing will be impacted by the proposed preferred alternative. Since the existing run and its terminal conditions are outdated, coupled with the need to replace approximately one-half the length to accommodate the proposed preferred alternative, the entire run should be replaced to meet current standards as noted above.

There are no median barriers or impact attenuators within the project limits of Location 2.
Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:
There are no existing guide railings, median barriers, or impact attenuators located along NYS Route 114 or Goodfriend Drive within the project limits of Location 3.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
There are no existing guide railings, median barriers, or impact attenuators located along NYS Route 25 or County Road 48 within the project limits of Location 4.
A summary of the impacts to existing guide railings, median barriers, and impact attenuators is provided in Exhibit 2.3.3.8.

Exhibit - 2.3.3.8
Existing Guide Railing, Median Barriers and Impact Attenuators

Type	Location/Side	Length	Condition
HPBO Corrugated Guide Railing	Location 1 – NYS Route 25/EB	105 feet	Good, not compliant with current standards (impacted by preferred alternative, to be replaced)
Corrugated Guide Railing	Location 1 – NYS Route 25/WB	215 feet	Good, not compliant with current standards (impacted by preferred alternative, to be replaced)
HPBO Corrugated Guide Railing	Location 2 – NY 114 NB to Stephen Hands Path EB	440 feet	Fair, portions not compliant with current standards (impacted by preferred alternative, to be replaced)
Corrugated Guide Railing	Location 2 – NY 114 SB to Stephen Hands Path WB	450 feet	Fair, not compliant with current standards (impacted by preferred alternative, to be replaced)

2.3.3.9. Utilities –

The utility information provided herein is based on: (1) preliminary SUE information supplied by SoftDig from underground mapping services performed on May 29, 2020 and (2) current plates from the affected utility companies, where available. Utility information will continue to be updated during subsequent design phases if more information becomes available, or if changes have been made by the respective utility owners subsequent to design approval.

Underground Utilities

The underground utilities within the existing ROW at the four (4) project locations consist of gas mains, electrical conduits, water mains, telephone/communication/fiber optic lines and their appurtenances (i.e., manholes, valves, hydrants, etc.).

Refer to Exhibit 2.3.3.9 for a summary of the existing underground utilities within all four (4) project locations. The lengths noted in Exhibit 2.3.3.9 reflect approximate distances within the project limits for which the utility exists. Total utility length varies. Refer to respective utility owner's record plans for more information.

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

Exhibit - 2.3.3.9
Existing Utilities

Owner	Type	Location/Side	Length	Condition/Conflict
National Grid	6" Steel Gas Main	NYS Route 25 eastbound	1195 feet	Condition Unknown, no obvious conflicts
	6" Steel Gas Main	Edwards Avenue (south of NYS Route 25)	635 feet	Condition Unknown, no obvious conflicts
	8" HDPE Gas Main	Edwards Avenue (north of NYS Route 25)	730 feet	Condition Unknown, no obvious conflicts
PSE&G (Assumed owner)	Electrical	Edwards Avenue northbound	1410 feet	Condition Unknown, no obvious conflicts
Verizon	Telephone Lines/Ducts	NYS Route 25 westbound	1185 feet	Condition Unknown, no obvious conflicts
Crown Castle	Fiber Optic Lines	NYS Route 25 westbound	585 feet	Condition Unknown, no obvious conflicts
		Edwards Avenue (north of NYS Route 25)	540 feet	Condition Unknown, no obvious conflicts
Riverhead Water	Water Main	NYS Route 25 eastbound (west of Edwards Avenue)	615 feet	Condition Unknown, no obvious conflicts
		NYS Route 25 westbound (east of Edwards Avenue)	555 feet	Condition Unknown, no obvious conflicts
		Edwards Avenue southbound (south of NYS Route 25)	650 feet	Condition Unknown, no obvious conflicts
		Edwards Avenue northbound (north of NYS Route 25)	725 feet	Condition Unknown, no obvious conflicts

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

Exhibit - 2.3.3.9 Existing Utilities				
Owner	**Type**	**Location/Side**	**Length**	**Condition/Conflict**
PSE&G	Electrical – 6 5/8" O.D. Pipe	NYS Route 114 northbound	1145 feet	Condition Unknown, no obvious conflicts
	Electrical – Unknown Size	Stephen Hands Path eastbound	900 feet	Condition Unknown, no obvious conflicts
Verizon	Telephone Lines/Ducts	Stephen Hands Path eastbound	300 feet	Condition Unknown, no obvious conflicts
SCWA	12" Water Main	NYS Route 114 northbound	1150 feet	Condition Unknown, no obvious conflicts
	16" Water Main	Stephen Hands Path eastbound (west of NYS Route 114)	550 feet	Condition Unknown, no obvious conflicts

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:

Exhibit - 2.3.3.9 Existing Utilities				
Owner	**Type**	**Location/Side**	**Length**	**Condition/Conflict**
PSE&G	Electrical	NYS Route 114 northbound	875 feet	Condition Unknown, no obvious conflicts
		Goodfriend Drive eastbound/westbound	N/A	Condition Unknown, no obvious conflicts
Verizon	Telephone Lines/Ducts	NYS Route 114 southbound	300 feet	Condition Unknown, no obvious conflicts
		Goodfriend Drive westbound	N/A	Condition Unknown, no obvious conflicts
		Coultes Lane eastbound	325 feet	Condition Unknown, no obvious conflicts
SCWA	12" Water Main	NYS Route 114 northbound	875 feet	Condition Unknown, no obvious conflicts
		Goodfriend Drive westbound	110 feet	Condition Unknown, no obvious conflicts
		Access Driveway to SCWA Pump House	25 feet	Condition Unknown, no obvious conflicts

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

Exhibit - 2.3.3.9 Existing Utilities				
Owner	**Type**	**Location/Side**	**Length**	**Condition/Conflict**
National Grid	6” Steel Gas Main	CR 48 eastbound (west of NYS Route 25)	325 feet	Condition Unknown, no obvious conflicts
	6” Steel Gas Main (Retired)	CR 48/NYS Route 25 eastbound	200 feet	Condition Unknown, no obvious conflicts
	4” Steel Gas Main (Retired)	NYS Route 25 eastbound	515 feet	Condition Unknown, no obvious conflicts
	8” PE Gas Main	CR 48/NYS Route 25 westbound	550 feet	Condition Unknown, no obvious conflicts
	4” Steel Gas Main	NYS Route 25 southbound	595 feet	Condition Unknown, no obvious conflicts
	6” Steel Gas Main	NYS Route 25 northbound	150 feet	Condition Unknown, no obvious conflicts
	2” Steel Gas Main	Sound Avenue	490 feet	Condition Unknown, no obvious conflicts
	2” Steel Gas Main (Retired)	Sound Avenue	65 feet	Condition Unknown, no obvious conflicts
Verizon	Telephone Lines/Ducts	CR 48/NYS Route 25 eastbound	1140 feet	Condition Unknown, no obvious conflicts
		NYS Route 25 northbound	240 feet	Condition Unknown, no obvious conflicts
SCWA	Water Main – Unknown Diameter	CR 48/NYS Route 25 westbound	1035 feet	Condition Unknown, no obvious conflicts
	12” Water Main	CR 48/NYS Route 25 westbound	1050 feet	Condition Unknown, no obvious conflicts
	8” Water Main	NYS Route 25 northbound	690 feet	Condition Unknown, no obvious conflicts
	6” Water Main	Sound Avenue	485 feet	Condition Unknown, no obvious conflicts

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:
Existing utility poles carrying overhead electric/telephone/fiber optic lines are located on the south side (eastbound direction) of NYS Route 25 as well as the west side (southbound direction) of Edwards Avenue throughout the project limits for Location 1.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:
Existing utility poles carrying overhead electric/telephone lines are located on the east side (northbound direction) of NYS Route 114 as well as the south side (eastbound direction) of Stephen Hands Path throughout the project limits for Location 2.

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:
Existing utility poles carrying overhead electric/telephone lines are located on the west side (southbound direction) of NYS Route 114 throughout the project limits for Location 3. There are no utility poles located along Goodfriend Drive.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
Existing utility poles carrying overhead electric/telephone lines are located on both the north side (westbound direction) and south side (eastbound direction) of CR 48/NYS Route 25 throughout the project limits for Location 4. Several poles also carry street lighting mast arms and luminaires. Existing utility poles are also present on the east side of NYS Route 25 (northbound direction) within the Location 4 project limits.

2.3.3.10. Railroad Facilities –

There are no railroads within the project limits and no at-grade crossings within 1 mile that could impact traffic conditions.

2.3.4. Potential Enhancement Opportunities

This section focuses on the existing areas to identify potential enhancement opportunities related to the project and to help avoid and minimize impacts. Chapter 4 focuses on the impacts, enhancements, and mitigation.

2.3.4.1. Landscape -

2.3.4.1. (1) Terrain –
The terrain at the subject intersections is considered flat, typically slopes between 0 and 5 percent. In accordance with the Highway Design Manual, chapter 2, section 2.5.2 Terrain it would be classified as level.

2.3.4.1. (2) Unusual Weather Conditions-
The subject sites typically do not exhibit unusual weather conditions that would affect project design any differently than normally considered in this region.

2.3.4.1. (3) Visual Resources -
The visual character and quality of the scenes or viewshed at the subject sites are typical of eastern Long Island. The roadway corridors are suburban to rural in nature. The adjacent land use varies from farmland to natural wooded areas to sites developed for commercial business or individual single family residential. The density of the land use is low and therefore the visual scene is intact and consistent.

2.3.4.2. Opportunities for Environmental Enhancements –
There are no practical opportunities for environmental enhancements in the project limits.

CHAPTER 3 – Alternatives

This chapter discusses the alternatives considered and examines the engineering aspects for all reasonable alternatives to address project objectives in Chapter 1 of this report.

3.1. Alternatives Considered and Eliminated from Further Study

For Loc. No. 4 - NYS Route 25 at County Road 48, Town of Southold, two alternatives: to install a full three-color traffic signal and a modern roundabout, in place of the existing flashing signal was considered. The alternative to install a three-color traffic signal had been considered by the region. Two separate traffic studies were conducted, and, in both cases, it was determined that a traffic signal was not warranted. Therefore, the installation of a traffic signal is not being evaluated under this project. (These studies can be made available upon request.) The alternative to install a modern roundabout was dismissed based on its ROW impact.

3.2. Reasonable Build Alternatives

3.2.1. Description of Reasonable Alternatives

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County

Alternative 1 - This alternative consists of addition of left-turn bays and realigning Edwards Avenue to match the north and south alignment.

Key elements of this alternative include:

Geometry	• This alternative includes correcting north-south misalignment on Edwards Avenue. • This alternative includes addition of left-turn bays at the intersection.
Operational	• This alternative will improve traffic operations and safety by removing left turns from the through travel lanes, realigning Edwards Ave on its approaches to NY 25 and providing a northbound left turn arrow.
Control of Access	• Control of access will not change.
Right of Way	• The proposed enhancements will require ROW acquisitions as noted on the Abstract Requests Maps and spreadsheet located in Appendix H.
Environmental	• There are no wetland impacts. • There are no significant noise or visual impacts associated with the enhancements.
Cost	• Total estimated construction cost of this alternative is $3.1M.
Project Goals	• These enhancements meet the overall objective to improve traffic operations and reduce the potential for crashes.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton, Suffolk County

Alternative 1 - This alternative consists of addition of left-turn bays along NY 114 and Stephen Hand Path at this intersection.
Key elements of this alternative include:

Geometry	• This alternative includes addition of left-turn bays on NY 114.
Operational	• This alternative will improve traffic operations and safety by removing left turns from the through travel lanes and extending the right turn lane on Stephen Hands Path to northbound NY 114.
Control of Access	• Control of access will not change.
Right of Way	• The proposed enhancements will require ROW acquisitions as noted on the Abstract Requests Maps and spreadsheet located in Appendix H.
Environmental	• There are no wetland impacts. • There are no significant noise or visual impacts associated with the enhancements.
Cost	• Total estimated cost of this alternative is $2.6M.
Project Goals	• These enhancements meet the overall objective to improve traffic operations and reduce the potential for crashes.

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County

Alternative 1 - This alternative consists of addition of left-turn bays on NY 114 at this intersection.
Key elements of this alternative include:

Geometry	• This alternative includes a center left turn lane on NY 114.
Operational	• This alternative will improve traffic operations and safety by removing left turns from the through travel lanes.
Control of Access	• Control of access will not change.
Right of Way	• There are no proposed ROW acquisitions.
Environmental	• There are no wetland impacts. • There are no significant noise or visual impacts associated with the enhancements.
Cost	• Total estimated cost of this alternative is $0.77M.
Project Goals	• These enhancements meet the overall objective to improve traffic operations and reduce the potential for crashes.

Loc. No. 4 - NYS Route 25 at CR48, Town of Greenport, Suffolk County

Alternative 1 - This alternative consists of installing a mini-roundabout at this intersection.
Key elements of this alternative include:

Geometry	• Replacing the flashing signal with a mini-roundabout.
Operational	• This alternative will improve traffic operations and safety by reducing approach speeds, number of conflict points, and stopped vehicle delays.
Control of Access	• Control of access will not change.
Right of Way	• The proposed enhancements will require ROW acquisitions as noted on the Abstract Requests Maps and spreadsheet located in Appendix H.
Environmental	• There is a NYS wetland located on southwest corner, about 12.9 acres in size. However, there are no wetland impacts anticipated. • There are no significant noise or visual impacts associated with the enhancements.
Cost	• Total estimated cost of this alternative is $2.03M.
Project Goals	• These enhancements meet the overall objective to improve traffic operations and reduce the potential for crashes.

3.2.2 Preferred Alternative

All reasonable alternatives are under consideration. A decision will be made after evaluating the alternatives' impacts, comments on the draft design approval document, and comments from the public hearing.

3.2.3. Design Criteria for Reasonable Alternative(s)

Exhibit 3.2.3.2-(1)
Critical Design Elements for NYS Route 25

PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Principal Arterial - Other	**NHS**	☑	**Non-NHS**	☐
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	18,379	**Percentage of Trucks:**		7%	
Truck Access or Qualifying Highway (QH)?	Truck Access Highway	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	Yes	**Anticipated level of bicycle activity**		High	

	Element	Standard	Existing Condition	Proposed Condition[2]
1	Design Speed	55 mph[1] HDM Section 2.7.2.4.A	50 mph posted	55
2	Lane Width	11 ft HDM Exhibit 2-4a	12 ft	12 ft
3	Shoulder Width Uncurbed Curbed	8 ft HDM Exhibit 2-3a 4 ft min./5 ft des. HDM Exhibit 2-4a	4'-8" min. (EB) 3'-4" (WB) min. 5'-3" (EB) min.	6 ft (curbed)
4	Horizontal Curve Radius	1060 ft Min (at e_{max}= **6%**) HDM Exhibit 2-4a	2865 ft	2000 ft
5	Superelevation	e_{max} = **6%** HDM Exhibit 2-1b	4.1% @ e_{max} = **6%**	5.0% @ e_{max} = **6%**
6	Stopping Sight Distance (Horizontal and Vertical)	495 ft Min. HDM Exhibit 2-4a	295 ft	787 ft (Vert) 670 ft (Horiz.)
7	Maximum Grade	5% HDM Exhibit 2-4a	2.34%	2.34%
8	Cross Slope	1.5% Min., 2.5% Max. HDM Section 2.7.2.4.H	Varies 1.2% to 4.6%	2.0%
9	Vertical Clearance	14 ft Min.BM Section 2.3.1, Table 2-2	Minimum of 15.5' for wires and signal heads	Minimum of 15.5' for wires and signal heads
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle HDM Section 19.5.3	Existing 36" culvert located 350' west of Edwards Ave. Condition unknown.	Existing culvert to remain

Exhibit 3.2.3.2-(1) Critical Design Elements for NYS Route 25					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Principal Arterial - Other	**NHS**	☑	**Non-NHS**	☐
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	18,379	**Percentage of Trucks:**		7%	
Truck Access or Qualifying Highway (QH)?	Truck Access Highway	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	Yes	**Anticipated level of bicycle activity**		High	

	Element	Standard	Existing Condition	Proposed Condition[2]
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	Facilities will be evaluated in final design	Proposed pedestrian facilities will comply with HDM Chapter 18

Notes:

1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 55 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.

2 ** Denotes non-standard feature

3 Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-(1) Critical Design Elements for Edwards Avenue (North of NY 25)					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Minor Arterial	**NHS**	☐	**Non-NHS**	☑
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	4,318	**Percentage of Trucks:**		4%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		Low	

	Element	Standard	Existing Condition	Proposed Condition[2]
1	Design Speed	45 mph[1] HDM Section 2.7.2.3.A	45 mph posted	45
2	Lane Width	11 ft HDM Exhibit 2-4	12 ft	11 ft

Exhibit 3.2.3.2-(1)
Critical Design Elements for Edwards Avenue (North of NY 25)

PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Minor Arterial	**NHS**	☐	**Non-NHS**	☑
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	4,318	**Percentage of Trucks:**		4%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		Low	

	Element	Standard	Existing Condition	Proposed Condition[2]
3	Shoulder Width Uncurbed Curbed	4 ft HDM Exhibit 2-3 0 ft min./4 ft des. HDM Exhibit 2-4	Varies 1' min. to 3' (SB) - Uncurbed Varies 1' min. to 5' (NB) - Uncurbed	6 ft Uncurbed Transitions to 1' to meet existing
4	Horizontal Curve Radius	436 ft Min (at e_{max}= **6%**) HDM Exhibit 2-4	No existing curves	500 ft
5	Superelevation	e_{max} = **6%** HDM Exhibit 2-1b	No existing curves	6.0% @ e_{max} = **6%**
6	Stopping Sight Distance (Horizontal and Vertical)	327 ft Min. HDM Exhibit 2-4	488 ft	431 ft (Vert.) 691 ft (Horiz.)
7	Maximum Grade	6% HDM Exhibit 2-4	3.54%	3.54%
8	Cross Slope	1.5% Min., 3.0 % Max. HDM Section 2.7.2.3.H	Varies 1.2% to 5.9%	2.0%
9	Vertical Clearance	14 ft Min.BM Section 2.3.1, Table 2-2	Minimum of 15.5' for wires and signal heads	Minimum of 15.5' for wires and signal heads
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle HDM Section 19.5.3	No structures in project limits	No structures in project limits
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	Facilities will be evaluated in final design	Proposed pedestrian facilities will comply with HDM Chapter 18

Notes:

1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 45 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.

2 ** Denotes non-standard feature

3 Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-(1) Critical Design Elements for Edwards Avenue (South of NY 25)					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Minor Arterial	**NHS**	☐	**Non-NHS**	☑
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	8,298	**Percentage of Trucks:**		11%	
Truck Access or Qualifying Highway (QH)?	Truck Access Highway	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	Yes	**Anticipated level of bicycle activity**		High	

	Element	Standard	Existing Condition	Proposed Condition[2]
1	Design Speed	45 mph[1] HDM Section 2.7.2.3.A	45 mph posted	45
2	Lane Width	11 ft HDM Exhibit 2-4	12 ft	11 ft
3	Shoulder Width Uncurbed Curbed	4 ft HDM Exhibit 2-3 4 ft min./5 ft des. HDM Exhibit 2-4	Varies 3.5' min. to 5' (NB/SB) - Curbed	6 ft Curbed
4	Horizontal Curve Radius	436 ft Min (at e_{max}= **6%**) HDM Exhibit 2-4	No existing curves	500 ft
5	Superelevation	e_{max} = **6%** HDM Exhibit 2-1b	No existing curves	6.0% @ e_{max} = **6%**
6	Stopping Sight Distance (Horizontal and Vertical)	327 ft Min. HDM Exhibit 2-4	>1000 ft	>1000 ft (Vert.) 572 ft (Horiz.)
7	Maximum Grade	6% HDM Exhibit 2-4	1.71%	0.96%
8	Cross Slope	1.5% Min., 3.0 % Max. HDM Section 2.7.2.3.H	Varies 1.2% to 5.9%	2.0%
9	Vertical Clearance	14 ft Min.BM Section 2.3.1, Table 2-2	Minimum of 15.5' for wires and signal heads	Minimum of 15.5' for wires and signal heads
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Design Live Load and NYSDOT Design Permit Vehicle with LRFR 1.2 or higher BM Sections 1.3 and 1.5 NYSDOT LRFD Specifications AASHTO HL-93 Live Load	No structures in project limits	No structures in project limits

Exhibit 3.2.3.2-(1) Critical Design Elements for Edwards Avenue (South of NY 25)					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Minor Arterial	**NHS**	☐	**Non-NHS**	☑
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	8,298	**Percentage of Trucks:**		11%	
Truck Access or Qualifying Highway (QH)?	Truck Access Highway	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	Yes	**Anticipated level of bicycle activity**		High	

	Element	Standard	Existing Condition	Proposed Condition[2]
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	Facilities will be evaluated in final design	Proposed pedestrian facilities will comply with HDM Chapter 18

Notes:

1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 45 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.

2 ** Denotes non-standard feature

3 Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-(2) Critical Design Elements for NYS Route 114					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Principal Arterial - Other	**NHS**	☑	**Non-NHS**	☐
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	7,216	**Percentage of Trucks:**		9%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	Yes	**Anticipated level of bicycle activity**		High	

	Element	Standard	Existing Condition	Proposed Condition[2]
1	Design Speed	50 mph[1] HDM Section 2.7.2.4.A	45 mph posted	50
2	Lane Width	11 ft min./12 ft des. HDM Exhibit 2-4a	12 ft	12 ft
3	Shoulder Width		8 ft uncurbed	8 ft (uncurbed)

Exhibit 3.2.3.2-(2) Critical Design Elements for NYS Route 114					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Principal Arterial - Other	**NHS**	☑	**Non-NHS**	☐
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	7,216	**Percentage of Trucks:**		9%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	Yes	**Anticipated level of bicycle activity**		High	

	Element	**Standard**	**Existing Condition**	**Proposed Condition[2]**
	Uncurbed Curbed	8 ft HDM Exhibit 2-3a 4 ft min./5 ft des. HDM Exhibit 2-4a		
4	Horizontal Curve Radius	833 ft Min (at e_{max}= **6%**) HDM Exhibit 2-4a	600 ft	833 ft
5	Superelevation	e_{max} = **6%** HDM Exhibit 2-1b	8.8% @ e_{max} = **6%**	6% @ e_{max} = **6%**
6	Stopping Sight Distance (Horizontal and Vertical)	425 ft Min. HDM Exhibit 2-4a	236 ft	545 ft (Vert.) 440 ft. (Horiz.)
7	Maximum Grade	6% HDM Exhibit 2-4a	2.28%	2.58%
8	Cross Slope	1.5% Min., 2.5% Max. HDM Section 2.7.2.4.H	Varies 1.3 to 3.6%	2.0%
9	Vertical Clearance	14 ft Min.BM Section 2.3.1, Table 2-2	Minimum of 15.5' for wires and signal heads	Minimum of 15.5' for wires and signal heads
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Design Live Load and NYSDOT Design Permit Vehicle with LRFR 1.2 or higher BM Sections 1.3 and 1.5 NYSDOT LRFD Specifications AASHTO HL-93 Live Load and	No structures in project limits	No structures in project limits
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	No existing pedestrian facilities	No new proposed pedestrian facilities

Notes:

1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 50 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.

2 ** Denotes non-standard feature

3 Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-(2)
Critical Design Elements for Stephen Hands Path (North/East of NY 114)

PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Major Collector	**NHS**	☐	**Non-NHS**	☑
Design Class:	Collector	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	11,385	**Percentage of Trucks:**		4%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		Low	

	Element	Standard	Existing Condition	Proposed Condition[2]
1	Design Speed	30 mph[1] HDM Section 2.7.3.3.A	30 mph posted	30
2	Lane Width	10 ft min./12 ft des. HDM Exhibit 2-6	12 ft	12 ft
3	Shoulder Width Uncurbed Curbed	6 ft HDM Exhibit 2-5 0' min./4' des. HDM Exhibit 2-6	1 ft (SB) - Uncurbed 1 ft. min to 3' (NB) - Uncurbed	Varies 1' to 6 ft uncurbed
4	Horizontal Curve Radius	177 ft Min (at e_{max}= **6%**) HDM Exhibit 2-4	No existing curves	No proposed curves
5	Superelevation	e_{max} = **6%** HDM Exhibit 2-1b	**No existing curves**	**No proposed curves**
6	Stopping Sight Distance (Horizontal and Vertical)	175 ft Min. HDM Exhibit 2-6	>1000 ft	766 ft (Vert.) No horizontal curves
7	Maximum Grade	9% HDM Exhibit 2-6	1.49%	1.54%
8	Cross Slope	1.5% Min., 3% Max. HDM Section 2.7.3.3.H	Varies 1.0 to 4.5%	2.0%
9	Vertical Clearance	14 ft Min.BM Section 2.3.1, Table 2-2	Minimum of 15.5' for wires and signal heads	Minimum of 15.5' for wires and signal heads
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Design Live Load and NYSDOT Design Permit Vehicle with LRFR 1.2 or higher BM Sections 1.3 and 1.5 NYSDOT LRFD Specifications AASHTO HL-93 Live	No structures in project limits	No structures in project limits
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	No existing pedestrian facilities	No new proposed pedestrian facilities

Notes:

1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.

2 ** Denotes non-standard feature

3 Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-(2)
Critical Design Elements for Stephen Hands Path (South/West of NY 114)

PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Minor Arterial	**NHS**	☐	**Non-NHS**	☑
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	7,007	**Percentage of Trucks:**		4%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		Low	

	Element	Standard	Existing Condition	Proposed Condition[2]
1	Design Speed	30 mph[1] HDM Section 2.7.2.3.A	30 mph posted	30
2	Lane Width	11 ft min./12 ft des. HDM Exhibit 2-4	12 ft	12 ft
3	Shoulder Width Uncurbed Curbed	4 ft HDM Exhibit 2-3 0' min./4' des. HDM Exhibit 2-6	1 ft (SB) - Uncurbed 1 ft. min to 8' (NB) - Uncurbed	Varies 1' to 6 ft uncurbed
4	Horizontal Curve Radius	177 ft Min (at e_{max}= **6%**) HDM Exhibit 2-4	No existing curves	No proposed curves
5	Superelevation	e_{max} = **6%** HDM Exhibit 2-1b	**No existing curves**	**No proposed curves**
6	Stopping Sight Distance (Horizontal and Vertical)	175 ft Min. HDM Exhibit 2-4	>1000 ft	766 ft (Vert.) No horizontal curves
7	Maximum Grade	7% HDM Exhibit 2-4	0.59%	1.54%
8	Cross Slope	1.5% Min., 3% Max. HDM Section 2.7.2.3.H	Varies 1.1 to 7.0%	2.0%
9	Vertical Clearance	14 ft Min.BM Section 2.3.1, Table 2-2	Minimum of 15.5' for wires and signal heads	Minimum of 15.5' for wires and signal heads
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Design Live Load and NYSDOT Design Permit Vehicle with LRFR 1.2 or higher BM Sections 1.3 and 1.5 NYSDOT LRFD Specifications	No structures in project limits	No structures in project limits

Exhibit 3.2.3.2-(2) Critical Design Elements for Stephen Hands Path (South/West of NY 114)					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Minor Arterial	**NHS**	☐	**Non-NHS**	☑
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	7,007	**Percentage of Trucks:**		4%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	No	**Anticipated level of bicycle activity**		Low	

	Element	Standard	Existing Condition	Proposed Condition[2]
		AASHTO HL-93 Live Load		
11	Americans with Disabilities Act Compliance[3]	HDM Chapter 18	No existing pedestrian facilities	No new proposed pedestrian facilities

Notes:

1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 30 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.

2 ** Denotes non-standard feature

3 Refer to Section 2.3.5 for detailed pedestrian facility information.

Exhibit 3.2.3.2-(3) Critical Design Elements for NYS Route 114 at Goodfriend Drive					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Principal Arterial - Other	**NHS**	☑	**Non-NHS**	☐
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	7,216	**Percentage of Trucks:**		9%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	Yes	**Anticipated level of bicycle activity**		Low	

	Element	**Standard**	**Existing Condition**	**Proposed Condition[2]**
1	Design Speed (Main Line NY 114)	50 mph HDM Section 2.7.2.2	45 mph posted	50 mph
2	Lane Width	11 ft HDM Exhibit 2-4a	12 ft	11 ft
3	Shoulder Width Uncurbed Curbed	8 ft HDM Exhibit 2-3a 4 ft min./5 ft des. HDM Exhibit 2-4a	8 ft min uncurbed on approaches to intersection 10' min curbed at int.	5 ft. minimum(striped as bike lane)**
4	Horizontal Curve Radius	833 ft Min (at e_{max}=**6%**) HDM Exhibit 2-4a	Tangent	Tangent
5	Superelevation	e_{max} = **6%** HDM Exhibit 2-1b, suburban arterials use the required superelevation table for either 6% or 8%.	Tangent	Tangent
6	Stopping Sight Distance (Horizontal and Vertical)	425 ft Min. HDM Exhibit 2-4a	>425 ft	> 425 ft
7	Maximum Grade	6% HDM Exhibit 2-4a	< 5%	< 5%
8	Cross Slope	1.5% Min., 2.5% Max. HDM Section 2.7.2.4.H	1.5%	2% and varies

Exhibit 3.2.3.2-(3) Critical Design Elements for NYS Route 114 at Goodfriend Drive					
PIN	0810.01	**BIN** (if applicable)			
Functional Class:	Urban Principal Arterial - Other	**NHS**	☑	**Non-NHS**	☐
Design Class:	Arterial	**Context Class:**		Suburban	
Project Type:	Minor Intersection Reconstruction	**Terrain:**		Flat	
Design Year AADT:	7,216	**Percentage of Trucks:**		9%	
Truck Access or Qualifying Highway (QH)?	Neither	**If not a QH, is project within 1 mi of a QH?**		No	
Existing or Proposed Bicycle Route?	Yes	**Anticipated level of bicycle activity**		Low	

Element	Standard	Existing Condition	Proposed Condition[2]
9	Vertical Clearance	14 ft Min. BM Section 2.3.1, Table 2-2	Utility wires estimated at minimum of 20’	Utility wires estimated at minimum of 20’
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Design Live Load and NYSDOT Design Permit Vehicle with LRFR 1.2 or higher BM Sections 1.3 and 1.5 NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle HDM Section 19.5.3	No structures in project limits	No structures in project limits
11	Americans with Disabilities Act Compliance	HDM Chapter 18	No existing pedestrian facilities	No new proposed pedestrian facilities are proposed.

Notes:

1 The Regional Traffic Engineer has concurred that the proposed Design Speed of 50 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification’s range of design speeds for terrain and volume.

2 ** Denotes non-standard feature

3 Refer to Section 2.3.5 for detailed pedestrian facility information.

3.2.3.3. Other Design Parameter

Exhibit 3.2.3.3-1 Other Design Parameters – Location 1: NY 25 at Edwards Avenue			
Highway or Feature			
	Element	**Criteria**	**Proposed Condition**
1	Stopping Sight Distance (headlight)	495 ft min. HDM Exhibit 2-4a	300 ft
2	Intersection Level of Service	Urban – D, Rural - C (minimum) HDM 5.9.2.1	C
3	Design Storm for Culverts	50 yr. HDM 8.3.2.4	50
4	Design Storm for Closed Drainage	5 yr. (minor arterials/collectors) HDM 8.3.2.4	5
5	Guiderail	HDM Chapter 10, AASHTO Roadside Design Guide	Proposed guiderail to be designed to meet or exceed minimums at final design
6	Curbing	Curb Use Restrictions HDM 10.2.2.4	Curb type selection and locations to be determined at final design
7	Bay (Queue) Storage Length	HDM 5.9.8.2.F/G	100 ft (minimum)
8	Bay Taper Length	Desirable = 50’ – 100’ HDM 5.9.8.2.E	70 ft (minimum)

Exhibit 3.2.3.3-2 Other Design Parameters – Location 2: NY 114 at Stephen Hands Path			
Highway or Feature			
	Element	**Criteria**	**Proposed Condition**
1	Stopping Sight Distance (headlight)	425 ft min. HDM Exhibit 2-4a	264 ft
2	Intersection Level of Service	Urban – D, Rural - C (minimum) HDM 5.9.2.1	C
3	Design Storm for Closed Drainage	5 yr. (minor arterials/collectors) HDM 8.3.2.4	5
4	Guiderail	HDM Chapter 10, AASHTO Roadside Design Guide	Proposed guiderail to be designed to meet or exceed minimums at final design
5	Bay (Queue) Storage Length	HDM 5.9.8.2.F/G	100 ft (minimum)
6	Bay Taper Length	Desirable = 50’ – 100’ HDM 5.9.8.2.E	70 ft (minimum)

Exhibit 3.2.3.3-3 Other Design Parameters – Location 3: NY 114 at Goodfriend Drive			
Highway or Feature			
	Element	**Criteria**	**Proposed Condition**
1	Intersection Level of Service	Urban – D, Rural - C (minimum) HDM 5.9.2.1	A
2	Two-way Left Turn Lane (TWLTL) Length	Desirable minimum 0f 260’ HDM 5.9.8.2.C	320 ft.
3	Bay Taper Length	Desirable = 50’ – 100’ HDM 5.9.8.2.E	70 ft (minimum)

These two non-conforming features (shown in red above) are discussed further in Section 3.3.3.2. (2) Non-Conforming Features.

Exhibit 3.2.3.3-4
Other Design Parameters CR Route 48 and NY Route 25 - Mini Roundabout Controlling Features

Element		Parameter[1]		West Leg	South Leg	East Leg
1	Design Vehicle	See HDM § 5.7.1[7]		WB 67	WB 40	WB 67
2	Maximum Entry Speed 20 mph Mini	Entry Path Radius Method Per Equation 6.3[2]		20 MPH	20 MPH	20 MPH
3	Entry Width	12' - 23' - 1 lane		14’	14'	14'
4	Entry Radius	65’ – 150’ 90’-110' typ.		70’	65’	65’
5	Entry Angle[4, 5]	Crit. #1 - 20°-60° (30°-40° des.)		38°25'	38°34'	39°12'
6	Entry Angle of Visibility	≥75° per Section 6.7.4[3]		129°22'	104°34'	91°10'
7	Splitter Island Length					
	Approach ≥45 mph	≥ 50' (≥ 100' des.) 1 lane		265'	N/A	305'*
	Approach <45 mph	≥ 30' (≥ 50' des.) 1 lane		N/A	52'	N/A
8	Approach Stopping Sight Distance	Per Section 6.7.3[3]		>365’	>200’	>365’
9	Circulating Roadway Sight Distance	Per Section 6.7.3[3]		>65’	>65’	>65’
10	Intersection Sight Distance	Per Section 6.7.3[3]		d1 = N/A* d2 = >100’	d1 = 125’ d2 = >100’	d1 = 125’ d2 = >100’
11	Sight Distance to Crosswalk	Per Section 6.7.3[3]		Entry –>365’ Exit -115'	Entry – >200’ Exit - 115'	Entry – >365’ Exit - 115'
12	Inscribed Circle Diameter	45' - 90' - Mini		90'	90'	90'

Exhibit 3.2.3.3-4 Other Design Parameters CR Route 48 and NY Route 25 - Mini Roundabout Controlling Features						
Element		Parameter[1]		West Leg	South Leg	East Leg
13	Circulatory Roadway Width	12'-23', 16'- 20' typ. - 1 lane **		15'	15'	15'
14	Minimum Exit Radius[6]	Single lane - 65' – ∞, 300' - 800' typ.		200'	150'	150’
15	Americans with Disabilities Act Compliance[10]	Comply with HDM Chapter 18		Facilities will be evaluated in final design	Facilities will be evaluate d in final design	Facilities will be evaluated in final design
16	Truck Access Highway or Oversize/Overweight Route	See HDM § 5.7.1		Neither	Neither	Neither

* - Intersection Sight Distance (ISD) d1 condition does not apply since there is no northern approach. ISD d2 controls.
** - NCHRP 672 Section 6.6.1 does not provide a specific circulatory roadway width range recommendation. The circulatory roadway width guidance recommends that a bus should be able to navigate the circulatory way without riding onto the truck apron so that the passengers are not jostled. A 15-foot circulatory width is proposed to accommodate a large school bus within the circulatory width while achieving the required entry speed deflection for the approaches.

3.3. Engineering Considerations

3.3.1. Operations (Traffic and Safety) & Maintenance

3.3.1.1. Functional Classification and National Highway System - This project will not change the functional classification of the highway.

3.3.1.2. Control of Access - Access to NYS Route 114 and NYS Route 25 will remain uncontrolled.

3.3.1.3. Traffic Control Devices -

3.3.1.3. (1) Traffic Signals - The proposed improvements at Locations 1 and 2 will require that the existing traffic signals be rebuilt with new signal poles and signal heads. Under Loc. No. 1, a protected-permissive left turn arrow with presence detection will be in installed for the northbound Edwards Avenue approach. All signals will be designed as per Region 10 practice to handle anticipated future needs during final design. Pedestrian push buttons will be installed. Location 4 has an existing flashing traffic signal that will be removed when the mini-roundabout is constructed.

3.3.1.3. (2) Signs - Existing signs will be evaluated and replaced as necessary. New signs will be added where required. Curve warning and speed advisory signs will be added for the non-standard curvature.

3.3.1.4. Intelligent Transportation Systems (ITS) – No ITS measures are proposed.

3.3.1.5. Speeds and Delay -

3.3.1.5. (1) Proposed Speed Limit - The posted speed limit within the project limits will be retained. NYS Route 25 at intersection of Edwards Avenue has speed limit of 50 mph while speed limit is 45 mph at the intersection of County Road 48. NYS Route 114 has a speed limit of 45 mph at both intersections - Stephen Hands Path and Goodfriend Drive.

3.3.1.5. (2) Travel Time Estimates –
Travel time estimates are not applicable as this is an intersection enhancement project.

3.3.1.6. Traffic Volumes –

Since there are no anticipated changes in traffic volumes from these enhancements other than normal background growth see Section 2.3.1.6 for existing traffic volumes. Refer to Appendix C for turning movement counts backup. Refer to Exhibits 2.3.1.6-1 and 2.3.1.6-2 for a summary of the traffic data. Peak hour turning movement volumes for intersections with identified accident problems, all major intersections, & major traffic generator driveways/entrances are included in Appendix C.

3.3.1.7. Level of Service and Mobility –

3.3.1.7 (1) At Project Completion & Design Year –
The Synchro 10 intersections developed for the project was modified to reflect future conditions at the Estimated Time of Completion (ETC) and for the design years (ETC+10 and ETC+20). For ETC conditions, the enhancements to be constructed under the Preferred Alternative include providing left turn lanes, optimization of the traffic signal timings and construction of a new mini-roundabout at the intersection of NYS Route 25 at County Road 48. The details of enhancements are shown in Appendix C

Exhibit 3.3.1.7 - 1
Highway Design Year Level of Service and Delays

Location 1: Intersection of NY 25 at Edwards Avenue		
YEAR	**LOS**	**Delays (sec)**
ETC	AM – D, Midday – C, PM – D	AM – 36.8, Midday – 31.1, PM – 41.0
ETC+10	AM – D, Midday – C, PM – D	AM – 41.5, Midday – 34.7, PM – 46.9
ETC+10 w/Mitigation	AM – C, Midday – C, PM – C	AM – 25.3, Midday – 20.5, PM – 29.5
Location 2: Intersection of NY 114 at Stephen Hands Path		
YEAR	**LOS**	**Delays (sec)**
ETC	AM – E, Midday – D, PM – D	AM – 71.8, Midday – 42.4, PM – 46.3
ETC+10	AM – F, Midday – D, PM – E	AM – 86.8, Midday – 49.2, PM – 55.6
ETC+10 w/Mitigation	AM – C, Midday – B, PM – C	AM – 21.0, Midday – 19.5, PM – 25.4
Location 3: Intersection of NY 114 at Goodfriend Drive		
YEAR	**LOS**	**Delays (sec)**
ETC	AM – A, Midday – A, PM – A	AM – 3.5, Midday – 1.6, PM – 4.7
ETC+10	AM – A, Midday – A, PM – A	AM – 3.8, Midday – 1.6, PM – 5.2
ETC+10 w/Mitigation	AM – A Midday – A, PM – A	AM – 3.7, Midday – 1.6, PM – 5.1
Location 4: Intersection of NY 25 at CR 48		
YEAR	**LOS**	**Delays (sec)**
ETC	AM – A, Midday – A, PM – A, Sat – B	AM –3.1, Midday –5.6, PM –6.4, Sat –13.4
ETC+10	AM – A, Midday – A, PM – A, Sat – C	AM –3.2, Midday –6.4, PM –7.7, Sat –24.6
ETC+20	AM – A, Midday – A, PM – B, Sat – E	AM –3.4, Midday –7.3, PM –11.5, Sat –38.9
ETC+20 w/Mitigation - Roundabout	AM – A, Midday – A, PM – B, Sat – B	AM –8.1, Midday –9.7, PM –10.5, Sat –13.6
ETC+20 w/Mitigation – Traffic Signal	AM – B, Midday – B, PM – B, Sat – B	AM –12.0, Midday –15.0, PM –14.2, Sat – 16.7

Exhibit 3.3.1.7-1 provides the results of the overall intersection LOS and Delays (sec) with Preferred Alternative. Compared to the design year Level of Service and Delays, with mitigation options will provide improved operations at each intersection.

Exhibit 3.3.1.7 - 2 Intersection Level of Service and Delays (sec) with Preferred Alternative						
YEAR	**Peak**	**EB**	**WB**	**NB**	**SB**	**Overall***
Location 1: Intersection of NY 25 at Edwards Avenue						
ETC 2023	AM Peak	26.9 (C)	9.8 (A)	74.6 (E)	68.9 (E)	36.8 (D)
	Midday Peak	16.9 (C)	13.7 (B)	87.0 (F)	51.4 (D)	31.1 (C)
	PM Peak	15.3 (B)	21.1 (C)	118.9 (F)	40.5 (D)	41.0 (D)
ETC+10 2033	AM Peak	32.4 (C)	10.2 (B)	81.7 (F)	74.3 (E)	41.5 (D)
	Midday Peak	18.2 (B)	14.5 (B)	102.4 (F)	55.9 (E)	34.7 (C)
	PM Peak	16.3 (B)	24.0 (C)	140.1 (F)	41.7 (D)	46.9 (D)
ETC+10 2033 Mitigation	AM Peak	23.1 (C)	8.1 (A)	35.3 (D)	45.6 (D)	25.3 (C)
	Midday Peak	12.7 (B)	9.7 (A)	41.9 (D)	44.7 (D)	20.5 (C)
	PM Peak	21.5 (C)	29.3 (C)	27.8 (C)	49.1 (D)	29.5 (C)
Location 2: Intersection of NY 114** at Stephen Hands Path						
ETC 2023	AM Peak	128.7 (F)	128.5 (F)	16.2 (B)	78.8 (E)	71.8 (E)
	Midday Peak	126.6 (F)	53.3 (D)	16.0 (B)	32.2 (C)	42.4 (D)
	PM Peak	114.6 (F)	55.8 (E)	22.5 (C)	44.5 (D)	46.3 (D)
ETC+10 2033	AM Peak	145.8 (F)	148.9 (F)	17.2 (B)	103.1 (F)	86.8 (F)
	Midday Peak	142.1 (F)	57.6 (E)	16.7 (B)	43.2 (D)	49.2 (D)
	PM Peak	130.8 (F)	63.0 (E)	25.7 (C)	61.0 (E)	55.6 (E)
ETC+10 2033 Mitigation	AM Peak	28.0 (C)	44.8 (D)	24.8 (C)	13.4 (B)	21.0 (C)
	Midday Peak	40.0 (D)	37.6 (D)	21.7 (C)	8.5 (A)	19.5 (B)
	PM Peak	48.7 (D)	33.2 (C)	30.1 (C)	8.5 (A)	25.4 (C)
Location 3: Intersection of NY 114** at Goodfriend Drive						
ETC 2023	AM Peak	27.6 (D)	16.0 (C)	0.0 (A)	0.0 (A)	3.5 (A)
	Midday Peak	18.1 (C)	13.0 (B)	0.0 (A)	0.0 (A)	1.6 (A)
	PM Peak	36.2 (E)	16.7 (C)	0.0 (A)	0.0 (A)	4.7 (A)
ETC+10 2033	AM Peak	30.6 (D)	16.8 (C)	0.0 (A)	0.0 (A)	3.8 (A)
	Midday Peak	19.0 (C)	13.4 (B)	0.0 (A)	0.0 (A)	1.6 (A)
	PM Peak	42.4 (E)	17.6 (C)	0.0 (A)	0.0 (A)	5.2 (A)
ETC+10 2033 Mitigation	AM Peak	30.1 (D)	16.7 (C)	0.0 (A)	0.0 (A)	3.7 (A)
	Midday Peak	18.9 (C)	13.4 (B)	0.0 (A)	0.0 (A)	1.6 (A)
	PM Peak	40.7 (E)	17.3 (C)	0.0 (A)	0.0 (A)	5.1 (A)
Location 4: Intersection of NY 25 at CR 48						
ETC 2023	AM Peak	0.0 (A)	8.6 (A)	11.4 (B)	NA	3.1 (A)
	Midday Peak	0.0 (A)	8.6 (A)	17.1 (C)	NA	5.6 (A)
	PM Peak	0.0 (A)	8.4 (A)	22.4 (C)	NA	6.4 (A)
	Sat Peak	0.0 (A)	8.6 (A)	51.3 (F)	NA	13.4 (B)
ETC+10 2033	AM Peak	0.0 (A)	8.7 (A)	12.1 (B)	NA	3.2 (A)
	Midday Peak	0.0 (A)	8.7 (A)	20.2 (C)	NA	6.4 (A)
	PM Peak	0.0 (A)	8.5 (A)	27.8 (D)	NA	7.7 (A)
	Sat Peak	0.0 (A)	8.7 (A)	99.0 (F)	NA	24.6 (C)
ETC+20 2043	AM Peak	0.0 (A)	8.7 (A)	12.8 (B_	NA	3.4 (A)
	Midday Peak	0.0 (A)	8.8 (A)	24.1 (C)	NA	7.3 (A)
	PM Peak	0.0 (A)	8.6 (A)	44.5 (E)	NA	11.5 (B)
	Sat Peak	0.0 (A)	8.8 (A)	160.1 (F)	NA	38.9 (E)
ETC+20 2043 Mitigation (Roundabout)	AM Peak	9.5 (A)	6.9 (A)	6.6 (A)	NA	8.1 (A)
	Midday Peak	9.2 (A)	10.8 (B)	8.2 (A)	NA	9.7 (A)
	PM Peak	8.4 (A)	13.1 (B)	7.4 (A)	NA	10.5 (B)
	Sat Peak	9.4 (A)	18.3 (C)	8.4 (A)	NA	13.6 (B)

Notes:

1. * These values represent weighted average delays for all approaches.
2. ** NY 114 is a north-south road, although the alignment is east-west at Loc. No. 2 and No. 3.
3. NA = Not applicable

Exhibit 3.3.1.7-2 shows various future conditions capacity analysis results anticipated at four intersections. With preferred alternative and mitigations, all four intersections will experience improved intersection operations, with significant reductions in intersection delays and improved LOS. Total of seven movements under various conditions are experiencing LOS of E or worse. After mitigation only one movement will experience LOS E and none will be at LOS F. At the Design Year for intersection of Intersection of NY 25 at Edwards Avenue, overall intersection delays will reduce by 59% in the PM peak. For intersection of NY 114 at Stephen Hands Path, overall intersection delays will reduce by 400% in the AM peak. For intersection of NY 114 at Goodfriend Drive, overall intersection delays will reduce by 2% in the PM peak. And for intersection of NY 25 at CR 48, overall intersection delays will reduce by 286% in the Saturday peak.

3.3.1.7 (2) – Work Zone Safety & Mobility –

A. Work Zone Traffic Control Plan -
The expected temporary work zone traffic control (WZTC) measures include lane width reductions, staged construction, and shifting of traffic within the limits of existing ROW, Temporary, and Permanent Easements. Short-term/nighttime closures are expected to be minimal and may result in motorists detouring. No signed vehicular detours are expected. ADA compliant accommodations for pedestrians and bicyclists will be provided. All temporary work zone traffic control measures will be designed according to MUTCD and NYSDOT standards.

The expected effect to users will be increased travel time. Signage and portable variable message signs (PVMS) will be installed prior to the start of construction to alert roadway users and to allow them to plan alternative routes in order to avoid delays.

As the project enters later stages of design, the work zone traffic control will be developed further. Concerns received from stakeholders during the public involvement process will be taken into consideration during the finalization of the WZTC plans in order to minimize impacts where practical.

B. Special Provisions –
No special provisions have been identified at this time.

C. Significant Projects (per 23 CFR 630.1010) -
The Region has determined that the subject project is not significant per 23 CFR 630.1010. A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

3.3.1.8. Safety Considerations, Accident History and Analysis –

Based on the accident analysis, the following countermeasures are being considered at the four intersections:

- Location 1: Installation of separate left-turn bays on all approaches, realigning Edwards Avenue to eliminate the offset between the northbound and southbound approaches and retiming the traffic signal. A protected / permissive left turn arrow with presence detection will be installed on the northbound Edwards Avenue approach. The new signal poles should be sized to handle left turn arrows on the remaining approaches to facilitate their installation in future if turn arrows are warranted.
- Location 2: Installation of separate left-turn bays on all approaches, extending the westbound Stephen Hands Path exclusive right turn lane and retiming the traffic signal. The existing NY 114 southbound left turn arrow and westbound Stephen Hands Path right turn overlap will be retained. The new signal poles should be sized to handle left turn arrows on the remaining approaches to facilitate their installation in future if turn arrows are warranted.
- Location 3: Installation of two-way left turn lane along NYS Route 114.
- Location 4: Installation of a mini-roundabout.

These measures are anticipated to reduce potential for crashes and improve overall traffic safety.

3.3.1.9. Impacts on Police, Fire Protection and Ambulance Access -

Refer to Section 3.3.1.7(2) for a discussion of the anticipated impacts during construction. No major impacts are anticipated on emergency access after the enhancements are in place.

3.3.1.10. Parking Regulations and Parking Related Issues –

No changes to parking availability or regulations are proposed.

3.3.1.11. Lighting –

No changes to street lighting are proposed at locations 1, 2 and 3. The existing street lighting will be further evaluated as part of the final design of the mini-roundabout at location 4 and upgraded as needed.

3.3.1.12. Ownership and Maintenance Jurisdiction –

No changes to ownership or maintenance responsibilities are proposed. Refer to section 2.3.1.12 for existing ownership and maintenance details. NYSDOT will continue ownership and maintenance responsibilities for the highway.

3.3.1.13. Constructability Review -

The Regional Construction Group will review the DDR and any concerns presented will be addressed.

3.3.2. Multimodal Considerations

3.3.2.1. Pedestrians –

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead:
The general land use is agricultural and industrial resulting in infrequent pedestrian travel. However, there is continuous sidewalk on the south side of NY 25. Under the Preferred Alternative, sidewalks will be installed along NYS Route 25 eastbound starting from the east side of the existing 1907 Middle Country Road residential driveway (approximately 420' west of Edwards Avenue intersection). A new pedestrian ramp will be required at the existing driveway. The sidewalk will continue to the west side of the first driveway east of the intersection (a distance of approximately 125'). The existing sidewalk located along NYS Route 25 eastbound (from the east side of the first driveway east of the intersection to the eastern project limits) will be retained.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton:
Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton:
The general land use around Loc. No. 2 and Loc. No .3 is primarily low-density residential development that generates infrequent pedestrian travel. Pedestrians may legally use the 6-ft. paved shoulder per the provisions of NYS Vehicle and Traffic Law Section 1156(b).

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
The land use around Loc. No. 4 is mix of residential and commercial. Sidewalk is available along NY 25 / Main Street / Main Road. Considering the location's proximity to Downtown Greenport, pedestrian activity can be expected at this location. The enhancements will maintain and/or enhance the sidewalks at this location.

The pedestrian facilities will be designed in conformance with HDM Chapter 18 and the Complete Streets Checklist (Appendix C).

3.3.2.2. Bicyclists –
Existing bicycle facilities along NY 25 and NY 114 will be maintained and/or upgraded. The proposed enhancements for Loc. No. 3 include a striped 5' wide bike lane. Enhancements at Loc. No. 4 include the addition of a shared-use path and will support the existing NY 25 bicycle network.

3.3.2.3. Transit –
There will be no changes to transit access at any of the four intersections.

3.3.2.4. Airports, Railroad Stations, and Ports –
No changes are proposed; no conflicts are expected.

3.3.2.5. Access to Recreation Areas (Parks, Trails, Waterways, and State Lands) –
No changes are proposed.

3.3.3. Infrastructure

3.3.3.1. Proposed Highway Section

Refer to Appendix A for Typical Sections, Plans and Profile sheets.

3.3.3.1. (1) Right of Way

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

FEE takings are necessary at the intersection to accommodate pavement widenings required to construct exclusive left turn lanes on all approaches as well as the required westward shift in alignment of Edwards Avenue.

The cost (to the Department) of the proposed ROW acquisitions is $1,331,258.

Exhibit 3.3.3.1.1
Anticipated Right-of-Way Acquisitions for Location 1

Owner	Tax Map No.	Type of Acquisition	Estimated Acquisition Area	Parcel Size	Percentage of Acquisition
Gineric 88 LLC	099-1-6	Fee	0.250 acres*	28.481 acres	0.88%
3726 Middle Country LLC	099-2-8	Fee	0.135 acres*	2.709 acres	4.98%
30 Riley Avenue LLC	099-2-7	Fee	0.022 acres	6.430 acres	0.34%
Michael Delea Jr 2009 Revocable Trust	099-1-18	Fee	0.059 acres*	0.970 acres	6.08%
Terminal Logistics II Edwards Avenue SPE, LLC	117-1-4.1	Fee	0.422 acres*	10.508 acres	4.02%
EP Equity Holdings Three LLC	099-2-27	Fee	0.041 acres*	0.747 acres	5.49%
1998 Peconic LLC	099-2-30	Fee	0.058 acres	2.095 acres	2.77 %

*** Take is identified by the Regional Right of Way Group as non-de minimis.**

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:
FEE takings are necessary at the intersection to accommodate pavement widenings required to construct exclusive left turn lanes on all approaches.
Permanent Easements are suggested for sight lines on the southwest (eastbound Stephen Hands Path to southbound NYS Route 114) corner and the southeast (northbound NYS Route 114 to eastbound Stephen Hands Path) corner.

The cost (to the Department) of the proposed ROW acquisitions is $605,117.

Exhibit 3.3.3.1.2 Anticipated Right-of-Way Acquisitions for Location 2					
Owner	**Tax Map No.**	**Type of Acquisition**	**Estimated Acquisition Area**	**Parcel Size**	**Percentage of Acquisition**
Joan E. Schwenk	157-2-14.1	Fee	0.038 acres*	4.577 acres	0.83%
Joan E. Schwenk	157-2-14.1	Temporary Easement	0.001	4.577 acres	0.02%
Buckhout Family 2011 Irrevocable Trust	157-3-25.2	Fee	0.079 acres*	1.363 acres	5.80%
Buckhout Family 2011 Irrevocable Trust	157-3-25.2	Permanent Easement	0.036 acres*	1.363 acres	2.64%
Henry G. and Marion M. Schwenk	157-3-10.9	Fee	0.062 acres*	1.013 acres	6.12%
Geoffrey G. and Katherine Schwenk	157-3-10.2	Fee	0.027 acres	25.771 acres	0.10%
Town of East Hampton	184-1-2	Fee	0.155 acres	103.85 acres	0.15%
Walter Donway	157-3-15	Fee	0.048 acres	1.153 acres	4.16%
Town of East Hampton	157-3-21	Fee	0.007 acres	0.531 acres	1.32%

*** Take is identified by the Regional Right of Way Group as non-de minimis.**

There are no fee takings proposed for Location 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
FEE takings are necessary to accommodate pavement widenings and roadway realignments for the construction of the mini roundabout.

The cost (to the Department) of the proposed ROW acquisitions is $163,119.

Exhibit 3.3.3.1.4 Anticipated Right-of-Way Acquisitions for Location 4					
Owner	**Tax Map No.**	**Type of Acquisition**	**Estimated Acquisition Area**	**Parcel Size**	**Percentage of Acquisition**
Isodoros Kordas and Jennifer Kwon	035-1-4.2	Fee	0.014 acres	1.643 acres	0.85%
Tammi and Timothy Grattan	035-1-7	Fee	0.012 acres*	0.365 acres	3.29%
Roberta Eisenberg	035-1-8	Fee	0.016 acres*	0.484 acres	3.31%
5 Past 40 LLC	035-1-21	Fee	0.047 acres*	1.860 acres	2.53%
160 Route 25 LLC	034-2-1	Fee	0.100 acres	4.690 acres	2.13%

*** Take is identified by the Regional Right of Way Group as non-de minimis.**

3.3.3.1. (2) Curb

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

Along NYS Route 25 eastbound and westbound, six (6) inch mountable curbs (Type M150) will be provided. The curb will begin approximately 325' west of Edwards Avenue and extend to the eastern project limits. Six (6) inch mountable curbs (Type M150) will be provided along Edwards Avenue south of NYS Route 25. Along Edwards Avenue southbound curb will be provided from the intersection with NYS Route 25 to the southern project limits. Along Edwards Avenue northbound, curb will be provided from the intersection with NYS Route 25 to a point approximately 250' south of the intersection.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

No curb will be provided at Location 2. An asphalt concrete tip-up gutter will be provided along NYS Route 114 southbound from the intersection with Stephen Hands Path to the southern project limits.

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:

Six (6) inch mountable curbs (Type M150) will be provided at the curb returns only for the intersections of NYS Route 114 at Goodfriend Drive and NYS Route 114 at Coultes Lane.

No other curb will be provided at Location 3.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

Six (6) inch mountable curbs (Type M150) will be provided at the edges of pavement throughout the Location 4 project limits. Four (4) inch mountable curbs (Type M100) will be provided along all splitter islands of the mini roundabout.

3.3.3.1. (3) Grades

All proposed grades will not differ significantly from existing grades throughout each Location and no grades greater than 4% are anticipated.

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

The proposed maximum grade for NYS Route 25 will be 2.34%. The proposed maximum grades for Edwards Avenue will be 0.96% (south of NYS Route 25) and 3.54% (north of NYS Route 25). These grades do not warrant climbing lanes.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

The proposed maximum grade for NYS Route 114 will be 2.58%. The proposed maximum grade for Stephen Hands Path will be 1.54%. These grades do not warrant climbing lanes.

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:

The proposed maximum grade for NYS Route 114 will be 0.76%. This grade does not warrant a climbing lane.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

The proposed maximum grade for CR 48 (eastbound approach to roundabout) will be 2%. The proposed maximum grade for NYS Route 25 (westbound approach to roundabout) will be 2%. The proposed maximum grade of NYS Route 25 (northbound approach to roundabout) will be 2%. The proposed maximum grade for Sound Avenue will be 1.9%. These grades do not warrant climbing lanes.

3.3.3.1. (4) Intersection Geometry and Conditions

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

Under the Preferred Alternative, the NYS Route 25 at Edwards Avenue intersection will be modified as follows:

- Widened approaches to the intersection
- Horizontal alignment of Edwards Avenue north and south of NYS Route 25 shifted to the west
- One through/right turn lane in all directions
- An exclusive left turn lane in all directions

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

Under the Preferred Alternative, the NYS Route 114 at Stephen Hands Path intersection will be modified as follows:

- Widened approaches to the intersection
- One through/right turn lane northbound, southbound, and eastbound
- One through lane westbound
- An exclusive right turn lane westbound
- An exclusive left turn lane in all directions

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:

Under the Preferred Alternative, NYS Route 114 will be modified as follows:

- Widened approaches northbound and southbound
- One through/right turn lane northbound and southbound
- A two way left turn lane to access Goodfriend Drive and Coultes Lane
- Dedicated 5’ bike lanes northbound and southbound

The existing geometry of Goodfriend Drive and Coutles Way will remain unchanged.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

Under the Preferred Alternative, the CR 48 at NYS Route 25 intersection will be modified as follows:

- Unsignalized “T” intersection to be reconstructed to incorporate a mini roundabout
- Widened approaches and slight roadway realignments to accommodate construction of the mini roundabout

The existing geometry of Sound Avenue will remain unchanged.

3.3.3.1. (5) Roadside Elements:

(a) Snow Storage, Sidewalks, Utility Strips, Bikeways, Bus Stops

Where new sidewalks are proposed, they will be fully compliant with current NYSDOT and ADA design standards. Where sidewalk locations will be retained, they will be evaluated and improved as necessary to bring them in to compliance with the current ADA requirements wherever technically feasible.

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

Under the Preferred Alternative, sidewalks will be installed along NYS Route 25 eastbound from approximately 325’ west of Edwards Avenue to the west side of the first driveway east of the intersection (a distance of approximately 125’). The existing sidewalk located along NYS Route 25 eastbound (from the east side of the first driveway east of the intersection to the eastern project limits) will be retained.

Both NYS Route 25 and Edwards Avenue (south of NYS Route 25) are currently signed as bike routes and this will be maintained in the Preferred Alternative.

Currently, there are Suffolk County Transit bus stops located on the southeast corner (bus routes S58 andS62) and the northeast corner (bus route S58). These bus stops will be maintained as part of the Preferred Alternative.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

No sidewalks are proposed in the Preferred Alternative for either NYS Route 114 or Stephen Hands Path within the project limits.

NYS Route 114 is currently signed as a bike route and this will be maintained in the Preferred Alternative.

There is a Suffolk County Transit bus stop (bus route S92) located along NYS Route 114 northbound and southbound approximately 400' north of Stephen Hands Path. These bus stops will be maintained in the Preferred Alternative.

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:

No sidewalks are proposed in the Preferred Alternative for either NYS Route 114 or Goodfriend Drive within the project limits

Signed and striped bike lanes will be provided throughout the project limits along NYS Route 114.

There are no bus stops located within the project limits for Location 3.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

The Preferred Alternative includes the construction of a roadside shared-use path within the limits of the proposed mini roundabout. This shared-use path would connect with the proposed shoulders on the east, west, and south approach legs. The shared-use path would also transition to meet the existing sidewalks along both sides of NYS Route 25 both south and east of the roundabout.

There are no bus stops located within the project limits for Location 4.

(b) Driveways

Under the Preferred Alternatives for all four locations, driveways will be modified to comply with the current NYSDOT "Policy and Standards for Design of Entrances to State Highways."

(c) Clear Zone

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

Under the Preferred Alternative, the typical clear zone will be approximately 17 feet wide (minimum), except where utility poles, traffic signal poles, or trees where the caliper is anticipated to be greater than four (4") inches at maturity are existing or proposed. At these locations, the minimum clear zone is projected to be seven feet six inches (7' 6") minimum, which is the width of the 6' shoulder plus the 1'-6" clearance from face of curb/edge of pavement to the face of object. As there is no accident history of fixed object type crashes at this location, proposed shielding of utility poles, traffic signal poles, or mature trees is not anticipated.

The existing drainage culvert headwalls impacted by the proposed widening will be within the clear zone and will be protected by the appropriate guide railing system.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

Under the Preferred Alternative, the typical clear zone will be approximately 15 feet wide (minimum), except where utility poles, traffic signal poles, or trees where the caliper is anticipated to be greater than four (4") inches at maturity are existing or proposed. At these locations, the minimum clear zone is projected to be nine (9') feet, which is the width of the 6' shoulder plus the desired 3' clearance from face of curb/edge of pavement to the face of object.

The existing drainage swale on the southeast corner (northbound NYS Route 114 to eastbound Stephen Hands Path) and the existing stream/channel along the northside of Stephen Hands Path (west of NYS Route 114) impacted by the proposed widening will be within the clear zone and will be protected by the appropriate guide railing system.

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:

Under the Preferred Alternative, the typical clear zone will be approximately 15 feet wide (minimum), except where utility poles, traffic signal poles, or trees where the caliper is anticipated to be greater than four (4") inches at maturity are proposed. At these locations, the minimum clear zone is projected to be nine (9') feet, which is the width of the 5' striped bike lane plus additional shoulder width and the desired 3' clearance from face of curb/edge of pavement to the face of object.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

Under the Preferred Alternative, the typical clear zone will be approximately 13 feet wide (minimum), except where utility poles, traffic signal poles, or trees where the caliper is anticipated to be greater than four (4") inches at maturity are existing or proposed. At these locations, the minimum clear zone is projected to be nine (9') feet, which is the width of the 6' shoulder plus the desired 3' clearance from face of curb/edge of pavement to the face of object.

3.3.3.2. Special Geometric Design Elements

3.3.3.2. (1) Nonstandard Features

There will be a nonstandard feature introduced at one location as part of the Preferred Alternative.

Loc. No. 3 – NY 114 at Goodfriend Drive, Town of East Hampton

The proposed shoulder width is 5' a reduction from 10' within this uncurbed section of NY 114. The standard is 10'. This has been proposed to allow the installation of a center turning lane to safely accommodate left turns at Goodfriend Drive and Coultes Lane without taking property and relocating utilities. No change in the accident rate is anticipated from the change to the shoulder width. It is anticipated that the accident rate will be reduced by the addition of a bi-directional center left turn lane. Please see Appendix F for Nonstandard Feature Justification.

In addition, there is one existing nonstandard feature (horizontal curve radius at Location 2) that will be brought up to standard.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

There is an existing nonstandard horizontal curve radius along NYS Route 114 within the project limits. The minimum horizontal curve radius required is 833 feet. The existing alignment currently contains a horizontal curve with a radius of 600 feet. The Preferred Alternative will increase this horizontal curve radius to the minimum 833 feet.

3.3.3.2. (2) Non-Conforming Features

There are two existing nonconforming features (headlight sight distance) at Locations 1 and 2 that will be improved but not brought up to meet standards.

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

There is an existing nonconforming stopping sight distance (headlight) along NYS Route 25 within the project limits. The minimum stopping sight distance required is 495 feet. The existing stopping sight distance is currently 295 feet. The Preferred Alternative will slightly increase the stopping sight distance to 300 feet; however, this still is below the minimum 495 feet required.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

There is an existing nonconforming stopping sight distance (headlight) along NYS Route 114 within the project limits. The minimum stopping sight distance required is 425 feet. The existing stopping sight distance is currently 236 feet. The Preferred Alternative will slightly increase the stopping sight distance to 264 feet; however, this still is below the minimum 425 feet required.

3.3.3.3. Pavement and Shoulder

A *Pavement Evaluation and Treatment Selection Report* (PETSR) was prepared in November 2020. All proposed pavement treatments for all locations as noted below are based on the findings of the completed PETSR.

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

The existing composite pavement along NYS Route 25 and the existing full depth asphalt pavement along Edwards Avenue will be retained and repaired as necessary. The top 2” of the existing asphalt will be milled to allow for the placement of a new 2” asphalt riding surface. The existing asphalt shoulders should be removed to accommodate the necessary pavement widenings. Pavement widenings shall be a minimum of 4’-0” wide and shall be constructed of a full depth asphalt section consisting of a 2” top course, 2 ½” binder course, 3 ½” base course on a 12” subbase layer, or match the thickness of the existing adjacent pavement, whichever is greater.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton
Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:

The existing full depth asphalt pavement along NYS Route 114, Stephen Hands Path, and Goodfriend Drive will be retained and repaired as necessary. The top 2” of the existing asphalt will be milled to allow for the placement of a new 2” asphalt riding surface. The existing asphalt shoulders should be removed to accommodate the necessary pavement widenings. Pavement widenings shall be a minimum of 4’-0” wide and shall be constructed of a full depth asphalt section consisting of a 2” top course, 2 ½” binder course, 3 ½” base course on a 12” subbase layer, or match the thickness of the existing adjacent pavement, whichever is greater.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

The existing composite pavement along County Road 48/NYS Route 25 and the existing full depth asphalt pavement along Sound Road will be retained and repaired as necessary. The top 2" of the existing asphalt will be milled off to allow for the placement of a new 2" asphalt riding surface. The existing asphalt shoulders should be removed to accommodate the necessary pavement widenings. Pavement widenings shall be a minimum of 4'-0" wide and shall be constructed of a full depth asphalt section consisting of a 2" top course, 2 ½" binder course, 3 ½" base course on a 12" subbase layer, or match the thickness of the existing adjacent pavement, whichever is greater.

3.3.3.4. Drainage Systems

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead:

As the existing drainage structures currently installed at the intersection quadrants will be in conflict with the proposed travel lanes and will be within the wheel paths of vehicles, it is recommended that these basins be removed or abandoned in place. New leaching structures will be installed at the southwest and southeast curb returns as well as along the edge of pavement in the northeast and northwest quadrants along Edwards Avenue. Similar to the existing structures located at the intersection quadrants, the existing drainage basin at the low point just east of Edwards Avenue along with the two flanker basins will be in conflict with the proposed through lane of NYS Route 25 westbound and should be removed or abandoned in place. A new leaching basin will be installed at the edge of pavement at this low point and flanker leaching basins will be installed on either side. The two existing drainage structures along the south curb line east of Edwards Avenue will be maintained with an additional leaching basin proposed to the west of the driveways accessing 3705 and 3725 Middle Country Road. Additional leching basins will be installed along the north edge of pavement east of the driveway accessing 3726 Middle County Road. The existing low point on NYS Route 25 west of Edwards Avenue will be maintained in the Preferred Alternative. The existing headwalls that are located here will need to be removed and new headwalls installed (approximately 4' off the proposed edge of pavement on the north side and 14' off the edge of pavement on the south side). The existing 36" RCP that connects the headwalls will need to be extended to meet the proposed headwalls. Interconnected catch basins will also be installed at this low point along both the north and south edges of pavement with connections provided to the existing culvert.

Along Edwards Avenue south of NYS Route 25 the two drainage basins located along the driveway curb lines of the FED-EX shipping center will be maintained. A leaching basin will be installed along the west curb line just south of this driveway and a leaching basin will be installed along the eastbound curb line just south of the southern driveway to 3725 Middle Country Road. North of NYS Route 25, the existing catch basins and associated drainage pipes at the low point on Edwards Avenue will be retained.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path, Town of East Hampton:

Both NYSDOT and the Town of East Hampton have ongoing projects at this location in various stages of development that will impact the final proposed drainage layout to be constructed under this project. After coordination efforts between NYSDOT and the Town of East Hampton the following work will be completed under the Town of East Hampton's Drainage Project:

- The existing 24" CPP/RCP along the west side of Stephen Hands Path north of NYS 114 will be removed and replaced with a 36" RCP.
- The existing drainage structure along the west side of Stephen Hands Path just north of NYS 114 will be replaced with a new 6' diameter manhole. A short stub (one pipe length) of 36" RCP will be installed leading to the south.
- Along the west side of Stephen Hands Path south of NYS 114, the Town will install a 42" end section and a stub of 16 LF of 42" diameter pipe leading to the north.
- A 42' wide and varies open channel swale will be constructed at the terminus of the 42" end section.
- The existing 24" RCP that crosses under Stephen Hands Path will be extended and a 24" end section installed that will outfall into the new swale.

The drainage work to be completed by NYSDOT under this project includes the following:

- The existing frame and grate on the 8'x4'x10' deep leaching basin located on the northeast corner will be converted to a manhole cover.
- This structure will be connected to the existing leaching basins located along northbound NYS Route 114 just north of the intersection via a 15" RCP.
- A new 36" RCP will tie into the 36" stub installed by the Town and connect to the existing 8'x4'x10' leaching basin.
- A new 42" RCP will be installed under NYS Route 114 from the 8'x4' leaching structure to a new manhole located in the grass area along the west side of Stephen Hand Path. This structure will also connect to the 42" RCP stub installed by the Town.
- A new manhole will be installed at the junction point between the existing 2'x3' box culvert and the existing 24" HDPE pipe.

In conjunction with the coordinated drainage work to be completed by the Town of East Hampton and NYSDOT, the following drainage work specific to this project will be done. The existing drainage structures along NYS Route 114 north (west) of Stephen Hands Path (one along the northbound direction and one along the southbound direction) that are connected with a drainage pipe that crosses under NYS Route 114 will be maintained. The single leaching structure located along northbound NYS Route 114, approximately 300, north (west) of the intersection will also be maintained. South (east) of Stephen Hands Path, the roadway will be superelevated and pitch to the west (south). New tip-up gutter will be installed along southbound NYS Route 114. The existing frame and grate on the single leaching structure here will be converted to a manhole frame/grate. New drainage structures will be installed at the new tip-up gutter along southbound NYS Route 114 and will connect to the new manhole installed at the junction of the 2'x3' box culvert/24" HDPE pipe.

Due to the proposed pavement widenings at the intersection, the existing roadside drainage swales/ditches located along northbound NYS Route 114 (south/east of Stephen Hands Path) and along the north (west) and south (east) sides of Stephen Hands Path (north/east of NYS Route 114) will need to be regraded. The top of the existing drainage chamber located along the south side of Stephen Hands Path will be rebuilt.

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton:

The two existing drainage structures located within the project limits of Location 3 will be maintained. There are no new drainage structures proposed in the Preferred Alternative.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

Due to the realignment of NYS Route 25 (Main Road) as it approaches the proposed roundabout, the existing catch basins located along the north curb line just east of the intersection with NYS Route 25 (Main Street) and County Road 48 will be converted to manholes and their connecting 18" RCPs will be retained. Existing catch basins on the east and west sides of Sound Road and catch basins along the south curb line of NYS Route 25 (Main Road) will be maintained. The existing catch basin and 18" RCP located along the north curb line of NYS 25 (Main Road) just east of the intersection with Sound Road will be removed or abandoned. A new catch basin and 18" RCP will be installed at the new PC of the proposed curb line and connected to an existing structure that will be converted to a manhole. New structures will be installed upstream of the crosswalks of all three legs of the proposed roundabout. All proposed drainage structures and existing drainage structures retained will be tied together and connected to the existing closed drainage system that discharges through an existing head wall into a drainage reserve area located on the west side of Main Road, south of CR 48.

3.3.3.5. Geotechnical

There are no special geotechnical concerns with the soils or rock slopes within the project area.

3.3.3.6. Structures

There is no proposed bridge work within the project limits of any of the locations. An existing 36" concrete culvert is located near the western limit of project location 1, which flows from North to South under NY 25. Concrete headwalls on both the north and south side of the culvert will be removed and extended. Proposed interconnected drainage structures will connect to the existing culvert.

3.3.3.7. Hydraulics of Bridges and Culverts

There are no bridges within the project limits. At Location 1, there are existing headwalls for the drainage culvert located approximately 350 feet west of Edwards Avenue which allow sheet flow of stormwater through the natural swale/channel to pass under NYS Route 25. The Design Loading Structural Capacity of the existing referred culvert is unknown as neither available record plans or inspection reports provide that information. As part of the Preferred Alternative, the culvert will need to be extended and new headwalls provided to accommodate the proposed pavement widening. A hydraulic analysis of this culvert is not anticipated.

3.3.3.8. Guide Railing, Median Barriers and Impact Attenuators

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:

There are two runs of existing outdated HPBO corrugated beam guide railing located along NYS Route 25 west of Edwards Avenue that will be impacted by the proposed pavement widenings and will need to be replaced. These runs of guide railing will be replaced with new systems meeting the current standards.

There are no proposed median barriers or impact attenuators within the project limits for Location 1.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:

There are two runs of existing guide railing that will be impacted by the proposed pavement widenings and will need to be replaced within the Location 2 project limits. One run of railing is located along the southeast corner of the intersection (northbound NYS Route 114 to eastbound Stephen Hands Path). The entire run of this guide railing will be impacted and will be replaced with a new system meeting current standards. The other run of railing is located along the northwest corner of the intersection (southbound NYS Route 114 to westbound Stephen Hands Path, on westbound Stephen Hands Path). Approximately half of the length of this railing will be impacted by the proposed pavement widenings. However, due the existing railings non-compliance with current standards, it is recommended that the entirety of this run of guide railing be replaced. As part of the Town's drainage improvements, they will be installing new guide rail and will place it with this project's widening accounted for.

There are no proposed median barriers or impact attenuators within the project limits for Location 2.

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:
Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:

There are no proposed guide railings, median barriers, or impact attenuators within the project limits for Locations 3 and 4.

Exhibit 3.3.3.8
Proposed Location of Guide Railing, Median Barriers and Impact Attenuators

Type	Location	Side	Length (m)
HPBO Corrugated Beam Railing	Location 1 – NYS Route 25	EB	105±
HPBO Corrugated Beam Railing	Location 1 – NYS Route 25	WB	215±
HPBO Corrugated Beam Railing	Location 2 – NYS Route 114 to Stephen Hands Path	NB to EB	440±
HPBO Corrugated Beam Railing	Location 2 – Stephen Hands Path	WB	450±

3.3.3.9. Utilities

The construction of the Preferred Alternatives at each of the four locations will require the relocation of some of the public/private utilities described in Section 2.3.3.9. Utility poles, traffic signal poles, light poles, fire hydrants and other appurtenances that will interfere with the proposed pavement widenings, realignments, or roundabout will be relocated. Underground utilities such as water mains, gas, electrical conduits, and telephone/cable lines will be relocated when in conflict with the proposed drainage system and/or the new alignments. Valve boxes and manholes will be adjusted to meet proposed grades as necessary. Early coordination with the utility companies will be scheduled during the detailed design phase. The costs of relocating private utilities will be borne by the respective utility company. The relocation costs for water mains and related appurtenances will be included in the project cost.

In general, due to proposed roadway realignments and roadway widenings noted at Location No's. 1, 2 and 4, utility pole conflicts and required relocations will be required. Final relocations will be identified during Final design and separate utility agreements between NYS and the various utilities may be required and prepared by the NYS Regional Utility Engineer. The cost of these major utility improvements, if required in final design, have not been included in the preliminary estimated construction improvements provided within this design report.

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead:
Eight (8) existing utility poles along eastbound NYS Route 25 and nine (9) existing utility poles along southbound Edwards Avenue would be impacted by the proposed preferred alternative and would require relocation. Two (2) existing utility poles along westbound NYS Route 25 that provide service connections to properties on the north side of NYS Route 25 would be impacted by the proposed preferred alternative and would require relocation as well.

Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton:
Four (4) existing utility poles along NYS Route 114 and two (2) existing utility pole along Stephen Hands Path would be impacted by the proposed preferred alternative and would require relocation. Additionally, several new guys and guy poles are anticipated due to the impacted alignment of poles on Stephan Hands Path.

Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton:
As all proposed enhancements are contained within the existing pavement area at Location 3, no utility poles would be impacted by the proposed preferred alternative.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold:
Numerous poles within the R.O.W. of NY 25 (Main Road) and CR 48 (North Road) fall within the fill limits for the raised section of roadway at the proposed Roundabout. Two (2) poles may require replacement in kind due to direct conflicts with proposed improvements, four (4) poles may require secondary and communication cable height adjustments for vehicle clearance.

Exhibit - 3.3.3.9a Overhead Utilities for Location 1					Utilities Present			
Pole #/ Owner	Height (ft) Exist/Prop.	Location	Offset	Conflict/ Condition	Elect	Crown Castle	Altice	Ver.
Unknown		SW corner	>10’	Com only pole – possible elect abandoned		X	X	X
387-LIPA	50’ to 55’	s/s NY 25, 1st pole w/o Edwards	<10’	Road widening / Signal Rebuild	X	X	X	X
386.5-LIPA	45’ to 50’	s/s NY 25, 2nd pole w/o Edwards	<10’	Road widening / Signal Rebuild	X	X	X	X
386-Verizon	40’ to 45’	s/s NY 25, 3rd pole w/o Edwards	<10’	Road widening / Signal Rebuild	X	X	X	X
Unk		n/s NY 25, across from 386		No change	X			
385-	35’ to 40’	s/s NY 25, 4th pole w/o Edwards		Signal Rebuild – 5’ Step down	X	X	X	X
387.5-LIPA	50’ to 55’	s/s NY 25, 1st pole e/o Edwards	>10’	Longitudinal shift for new corner radius	X		X	X
388-LIPA	50’	s/s NY 25, 4th pole e/o Edwards			X		X	X
389-Verizon	45’	s/s NY 25, 4th pole e/o Edwards		Possible conflict with leaching basin	X		X	X
164-LIPA	45’	n/s NY 25, across from 389	<10’	Road widening	X		X	X
59- LIPA	45’ to 50’	w/s Edwards, 1st pole s/o NY25	>10’	Road widening / Signal Rebuild	X	X	X	X
58-Verizon	40’ to 45’	w/s Edwards, 2nd pole s/o NY25	>10’	Road widening / Signal Rebuild, poss. SW guy	X	X	X	X
57-Verizon	40’	w/s Edwards, 3rd pole s/o NY25	>10’	Road widening	X	X	X	X
56-Verizon	40’	w/s Edwards, 4th pole s/o NY 25	~10’	Road widening	X	X	X	X
55-Verizon	40’	w/s Edwards, 5th pole s/o NY 25	<5’	Road widening	X	X	X	X
60-Verizon	45’ to 50’	w/s Edwards, 1st pole n/o NY 25	~30’	Shift pole N&W- Road widening / Signal Rebuild, anticipated	X		X	X
60S-LIPA	35’	e/s Edwards, 1st pole n/o NY 25	~15’	Shift pole north, alignment/ conflict	X			
61-Verizon	40’ to 45’	w/s Edwards, 2nd pole n/o NY 25	>10’	Road widening / Signal Rebuild	X		X	X
62- LIPA	40’	w/s Edwards, 3rd	<10’	Road widening,	X		X	X

Exhibit - 3.3.3.9a Overhead Utilities for Location 1					Utilities Present			
Pole #/ Owner	Height (ft) Exist/Prop.	Location	Offset	Conflict/ Condition	Elect	Crown Castle	Altice	Ver.
		pole n/o NY25		possible guy pole				
Additional guy / guy poles anticipated due to change in pole alignment								

Exhibit - 3.3.3.9b Underground Utilities for Location 1				
Owner	**Type**	**Location/Side**	**Length**	**Condition/Conflict**
Crown Castle	Fiber Optic	NYS 25 WB, w/o Edwards Ave.	650’	Underground fiber lines – possible conflicts with drainage structures
National Grid	Gas Main	NYS 25 EB	715’	6” steel gas main – possible conflicts with drainage and extended culvert
LIPA (PSEG-LI as agent)	Underground Power Line	NB Edwards Ave., s/o NYS25	50’	Underground 13kv power line – possible conflict with drainage
Riverhead Water	Water Line	NYS 25 EB, w/o Edwards Ave.	150’	Water main – possible conflict with drainage and extended culvert.
	Water Line	NYS 25 WB, e/o Edwards Ave.	425’	Water main – possible conflict with drainage.
Verizon	Underground Telephone	NYS 25 WB, w/o Edwards Ave.	175’	Telephone duct bank – possible conflict with drainage.

Exhibit - 3.3.3.9c Overhead Utilities for Location 2					Utilities Present			
Pole #/ Owner	Height (ft) Exist/Prop.	Location	Offset	Conflict/ Condition	Elect	NYSDOT	Altice	Ver.
47- LIPA	45’	n/s NY114, 3rd pole w/o Stephen Hands Path(SHP)	<10’	Road widening, may impact pole	X	X	X	X
46- LIPA	35’ to 45’	n/s NY114, 2nd pole w/o (SHP)	<10’	Road widening / Signal Rebuild	X	X	X	X
45- LIPA	40’ to 45’	n/s NY114, 1st pole w/o SHP	<10’	Road widening / Signal Rebuild	X	X	X	X
44- Verizon	40’ to 45’	n/e/c NY114 and SHP	>10’	Road widening / Signal Rebuild	X	X	X	X
50- Verizon	40’	e/s SHP, 1st pole n/o corner	<10’	Road Widening	X		X	X
49.5- LIPA	40’	e/s SHP, 1st pole s/o NY114,	<10’	Transition change in n/s pole alignment due to pole	X		X	X
Additional guy / guy poles anticipated due to change in pole alignment								

Exhibit - 3.3.3.9d Underground Utilities for Location 2				
Owner	**Type**	**Location/Side**	**Length**	**Condition/Conflict**
LIPA	Underground Power Line	NYS 114 NB	170’	8” 69kv Oil Static Line – possible conflict with drainage
	Underground Power Line	Stephen Hands Path EB	200’	Underground 13kv power line – possible conflict with drainage
SCWA	Water Line	NYS 114 NB	165’	12” Water main – possible conflict with drainage
	Water Line	NYS 114 SB	180’	Water main – possible conflict with drainage
	Water Line	Stephen Hands Path EB	215’	16” Water main – possible conflict with drainage
Verizon	Underground Telephone	Stephen Hands Path EB	165’	Telephone conduit – possible conflict with drainage.

Exhibit - 3.3.3.9e Overhead Utilities for Location 4					Utilities Present			
Pole #/ Owner	Height (ft) Exist/Prop.	Location	Offset	Conflict/ Condition	Elect	UNK	Altice	Ver.
41- LIPA	55’	n/s North Main Road, 1st pole w/o NY25	<10’	Replace in kind Roadside cut, drainage pipe, minor widening	X	Service drop		
387- Verizon	45’	s/w/c North Main Rd and NY25,		See note 1 - below	X			X
386- Verizon	45’	s/s NY25, 1st pole e/o int.		See note 1 - below	X		X	X
385- Verizon	45’	s/s NY25, 2nd pole e/o int.		See note 1 - below	X		X	X
384- Verizon	45’	s/s NY25, 3rd pole e/o int.		Replace in kind if in SW	X		X	X
1-Verizon	40’	w/s Sound Road, 1st pole n/o NY25	<10’	See note 1 below	X		X	X
Notes: 1 - Raise Road 2’ at proposed Roundabout, possible adjust secondary & com for vehicle clearance								

Exhibit - 3.3.3.9f Underground Utilities for Location 4				
Owner	**Type**	**Location/Side**	**Length**	**Condition/Conflict**
National Grid	Gas Main	NYS 25 WB. w/o Roundabout		8” PE gas main – possible conflicts with drainage
	Gas Main	NYS 25 EB. w/o Roundabout	170’	6” steel gas main – possible conflicts with drainage
	Gas Main	Main Road s/o Roundabout	100’	4” steel/6” PE gas main – possible conflicts with drainage
SCWA	Water Line	NYS 25 WB, w/o Roundabout	160’	Water main – possible conflict with drainage

Exhibit - 3.3.3.9f Underground Utilities for Location 4				
Owner	**Type**	**Location/Side**	**Length**	**Condition/Conflict**
	Water Line	N/S through Roundabout	135’	Water main – possible conflict with drainage
Verizon	Underground Telephone	NYS 25 EB, to NYS 25 WB through Roundabout	300’	Telephone duct bank loops around proposed roundabout – possible conflict with drainage

3.3.3.10. Railroad Facilities

There are no railroads within the project limits at any of the four locations and no at-grade crossings within 0.5 miles that could impact traffic conditions.

3.3.4. Landscape and Environmental Enhancements –

Refer to Chapter 4 for complete discussion.

3.3.4.1. Landscape Development **and Other Aesthetics Improvements –**

The Department will provide/replace landscaping as a part of the overall enhancement and aesthetic improvement efforts for this project. Refer to Chapter 4 for a more detailed discussion.

3.3.4.2. Environmental Enhancements –

No environmental enhancements are proposed as part of this project

3.3.5. Miscellaneous

NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act (SGPIPA).

To the extent practicable this project has met the relevant criteria as described in ECL § 6-0107. The Smart Growth Screening Tool was used to assess the project’s consistency and alignment with relevant Smart Growth criteria; the tool was completed by the Region’s Planning and Program Management group on INSERT DATE and reflects the current project scope.

GreenLITES Project Design Certification Scorecard

The New York State Department of Transportation (NYSDOT) is committed to improving the quality of our transportation infrastructure in ways that minimize impacts to the environment, including the depletion of irreplaceable resources. To recognize transportation project designs that incorporate a high level of environmental sustainability, NYSDOT is implementing “GreenLITES (Leadership In Transportation and Environmental Sustainability),” a project rating program. GreenLITES is a self-certification program and a scorecard is available to rate a project.

A GreenLITES scorecard for the project is completed to the extent possible and information available at this stage, and is available in Appendix I.

CHAPTER 4 - SOCIAL, ECONOMIC & ENVIRONMENTAL CONDITIONS and CONSEQUENCES

4.1 Introduction

This chapter documents the assessment of social, economic and environmental effects of the Build Alternative. The No Build Alternative assumes no future improvements in the Study Area other than those planned by others and/or implemented as part of routine maintenance.

4.1.1 Environmental Classification

4.1.1.1 NEPA Classification -

This project is being progressed as a Class II action (Categorical Exclusion) because it does not individually or cumulatively have a significant environmental impact and is excluded from the requirement to prepare an Environmental Impact Statement (EIS) or an Environmental Assessment (EA).

Per the Federal Highway Administration's regulations in 23 CFR 771.117, this project qualifies as a Categorical Exclusion (CE). The project is primarily a modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes project (23 CFR 771.117(c) (26)) and does not significantly impact the environment. In accordance with the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions, and as documented in the Federal Environmental Approvals Worksheet (FEAW) in Appendix B, the NYSDOT on behalf of the FHWA will make the NEPA environmental determination.

4.1.1.2 SEQR Classification -

In accordance with 17 NYCRR Part 15, "Procedures for Implementation of State Environmental Quality Review Act," (SEQRA), the Department is the lead agency under SEQRA and *the Department has determined that this project is a SEQR Non-Type II as per 17 NYCRR Part 15.14(d); (6), due to the presence of historic resources adjacent to one of the work locations. However, the NYSDOT anticipates a determination of no significant effect for the overall project.*

The Department has determined that this project is not exempt from SEQRA and does not qualify as a SEQRA Type II Action in accordance with 17 NYCRR Part 15 - Procedures for Implementation of State Environmental Quality Review Act for the reasons cited below. Therefore, under the Department's implementing regulations, the environmental impacts are not clearly established for this category of action and require an Environmental Assessment (EA). The project does not qualify as a Type II Action per 17 NYCRR Part 15.14(d); (6), due to the presence of historic resources adjacent to one of the work locations. However, the NYSDOT anticipates a determination of no significant effect for the overall project.

4.1.2 Coordination with Agencies

4.1.2.1 NEPA Cooperating and Participating Agencies -

The following agencies are Cooperating Agencies in accordance with 23 CFR 771.111(d):

- New York State Department of Environmental Conservation (NYSDEC)
- U.S. Fish and Wildlife Service (USFWS)

4.2 Social

The purpose of this section is to discuss the social environment in the vicinity of the project. This project involves safety enhancements at the following four intersections within Suffolk County - Loc. No. 1 - NY 25 at Edwards Avenue, Loc. No. 2 - NY 114 at Stephen Hands Path, Loc. No. 3 - NY 114 at Goodfriend Drive and Loc. No. 4 – NY 25 at CR 48. Considering the proximity of Loc. No.2 and 3, the socio-economic conditions for these two locations are discussed together in the sections ahead.

4.2.1 Land Use

4.2.1.1 Demographics and Affected Population -

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County

The land use around this intersection on the northern side is largely agricultural, with commercial and industrial uses on the southern side. The Riverhead Charter School is located approximately 800 feet east of the intersection. Splish Splash Amusement park, located approximately 0.6 miles east of the intersection, is one of biggest activity generators in the area, in addition to Tanger Outlet Mall.

The intersection is located within the Calverton Census Designated Place (CDP). The 2018 American Community Survey (ACS) 5-Year Estimates report that the CDP has a population of 7,154 persons. The median reported age was 50.5, compared to median age of 37.9 within United States. 31.8% of the population is reported at age 65 or older. In terms of race and ethnicity, 79.8% of the population was identified as White, 11.4% as African American and about 3.2% as Asian. 10.9% of the population was identified speaking language other than English at home. Out of which 7.4% spoke Indo-European language, and 2.5% spoke Spanish. Approximately 13.6% of the CDP's population identified as disabled. Based on 2018 ACS data, 11% of its population reported to be below the poverty level. This project is not located in a potential NYSDEC Environmental Justice Area.[8]

The 2018 American Community Survey (ACS) 5-Year Estimates report that 81.2% of the CDP's working population commuted individually by car or truck to work with an average travel time of 31.2 minutes. This is approximately five minutes longer than the national average and considered by many to be reasonable for a work commute or shopping.

Loc. No. 2 - NYS Route 114 at Stephen Hands Path and Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County

The land use around Loc. No. 2 is largely low density residential. There is a large green open space on the southwest corner side of Loc. No. 2. The Ross School is located west of Loc. No. 3.

Loc. No. 2. and Loc. No. 3 are both located within the Census Tract 2009.02. The 2018 American Community Survey (ACS) 5-Year Estimates report that the Census Tract has a population of 7,137 persons. The median reported age was 52.8, compared to median age of 37.9 within United States. 28.9% of the population is reported at age 65 or older. In terms of race and ethnicity, 93.1% of the population was identified as White, 1.9% as African American and about 0.8% as Asian. 27.5% of the population was identified speaking language other than English at home. Out of which 21.1% spoke Spanish, and 4.9% spoke other Indo-European language. Approximately 11.1% of the Census Tract's population identified as disabled. Based on 2018 ACS data, 10% of its population reported to be below the poverty level. This project is not located in a potential NYSDEC Environmental Justice Area.[9]

The 2018 American Community Survey (ACS) 5-Year Estimates report that 67.6% of the Census Tract's working population commuted individually by car or truck to work, 11.6% used public transportation, 8.1% carpooled and about 6.4% walked. The average travel time was 25.2 minutes. This is close to the national average and considered by many to be reasonable for a work commute or shopping.

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[8] *NYSDEC. Potential Environmental Justice Areas in Eastern Suffolk County, New York. Available at https://www.dec.ny.gov/docs/permits_ej_operations_pdf/suffolkejeast.pdf*

[9] *NYSDEC. Potential Environmental Justice Areas in Eastern Suffolk County, New York. Available at https://www.dec.ny.gov/docs/permits_ej_operations_pdf/suffolkejeast.pdf*

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold, Suffolk County
The land use around this intersection on the north side is largely residential, with commercial uses on northern corner.

The intersection is located within the Census Tract 1702.02. The 2018 American Community Survey (ACS) 5-Year Estimates report that the Census Tract has a population of 4164 persons. The median reported age was 60.4, compared to median age of 37.9 within United States. 40.3% of the population is reported at age 65 or older. In terms of race and ethnicity, 94.4% of the population was identified as White, and 2.2% as African American. 15.9% of the population was identified speaking language other than English at home. Out of which 7.8% spoke Indo-European language, and 7.4% spoke Spanish. Approximately 16.7% of the Census Tract's population identified as disabled. Based on 2018 ACS data, 5.9% of its population reported to be below the poverty level. This project is not located in a potential NYSDEC Environmental Justice Area.[6]

The 2018 American Community Survey (ACS) 5-Year Estimates report that 75.9% of the Census Tract's working population commuted individually by car or truck to work with an average travel time of 31.8 minutes. This is approximately six minutes longer than the national average and considered by many to be reasonable for a work commute or shopping.

Specific Information on Limited English Proficiency populations is presented in Appendix G "Public Involvement Plan (PIP) and Limited English Proficiency (LEP) Census Data"

4.2.1.2 Comprehensive Plans and Zoning

The safety enhancements proposed at Loc. No. 1 within the Town of Riverhead is consistent with the local planning goals. The Town of Riverhead in its Comprehensive Plan[10] completed in 2003 encouraged NYSDOT to conduct a study of the Route 25 corridor between the Brookhaven border and the LIE. The plan's goal included enhancing traffic safety as a priority and working on it as an ongoing work.

The safety enhancements proposed at Loc. No. 2 and Loc. No. 3, within the Town of East Hampton are consistent with the local planning goals. The Town of East Hampton in its Comprehensive Plan[11] completed in 2005 identified traffic safety as one of their objectives.

The safety enhancements proposed at Loc. No. 4 are consistent with the local planning goals. The Town of Southold recently had a Comprehensive Plan[12] completed in February 2020 which identified this intersection as a high-crash location.

4.2.2 Neighborhoods and Community Cohesion

4.2.2.1 Community Cohesion Topics may include, but are not limited to:

The project will not divide neighborhoods, isolate part of a neighborhood, generate new development or otherwise affect community cohesion. The proposed enhancements will make the intersections safer for the community.

4.2.2.2 Home and Business Relocations

Since this project involves safety enhancements at existing intersections on predominately the existing

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[10] Town of Riverhead. Town of Riverhead Comprehensive Plan. November 2003. Available at https://www.townofriverheadny.gov/pview.aspx?id=18809
[11] Town of East Hampton. Town of East Hampton Comprehensive Plan. May 2005. Available at https://ehamptonny.gov/DocumentCenter/View/1319/2005-Town-Comprehensive-Plan-PDF
[12]Town of Southold. Southold Town Comprehensive Plan. February 2020. Available at http://www.southoldtownny.gov/DocumentCenter/View/7855/Southold-Town-Comprehensive-Plan-Vol-1.

alignment and does not require the acquisition of occupied dwellings/businesses, it will not cause adverse impacts upon neighborhood character and stability. The proposed alternative would require no displacement of residences or businesses and there would be no relocation impacts. Please note that there will be minor ROW takings at all intersections. There are no negative impacts to current usage of affected properties anticipated.

4.2.3 Social Groups Benefited or Harmed

4.2.3.1 Elderly and/or Disabled Persons or Groups

A review of US Census data in Section 4.2.1.1 indicates that there is significant concentration of elderly and disabled persons in the project area. Concentrations of person aged 65 and higher (Loc. No. 1 - 31.8%, Loc. No. 2&3 - 28.9% and Loc. No. 4 - 40.3%) are considerably higher versus the Suffolk County (17.3%) and NY State (16.9%) rates. Rates of disability are also higher (Loc. No. 1 - 13.6%, Loc. No. 2&3 - 11.1% and Loc. No. 4 - 16.7%) compared to the Suffolk County (9.6%) and NY State (11.6%) rates.

However, the Capital Projects Complete Streets Checklist (HDM 18A-2) found in Appendix I indicates that the existing locations lacks adequate infrastructure accommodations for pedestrians including the handicapped and elderly, due to the lack of existing sidewalks and crosswalks. This project proposes new sidewalks and crosswalks at Loc. No. 1 and Loc. No. 4 and will improve accessibility accommodations for these user groups.

4.2.3.2 Transit Dependent

Suffolk County Transit (SCT) operates fixed-route transit in proximity to two of the four study intersections. SCT Bus Route S58 and S62 operate along NY 25 at Loc. No.1 and has bus stops adjacent to that intersection. SCT Bus Route S92 operates along NY 114 at Loc. No. 2 and has bus stops north of that intersection. Route S92 also passes through Loc. No. 3 and Loc. No .4 but makes no stop at those intersections.

Currently, there are Suffolk County Transit bus stops located on the southeast corner (bus routes S58 andS62) and the northeast corner (bus route S58) at Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead. As noted in the Capital Projects Complete Streets Checklist, there are no pullout or bus shelters available at this location and the transit facility is limited to poles with bus sign. No crosswalks are available at this intersection.

There are Suffolk County Transit bus stop (bus route S92) located at Loc. No. 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton, along NYS Route 114 northbound and southbound approximately 400' north of Stephen Hands Path. As noted in the Capital Projects Complete Streets Checklist, there are no pullout or bus shelters available at this location and the transit facility is limited to poles with bus sign. No crosswalks are available at this intersection.

4.2.3.3 Low Income, Minority and Ethnic Groups (Environmental Justice)

The project is not located in or near an environmental justice area, as per NYSDEC Potential Environmental Justice Areas[13] identified within in Eastern Suffolk County.

[13] *NYSDEC. Potential Environmental Justice Areas in Eastern Suffolk County, New York. Available at https://www.dec.ny.gov/docs/permits_ej_operations_pdf/suffolkejeast.pdf*

4.2.3.4 Limited English Proficiency

According to NYSDOT Policy Code 1.1.-8 “Title VI Policy Including Coordinator Roles and Responsibilities” explains how NYSDOT will comply with Federal Title VI/Non Discrimination requirements. That includes Executive Order No. 13166 which “requires each Federal agency to examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services consistent with, and without unduly burdening, the fundamental mission of the agency. NYSDOT will meet the conditions of LEP Policy Code 1.1-8 by providing language assistance services to the LEP populations within the land use around the project four locations.

4.2.4 School Districts, Recreational Areas, and Places of Worship

4.2.4.1 School Districts -

The Riverhead Charter School is located approximately 800 feet east of the Loc. No. 1, and the Ross School is located on Goodfriend Drive, just west of Loc. No. 3.

The Riverhead Charter school is served by school bus system located on the property. Sidewalks exist along the NY 25 corridor near the Riverhead Charter School and are used by students from the adjacent neighborhood.

The Ross School offers private bus transportation for all students. No sidewalks exist on Goodfriend Drive. It is not expected that there would be any long-term adverse impacts to the school. During construction there may be delays for some motorists traveling thru the corridor, and temporary on-site detour sidewalks will be used during construction. This would be a temporary and relatively minor impact. In the long-term, effects will be positive with improved road conditions and traffic flow.

4.2.4.2 Recreational Areas -

Splish Splash Amusement park, located approximately 0.6 miles east of Loc. No. 1, is one of biggest activity generators in the Calverton area, in addition to Tanger Outlet Mall. NYS DOT Capital Projects Complete Streets Checklist identified the amusement park as an existing active transportation activity generator within the project area that has potential to generate pedestrian or bicycle traffic or need for improved transit accommodations.

Loc. No. 4 is also in proximity to the Greenport downtown, which is a bustling historic downtown on the north fork.

4.2.4.3 Places of Worship

There are no places of worship located in close proximity to the four intersections.

4.3 Economic

Since this project involves safety enhancements at existing intersections on predominately the existing alignment, it does not require any acquisition of occupied businesses or elimination of parking spaces. The expected temporary work zone traffic control (WZTC) measures include lane width reductions, staged construction, and shifting of traffic within the limits of existing ROW, Temporary, and Permanent Easements. The impact is anticipated to be negligible to existing businesses.

4.3.1 Regional and Local Economies

This project will have no impact on the regional or local economies.

4.3.2 Business District Impacts

No business district impacts are anticipated as a result of the proposed safety enhancements.

4.3.3 Specific Business Impacts

No specific business impacts are anticipated as a result of the proposed safety enhancements.

4.4 Environmental

4.4.1 Wetlands

4.4.1.1 State Freshwater Wetlands -

There are no NYSDEC regulated freshwater wetlands or regulated adjacent areas (100ft) within 500 feet of the project area at Locations 1,2, and 3, as per the NYSDEC Freshwater Wetlands Maps for Suffolk County based on our review of the DEC Environmental Resource Mapper and confirmed by a site visit. No further investigation is required for these locations.

One of the project sites, Location 4: NYS Route 25 at County Road 48, Town of Southold is close to a State designated Freshwater Wetland (GP-16).

This wetland, although not federally regulated, does appear on the National Wetland Inventory as PSS1E, meaning palustrine, scrub shrub, broad leaf deciduous and seasonally saturated. This wetland has been delineated and mapped (see Appendix B). There will be no encroachment, dredging or filling of this wetland. Location 4 will require an Article 24 Freshwater wetland permit. A Freshwater Wetlands Permit application from NYSDEC is being prepared.

4.4.1.2 State Tidal Wetlands -

A review of the NYSDEC GIS wetland data files indicates that there are no NYSDEC jurisdictional tidal wetlands or regulated adjacent areas within or near the project limits, and ECL Article 25 does not apply.

4.4.1.3 Federal Jurisdiction Wetlands -

The project sites have been reviewed for wetlands in accordance with the criteria defined in the 1987 US Army Corps of Engineers Wetland Delineation Manual and the definition of Waters of the United States in 33 CFR 328. It has been determined the project will not impact areas that meet these criteria. One of the project sites, Rte. 114 and Stephen Hand Path, is close to a Federally mapped wetland. This wetland is not subject to jurisdiction by the NYSDEC. It is classified, on the National Wetlands Inventory, as PUBHx, meaning palustrine, unconsolidated bottom and excavated. The excavated designation probably indicates that this was an old farm pond, since much of this area was formerly utilized for farming. There will be no encroachment on this wetland, and no permit will be necessary. This wetland has been delineated and mapped (see Appendix B).

4.4.1.4 Executive Order 11990 -

Loc. No. 1 and Loc. No. 3:
Based on a site visit, there are no wetlands located within the project's area of potential effect. Executive Order 11990 does not apply to this project.

Loc. No. 2 and Loc. No. 4:
A site visit has determined that there are wetlands within the project area. However, the proposed project activities will not affect them. Executive Order (EO) 11990 does not apply.

4.4.1.5 Mitigation Summary -

No wetland mitigation/monitoring plan is required for this project since no wetlands are impacted.

4.4.2 Surface Waterbodies and Watercourses

4.4.2.1 Surface Waters -

The project activities do not involve excavation in or the discharge of dredged or fill material into, Waters of the U.S. No permits under this Section are anticipated.

4.4.2.2 Surface Water Classification and Standards – (NYSDEC)-

Based upon a review of the NYSDEC GIS data maps for regulated streams, there are no surface waterways within the proposed project limits.

4.4.2.3 Stream Bed and Bank Protection -

Based upon a review of the NYSDEC GIS database, and as verified by a site visit, there are no protected streams in the project area and there will be no disturbance to the banks of a protected stream in the project area.

4.4.2.4 Impacts to Waters of the United States

The project activities do not involve excavation in or the discharge of dredged or fill material into Waters of the U.S. No permits under this Section are anticipated.

4.4.2.5 Office of General Services Lands and Navigable Waters

There are no OGS underwater holdings located within the project's area of potential effect that will be impacted by the work

4.4.2.6 Mitigation Summary -

No mitigation measures are necessary, as the project has no impact to wetlands.

4.4.3 Wild, Scenic, and Recreational Rivers

4.4.3.1 State Wild, Scenic and Recreational Rivers -

There are no NYSDEC Designated, Study or Inventory State Wild, Scenic or Recreational Rivers within or adjacent to the proposed project site. No further review is required.

4.4.3.2 National Wild and Scenic Rivers -

The project does not involve a National Wild and Scenic River as shown by the Nationwide Rivers Inventory List of National Wild and Scenic Rivers. No further review is required.

4.4.4 Navigable Waters

4.4.4.1 State Regulated Waters -

There are no state regulated navigable waters located within the project's area of potential effect that will be impacted by the work.

4.4.4..2 Rivers and Harbors Act – Section 9 -

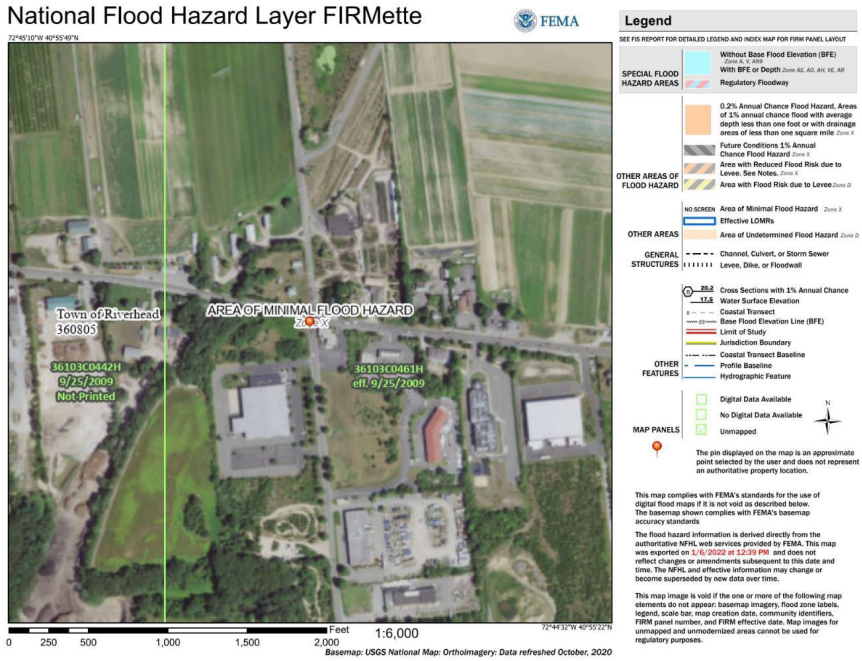
Since the project does not involve the construction or modification of any bridge, dam, dike, or causeway over any navigable water of the United States, a Bridge Permit is not required .

4.4.4.3 Rivers and Harbors Act – Section 10 -

Since the project does not involve the creation of any obstruction to the navigable capacity of any of the waters of the United States, or in any manner alter or modify the course, location, condition, or capacity of any navigable water of the United States, Section 10 is not applicable.

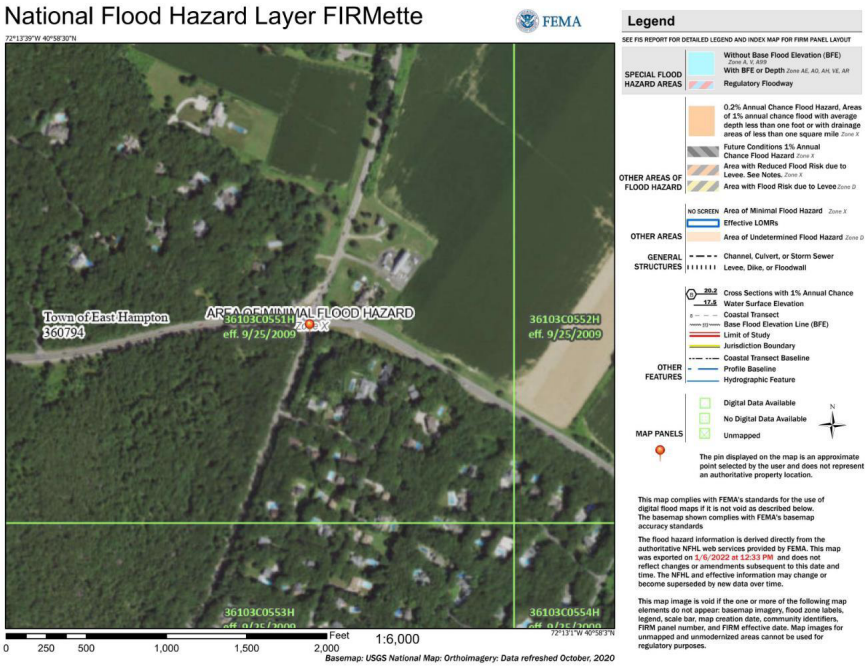
4.4.5 Floodplains

Loc. No. 1 – NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County
Floodplain mapping exists for the project area and the project is not located within the 1% annual chance floodplain (100-year floodplain) per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Suffolk County, New York, Panel 36103C0461H dated September 25, 2009. No additional Part 502 information is needed.



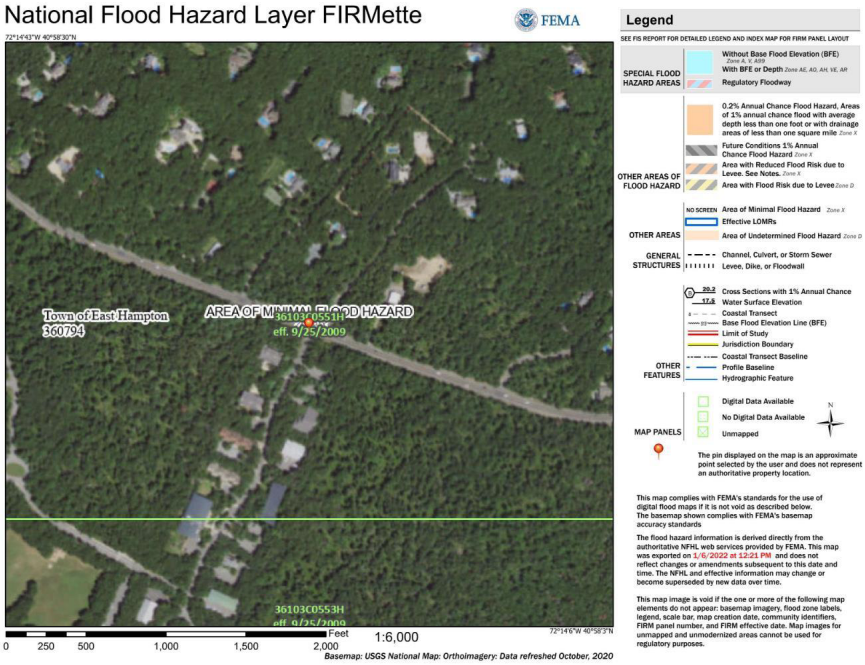
Loc. No. 2 – NYS Route 114 at Stephen Hands Path

Floodplain mapping exists for the project area and the project is not located within the 1% annual chance floodplain (100-year floodplain) per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Suffolk County, New York, Panel 36103C0551H dated September 25, 2009. No additional Part 502 information is needed.



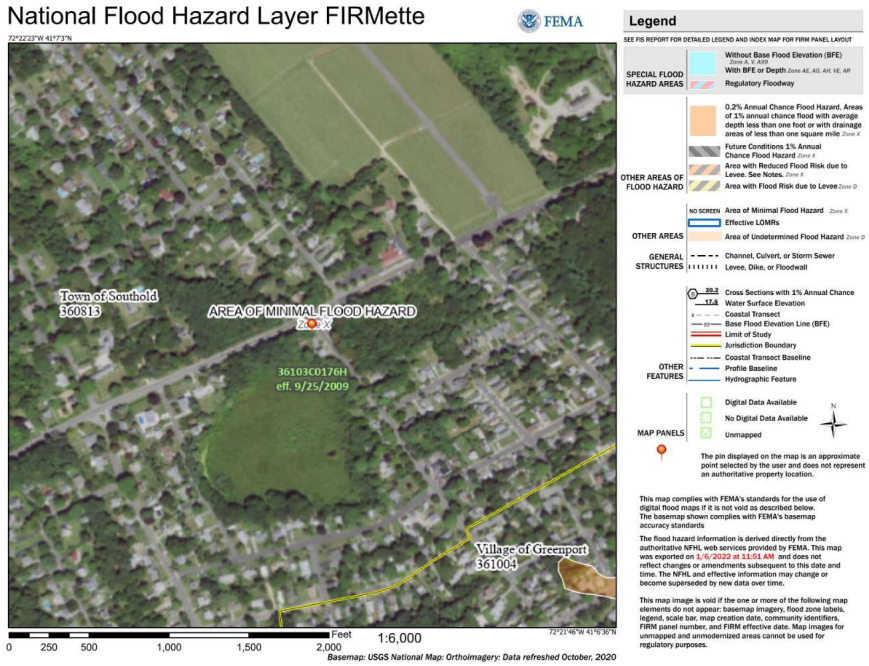
Loc. No. 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County

Floodplain mapping exists for the project area and the project is not located within the 1% annual chance floodplain (100-year floodplain) per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Suffolk County, New York, Panel 36103C0551H dated September 25, 2009. No additional Part 502 information is needed.



Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold, Suffolk County

Floodplain mapping exists for the project area and the project is not located within the 1% annual chance floodplain (100-year floodplain) per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for Suffolk County, New York, Panel 36103C0176H dated September 25, 2009. No additional Part 502 information is needed.



4.4.6 Coastal Zone

4.4.6.1 State Coastal Zone Management Program -

The proposed project is not located in a State Coastal Zone Management (CZM) area, according to the Coastal Zone Area Map from the NYS Department of State's Coastal Zone Management Unit.

4.4.6.2 State Coastal Erosion Hazard Area -

The proposed project is not located in or near a Coastal Erosion Hazard Area.

4.4.6.3 Waterfront Revitalization and Coastal Resources Program -

According to NYS DOS "List of Approved Coastal Local Waterfront Revitalization Programs (LWRPs)," dated March 2007, the proposed project is not located in a Local Waterfront Revitalization Area. No further action is required.

4.4.6.4 Federal Coastal Barrier Resources Act (CBRA) and Coastal Barrier Improvement Act (CBIA) -

The proposed project is not located in, or near a coastal area under the jurisdiction of the Coastal Barrier Resources Act (CBRA) or the Coastal Barrier Improvement Act (CBIA).

4.4.7 Groundwater Resources, Aquifers, and Reservoirs

4.4.7.1 Aquifers –

The project is located on both the north and south forks of Long Island. The island in general is underlain by three principal aquifers known as the Upper Glacial, the Magothy, and the Raritan, but further east, the Magothy and Raritan are largely not present, and only the Glacial Aquifer is available as a source of drinking water. Geologically, the area is considered a glacial outwash plain, and is characterized by stratified fine to coarse sand. Groundwater depth is 6 feet at Location 3, and ranges in depth from 40 to 54 feet at the other three locations. The general direction of groundwater flow is toward the north for the two north fork sites, and to the south at the two south fork sites.

A review of the EPA-designated Sole Source Aquifer Areas Federal Register Notices, Maps and Fact Sheets illustrates the projects are located within the Long Island Nassau Suffolk Sole Source Aquifer Boundary. Coordination with EPA and preparation of a Groundwater Assessment Report is not required, since the project scope of work consists of work that does not require a Federal Sole Source Aquifer 1424(e) review by FHWA and EPA pursuant to Executive Order 12372.

4.4.7.2 Drinking Water Supply Wells (Public and Private Wells) and Reservoirs -

Existing Groundwater Uses: The primary use of groundwater in this portion of Long Island is as a source of drinking water. In fact, the Long Island aquifer system is the only source of potable water for several million residents. For this reason, the USEPA has designated the aquifer as the principal source of drinking water under Section 1424 (e) of the Federal Safe Drinking Water Act (P.L. 93-523). This “sole source” designation protects the groundwater from contamination by any Federal action. In addition, the Nassau-Suffolk 208 Areawide Waste Treatment Management Plan (1978), has identified and mapped eight groundwater management zones on Long Island, based on hydrological characteristics and importance in protecting water supplies. The project sites are all located in zone IV, from which most of the, which is a relatively shallow Magothy zone from which water supply for the area is drawn. The Suffolk County Water Authority has one public water supply well field located within 2000 feet of the Goodfriend Drive project. Potential impacts on that well field will be discussed below.

In addition to the hydrological zones designated by the 208 plan, the Long Island Regional planning board prepared The Long Island Comprehensive Special Groundwater Protection Area Plan (1992) which designated certain areas as Special Groundwater Protection Areas (SGPAs). SGPAs are areas with special protection needs, due to existing or potential future contamination issues. Project location 1 is located within the Central Suffolk SGPA, while project locations 2 and 4 are within the South Fork SGPA. The major threat in the Central Suffolk SGPA is point and non-point source contamination associated primarily with residential, commercial, and agricultural uses. It is not anticipated that the project will have any impacts on this SGPA. The South Fork SGPA, which includes sites 2 and 4, is threatened by previous landfill activities, outdated residential sanitary systems, commercial and industrial uses and saltwater intrusion. None of the activities associated with the proposed safety enhancements will impact this SGPA.

Potential Groundwater Impacts: Because most of the project lies outside of deep flow recharge zones, as described above, a percentage of the precipitation falling on the project sites will leach into the Upper Glacial Formation. In order to assess the potential impact of the proposed project on groundwater, deicing salts are used as the parameter because they are representative of the overall impact of highway contaminants on water quality and are introduced to the aquifer be way of easily measurable quantities. Quantitative groundwater impacts from deicing salts were evaluated at NYS Route 25/Edwards Avenue and at NYS Routh 114/Goodfriend Drive. Data from SCWA indicates that one location, Rte. 114 and

Goodfriend Drive is within 2000 feet of a public water supply well field. However, even if no well is present, the SCWA is continuing to site new water supply wells in suitable locations, so for the Edwards Avenue location, a hypothetical well was placed within 2000 feet, and assigned a representative pumping rate of 2.5 million tons per year.

Methodology: Sodium and calcium chloride salts are commonly used as deicing chemicals in the northern United States. Runoff from highways on which these chemicals have been applied carries varying concentrations of the ions of these salts. The US Geological Survey has developed procedures for assessing this impact utilizing a mass balance methodology and published by Toler in the report "Effect of Deicing Chemicals in Surface and Groundwater". This analysis is based on the principle that wells drawing from the aquifer induce local changes in groundwater flow and produce gradients toward the well screen. Therefore, contaminants entering the aquifer within the radius of influence of the well are eventually pumped from the well. The drinking water standard for chloride is 250PPM. The Toler equation for chloride concentration in wells is:

C= (T x M/P) K X 1,000,000
Where:

C = Average annual concentration of sodium (MG/L (PPM)).

T = Tons of salt per lane mile.

M = Lane miles within influence of well.

P = Pumping rate (tons/Year)

K = 0.607 (constant for chloride component of salt)

Analysis: Under existing conditions, all runoff from the surface of (roads)is directed and discharged to leaching systems, consisting of various nearby recharge basins. All this runoff is either evapotranspirated or discharged to the groundwater.

The proposed project will maintain this hydrology, with the new roadway surfaces likewise discharging to groundwater leaching systems. The project includes the construction of various turning lanes and other safety features. The Suffolk County Water Authority maintains one active well field proximate to the

Goodfriend Drive location. This existing well field has reported chloride levels which are generally between 10 and 30 PPM, which is generally consistent with wells in the County. This data and information is presented in Appendix B.

Using the Toler equation presented above, the impact to the hypothetical supply wells at each of the two locations was calculated using the following input.

Location 1.

T = 7 tons per lane mile per year.

M = 1.215 lane miles existing

M = 1.517 lane miles proposed

P = 500GPM, which at 50% usage, = 2,425,946 tons/yr.

Using this formula, the chloride contribution from the highway within the project area will be 2.065 PPM, for existing and 2.573 for the proposed condition. Neither of these factors is significant, and the calculated increase of 0.508 PPM is inconsequential.

Location 3.

T = 7 tons per lane mile per year

M = 1.0263 lane miles existing

M = 1.0702 lane miles proposed

P = 500GPM, at 50% usage =2,425,946 tons/yr.

Using this formula, the chloride contribution from the highway within the project area will be 1.7443 PPM, for existing and 1.8189 for the proposed condition. Neither of these factors is significant, and the calculated increase of 0.0746 PPM is inconsequential.

4.4.8 Stormwater Management

Loc. No. 1 - Edwards Avenue and N Y25

A SPDES General Permit GP-0-10-001 will be required because the project has more than one acre of soil disturbance. A Stormwater Pollution Prevention Plan (SWPPP) with the appropriate sediment and erosion control measures will be developed. Based on the SWPPP, permanent stormwater management practices may be required depending on the total amount of disturbance and changes in total impervious area.

Soil erosion plans and details will also be developed during the advance detail design phases of the project in accordance with Section 209 Soil Erosion and Sediment Control of the NYSDOT Standard Specifications in order to satisfy the SWPPP. These plans and details will include both temporary and permanent measures to prevent soil erosion and provide fences, seeding, mulching, and stabilized construction access points.

Loc. No. 2 Stephen Hands Path and NY 114

A SPDES General Permit GP-0-10-001 will be required because the project has more than one acre of soil disturbance. A Stormwater Pollution Prevention Plan (SWPPP) with the appropriate sediment and erosion control measures will be developed. Based on the SWPPP, permanent stormwater management practices may be required depending on the total amount of disturbance and changes in total impervious area.

Soil erosion plans and details will also be developed during the advance detail design phases of the project in accordance with Section 209 Soil Erosion and Sediment Control of the NYSDOT Standard Specifications in order to satisfy the SWPPP. These plans and details will include both temporary and permanent measures to prevent soil erosion and provide fences, seeding, mulching, and stabilized construction access points.

Loc. No. 3 – Goodfriend Drive and NY 114
The work at this location will disturb less than one acre and stormwater from this site will not enter any surface waters, therefore, this project site will not require a SPDES permit. While this project is not required to assess the requirements for stormwater management practices, they will be considered where reasonable. However, erosion and sedimentation control plans will be developed and incorporated into the project. Erosion and sedimentation control measures may include temporary seeding, silt fence, and inlet protection.

Loc. No. 4 - CR48 and NY 25
A SPDES General Permit GP-0-10-001 will be required because the project has more than one acre of soil disturbance. A Stormwater Pollution Prevention Plan (SWPPP) with the appropriate sediment and erosion control measures will be developed. Based on the SWPPP, permanent stormwater management practices may be required depending on the total amount of disturbance and changes in total impervious area.
Soil erosion plans and details will also be developed during the advance detail design phases of the project in accordance with Section 209 Soil Erosion and Sediment Control of the NYSDOT Standard Specifications in order to satisfy the SWPPP. These plans and details will include both temporary and permanent measures to prevent soil erosion and provide fences, seeding, mulching, and stabilized construction access points.

4.4.9 General Ecology and Wildlife Resources

Fish, Wildlife, and Waterfowl -

A review of the project's area of potential effect indicates that there is not a special habitat or breeding area for certain species of plants or animals.

4.4.9.2 Habitat Areas, Wildlife Refuges, and Wildfowl Refuges -

The proposed project does not involve work in, or adjacent to, a wildlife or waterfowl refuge. No further consideration is required.

4.4.9.3 Endangered and Threatened Species -

Following NYSDOT screening protocols, an official species list was created from the US Fish and Wildlife Service's (USFWS) online Information for Planning and Consultation (IPaC) for this crossing and is included in Appendix B. The project area was also screened using the New York State Natural Heritage Program (NYS NHP) Database for known occurrences using the screening distances identified in TEM 4.4.9.3.

Their data search turned up six species as follows:

- Piping Plover (Threatened bird)
- Red Knot (Threatened bird)
- Roseate Tern (Endangered bird)
- Seabeach Amaranth (Threatened plant)
- Monarch Butterfly (Candidate Threatened insect)
- Sandplain Gerardia (Endangered plant)
- Northern Long-eared Bat (Threatened mammal)

The first four of these species are coastal specialists, occurring on sandy ocean beaches, tidal wetlands and estuaries. The nearest suitable habitat for those four species is most likely the Smith Point County Park, located within the boundaries of the Fire Island National Seashore, several miles, across Great South Bay, to the south of the projects. As such, the projects will have no possible impact on those four federally listed species.

The Monarch Butterfly is a candidate species for the endangered species list. They are located throughout Long Island. Since they are a candidate species, they have no legal protection.

The Sandplain Gerardia, an endangered species, is located on sandy grasslands, and is exceedingly rare on Long Island. The Sandy grassland habitat this species requires is not present within the project area. The nearest known existing population of this species is located in the Sayville Grasslands, a federally owned parcel located greater than 10 miles west of the of the projects. As such, this species will not be impacted.

The Northern Long-eared Bat (NLEB) is a State and Federally listed threatened species due to population decimation because of White Nose disease. The bats congregate in hibernacula during the winter months (where the disease is spread), and then disperse throughout the state during the summer months, where they roost in trees and old buildings. Historically, it had been thought that most, if not all, of these bats migrated to hibernacula in caves upstate, where temperatures hover around the freezing mark and humidity is high. However, in recent years, evidence has accumulated that some NLEBs overwinter on Long Island, particularly in culverts, under bridges, and, in the Montauk area, old WWII military bunkers. It is also thought that some individual might be able to overwinter in suitable tree cavities, particularly as the climate warms. The areas considered for construction contain various species of deciduous trees as well as mature Pitch Pines that are suitable habitat for summering Northern-Long Eared Bats.

The projects will require the clearing of various areas for construction of safety enhancements, such as turning lanes. These areas include mostly narrow and linear strips for the improvements. Those areas proposed for clearing on locations 2, 3, and 4 all appear suitable for use by NLEB. These areas are recommended for further study during the final stages of design. It is recommended that these sites be monitored for 30 minutes before sundown and thirty minutes after sundown for the presence of bats emerging from the trees to forage. This should be conducted on two evenings for each site. If bats are detected at any site(s), it will be necessary to perform an acoustic analysis of their chirps to determine species and the presence of NLEB. If they are determined to be present, mitigation measures will need to be implemented, including seasonal restrictions of clearing.

The project area may contain suitable summer roosting habitat for this species. The Contractor shall schedule all removals of trees (greater than 3” diameter) between November 1st and March 31st of each year to minimize the potential direct impact to the NLEB. In addition, the Contractor shall attach flags to each tree (> 3" dia.) or place orange fence at clearing limit and have the marked tree removals/limits confirmed by the Regional Environmental Contact prior to performing the removal.

The following note will be added to the plans:
The Northern Long-eared Bat (NLEB), *Myotis septentrionalis* is designated as a “threatened” species on the federal List of Endangered Species. The project area may contain suitable summer roosting habitat for this species. The Contractor shall schedule all removals of trees (greater than 3” diameter) between November 1st and March 31st of each year to minimize the potential direct impact to the NLEB. In addition, the Contractor shall attach flags to each tree (> 3" dia.) or place orange fence at clearing limit and have the marked tree removals/limits confirmed by the Regional Environmental Contact prior to performing the removal.

4.4.9.4 Invasive Species -

This project is located within an urbanized and suburbanized corridor with and vegetated areas within the Right-Of-Way. A preliminary survey of the project area determined that various invasive species were present, including Ailanthus and Norway Maple. During final design, the areas of invasive species should be identified on the plans and a plan to eradicate them included in the landscaping plans.

4.4.9.5 Roadside Vegetation Management -

Existing roadside vegetation consists primarily of maintained lawn areas, wooded areas. Efforts will be made to replace wildlife-supporting vegetation that is removed in the course of construction as well as the removal of invasive species that exist within the project area that will be disturbed by the work.

4.4.10 Critical Environmental Areas

4.4.10.1 State Critical Environmental Areas -

According to information obtained from NYSDEC, the proposed project does not involve work in or near a Critical Environmental Area.

4.4.10.2 State Forest Preserve Lands -

According to information obtained from NYSDEC, the proposed project does not involve work in or near state forest preserve lands.

4.4.11 Historic and Cultural Resources

4.4.11.1 National Heritage Areas Program –

The proposed project will not impact areas identified as National Heritage Areas.

4.4.11.2 National Historic Preservation Act – Section 106 / State Historic Preservation Act – Section 14.09 -

Loc No. 1 – Edwards Ave and NY25

A historic property eligible for inclusion in the National Register of Historic Places has been identified within the project's area of potential effect. The Zeh Family Farm, at 3768 Middle Country Road, is an operating sod farm that dates back to the early 20th century, and contains intact structures from that time period. These include a farmhouse, potato barns, and a weather vane, among other things, which are illustrative of Long Island's agricultural history. However, the project's activities do not have the potential to adversely affect the historic property. The undertaking will not alter, directly or indirectly, any of the characteristics that qualify the property for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The Department prepared a No Adverse Effect Finding Document and sent it to SHPO, with a copy to FHWA. SHPO and FHWA concurrence with the finding of No Adverse Effect can be found in Appendix B.

4.4.11.3 Architectural Resources -

A property listed on, or eligible for, inclusion in the National Register of Historic Places is located within the project's area of potential effect. The proposed project will have no adverse effect on the historic property. Please refer to the subsection above, National Historic Preservation Act – Section 106, for more detailed information.

A Cultural Resource Survey was completed over the summer of 2021 and a Determination of No Adverse Effect was sent to SHPO and FHWA. Correspondence with these agencies as well as final Concurrence is attached in the Appendix.

A Phase I archeological survey was conducted to determine the presence of archeological resources. No such resources were found in the project vicinity. A copy of this conclusion from the survey is included in Appendix B. A 4(f) evaluation will not be required for archaeological resources.

4.4.11.4 Archaeological Resources -

Loc No. 1 – Edwards Ave and NY25

A Phase I archeological survey was conducted to determine the presence of archeological resources. No such resources were found in the project vicinity. A copy of this conclusion from the survey is included in Appendix B. A 4(f) evaluation will not be required for archaeological resources.

4.4.11.5 Historic Bridges -

There are no bridges over 50 years old or listed on NYSDOT's Historic Bridge Inventory that are located within the project's area of potential effect.

4.4.11.6 Historic Parkways -

This project does not have to potential to impact any Historic Parkways.

4.4.11.7 Native American Involvement -

The proposed project does not lie within Federal, Tribal or Native-American-owned property. However, the project information was provided to the Shinnecock Nation and the Delaware Tribe. Neither of the Nations responded to the initial project notification (provided 3/30/2021) or the findings of the archeology survey (provided 11/18/2021).

4.4.12 Parks and Recreational Resources

4.4.12.1 State Heritage Area Program -

The proposed project is in the Long Island North Shore Heritage Area
The proposed project will not impact areas identified as State Heritage Areas.

4.4.12.2 National Heritage Areas Program -

The proposed project will not impact areas identified as National Heritage Areas.

4.4.12.3 National Registry of Natural Landmarks -

There are no listed nationally significant natural areas within, or adjacent to, the project area.

4.4.12.4 Section 6(f) Involvement -

The project does not impact parklands or facilities that have been partially or fully federally funded through the Land and Water Conservation Act. No further consideration under Section 6(f) is required.

4.4.12.5 Section 1010 Involvement -

This project does not involve the use of land from a park to which Urban Park and Recreation Recovery Program funds have been applied.

4.4.13 Section 4(f) of the USDOT Act of 1966

At Location 1, the proposed improvements require the use of a small strip of the adjacent property historically known as the Zeh Family Farm. This property has been determined to be eligible for the National Register of Historic Places by the NYS Historic Preservation Office (SHPO). The proposed

improvements will require the use of 0.28 acre of the 28.5 acre property (<1%). However, the project's proposed improvements do not have the potential to adversely affect the historic property. The undertaking will not alter, directly or indirectly, any of the characteristics that qualify the property for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. As mentioned above in Section 4.4.11.2, the NYS SHPO and FHWA have agreed with this determination. Therefore, NYSDOT anticipates that the project will only have *de minimis* impacts on the historic property relative to the Section 4(f) statute.

At Location 2, the proposed project improvements are located adjacent to Buckskill Nature Preserve, a significant publicly owned (Town of East Hampton) park – located in the southwest corner of the intersection. Environmental Information. However, the Department anticipates the project will have only de minimis impacts on the park. The proposed improvements require a small strip taking (approx. 0.118 acre) from the edge of the park in an area that is currently mostly disturbed roadside edge. The preserve is approximately 141 acres. The proposed project will therefore acquire only 0.15% of the preserve property. The fee taking of this strip is mostly for vegetation trimming to improve the vehicle sight distance issue at this intersection. Impacted trees will be replaced with new plantings. New pavement will be installed only on approximately 200 s.f. of the proposed 12,253 s.f. taking area (<2%). The Town of East Hampton agrees with this de minimis determination. Accordingly, NYSDOT has determined that the proposed improvements will not adversely affect the Preserve's activities, features, and attributes that make the property eligible for protection under the Section 4f statute.

Written concurrence of the official(s) with jurisdiction over the 4(f) properties has been obtained, along with a de minimis impact finding from FHWA on April 21, 2022, to satisfy Section 4(f) requirements. Public comment was also solicited during the preliminary design phase prior to the FHWA finding. All relevant correspondences are available in *Appendix B.*

4.4.14 Visual Resources

4.4.14.1 Introduction

A highway improvement project has the potential of affecting the visual experience of people traveling along the highway, and those living, working, or traveling nearby. To meaningfully assess the project's visual impacts, the stimulus and response aspects of the visual experience must be considered. The stimulus aspect of the visual experience is related to the appearance of all features that make up the visual landscape. The response aspect is related to the values viewers place on the appearance of the visual features in the landscape. Visual impacts caused by a project result from changes in the visual stimulus, and the viewers' response to change.

The methodology for the Visual Impact Assessment generally follows the format described in Visual Impact Assessment of Highway projects (US Department of Transportation, Federal Highway Administration, Office of Environmental Policy, March 1981), and conforms with NYSDOT's Visual Resource Analysis Procedure (Engineering Instruction 02-025)

The first step in the methodology is to analyze the existing visual environment, which consists of two attributes: visual resources and viewers of the resources. The view shed, or limits of the visual environment of the project area are established utilizing topographic mapping, site line projection and field investigation. Landscape units, areas with homogeneous visual characteristics, are established through field investigation to facilitate the assessment of visual impacts. Existing visual resources are identified and documented with photographs of typical views. Significant views or views of local importance are identified through the project scoping procedure and are photographed in detail.

After visual resources have been identified and documented, the visual characteristics and visual quality of the existing visual environment is assessed to establish baseline visual conditions. Visual character is presented in terms of visual patterns, and visual quality is presented in terms of three

attributes: vividness, intactness, and unity. A relative rating of visual quality is assigned for each visual district.

The second attribute of the existing visual environment, the viewers, are then identified and assessed. Viewers of and from the project are categorized into groups, to assess how they see the visual environment and the values they place on the views. These attributes of each viewer group, viewer exposure and viewer sensitivity, determine the viewer response to change in the visual environment

After the baseline condition has been established, the changes to the visual environment caused by the project and the viewer's response to the change are analyzed to predict visual impacts. Each visual impact is presented in detail and summarized in table format. In addition, typical visual impacts are illustrated with photo simulations. A photograph of an existing view is compared with the same photograph altered by computer to show the predicted view.

To present the magnitude of visual impacts and compare alternatives, relative ratings are assigned to each visual impact. The ratings range from low to high and are described as follows:

Low Visual Impact - Slight change in visual resources. No change to significant visual resources or key view. New visual elements are generally compatible with existing views. Little or no response to change in visual resources are expected.

Moderate Visual Impact - A slight change in visual resources resulting in a high level of viewer response, or an extensive change in visual resources resulting in little viewer response.

High Visual Impact - Extensive change to visual resources or change to a significant visual resource or key view. New views or new visual elements are not compatible with existing views. A high level of viewer response to the change in visual resources can be expected

4.4.14.2 Effects Assessment

This safety improvement project at four intersection locations will have negligible effects on the existing visual corridors. The proposed changes at Locations 1, 2, and 3, involve adding or realigning turning lanes to improve the level of service and to help reduce accidents. One intersection improvement site, Location 4, at NY25 proposes a roundabout to replace the uncontrolled T-intersection. This location contains a mix of developed and undeveloped land that define the visual environment. The project site is located in a historic area near to the Village of Greenport and has three apparent visual roadway characteristics: an undeveloped woodland area on the northeast corner of the intersection, residential development on the northwest and southwest corners and a commercial area on the northeast corner within the intersection.

The overall existing visual quality is moderate in the undeveloped area and low to moderate in the residential/commercial area. The commercial area on the northeast corner at the NY25/Main Street intersection contains an asphalt parking area and contain some planting at the edges that help to soften and breakup the view to them. The existing residential two-story building on the southwest corner dominates the view at the NY25 northbound approach to the intersection with NY25 from Main Street. The residential area on the northwest corner is setback from NY25 and is buffered by existing vegetation that screens the view to and from it.

The project area has moderate landscaping both naturalized woodland and well maintained, planting on private property and includes turf shoulder areas of varying widths along each road. Although the roadway asphalt dominates the horizontal plane, the existing turf greenery, edged by light colored, concrete curb helps direct and soften the viewer's perspective. Existing concrete sidewalk is offset from the road and travels through the turf areas along these roadways. The sidewalk doesn't stand out as a strong visual element.

Impacts to the visual environment include the introduction of new visual elements, such as the addition of the new roundabout lanes to replace the existing intersection, center median focal point, and associated re-striping, improved sidewalks, and curb ramps, and planting to restore or supplement existing vegetated areas. To enhance the visual corridor of the proposed highway alignment, trees, shrubs, and groundcover will be planted.

Additional consideration will be given during the final design to providing an aesthetic treatment that is fitting with the overall visual environment as this intersection can be considered a "gateway" to the Village of Greenport's downtown area as it is provides access to and from major shopping, employment, and residential communities within the larger area beyond the immediate project area as it is also gives visual cues to those seeking to travel on the Orient Point Ferry to the east of this project location.

The predominate viewer groups to the project will be motorists, pedestrians, and bicyclists and from their perspective, there will be a positive visual improvement. For addition discussion see Appendix B, Environmental Information / Visual Impact Assessment.

Also included as a result of this project is the relocation of LIPA and Verizon utility poles carrying aerial facilities belonging to LIPA, Verizon, Altice, Crown Castle and NYSDOT at locations 1, 2 and 4. Proposed poles are anticipated to follow the proposed roadway alignment with equivalent positioning and elevation changes to accommodate signal rebuilds, details of changes are listed under Section 3.3.3.9. Only negligible impacts are anticipated for the predominate viewer group of motorist, cyclists, and pedestrians at all locations. In the NW quadrant of Location 1, NY 25 at Edwards Avenue repositioning of poles will result in a low visual impact at the adjacent receptor.

4.4.15 Farmlands

4.4.15.1 State Farmland and Agricultural Districts -

Based on a review of the NYS Agricultural District Maps for Suffolk County, the proposed project is located adjacent to an Agricultural District. However, it will not affect any agricultural lands.

4.4.15.2 Federal Prime and Unique Farmland -

The proposed project activities will not convert any prime or unique farmland, or farmland of state or local importance, as defined by the USDA Natural Resources Conservation Service, to a nonagricultural use.

4.4.16 Air Quality

4.4.16.1 Regulatory Framework –

This safety project (PIN 0810.01) is proposed in the Towns of Riverhead, East Hampton, and Southold, Suffolk County. The project would install new left turn lanes in 3 locations: Location 1- NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County; Location 2 – NYS Route 114 at Stephen Hands Path, Town of East Hampton, Suffolk County; and Location 3 – NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County. The project would also install a mini-roundabout at a fourth location – NYS Route 25 at County Road 48, Town of Southold, Suffolk County.

This project is located in Suffolk County, which is a maintenance area under the National Ambient Air Quality Standards (NAAQS) for Fine Particulate Matter ($PM_{2.5}$), and a serious nonattainment area for the 2008 ozone NAAQS/moderate nonattainment area for the 2015 ozone NAAQS. Air quality screening is needed to determine compliance with Federal transportation conformity requirements under 40 CFR Part 93, and State conformity regulation requirements under 6 NYCRR Part 240.

Air quality screening is based on the requirements of the NYSDOT Environmental Procedures Manual (EPM/TEM) Air Quality Chapter 1.1.

4.4.16.2 Regional Transportation Conformity –

This project is exempt from the regional emissions analysis requirements of the Federal Transportation Conformity regulation at 40 CFR 93.127. It is listed in the 2020-2024 NYMTC Transportation Improvement Program (TIP) with air quality code A6 (Highway Safety Improvement Program implementation). The project comes from the current conforming TIP and Long-Range Transportation Plan. Conformity determinations for the current TIP and 2018-2045 Plan were most recently approved by NYMTC on November 21, 2019, and by FTA/FHWA on January 22, 2020. The estimated time of completion (ETC) for this project is 2023.

4.4.16.3 Carbon Monoxide Screening(CO) and Particulate Matter (PM) Microscale Analysis **–**

Four intersections would be affected by the project and therefore require carbon monoxide screenings. The NYSDOT EPM/TEM specifies the multi-step screening procedure to determine whether microscale carbon monoxide modeling is necessary. The first step is to identify any intersections affected by the project that will have Level of Service (LOS) D or worse in a Build Alternative if data are available.

Traffic counts were taken for the intersections in July and August 2020. The capacity analysis study applied a growth factor of 0.47% per year for all directions at all four intersections in this project. Analysis of future conditions indicated that the LOS would be better than LOS D through 2043 at Location 4, NY 25 at County Rd 48, for both alternative 1 and alternative 2. As a result, no further screening of this intersection is required.

LOS information is unavailable for ETC +20 for the intersections at Locations 1, 2, and 3. For these locations, the screening proceeded to the second step, which is to determine whether certain EPM/TEM capture criteria are met. One capture criterion (addition of one or more new traffic queue lanes) was met at all locations. However, location 3 will be controlled by a stop sign and, according to the EPM/TEM “it is not expected that intersections in a build alternative controlled by stop signs will require an air quality analysis.” As a result, no further screening of the intersection at Location 3 is required. However, for Locations 1 and 2, the screening proceeded to the third step, which is comparison of traffic approach volumes with threshold volumes listed in the NYSDOT EPM/TEM.

The traffic volume threshold screening was conducted for years 2023 (ETC), 2033 (ETC + 10), and 2043 (ETC + 20), as specified in the NYSDOT EPM/TEM. The Build Alternative’s average travel speed on all the approaches to these intersections was assumed to be 30 mph, based on default speeds suggested in the EPM/TEM. This speed of 30 mph was used to calculate CO free flow emission factors in all three years. Idling CO emission factors were also calculated assuming a zero-mph queuing speed at these intersections.

The volume threshold screening is based on the CO emission factors generated by the MOVES2014b emission factor model that is accepted by EPA and FHWA. Input data required for MOVES2014b analysis included meteorological data, vehicle age distributions, road type, fuel characteristics, roadway grades, and information on inspection and maintenance programs. NYSDOT obtained the required input data using Google Earth and determined the following roadway grades for the intersection of location 1, Edwards Ave and NY 25: 0% eastbound, -1% westbound, -2% northbound, and 1% southbound. NYSDOT also determined the following roadway grades for the intersection of location 2, NY 114 and Stephen Hands Path, in the same manner as location 1: 1% eastbound, -3% westbound, 2% northbound, and -1% southbound.

The following table lists the MOVES2014b emission factors calculated for both a free flow speed of 30 mph and for idle conditions, as well as the peak hour approach volumes for each direction and year for comparison with EPM/TEM thresholds for location 1.

Direction	Year	Idle Emission Factor (g/hr)	Free Flow Emission Factor (g/mi)	AM Traffic Volume (vph)	Midday Traffic Volume (vph)	PM Traffic Volume (vph)
Northbound	2023 (ETC)	8.309	1.747	211	241	363
	2033 (ETC+10)	2.233	0.839	221	253	380
	2043 (ETC+20)	1.139	0.515	230	264	397
Southbound	2023 (ETC)	8.309	2.726	246	198	206
	2033 (ETC+10)	2.233	1.355	258	207	215
	2043 (ETC+20)	1.139	0.862	269	216	225
Eastbound	2023 (ETC)	8.309	2.356	780	715	604
	2033 (ETC+10)	2.233	1.161	816	748	632
	2043 (ETC+20)	1.139	0.732	852	781	660
Westbound	2023 (ETC)	8.309	2.015	302	581	727
	2033 (ETC+10)	2.233	0.982	316	608	761
	2043 (ETC+20)	1.139	0.611	330	635	795

The following table lists the MOVES2014b emission factors calculated for both a free flow speed of 30 mph and for idle conditions, as well as the peak hour approach volumes for each direction and year for comparison with EPM/TEM thresholds for location 2.

Direction	Year	Idle Emission Factor (g/hr)	Free Flow Emission Factor (g/mi)	AM Traffic Volume (vph)	Midday Traffic Volume (vph)	PM Traffic Volume (vph)
Northbound	2023 (ETC)	8.309	3.232	331	398	565
	2033 (ETC+10)	2.233	1.627	346	416	591
	2043 (ETC+20)	1.139	1.050	361	434	617
Southbound	2023 (ETC)	8.309	2.015	746	578	492
	2033 (ETC+10)	2.233	0.982	781	605	515
	2043 (ETC+20)	1.139	0.611	816	632	537
Eastbound	2023 (ETC)	8.309	2.726	208	277	349
	2033 (ETC+10)	2.233	1.355	218	290	365
	2043 (ETC+20)	1.139	0.862	227	303	381
Westbound	2023 (ETC)	8.309	1.527	609	515	588
	2033 (ETC+10)	2.233	0.721	638	539	615
	2043 (ETC+20)	1.139	0.437	666	563	643

Based on Table 3C of the EPM/TEM Chapter 1.1, the emission factors in these tables correspond to a traffic volume approach threshold of 4000 vph for microscale analysis.

Because the peak approach traffic volumes will be less than 4000 vph through year 2043, the screenings are successful, and no microscale CO analysis is required for locations 1 and 2.

Conclusion

The foregoing screening demonstrates that a CO air quality analysis is not necessary since this project will not increase traffic volumes or change other existing conditions to such a degree as to jeopardize attainment of the National Ambient Air Quality Standards.

4.4.16.4 Mesoscale Analysis

No mesoscale air quality analysis is required because this project does not meet EPM/TEM Chapter 1.1 criteria for conducting a mesoscale analysis.

Because no construction-related detours or diversions lasting more than one CO season (winter) are anticipated, no construction air quality screening is required.

4.4.16.5 Mobile Source Air Toxics (MSATs) Analysis

The purpose of this project is to address the capacity and safety issues associated with the high volume left turning traffic in four intersections within the towns of Riverhead, East Hampton, and Southold, Suffolk County. This project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative, as described in the most recent October 2016 FHWA Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns.

4.4.17 Energy

No energy or greenhouse gas analysis is required because the project does not meet cost or other criteria listed in the Draft 2003 NYSDOT ESB Energy and Greenhouse Gas Analysis guidance that would trigger such analysis.

4.4.18 Noise

The project will not significantly change either the horizontal or vertical alignment or increase the number of through traffic lanes. Therefore, this project is not a Type I project and does not require a traffic noise analysis as per 23 CFR 772.

4.4.19 Asbestos

4.4.19.1 Screening -

If any of the utilities at the four sites are to be impacted by this project, an Asbestos Screening Assessment which entails a review available as-built drawings, record plans, and other construction drawings of all structures and facilities in the project area followed by an on-site visual inspection of items identified during the record plan review should be conducted. Also, all suspect ACM encountered during project construction should be sampled and tested by a NYSDOL qualified asbestos inspector.

A walkover of the project site and vicinity, which was conducted on November 12, 2020. Concrete headwalls, electrical conduits, drainage pipes, and utility lines were observed near the intersection at all four locations. Utilities installed prior to the 1980s have the potential for asbestos containing materials (ACM) to be present.

If asbestos is determined to be present on the project, an Asbestos Special Note and Specifications will need to be prepared by NYSDOT personnel or a consultant with an Asbestos Designer License.

4.4.19.2 Assessment and Quantification -

Utilities that are to be impacted by this project will require an Asbestos Screening Assessment which entails a review available as-built drawings, record plans, and other construction drawings of all structures and facilities in the project area followed by an on-site visual inspection of items identified during the record plan review should be conducted. Also, all suspect ACM

encountered during project construction should be sampled and tested by a NYSDOL qualified asbestos inspector.

4.4.19.3 Mitigation Summary -

Determination has not been made on the need for mitigation, if any it will be based on Asbestos Screening Assessment.

4.4.20 Hazardous Waste and Contaminated Materials

4.4.20.1 Screening

A Hazardous Waste/Contaminated Materials (HW/CM) Screening was conducted for each project site and vicinity. This screening involved site walkovers of each of the project sites and a review of available records to provide information concerning historical ownership and use of the sites as well as local, state, and federal record sources. The historical records reviewed included aerial photographs, Sanborn fire insurance maps, local property tax files and land use records to help identify potential environmental concerns. The government record sources reviewed relate to the presence or occurrence of facilities or spills involving solid or hazardous waste and petroleum products within each of the current project corridors as well as in the general vicinity of each of the current project corridors. An environmental database service company, Environmental Data Resources, Inc. (EDR), was contracted to provide an environmental database search report for the review of government record sources as well as historical aerial photographs and Sanborn fire insurance maps (i.e., mapping produced for commercial, industrial, and residential properties that would have been underwritten by insurance companies) for each project site and vicinity. For purposes of these screenings the project sites which consisted of the following intersections and approaches; NYS Route 25 (Middle Country Road) at Edwards Avenue located in the Hamlet of Calverton; NYS Route 114 (Sag Harbor East Hampton Turnpike) at Stephen Hands Path located the Town of East Hampton, NY; NYS Route 25 (Main Street) at County Road 48 (North Road) and Sound Road located in the Town of Southhold, NY; and NYS Route 114 (Sag Harbor East Hampton Turnpike) at Goodfriend Drive located in the Town of East Hampton, NY; were evaluated separately.

The database search report ordered from EDR provides a comprehensive review of Federal, State and locally listed data on sites of potential concern within the project vicinity. This data search was performed in general accordance with ASTM E-1527-13 standards. The use of the EDR resource allows for a comprehensive listing of sites of potential concern. Searched federal government records included: United States Environmental Protection Agency (USEPA), National Priority List (NPL), Comprehensive Environmental Response and Compensation, and Liability Information System (CERCLIS), USEPA Resource Conservation and Resource Conservation Recovery Act (RCRA) list of hazardous waste generators. Searched state and other government records included New York State Department of Environmental Conservation (NYSDEC) inactive hazardous waste sites, New York State Solid Waste Facilities/Landfill (SWF/LF) sites and state registered recycling facilities (SWRCY), Petroleum Bulk Storage database (PBS), Chemical Bulk Storage database (CBS), Major Oil Storage Facility database (MOSF), and New York Spills information (Spills). These databases identify known or suspected inactive and other hazardous waste sites; registered petroleum and chemical bulk storage tank sites; reported spills, including leaking underground storage tanks; hazardous waste generators; and treatment, storage, and disposal facilities. Additionally, local records reviewed on the Suffolk County GIS website included tax parcel information regarding current land use in the vicinity of each project site.

A review of standard local, state and federal record sources relating to the presence or occurrence of facilities or spill sites involving solid and/or hazardous wastes and petroleum products indicated that a minimum number of sites occur within the general vicinity of each project site. Most of these sites are not expected to have environmental impacts on the project sites based upon the current remedial status, separation distance and/or hydrogeological position relative to the sites. The full Hazardous Waste/Contaminated Materials Screening Reports are available upon request. Sites with the potential to have environmental impacts on the project sites are described below in the following subsections.

4.4.20.2 Screening and Site Assessment

NYS Route 25 at Edwards Avenue

Federal, State and Local Record Review

The EDR report identified one NYSDEC spill site that, based on its proximity, represents a potential environmental concern for the project site. The spill site at Edwards Avenue (NYSDEC Spill No.9908339) is located approximately 140-feet southwest of the project site; was not cleaned to NYSDEC standards. According the EDR report this site consisted of a fuel company (P&G Fuel) on Edwards Avenue, where three trailer loads of contaminated soil were buried in 1999. A FOIL request was submitted to NYSDEC on November 30, 2020 to request further information. The response received December 9, 2020 did not provide further clarification on the status or location of the spill. Due to the proximity to the project site and absent additional information on the exact location, type of contamination, quantity of material spilled, and extents of the spill, this site may pose environmental concerns for the project.

Historical Records Review

Aerial photos of the project site and vicinity were reviewed from the following years: 2017, 2013, 2009, 2006, 1994, 1985, 1980, 1976, 1970, 1966, 1962, 1959, 1957, 1947, 1940, and 1938. The 1938 photo identified the project site and surrounding area consisting mainly of farmland with buildings adjoining the project site on the northeast, southeast, and northwest corner. No notable changes were observed on the project site or adjoining properties between 1938 and 1985. Comparing aerial photos from years 1994 and 2006 indicates that a large commercial building was constructed adjoining the project site to the southwest. Lastly, comparing the aerial photos from years 2006 and 2009 indicates that a gas station adjoining the eastern side of the project site was constructed. No items of environmental concern were identified on the aerial photographs within the project area.

Sanborn map coverage was not available for the project site or vicinity.

Project Site Walkover

The HW/CM Screening included a walkover of the project site and vicinity, which was conducted on November 12, 2020. The presence of a gas station adjacent to the southeast portion of the project site, located at 3705 Middle Country Road was identified as a potential environmental concern. Though no stained soil or indication of hazardous waste disposal was identified, impacts to the subsurface of this site could not be evaluated during the site visit.

Additionally, concrete headwalls, electrical conduits, drainage pipes, and utility lines were observed near the intersection. Utilities installed prior to the 1980s have the potential for asbestos containing materials (ACM) to be present.

NYS Route 114 at Stephen Hands Path

Federal, State and Local Record Review

The EDR report did not identify any sites of potential environmental concern within the minimum required search distances of the proposed project site.

Historical Records Review

Aerial photos of the project location were reviewed from the following years: 2017, 2013, 2009, 2006, 1994, 1985, 1980, 1976, 1970, 1962, 1960, 1957, 1954, 1947, 1940, and 1938. The 1938 photo identified the project site and surrounding area consisting mainly of wooded areas to the west and south of the project site and farmland with buildings to the northeast. Comparing the aerial photos from years 1947 and 1954 indicates that a small clearing was created in the southwest corner and driveways and buildings were constructed adjacent to the northwest corner of the project site. Comparing aerial photos from years 1962 and 1970 indicates that Squires Path

was constructed to the south of the project site; additionally, a pond and residential structure were constructed adjacent to the southeast corner of the project site. No items of environmental concern were identified on the aerial photographs within the project area.

Sanborn map coverage was not available for the project site or vicinity.

Project Site Walkover

The HW/CM Screening included a walkover of the project corridor which was conducted on November 18, 2020. The site walkover did not reveal any HW/CM related environmental concerns at the project site.

However, concrete headwalls, electrical conduits, drainage pipes, and utility lines were observed near the intersection. Utilities installed prior to the 1980s have the potential for asbestos containing materials (ACM) to be present.

NYS Route 114 at Goodfriend Drive

Federal, State and Local Record Review

The EDR report did not identify any sites of potential environmental concern within the minimum required search distances of the proposed project site.

Historical Records Review

Aerial photos of the project location were reviewed from the following years: 2017, 2013, 2009, 2006, 1985, 1980, 1976, 1970, 1962, 1960, 1957, 1954, 1947, 1940, 1938. The 1938 photo identified the project site and surrounding area consisting of forests with only Route 114 present. Comparing the aerial photos from years 1947 and 1954 indicates that a clearing was created in the southwest corner of the project site. Additional clearings were identified in the 1957 photo. Comparing aerial photos from years 1980 and 1985 indicates the construction of Goodfriend Drive and Coultes Lane as well as the presence of structures along both these roads. Comparing aerial photos from years 1985 and 2006 indicates that structures were depicted adjacent to the northeast and south of the project site. No items of environmental concern were identified on the aerial photographs within the project area.

Sanborn map coverage was not available for the project site or vicinity.

Project Site Walkover

The HW/CM Screening included a walkover of the project corridor which was conducted on November 18, 2020. The site walkover did not reveal any HW/CM related environmental concerns at the project site.

However, drainage pipes and utility lines were observed near the intersection. Utilities installed prior to the 1980s have the potential for asbestos containing materials (ACM) to be present.

NYS Route 25 at County Road 48

Federal, State and Local Record Review

The EDR report did not identify any sites of potential environmental concern within the minimum required search distances of the proposed project site.

Historical Records Review

Aerial photos of the project location were reviewed from the following years: 2017, 2013, 2009, 2006, 1994, 1985, 1980, 1976, 1970, 1962, 1960, 1957, 1954, 1947, 1940, and 1938. The 1938 photo identified the project site and surrounding area consisting mainly of agriculture and residential structures. No notable changes were observed on the project site or adjoining properties between 1938 and 1962. Comparing the aerial photos from years 1970 and 1976 indicates that the parcel adjacent to the southeast side of the project site was converted from farmland to forested. Comparing aerial photos from years 1985 and 1994 indicates that the intersection of Route 25 and CR 48 was repaved and the vegetated circle within the center of the intersection was removed. No items of environmental concern were identified on the aerial photographs within the project area.

Sanborn fire insurance maps for the project site and vicinity were reviewed for the years 1917, 1928, 1940, and 1964. Over this time period the Sanborn maps depicted primarily residential development on the adjoining properties. However, the 1928 and 1940 Sanborn maps depicted at least three gasoline tanks and an oil house on the adjoining property located northwest of North and Sound Roads. The Suffolk County Health Department was contacted on December 16, 2020 and a FOIL request was submitted December 23, 2020 to determine if there is removal documentation on file for these tanks. To date a response has not been received from this office. Also, the 1964 Sanborn map depicted a restaurant adjoining the northeast portion of the project site. Based on the absence of removal documentation for the gasoline tanks on the adjoining property to the northwest it is possible that this site may have had environmental impacts on the project site.

Project Site Walkover

The HW/CM Screening included a walkover of the project site and vicinity which was conducted on November 12, 2020. An earthen berm comprised of unknown fill materials was identified within the southeast portion of the proposed project site.

Additionally, concrete headwalls, electrical conduits, drainage pipes, and utility lines were observed near the intersection. Utilities installed prior to the 1980s have the potential for asbestos containing materials (ACM) to be present.

4.4.20.3 HW / CM Screening Conclusions

Based on the findings of the Hazardous Waste/Contaminated Materials screening, the following items of environmental concern were identified, and should be further investigated to better understand their potential effects as related to the project:

1. NYS Route 25 at Edwards Avenue:

    a. NYSDEC Spill Site – NYSDEC Spill No. 9908339, identified in the EDR report at a location approximately 140-feet southwest of the project site, was identified as a site where three trailer loads of contaminated soil were dumped. A Freedom of Information Letter request was sent to NYSDEC on the specifics of this spill site; however, the information provided by NYSDEC did not contain any new information on this spill. Due to the proximity to the project site, this site may pose environmental concerns for the project.
    b.

2. NYS Route 114 at Stephen Hands Path:
   No site-specific concerns were identified through the site reconnaissance, EDR review, or historical records review.

3. NYS Route 114 at Goodfriend Drive:
   No site-specific concerns were identified through the site reconnaissance, EDR review, or historical records review.

4. NYS Route 25 at County Road 48:

    a. Fill Importation – The southeast portion of the proposed project site has an earthen berm which will likely have to be excavated and/or removed under the proposed enhancements for this intersection. The origin of these fill materials comprising this berm is unknown, indicating that potentially contaminated fill materials do exist at this site.

    b. Historical Petroleum Bulk Storage - Three gasoline tanks and an oil house were depicted on the adjoining property to the northwest on the 1928 and 1940 Sanborn maps. Removal documentation for these tanks was not identified. The Suffolk County Health Department was contacted on December 16, 2020 and a FOIL request was submitted December 23, 2020 to determine if there is removal documentation on file for these three gasoline tanks. To date a response has not been received from this office. Based on the absence of removal documentation it is possible that this site may have had environmental impacts on the project site. There is the potential to encounter subsurface contamination in the vicinity of this site during excavation activities.

4.4.20.4 Mitigation Summary

Two of the project sites (i.e., NYS Route 25 and Edwards Avenue and NYS Route 25 at County Road 48) with the potential to contain hazardous waste/contaminated materials in the subsurface, were identified as a result of the Hazardous Waste/Contaminated Materials Site Screening. As a mitigation measure, a Hazardous Waste/Contaminated Materials Site Assessment is recommended at these two sites, in order to assess potential impacts to the project. If necessary, a remediation plan will need to be developed after review of the Hazardous Waste/Contaminated Materials Site Assessment.

As an alternative to pre-construction Hazardous Waste/Contaminated Materials Site Assessments, the potential to encounter subsurface contamination at these two sites could be identified in the Contract Documents for project construction. This would include a summary in the General Notes of the project plans that indicates the potential to encounter subsurface contamination at these sites as well as including a depiction on the plans the areas at these sites where suspected hazardous waste/contaminated materials could be encountered. During construction, should signs of contamination be encountered soil and fill materials excavated from these two project sites it may need to be segregated into appropriate waste streams, chemically analyzed to facilitate disposal profiling, and disposed of off-site in accordance with applicable regulations.

4.5 Construction Effects

4.5.1 Construction Impacts

There will be no impacts due to the construction work on this project, on any of the above social, economic or environmental conditions.

4.5.2 Mitigation Measures

No mitigation will be needed.

CHAPTER 5 - SUMMARY AND ANALYSIS OF COMMENTS RECEIVED

Pursuant to the provisions of Title 23, U.S. Code, Section 128 and Title 40, Code of Federal Regulations, Parts 1500 to 1508, and in accordance with the provisions of Article 8 of the Environmental Conservation Law, the New York State Department of Transportation (NYSDOT), being the agency having principal responsibility for carrying out or approving the proposed project, and acting as the lead agency pursuant to Part 15 of Title 17 of the Official Compilation of Codes, Rules and Regulations of New York State (17 NYCRR Part 15), published a "Notice of EDPL Public Hearing and Availability of Draft Design Report" for the proposed safety enhancements project.

The legal advertisement for the "Notice of EDPL Public Hearing and Availability of Draft Design Report" was published locally in the January 26, 2022 through January 30, 2022 editions of *Newsday* as well as in the January 27, 2022 issue of *Noticia.*

Flyers advertising the Public Hearing were posted at the Riverhead Free Library, the East Hampton Library, and the Floyd Memorial Library. Flyers were also sent to churches, school districts, hospitals, Town Planning Departments, police, and fire departments. In addition, notifications were mailed to all affected property owners where the need for property taking was identified. Furthermore, notifications were sent to adjacent property owners, not directly impacted by the project; elected officials; town officials; and other interested parties.

The advertisements and mailed notifications announced the public hearing date and time as well as project website information and other instructions to access the Draft Design Report. In response to the COVID-19 pandemic, NYSDOT conducted the public hearing using virtual methods to comply with social distancing guidelines. The public hearing was held in a live videoconference format, and all necessary access information for interested participants was included in the advertisements as well as on the project website, www.dot.ny.gov/EastEndSafety.

In addition, NYSDOT published a "Public Notice and Opportunity for Comment" for the proposed de minimis takings from the Section 4(f) protected properties at two locations. This notice was published locally in the February 6, 2022 edition of *Newsday.*

Copies of all legal advertisements are available for review at NYSDOT Region 10 offices in Hauppauge, NY.

A. SUMMARY AND ANALYSIS OF PUBLIC HEARING COMMENTS

An EDPL Public Hearing for the Proposed Safety Enhancements at Various Locations in the Towns of Riverhead, East Hampton and Southold Project was held on February 9, 2022. The hearing was held in a live videoconference format and consisted of an informal question and answer period from 6:00 P.M. to 6:30 P.M., followed by a formal presentation and hearing beginning at 6:30 P.M. to solicit comments, both oral and via the "chat" function in the videoconference.

During the informal portion of the hearing, Department representatives were on hand to answer questions. A PowerPoint slideshow describing the project and its impacts was then presented during the formal portion of the hearing, followed by a formal comment period during which comments were received and recorded. The comments received during the formal comment period were not addressed at the hearing but are shown below along with NYSDOT's subsequent responses. Copies of the PowerPoint presentation given at the Public Hearing as well as the preliminary plans and Draft Design Report are available for review on the project website and in the Design Unit located at NYSDOT Region 10 Offices in Hauppauge, New York.

Participants in the public hearing were invited to present verbal comments and/or submit written comments to be read into the record via the “chat” function in the videoconference. Approximately 65 people participated in the public hearing. During the formal comment session, seven (7) written comments were submitted via the “chat” function and six (6) people spoke. Following the meeting, four (4) comments were mailed, 18 comments were emailed, and two (2) telephone calls were received during the commenting period. Questions and comments varied from location to location but were mainly concerned with bicycle and pedestrian safety, the installation of the roundabout, turning movements at the intersections, and impacts to property access and parking. Most of the comments received were not opposed to the project but requested additional improvements.

A summary of all comments received is included in Appendix G. Rather than respond to each comment individually, the comments have been grouped by location and summarized by topics as follows:

Comments in Support of the Project

- *I would like to say that improvements at the intersection of Route 25 and Edwards Avenue have been needed ever since the LIE came to Riverhead (1972).*
- *I want to thank you all for your work on this. I know it's been a few years that we've been asking -- many years actually that we've been asking for these intersections to be repaired at least on the North Fork, and so I want to thank you for your attention to this.*
- *I live in the immediate neighborhood of the roundabout project and have high hopes for the project's impact on the traffic issues at this dangerous intersection.*
- *We are very encouraged that the roundabout solution will have a positive impact on the significant congestion at this problematic intersection.*
- *We are confident that the DOT’s planned roundabout will be a good solution to keep traffic safely flowing at NY Route 25@CR48 (North Road) and Route 25/Main Street.*

General Comments – All Locations

1. ***Requested additional improvements including designated/buffered bike lanes, bike boxes, bike detectors, crosswalks, etc.***

   As part of all NYSDOT projects, the need for pedestrian and bicycle improvements are evaluated. This project addresses the necessary intersection improvements at four intersections and their adjacent roadways. The proposed improvements include the widening of these intersections as well as the required transitions from/to the widened intersections. It is important to note that the surrounding land uses generate little pedestrian activity; however, where appropriate, sidewalk and sidewalk ramps will be upgraded or provided to meet current ADA standards and crosswalks will be installed to improve pedestrian accessibility.

   Within the project limits, NY 25 is designated as a bicycle route and NY 114 is designated as a bicycle lane and is marked and signed, accordingly. For clarification purposes, a bicycle route does not always include a bicycle lane but when it does, appropriate pavement markings and signs are installed to indicate a bicycle lane. Since this is an intersection improvement project, the project does not evaluate enhancements to these two bicycle routes. Suggested enhancements such as bicycle lanes with associated pavement markings, bicycle detectors and bike boxes were not considered for this project. Such enhancements are beyond the scope of this project and require study under a separate project to fully evaluate the implications of providing bicycle lanes and other changes for a full corridor and not a single intersection. This project will, however, continue to accommodate bicyclists through the intersections with NY 25 and NY 114. The project is in keeping with Suffolk County's Hike and Bike Master Plan and is being coordinated with the County and Towns.

2. Requested additional information on traffic data collected for East Hampton locations

NYSDOT transmitted Attachment T-1 containing the requested traffic data to the consultant representing residents of the Town of East Hampton for his review.

3. Questioned when this study and property owner information was last updated, when project will go out to bid, funding for the project, utility relocation and schedule, and questioned whether rights-of-way are sufficient to allow emergency vehicles to pass traffic queues.

The project plans and report have been and will continue to be regularly updated as new information becomes available. Regarding property owners, the information was gathered through various sources including Real Property Maps, deeds of record and the Assessors' tax rolls within the last six (6) to eight (8) months. An updated review will be conducted to ensure NYSDOT has the latest property owner information.

Regarding construction, it is anticipated that bid solicitations will go out in late 2023 with construction to begin in 2024 and be completed in 2025. Funding has been allocated for these projects based on the estimated construction costs listed in the design report and the PowerPoint Presentation; however, these only account for construction-related expenses and do not include right-of-way acquisition costs. This project is PIN 0810.01 on the State Capital program 2023-2024 and is also on the STIP Project List.

Utility pole relocations will be coordinated with the utility companies during the final design and construction phases.

Regarding emergency vehicles, the addition of left turn lanes will provide additional roadway width to allow vehicles to move to the right so emergency vehicles can proceed. Furthermore, this project will reduce traffic congestion which will help emergency response times.

The appraisal process will begin once NYSDOT has received Design Approval for the proposed improvements.

Location 1: NY 25 at Edwards Avenue

4. Concerned with speeds and safety near the Riverhead Charter School and impacts to the school operation during construction

NYSDOT recently completed an investigation of a request from the Superintendent of the Riverhead Charter School to lower the speed limit and create a school zone in the vicinity of the school. The review included a crash analysis, vehicular and pedestrian counts, field observations and a review of previous studies at this location. In a letter to the Superintendent from the Regional Traffic Engineer dated Feb. 7, 2020, NYSDOT noted their investigation indicated the criteria for reducing the posted speed limit or establishing a school speed zone at this location had not been met and so these requests could not be accommodated. During the final design of this project, NYSDOT will assess the appropriate work hours for the construction contractor and take into consideration the public's concerns regarding the Riverhead Charter School.

5. Concerned about right-of-way taking on the southeast corner

The Town of Riverhead Planning Department questioned the proximity of the proposed right-of-way taking to the existing building in the southeast corner of the intersection and asked if any guide rail was proposed at this location. NYSDOT has verified the building will be approximately 24 feet from the edge of the proposed travel lane. This is outside of the 17-foot clear zone for this location and therefore will not require any shielding, i.e., guide rail.

6. Concerned with congestion and turning lanes

The lack of left turn lanes on each approach and the offset alignment of the Edwards Avenue approaches are the main causes of congestion at this intersection. For this project, the intersection was modeled and analyzed with proposed left turn lanes on all approaches, and the results showed the overall delays would be greatly reduced. The proposed improvements include adding a left turn arrow for the northbound approach to further reduce delays. In particular, the northbound Edwards Avenue approach delay will be reduced from over 2 minutes to only 35 seconds in the design year of 2033. Furthermore, by providing an exclusive left turn lane on each approach, the delays will be reduced enough for the through and right turning traffic so that an exclusive right turn lane will not be warranted for any of the approaches.

7. Concerned with access/egress from business

The final curb-cut/driveway widths for all affected properties will be addressed during final design; however, no impacts to access/egress are anticipated.

8. Asked if a roundabout was considered at this location

A roundabout was not considered at this location since a traffic signal already exists and a roundabout would require significantly more right-of-way impacts including the taking of the building on the southeast corner.

Location 2: NY 114 at Stephen Hands Path

9. Concerned with flooding and light pollution; requests right turn lane on Stephen Hands Path

Regarding flooding at the intersection, it should be noted that the Town of East Hampton is currently designing a comprehensive drainage enhancement project for Stephen Hands Path between NY 114 and Long Lane. Their project, along with the additional drainage modifications included in this project, will address the current flooding issue.

Regarding light pollution, the proposed enhancements require the replacement of the existing traffic signal; however, no additional traffic signals or street lighting are proposed at this location.

Regarding turn lanes on Stephen Hands Path, left turn lanes are recommended because of significant delays to through traffic on Stephen Hands Path. As left turning vehicles yield to oncoming through traffic, substantial queues were observed on both eastbound and westbound Stephen Hands Path resulting in significant delays. Exclusive left turn lanes will eliminate those delays and provide a safety enhancement by removing vehicles from the through-traffic stream, substantially reducing the potential for rear-end crashes. In addition, the right turn lane from westbound Stephen Hands Path will be extended to about 200 feet long to address the sizeable right-turning queue.

10. Concerned with impacts to business, parking, access/egress

The proposed right-of-way takings at this intersection will be less than 8.5% of each parcel. NYSDOT does not anticipate that this will have a significant effect on any businesses, parking or access/egress; however, the impacts will be fully assessed during the property acquisition process and property owners will be able to further discuss their concerns regarding any potential impacts.

11. Requested clarification on impacts to property

NYSDOT followed all required procedures to advise residents, local municipalities and elected officials of the project and the Public Hearing. Prior to the Public Hearing, NYSDOT also mailed notifications to all affected property owners as well as adjacent property owners not necessarily directly impacted by the project. Some of those original notification letters were returned to NYSDOT as “undeliverable” by the United States Postal Service. In those cases, NYSDOT sent a second notification letter to the same address. Although some of those property owners apparently missed the Public Hearing, NYSDOT advertised the project website information and other instructions to access the PowerPoint presentation given at the Public Hearing as well as the preliminary plans and Draft Design Report. Those items were also available for review in the Design Unit located at NYSDOT Region 10 Offices in Hauppauge, New York or interested parties could contact NYSDOT staff by phone or email to discuss any additional concerns they had. Several property owners did reach out directly to NYSDOT requesting clarifications or other information, and NYSDOT staff responded to each individual contact with the requested information or clarification.

12. Suggests consideration of a roundabout at this location

A roundabout was not considered at this location since a traffic signal already exists and a roundabout would result in impacts to the 4(f) property in the southwest quadrant and the existing farmstand in the northwest quadrant.

Location 3: NY 114 at Goodfriend Drive

13. Concerned with turning movements from Goodfriend Drive and Coultes Lane

A center two-way left turn lane is proposed on NY 114 to provide for safe left turns into and out of Goodfriend Drive and Coultes Lane. The proposed center turn lane will allow a motorist on NY 114 to safely exit the through-traffic stream and wait for a gap in oncoming traffic, thereby reducing the potential for rear-end collisions. For vehicles exiting Goodfriend Drive and Coultes Lane, the proposed center turn lane can be used to cross NY 114 in two stages. Vehicles will first cross northbound/southbound traffic to access the turn lane, and then wait for an adequate gap in northbound/southbound traffic to proceed. The current condition requires that there be a gap in both directions before turning.

Location 4: NY 25 at CR 48

14. Concerned with pedestrian and bicycle safety at proposed roundabout

Signal-controlled pedestrian crossings are not included in the proposed design. Instead, along each approach to the intersection there will be a crosswalk located approximately 25 feet back from the intersection that is broken up into two stages by providing a splitter island between the two directions of traffic. This will provide pedestrians an area to wait to cross a single direction of traffic at a time rather than having to wait for both directions of traffic to yield, improving pedestrian safety. The two-stage crossing also allows for a shorter crossing distance (the width of a single travel lane). In addition, pedestrian crosswalk warning signs will accompany the crosswalks. The traffic calming that the roundabout creates will also make the crossing experience more comfortable since vehicles will be traveling slowly.

Regarding bicycle safety, a shared-use path is proposed within the mini-roundabout to allow bicyclists who are not comfortable riding in the travel lane with motor vehicles to move from the shoulder to the shared-use path. Appropriate signing and markings will be provided to guide bicyclists.

15. Concerned with proposed installation of roundabout vs. traffic signals, turning movements into Sound Road, and driveway access

Reference was made to the traffic circle that existed at this location previously, which was removed in 1985. It should be noted this traffic circle was offset almost entirely south of the existing edge of pavement along CR 48 / NY 25 and, therefore, did not impact or slow down traffic eastbound or westbound along CR 48 / NY 25 (see Appendix G). In addition, as a traffic circle, it did not have the physical features of a modern roundabout that make this type of facility safer than other types. The following are some of the key differences between modern roundabouts and traffic circles:

i. Roundabouts have yield control on all entering roadways, while the circulatory roadway has no control. Some traffic circles use stop-sign control, or no control on one or more entering roadways.
ii. The circulating vehicles have the right-of-way in roundabouts, and entering vehicles must yield. In some traffic circles, circulating traffic yields to entering traffic.
iii. In roundabouts, all vehicles circulate counterclockwise and pass to the right of the central island; however, for some traffic circles, traffic may pass on the left of the central island.
iv. Modern roundabouts implement traffic calming, resulting in slower and similar speeds for entering and circulating vehicles. Some traffic circles are large or have little deflection, allowing for high speeds within the intersection.

The proposed roundabout will address crashes, reduce vehicle speeds, provide crossing opportunities for pedestrians, and provide for safer and more orderly traffic flow. It will have an inner circle diameter of 60 feet and a total diameter (including the travel lanes) of 90 feet. It should be noted the proposed roundabout will not impact access to the existing driveways in the vicinity of the intersection.

Regarding traffic signals, the two separate traffic signal studies that were previously prepared by NYSDOT and referenced in this report were conducted to determine if a traffic signal was warranted at the intersection of NY 25 and CR 48. These investigations were conducted during morning, mid-day and evening peak hours on summer weekends and included traffic volume counts, pedestrian counts, field observations, accident analyses, and delay studies. In both cases, it was determined that a traffic signal was not warranted.

Regarding turning movements into Sound Road, during the preliminary design process, realigning Main Street with Sound Road was considered; however, it required significantly more property acquisition and a higher construction cost and, therefore, was eliminated from consideration. As a result, vehicles traveling from town to Sound Road will still have to

perform the "zig-zag" movement. This movement can be performed safely for the following reasons:

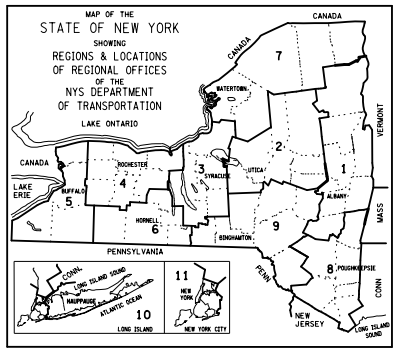
i. The traffic operations model indicates that backups on the NY 25 westbound approach generally do not extend beyond the Sound Road intersection.
ii. Vehicle speeds near the intersection will be slower due to the roundabout, allowing turning vehicles to utilize smaller gaps in the opposing traffic flow to perform the turning maneuver and giving opposing drivers more time to make decisions and react to traffic.
iii. The volume of traffic turning to and from Sound Road is generally low and not anticipated to create an excessive delay for NY 25 traffic.

Please note that some modifications will be made to allow more storage for left turning vehicles to Sound Road.

16. Concerned with impacts of proposed development on southeast corner

NYSDOT's traffic analyses for this project accounted for future growth by projecting the traffic volumes out to the year 2033. This proposed development is in the very early stages and was only recently presented to the Town of Southold. It has not been presented to NYSDOT for comments to date. The Town is responsible for land use development. It is possible the developer may not obtain Town approval, modifies their plans for development of the lot, or simply drops the project. If and when the developer applies for a highway work permit, NYSDOT will be able to consider any impacts that the proposed project would have on traffic operations and the NYSDOT's planned roundabout. As part of the NYSDOT highway work permit application process, the developer would be required to submit a traffic impact study for review to identify impacts to NY Route 25. NYSDOT may impose restrictions on the developer as to the number of driveways, their locations, size of the driveway(s) and vehicular movements through the driveway(s) (ingress/egress). It will be the developer's responsibility to mitigate any impacts from trips generated by their development.

Appendix A
Maps, Plans, Profiles & Typical Sections



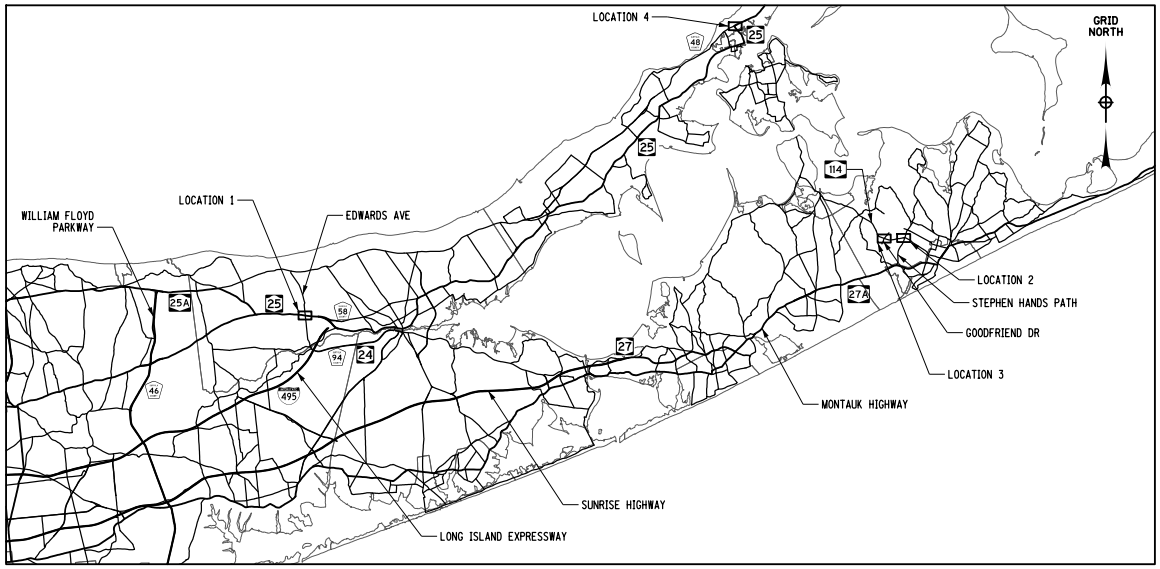
NEW YORK STATE OF OPPORTUNITY.

Department of Transportation

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN

CONTRACT

SUFFOLK COUNTY



PROJECT LOCATION

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS		
TOWNS OF RIVERHEAD, EAST HAMPTON,		
SOUTHOLD, AND BROOKHAVEN		
COUNTY: SUFFOLK		
FED. ROAD REG. NO.	STATE	SHEET NO.
1	N.Y.	1
CAPITAL PROJECT IDENTIFICATION NO. 0810.01		

INDEX ON SHEET NO. 2

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 08100101_CPH_CVR_CVR-01.DGN
DATE/TIME = 16-DEC-2021 09:18
USER = gdobbins

ALIGNMENT

ABBR.	DESCRIPTION
AH	AHEAD
AZ	AZIMUTH
BK	BACK
℄	BASELINE
BRG	BEARING
℄	CENTERLINE
CS	CURVE TO SPIRAL
e	SUPERELEVATION RATE (CROSS SLOPE)
EQ	EQUALITY
EXT	EXTERNAL
HCL	HORIZONTAL CONTROL LINE
HSD	HEADLIGHT SIGHT DISTANCE
L	LENGTH OF CIRCULAR CURVE
LS	LENGTH OF SPIRAL
LVC	LENGTH OF VERTICAL CURVE
E	CENTER CORRECTION OF VERTICAL CURVE
ℳ	MAIN LINE
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
POL	POINT ON LINE
PSD	PASSING SIGHT DISTANCE
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS
SC	SPIRAL TO CURVE
SSD	STOPPING SIGHT DISTANCE
ST	SPIRAL TO TANGENT
STA	STATION
T	TANGENT LENGTH
TGL	THEORETICAL GRADE LINE
TS	TANGENT TO SPIRAL
VC	VERTICAL CURVE

TOPOGRAPHY (DRAINAGE)

ABBR.	DESCRIPTION
BB	BOTTOM OF BANK (STREAM)
BC	BOTTOM OF CURB
BO	BOTTOM OF OPENING
CAP	CORRUGATED ALUMINUM PIPE
CB	CATCH BASIN
CIP	CAST IRON PIPE
℄ STRM	CENTERLINE OF STREAM
CMP	CORRUGATED METAL PIPE
CP	CONCRETE PIPE
CSP	CORRUGATED STEEL PIPE
CULV	CULVERT
DIA	DIAMETER
DMH	DRAINAGE MANHOLE
DS	DRAINAGE STRUCTURE PIPE
D'XING	DITCH CROSSING
EHW	EXTREME HIGH WATER
EL	ELEVATION
ELEV	ELEVATION
ELW	EXTREME LOW WATER
ES	END SECTION
HW	HEADWALL
INV	INVERT
MH	MANHOLE
MHW	MEAN HIGH WATER
OHW	ORDINARY HIGH WATER
OLW	ORDINARY LOW WATER
RCP	REINFORCED CONCRETE PIPE
SICPP	SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE
TB	TOP OF BANK (STREAM)
TC	TOP OF CURB
TG	TOP OF GRATE
VCP	VITRIFIED CLAY PIPE

TOPOGRAPHY (MISCELLANEOUS)

ABBR.	DESCRIPTION
ABUT	ABUTMENT
AOBE	AS ORDERED BY ENGINEER
ASPH	ASPHALT
BDY	BOUNDARY
BLDG	BUILDING
BM	BENCH MARK
CC	CENTER TO CENTER
CONC	CONCRETE
CONST	CONSTRUCTION
CR	COUNTY ROAD
D	DEED DISTANCE
DM	DIRECT MEASUREMENT
DWY	DRIVEWAY
EP	EDGE OF PAVEMENT
ES	EDGE OF SHOULDER
FEE	FEE ACQUISITION
FEE WO/A	FEE ACQUISITION WITHOUT ACCESS
FP	FENCE POST
FD	FOUNDATION
FL	FENCE LINE
GAR	GARAGE
GR	GRAVEL
HO	HOUSE
HWY	HIGHWAY
IP	IRON PIN OR IRON PIPE
MB	MAILBOX
MON	MONUMENT
N&W	NAIL AND WASHER
OG	ORIGINAL GROUND
O/H	OVERHEAD
P	PARCEL
PAV'T	PAVEMENT
PE	PERMANENT EASEMENT
PED POLE	PEDESTRIAN POLE
ℙ	PROPERTY LINE
POR	PORCH
RR	RAILROAD
RTE	ROUTE
ROW	RIGHT OF WAY
RW	RETAINING WALL
SH	STATE HIGHWAY
SHLDR	SHOULDER
SPK	SPIKE
ST	STREET
STK	STAKE
STY	STORY
SW	SIDEWALK
TE	TEMPORARY EASEMENT
TO	TEMPORARY OCCUPANCY
U/G	UNDERGROUND
WW	WING WALL

UTILITIES

ABBR.	DESCRIPTION
E	ELECTRIC
EMH	ELECTRIC MANHOLE
G	GAS
GP	GUY POLE
GSB	GAS SERVICE BOX (HOUSE LINE)
GV	GAS VALVE (MAIN LINE)
HYD	HYDRANT
LP	LIGHT POLE
LPG	LOW PRESSURE GAS
PP	POWER POLE
SA	SANITARY SEWER
SMH	SANITARY MANHOLE
ST	STORM SEWER
T	TELEPHONE
TCB	TRAFFIC CONTROL BOX
TELBOX	TELEPHONE BOX
TEL P	TELEPHONE POLE
TMH	TELEPHONE MANHOLE
CTV	CABLE TELEVISION
W	WATER
WSB	WATER SERVICE BOX (HOUSE LINE)
WV	WATER VALVE (MAIN LINE)

SUBSURFACE EXPLORATION

ABBR.	DESCRIPTION
	REPLACE ABBREVIATION "AB" WITH:
AH	HAND AUGER
CP	CONE PENTROMETER
DA	2¼ INCHES CASED DRILL HOLE
DM	DRILLING MUD
DN	4 INCHES CASED DRILL HOLE
FH	HOLLOW FLIGHT AUGER
PA	POWER AUGER
PH	PROBE
PT	PERCOLATION TEST HOLE
RP	1 INCH SAMPLER (RETRACTABLE PLUG)
	TO BE DEFINED AT THE TIME OF EXPLORATION
SP	SEISMIC POINT
TP	TEST PIT
	ABBREVIATION "C" IN CATEGORIES: DA, DM, DN, AND FH WITH:
B	BRIDGE
C	CUT
D	DAM
F	FILL
K	CULVERT
W	WALL
X	TO BE USED IF ONE OF THE ABOVE CANNOT BE DEFINED AT THE TIME THE EXPLORATION IS MADE

STANDARD SYMBOL (PLANS)	ITEM PAYMENT UNIT: ESTIMATE OF QUANTITIES SHEET	EQUIVALENT NOMENCLATURE: (SPECS/PROPOSAL)
"	-	INCHES
'	LF	LINEAR FEET
mi	MI	MILES
ft^2	SF	SQUARE FEET
YD^2	SY	SQUARE YARD
AC	AC	ACRES
YD^3	CY	CUBIC YARD
GAL	GAL	GALLON
lb	LB	POUND
TON	TON	TON

INDEX

TOTAL NUMBER OF SHEETS

SHEET NUMBER	DESCRIPTION	DRAWING NUMBER
	VOLUME 1	
	TITLE SHEET	COVER
	INDEX AND ABBREVIATIONS	IND-01 TO IND-02
	LEGEND, LINE AND POINT SYMBOLOGY	LEG-01 TO LEG-02
	TYPICAL SECTIONS	TYP-01 TO TYP-06
	KEY PLANS	KP-01 TO KP-04
	GENERAL PLANS - LOC 1	GNP01-01 TO GNP01-05
	GENERAL PLANS - LOC 2	GNP02-01 TO GNP02-05
	GENERAL PLANS - LOC 3	GNP03-01
	GENERAL PLANS - LOC 4	GNP04-01 TO GNP04-04
	PROFILES	PRO01-01 TO PRO04-03

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN

COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

INDEX AND ABBREVIATIONS

CONTRACT NUMBER

DRAWING NO. IND-01

SHEET NO.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 0810010I_CPH_IND_IND-01.DGN
DATE/TIME = 16-DEC-2021 09:18
USER = gdabruno

ALIGNMENT

STYLE	NAME	DESCRIPTION
	AC	CONTROL (CENTERLINE)
	AD_P	DETOUR
	AT_P	TRANSITION CONTROL

BRIDGE

STYLE	NAME	DESCRIPTION
	BR	RAIL
	BSHT	SHEET PILING

CONTROL

STYLE	NAME	DESCRIPTION
	CB	BASELINE
	CBPR	BASELINE, PROJECTION

DRAINAGE

STYLE	NAME	DESCRIPTION
ST	DCP	CULVERT PIPE
ST	DCP_P	CULVERT PIPE (DIR)
	DDG_P	DITCH, GRASS LINED
	DDP_P	DITCH, PAVED INVERT
	DDS_P	DITCH, STONE LINED
	DFL_P	FLOW LINE
	DSSD	SLOTTED DRAIN
UD	DUD_P	UNDERDRAIN

ENVIRONMENTAL

STYLE	NAME	DESCRIPTION
	ECT	CURTAIN, TURBIDITY
	EDMC	DAM, COFFER
	EDMEC_P	DAM, EARTHEN CHECK
	EDMGSC_P	DAM, GRAVEL BAG/SAND BAG CHECK
	EDMPC_P	DAM, PREFABRICATED CHECK
	EDMSC_P	DAM, STONE CHECK
	EFNS	FENCE, SILT
	EFNSV	FENCE, SILT & VEGETATION
	EFNV	FENCE, VEGETATION
	ESFL	FILTER, SEDIMENT LOG
AA	EWAA_P	WETLAND, ADJACENT AREA
FW	EWF	WETLAND, FEDERAL
FW SW	EWFS	WETLAND, FEDERAL AND STATE
SW	EWM	WETLAND, MITIGATION AREA
SW	EWS	WETLAND, STATE

LANDSCAPE

STYLE	NAME	DESCRIPTION
	LABL	AREA, BRUSH LINE
	LAHR	AREA, HEDGE ROW
	LAPB	AREA, PLANTING BED
	LAWA	AREA, WOODED AREA OUTLINE
	LAWE	AREA, WATERS EDGE
	LCUT_P	CUT LIMIT
	LFILL_P	FILL LIMIT
	LFNC	FENCE
	LTRC	TREE ROW, CONIFEROUS
	LTRD	TREE ROW, DECIDUOUS
	LWH	WALL, H PILE
	LWR	WALL, RETAINING
	LWS	WALL, STONE

ROW MAPPING

STYLE	NAME	DESCRIPTION
	MDL	DEED LINE
PE	MEE	EASEMENT, EXISTING
PE	MEP_P	EASEMENT, PERMANENT
APE	MEPA_P	EASEMENT, PERMANENT, APPROX.
TE	MET_P	EASEMENT, TEMPORARY
ATE	META_P	EASEMENT, TEMPORARY, APPROX.
FEE	MF_P	FEE ACQUISITION, W/ ACCESS
AFEE	MFA_P	FEE ACQUISITION, APPROXIMATE
	MFS_P	FEE ACQUISITION, SHAPE
FEE W/OA	MFWOA_P	FEE ACQUISITION, W/O ACCESS
	MHA	HISTORICAL, ACQUISITION
HB	MHB	HIGHWAY BOUNDARY
AHB	MHBA	HIGHWAY BOUNDARY, APPROX.
	MHBW	HWY BOUNDARY, FACE OF WALL
HB W/OA	MHBWOA	HIGHWAY BOUNDARY, W/O ACCESS
	MJC	JURISDICTION, CITY
	MJCY	JURISDICTION, COUNTY
	MJHD	JURISDICTION, HISTORIC DISTRICT
	MJLL	JURIS., (GREAT, MILITARY) LOT LINE
	MJN	JURISDICTION, NATION
	MJPB	JURISDICTION, PUBLIC LANDS
	MJS	JURISDICTION, STATE
	MJT	JURISDICTION, TOWN
	MJV	JURISDICTION, VILLAGE
	MPL	PROPERTY LOT LINE
	MPLA	PROPERTY LOT LINE, APPROXIMATE
	MSL	SUB LOT LINE

ROADWAY

STYLE	NAME	DESCRIPTION
CZ	RCZ_P	CLEAR ZONE
	RG	GUIDE RAIL, MISCELLANEOUS
	RGB	GUIDE RAIL, BOX BEAM
	RGBM	GUIDE RAIL, BOX BEAM, MEDIAN
	RGC	GUIDE RAIL, CABLE
	RGCB	GUIDE RAIL, CONCRETE BARRIER
	RGP_P	GUIDE POST
	RGW	GUIDE RAIL, W BEAM
	RGWM	GUIDE RAIL, W BEAM, MEDIAN
	RPB	PARKING BUMPER
	RRC	RAIL ROAD, CATENARY
	RRER	RAIL ROAD, 3RD RAIL
	RRPLS_P	RAIL, PHOTO, LARGE SCALE
	RRPSS	RAIL, PHOTO, SMALL SCALE
	RRS	RUMBLE STRIP
	RRSLS_P	RAIL, SURVEY, LARGE SCALE
	RRSSS	RAIL, SURVEY, SMALL SCALE

SIGNS

STYLE	NAME	DESCRIPTION
	SBLB	BILLBOARDS
	SM	MULTIPLE POST
	SSO	STRUCTURE, OVERHEAD
	SSOC	STRUCTURE, OVHD. CANTILEVER

STRIPING

STYLE	NAME	DESCRIPTION
	STB•	BROKEN LINE
	STDB•	DOUBLE BROKEN LINE
	STDL•	DOTTED LINE LONG
	STDS•	DOTTED LINE SHORT
	STFB•	FULL BARRIER LINE
	STH•	HATCH LINE
	STPB•	PARTIAL BARRIER LINE
	STRCT	ROUNDABOUT, CAT TRACKS
	STRYL	ROUNDABOUT, YIELD LINE
	STSB	STOP BAR
	STSE•	SOLID, EDGE
	STXL	X WALK, LADDER LINE
	STXLB	X WALK, LADDER BAR LINE

• = W (WHITE) OR Y (YELLOW)

TRAFFIC CONTROL

STYLE	NAME	DESCRIPTION
	TCSW	SIGNAL, SPAN WIRE

TRAFFIC WORK ZONE

	NAME	DESCRIPTION
	TWZBT_P	BARRIER, TEMPORARY
	TWZBTWL_P	BARRIER, TEMPORARY, W/ WARNING LIGHTS
	TWZCD_P	CHANNELIZING DEVICE
	TWZPMRC_P	PAVEMENT MARKING REMOVAL OR COVERING

UTILITIES

STYLE	NAME	DESCRIPTION
C	UC	CONDUIT, UNDERGROUND
]C[	UCH	CONDUIT, HANGING
OC	UCO	CONDUIT, OVERHEAD
E	UE	ELECTRIC LINE, UNDERGROUND
]E[	UEH	ELECTRIC LINE, HANGING
OE	UEO	ELECTRIC LINE, OVERHEAD
OET	UETO	ELECTRIC TRANSMISSION, OVERHEAD
	UESS	ELECTRIC, SUBSTATIONS
FO	UFO	FIBER OPTIC, UNDERGROUND
]FO[	UFOH	FIBER OPTIC, HANGING
OFO	UFOO	FIBER OPTIC, OVERHEAD
G	UG	GAS, UNDERGROUND
]G[	UGH	GAS, HANGING
OG	UGO	GAS, OVERHEAD
IC	UIC	INFORM CABLE, UNDERGROUND
]IC[	UICH	INFORM CABLE, HANGING
O	UO	OIL LINE, UNDERGROUND
]O[	UOH	OIL LINE, HANGING
	UPBP	POLE, BRACE, PUSH BRACE
	UPGW	POLE, GUY WIRE
SA	USA	SANITARY SEWER, UNDERGROUND
]SA[	USAH	SANITARY SEWER, HANGING
SAF	USAF	SANITARY SEWER, FORCE MAIN, UGND
]SAF[	USAFH	SANITARY SEWER, FORCE MAIN, HANG
T	UT	TELEPHONE, UNDERGROUND
]T[	UTH	TELEPHONE, HANGING
OT	UTO	TELEPHONE, OVERHEAD
CTV	UTV	CABLE TV, UNDERGROUND
]CTV[	UTVH	CABLE TV, HANGING
OCTV	UTVO	CABLE TV, OVERHEAD
UU	UUU	UNKNOWN, UNDERGROUND
]UU[	UUH	UNKNOWN, HANGING
OUU	UUO	UNKNOWN, OVERHEAD
W	UW	WATER LINE, UNDERGROUND
]W[	UWH	WATER LINE, HANGING
OW	UWO	WATER LINE, OVERHEAD

1. THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
2. FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).
3. FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.
4. PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER (0.015 in ON B SIZE DRAWINGS).
5. MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.
6. FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 0810010I.CPH_LEG_LEG-01.DGN
DATE/TIME = 16-DEC-2021 09:18
USER = gbabaro

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED LEGEND LINES	CONTRACT NUMBER DRAWING NO. LEG-01 SHEET NO.
COUNTY: SUFFOLK REGION: 10					NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ALIGNMENT

CELL	NAME	DESCRIPTION
	ACC	CENTER OF CURVATURE
	ACOGO	COGO
	ACS	CURVE TO SPIRAL
	ADPI_P	DETOUR, POINT OF INTERSECT.
	ADPL_P	DETOUR, POINT ON LINE
	AEQN	EQUATION
	AEQNAHD	EQUATION AHEAD
	AEQNBK	EQUATION BACK
	AEVT	EVENT STATION
	APC	POINT OF CURVATURE
	APCC	POINT OF COMPOUND CURVATURE
	API	POINT OF INTERSECTION
	APOB	POINT OF BEGINNING
	APOC	POINT OF CURVATURE
	APOE	POINT OF END
	APOL	POINT ON LINE
	APOS	POINT ON SPIRAL
	APOT	POINT ON TANGENT
	APOVC	POINT ON VERTICAL CURVE
	APOVT	POINT ON VERTICAL TANGENT
	APORC	POINT ON REVERSE CURVE
	APT	POINT OF TANGENCY
	APVC	POINT OF VERTICAL CURVATURE
	APVCC	POINT OF VERT. CMPND CURVE
	APVI	POINT OF VERT. INTERSECTION
	APVRC	POINT OF VERT. REVERSE CURVE
	APVT	POINT OF VERTICAL TANGENCY
	ASC	SPIRAL TO CURVE
	ASPI	SPIRAL POINT OF INTERSECTION
	ASTS	SPIRAL TO SPIRAL
	AST	SPIRAL TO TANGENT
	ATS	TANGENT TO SPIRAL
	AVEVT	VERTICAL EVENT POINT
	AVHIGH	VERTICAL HIGH POINT
	AVLOW	VERTICAL LOW POINT

BRIDGE

	BSC	BRIDGE, SCUPPER

CONTROL

	CBP	BASELINE, POINT
	CBPOL	BASELINE, POINT ON LINE
	CBSP	BASELINE, SPUR POINT
	CBTP	BASELINE, TIE POINT
	CPBM	BENCHMARK
	CPH	POINT, HORIZ. PHOTOGRAMMETRY
	CPSM	POINT, SURVEY MARKER, PERM.
	CPSV	POINT, VERT., PHOTOGRAMMETRY

DRAINAGE

CELL	NAME	DESCRIPTION
	DINV	INVERT
	DS	STRUCTURE, RECTANGULAR
	DSI	STRUCTURE, INVERT
	DSM	STRUCTURE, MANHOLE
	DSMTXX_P	STRUCTURE, MANHOLE, TYPE "XX" "XX" = 48, 60, 72, 96
	DSR	STRUCTURE, ROUND
	DST"X"CB P	STRUCTURE, RECT., WITH CURB TYPE "X" "X" = F, G, N, O, P, R
	DST"X" P	STRUCTURE, RECT., TYPE "X" "X" = I, K, L, M, O, P, U

ENVIRONMENTAL

CULV	EIOP_P	STR., INLET, OUTLET PROT.
GB	EIPGB_P	STR., INLET PROT., GRAVEL BAG
FL	EIPEFL_P	STR., INLET PROT., FILTER LOG
PRFB	EIPP_P	STR., INLET PROT., PREFAB.
SF	EIPSF_P	STR., INLET PROT., SILT FENCE
	ERCB	RISER, CONCRETE BOX
	ETRS_P	TRAP, SEDIMENT
	EWFG	WETLAND FLAG

GEOTECHNICAL

	GDH	DRILL HOLE

LANDSCAPE

	LELS	ELEVATION, SPOT
	LFP	FLAG POLE
	LMB	MAILBOX
	LPB	PAPER BOX
	LPST	POST, SINGLE
	LRB	ROCK, BOULDER
	LSHC	SHRUB, CONIFEROUS
	LSHD	SHRUB, DECIDUOUS
	LTC	TREE, CONIFEROUS
	LTD	TREE, DECIDUOUS
	LTS	TREE, STUMP
	LTW P	TREE, WELL OR WALL
	LUKP	UNKNOWN POINT

ITS

CELL	NAME	DESCRIPTION
	IANT P	ANTENNAS
AID	IASCTS	ACCOU. SPEED/COUNT SNSR.S
P	ICABPAD	CABINET & PAD
	ICCTV	CCTV SITE
CDPD	ICDPD	CDPD TRANSCEIVER
	ICELLT	CELL PHONE TOWER
	ICJB	CONDUIT JACK OR BORING
	ICNTLCAB	CONTROLLER CABINET
	ICPB	COMMUNICATION PULL BOX
	ICTD	CONDUIT TURNING DOWN
	ICTU	CONDUIT TURNING UP
VEH	ICVTRT	COMM. VEH. ROAD TRANSCEIVER
	IDEFAULT	DEFAULT
EZ	IEZR	E-ZPASS READER
EZ-T	IEZTR	TRANSMITTAL READER
XC	IFOXCAB	FIBER OPTIC X-CONNECT CABINET
	IFUSSPL	FUSION SPLICE
	IHARADV	HAR ADVISORY SIGN
	IHARST	HAR SITE
LC	ILC	LOAD CENTER
	IMECSPL	MECHANICAL SPLICE
PM	IMSCS	PORT. SPEED & COUNT SENSOR
M	IMSCTS	MICRO SPEED & COUNT SENSOR
M	IMT	MICROWAVE TRANSCEIVER
VMS	IOVHVMS	PERM. OVERHEAD VMS
PA	IPASCS	PORT. ACCOU. SPD & CNT. SENSOR
	IPEDS	PEDESTRIAN SIGNAL HEAD
	IPSS	PAVEMENT SURFACE SENSOR
PVMS	IPVMS	PERM. VMS
PRM	IRM	RAMP METER
RWIS	IRWIS	RDWY WEATHER INFO. SENSOR
	ISP	SOLAR PANEL
SS	ISST	SPREAD SPECT. TRANSCEIVER
TC	ITDB	TELEPHONE DEMARCATION BLK
TP	ITP	SUBSURFACE TEMP. PROBE
	IVTRT	VEHICLE TO RDWY TRANSCEIVER
WIM	IWIMD	WEIGHT IN MOTION DETECTOR
WVR	IWVR	WIRELESS VIDEO REPEATER
WVRC	IWVRC	WIRELESS VIDEO RECEIVER
V	IWVTT	WIRELESS VIDEO TRANSMITTER

ROW MAPPING

CELL	NAME	DESCRIPTION
	MDL1P	DEED LINE, TYPE 1
	MDL2P	DEED LINE, TYPE 2
	MDL3P	DEED LINE, TYPE 3
	MDL4P	DEED LINE, TYPE 4
	MDL5P	DEED LINE, TYPE 5
	MEEP	EASEMENT, EXISTING
A	MEPAP_P	EASEMENT, PERM., APPROX.
	MEPP_P	EASEMENT, PERM., BACK LINE
	MEPSP_P	EASEMENT, PERM., SHAPE
A	MFAP_P	FEE ACQUISITION, APPROX.
	MFP_P	FEE ACQUISITION, BACK LINE
	MFSP_P	FEE ACQUISITION, SHAPE
	MHBAP	HIGHWAY BNDRY., APPROX.
	MHBCP	HISTORICAL, BLDG. CORNERS
	MHBP	HIGHWAY BNDRY, PT.
	MJCP	PT., JURIS. CITY
	MPBC	PT., BUILDING CORNER
	MPCC	PT., CROSS CUT
	MPDH	PT., DRILL HOLE
	MPF	PT., FENCE LOCATION
	MPIP	PT., IRON PIPE
	MPIR	PT., IRON ROD
	MPM	PT., MONUMENT
	MPMM	PT., MONUMENT, MISC.
	MPN	PT., NAIL
	MPRS	PT., RAILROAD SPIKE
	MPSP	PT., SPIKE
	MPST	PT., STAKE
	MPTW	PT., TREE W/ WIRE
	MPWL	PT., WALL LOCATION

ROW ACQUISITION

M1 PT FEE	MFS_P_T	FEE ACQUISITION
M1 PT PE	MEPS_P_T	EASEMENT, PERMANENT
M1 PT TE	METS_P_T	EASEMENT, TEMPORARY
M1 PT TO	METS_P_T	OCCUPANCY, TEMPORARY
M1 PT FEE WO/A	MFS_P_T	FEE ACQUISITION W/O ACCESS

ROADWAY

	RES P	ELEVATION, SPOT
	RGA	GUIDE RAIL, ANCHOR
	RGP	GUIDE POST, SINGLE

SIGNS

CELL	NAME	DESCRIPTION
	S	SINGLE POST
	S_P	SINGLE POST, PROPOSED
	SB_P	BACK TO BACK, PROPOSED
	SDEL	DELINEATORS
	SPM	PARKING METER
REM	SRM	REFERENCE MARKERS
	SRSC3	SHLD, CTY, 123 DIG.
	SRSC4	SHLD, CTY, 4 DIG.
	SRSCT2	SHLD, CTY TOUR, 1-2 DIG.
	SRSCT4	SHLD, CTY TOUR, 3-4 DIG.
	SRSI	SHLD, INTERSTATE
	SRSN2	SHLD, NATIONAL, 2 DIG.
	SRSN3	SHLD, NATIONAL, 3 DIG.
	SRSS2	SHLD, STATE, 2 DIG.
	SRSS3	SHLD, STATE, 3 DIG.
	SRSS4	SHLD, STATE, 4 DIG.

TRAFFIC CONTROL

	TCBJ	BOX, JUNCTION
	TCBP	BOX, PULL BOX
	TCBS	BOX, SPLICE
	TCMC	MICROCOMPUTER CABINET
	TCPP	PED POLE
	TCSH	SIGNAL HEADS
	TCSP	SIGNAL POLE

TRAFFIC WORK ZONE

	TWZAP_P	ARROW PANEL
	TWZAPC_P	ARROW PANEL, CAUTION MODE
	TWZAPT_P	ARROW PANEL, TRAILER OR SUPPORT
	TWZBCD_P	BARRICADE (TYPE III)
	TWZCMS_P	CHANGEABLE MESSAGE SIGN (PVMS)
	TWZFLG_P	FLAGGER
	TWZFT_P	FLAG TREE
	TWZIA_P	IMPACT ATTENUATOR / CRASH CUSHION (TEMPORARY)
	TWZLUM_P	LUMINAIRE (TEMPORARY)
	TWZSDT_P	SYMBOL, DIRECTION OF TRAFFIC
	TWZSDTD_P	SYMBOL, DIRECTION OF TEMPORARY TRAFFIC DETOUR
	TWZSGN_P	SIGN (TEMPORARY)
	TWZSIG_P	SIGNAL, TRAFFIC OR PEDESTRIAN (TEMPORARY)
	TWZWL_P	WARNING LIGHT
	TWZWV_P	WORK VEHICLE
	TWZWVA_P	WORK VEHICLE WITH TRUCK MOUNTED ATTENUATOR

UTILITIES

CELL	NAME	DESCRIPTION
	UEB	ELECTRIC, BOX
E	UEM	ELECTRIC, METER
E	UEMH	ELECTRIC, MANHOLE
	UEPT	ELECTRIC, POLE, TRANS.
G	UGM	GAS, METER
G	UGMH	GAS, MANHOLE
	UGLM	GAS, LINE MARKER
FP	UGP	GAS/FUEL PUMP
	UGV	GAS, VALVE
	UGVT	GAS, VENT
	ULP	LIGHTING, POLE
	ULPM	LIGHTING, POLE, MEDIAN
	ULPP	LIGHTING, POLE, PED.
	UMFC	MISC. FILLER CAP
	UOLM	OIL, LINE MARKER
	UP	POLE, WITH UTILITY
	UPD	POLE, DEAD (NO UTILITY)
	UPL	POLE, WITH LIGHT
S	USMH	SANITARY SEWER MANHOLE
P	UTB	TELEPHONE, BOOTH
	UTLM	TELEPHONE, LINE MARKER
T	UTMH	TELEPHONE, MANHOLE
	UTVLM	CABLE TV, LINE MARKER
C	UTVPB	CABLE TV, PULL BOX
	UUB	UNKNOWN, BOX
	UUJB	UNKNOWN, JUNCTION BOX
	UUMH	UNKNOWN, MANHOLE
	UUPB	UNKNOWN, PULL BOX
	UUVL	UNKNOWN, VALVE
	UUVT	UNKNOWN, VENT
	UUW	UNKNOWN, WELL
	UWFH	WATER, FIRE HYDRANT
W	UWM	WATER, METER
W	UWMH	WATER, MANHOLE
	UWV	WATER, VALVE
W	UWW	WATER, WELL

1. THE LEGEND ILLUSTRATES MAPPING FEATURES (EXISTING AND PROPOSED).
2. FEATURES ARE SHOWN AS EITHER LINEAR (ROADWAY GUIDERAIL, ROADWAY SIDEWALK, UTILITY LINES, ETC.) OR POINT (SIGN, UTILITY POLE, ETC.).
3. FEATURES SHOWN ON THE LEGEND AS EXISTING FEATURES ALSO HAVE CORRESPONDING PROPOSED FEATURES.
4. PROPOSED FEATURE SYMBOLOGY IS IDENTICAL TO EXISTING FEATURE SYMBOLOGY EXCLUDING LINE WEIGHT. LINE WEIGHT FOR PROPOSED FEATURES IS THICKER (0.015 in ON B SIZE DRAWINGS).
5. MAPPING FEATURES NOT INCLUDED ON THE LEGEND SHEET DO NOT HAVE A UNIQUE SYMBOLOGY (SUCH AS THE PAVEMENT EDGE, PAVEMENT EDGE OF TRAVEL WAY) AND SHOULD BE LABELED ON THE PLANS.
6. FEATURES SHOWN AT THE HEAVIER WEIGHT ARE PROPOSED ONLY AND DO NOT HAVE CORRESPONDING EXISTING FEATURES.

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED LEGEND POINTS	CONTRACT NUMBER DRAWING NO. LEG-02 SHEET NO.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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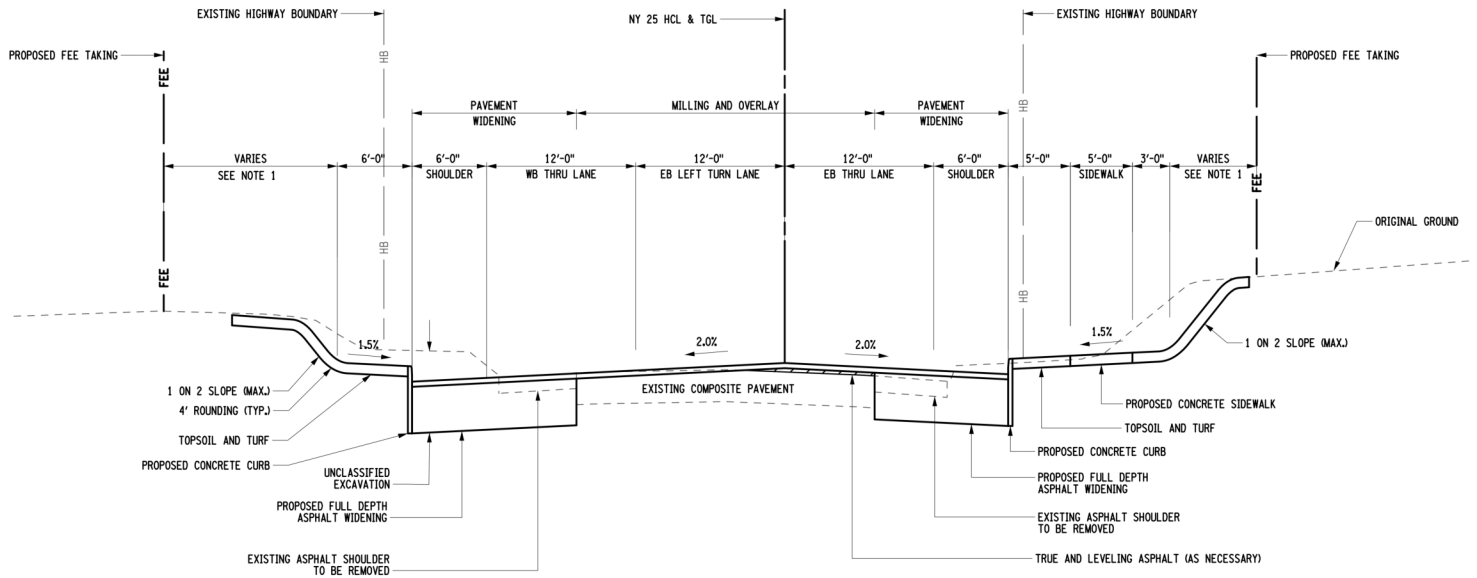
USER = gdubano



LOCATION 1 - NY 25 AT EDWARDS AVENUE
NY 25 TYPICAL SECTION
NOT TO SCALE

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

FILE NAME = 08100101_CPH_TYP_TYP-01.DGN
DATE/TIME = 16-DEC-2021 09:18
USER = gdabuno

AFFIX SEAL: ON:	ALTERED BY: ON:

NOTES:

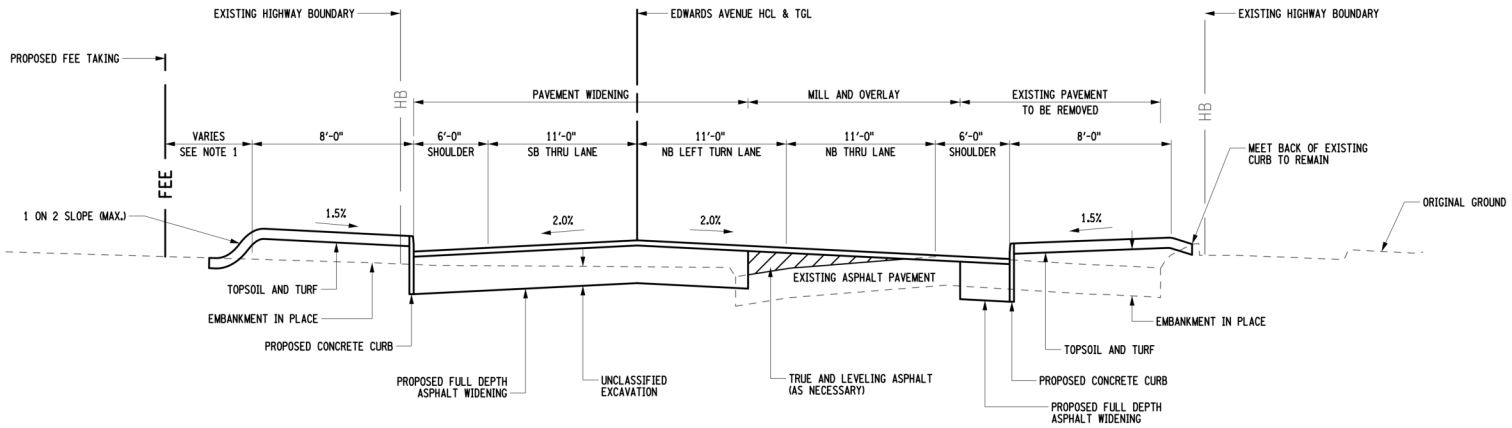
1. FOR ADDITIONAL INFORMATION AND LOCATIONS OF PROPOSED ACQUISITIONS, REFER TO THE GENERAL PLANS, APPENDIX A, AND THE ABSTRACT REQUEST MAP PLANS AND TABLES IN APPENDIX H.

GPI Engineering Design Planning Construction Management
631.587.5060 GPINET.COM
Greenman-Pedersen, Inc.
325 W Main Street
Babylon, NY 11702

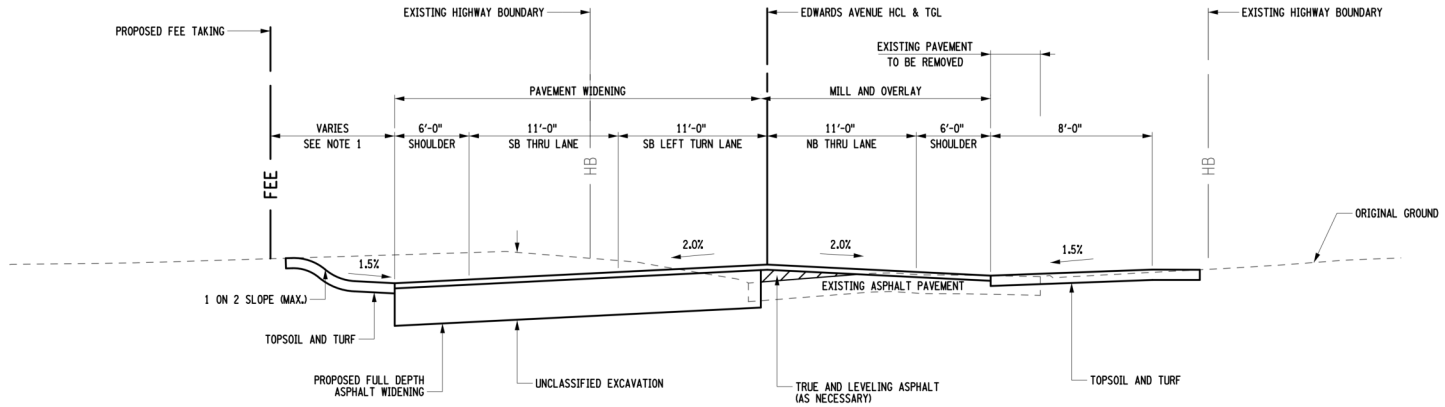
AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED TYPICAL SECTIONS LOC 1 - NY 25 AND EDWARDS AVENUE NY 25 ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. TYP-01 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation



LOCATION 1 - NY 25 AT EDWARDS AVENUE
EDWARDS AVENUE (SOUTH OF NY 25) TYPICAL SECTION
NOT TO SCALE



LOCATION 1 - NY 25 AT EDWARDS AVENUE
EDWARDS AVENUE (NORTH OF NY 25) TYPICAL SECTION
NOT TO SCALE

NOTES:

1. FOR ADDITIONAL INFORMATION AND LOCATIONS OF PROPOSED ACQUISITIONS, REFER TO THE GENERAL PLANS, APPENDIX A, AND THE ABSTRACT REQUEST MAP PLANS AND TABLES IN APPENDIX H.

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Greenman-Pedersen, Inc.
325 W Main Street
Babylon, NY 11702

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED TYPICAL SECTIONS LOC 1 - NY 25 AND EDWARDS AVENUE EDWARDS AVENUE ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. TYP-02 SHEET NO.

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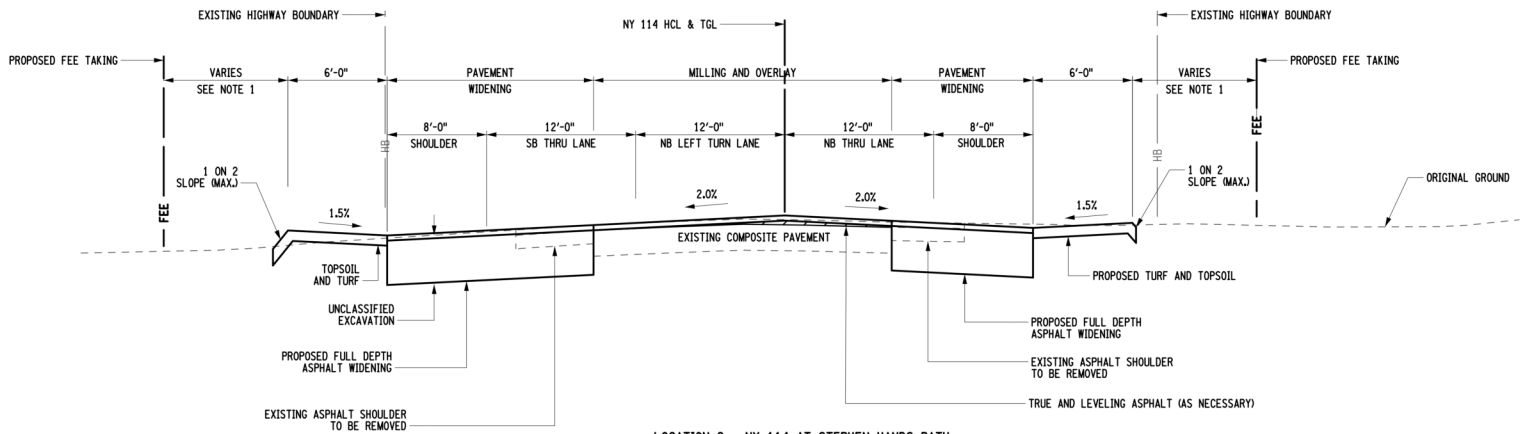
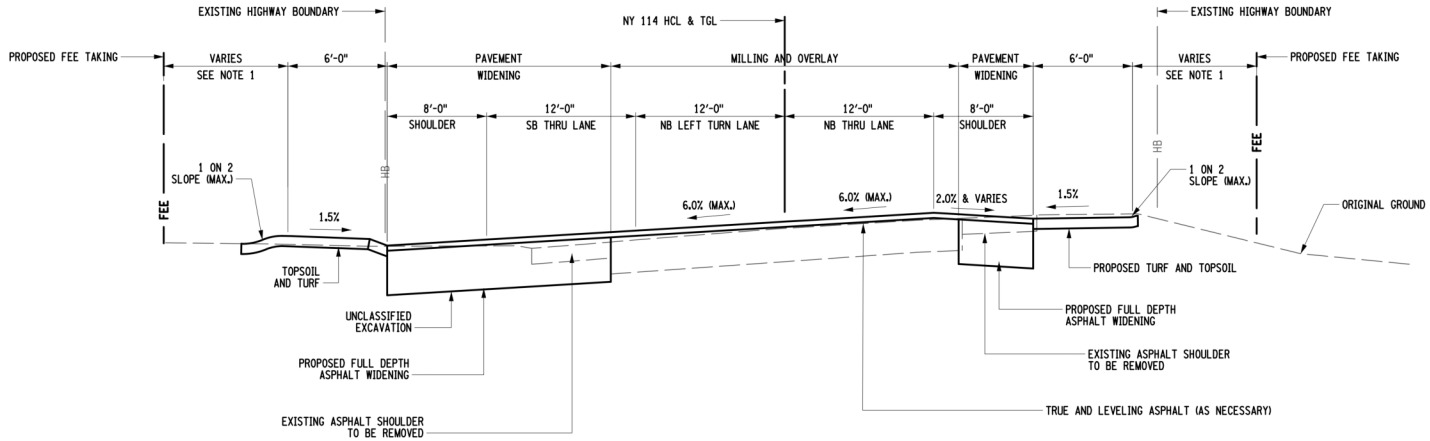


LOCATION 2 - NY 114 AT STEPHEN HANDS PATH
NY 114 TYPICAL SECTION - NORMAL CROWN
NOT TO SCALE



LOCATION 2 - NY 114 AT STEPHEN HANDS PATH
NY 114 TYPICAL SECTION - SUPERELEVATED
NOT TO SCALE

AFFIX SEAL: ON:	ALTERED BY: ON:

NOTES:

1. FOR ADDITIONAL INFORMATION AND LOCATIONS OF PROPOSED ACQUISITIONS, REFER TO THE GENERAL PLANS, APPENDIX A, AND THE ABSTRACT REQUEST MAP PLANS AND TABLES IN APPENDIX H.

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Babylon, NY 11702

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED TYPICAL SECTIONS LOC 2 - NY 114 AND STEPHEN HANDS PATH NY 114 ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. TYP-03 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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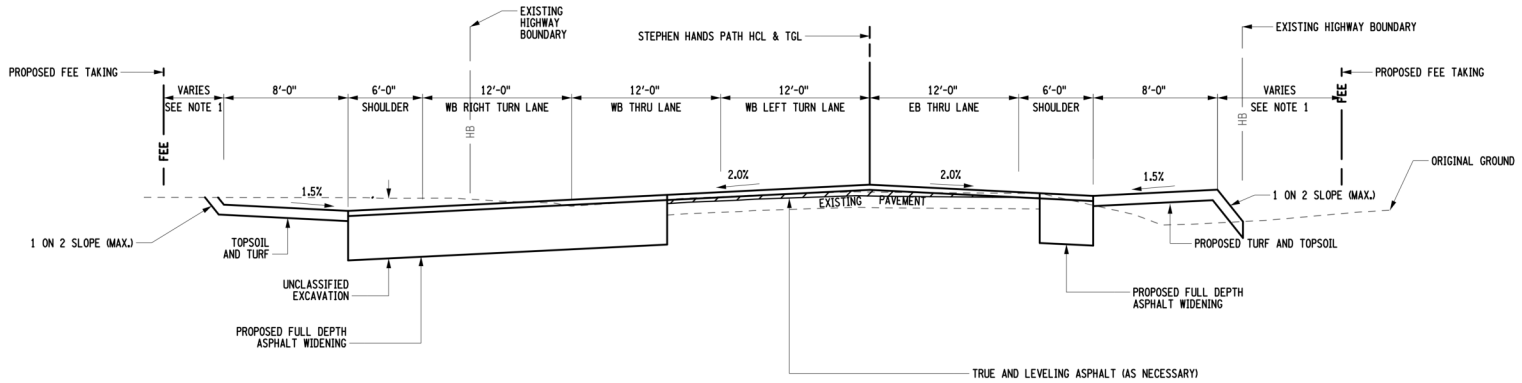
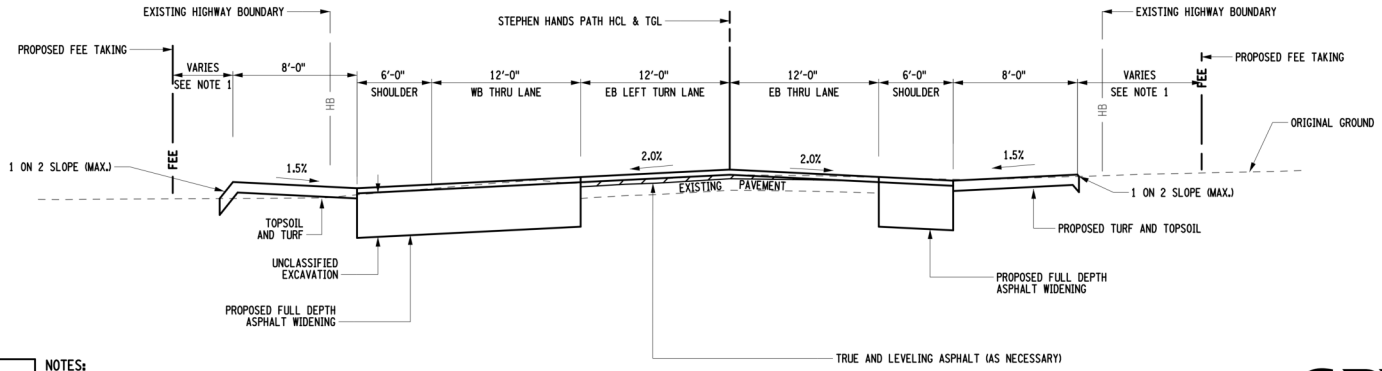


LOCATION 2 - NY 114 AT STEPHEN HANDS PATH
STEPHEN HANDS PATH (NORTH OF NY 114) TYPICAL SECTION
NOT TO SCALE



LOCATION 2 - NY 114 AT STEPHEN HANDS PATH
STEPHEN HANDS PATH (SOUTH OF NY 114) TYPICAL SECTION
NOT TO SCALE

NOTES:

1. FOR ADDITIONAL INFORMATION AND LOCATIONS OF PROPOSED ACQUISITIONS, REFER TO THE GENERAL PLANS, APPENDIX A, AND THE ABSTRACT REQUEST MAP PLANS AND TABLES IN APPENDIX H.

AFFIX SEAL: ON:	ALTERED BY: ON:

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Babylon, NY 11702

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED TYPICAL SECTIONS LOC 2 - NY 114 AND STEPHEN HANDS PATH STEPHEN HANDS PATH ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. TYP-04 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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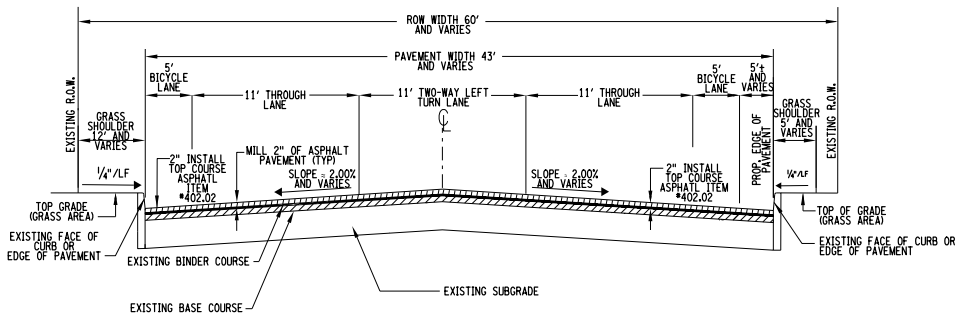
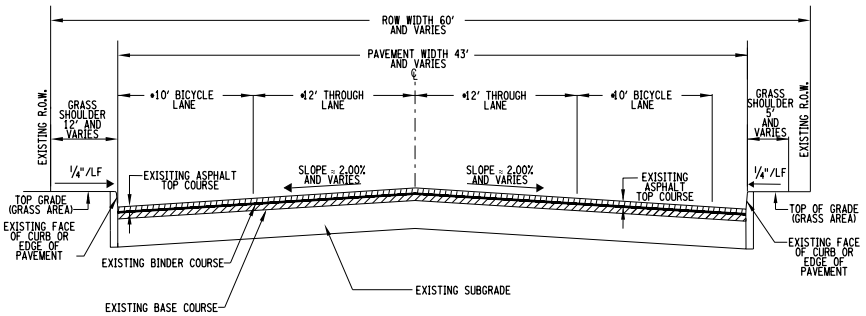
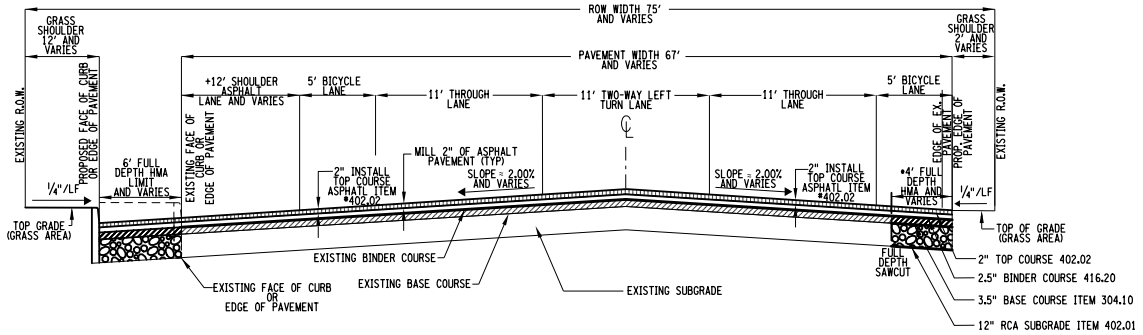


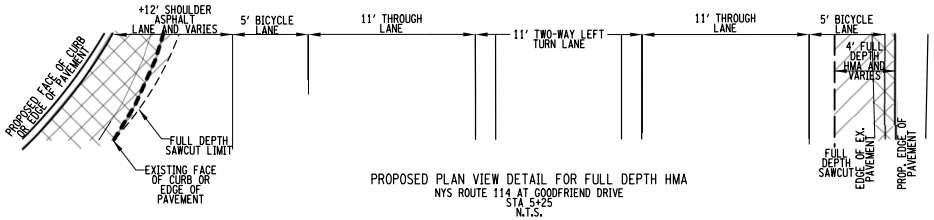
PREFERRED TYPICAL SECTION
NYS ROUTE 114 AT GOODFRIEND DRIVE
STA 6+50
N.T.S.
(LOOKING NORTH)



EXISTING TYPICAL SECTION
NYS ROUTE 114 AT GOODFRIEND DRIVE
STA 6+50
N.T.S.
(LOOKING NORTH)



PROPOSED TYPICAL SECTION
NYS ROUTE 114 AT GOODFRIEND DRIVE
STA 5+25
N.T.S.
(LOOKING NORTH)
*SEE NOTE



PROPOSED PLAN VIEW DETAIL FOR FULL DEPTH HMA
NYS ROUTE 114 AT GOODFRIEND DRIVE
STA 5+25
N.T.S.

NOTE:
PROPOSED FULL DEPTH HMA PAVEMENT SHALL HAVE A MINIMUM WIDTH OF 4 FEET. IF NECESSARY, THIS WIDTH CAN INCLUDE EXISTING PAVEMENT.

AFFIX SEAL: ON: _____	ALTERED BY: _____ ON: _____

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN
COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

TYPICAL SECTIONS
LOC 3 - NY 114 AT GOODFRIEND DRIVE
NY 114

CONTRACT NUMBER

DRAWING NO. TYP-05
SHEET NO.

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Haydak Engineering, LLC
1010 Route 112, Suite 200, Port Jefferson Station, NY 11776
Tel: (631)-476-0600 | Fax: (631)-476-0606

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

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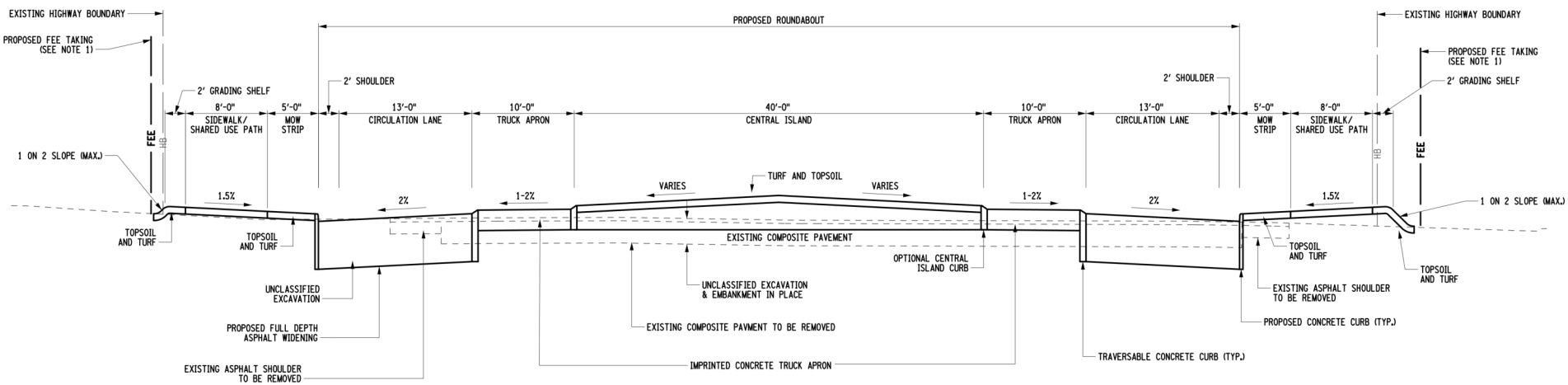
USER = NadgeeGonzalezGarcia



LOCATION 4 - NY 25 AT CR 48
ROUNDABOUT TYPICAL SECTION - LOOKING WEST
NOT TO SCALE

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

FILE NAME = 08100101_CPH_TYP_TYP-06.DGN
DATE/TIME = 16-DEC-2021 09:18
USER = gdabuno

AFFIX SEAL: ON:	ALTERED BY: ON:

NOTES:

1. FOR ADDITIONAL INFORMATION AND LOCATIONS OF PROPOSED ACQUISITIONS, REFER TO THE GENERAL PLANS, APPENDIX A, AND THE ABSTRACT REQUEST MAP PLANS AND TABLES IN APPENDIX H.

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED TYPICAL SECTIONS LOC 4 - NY 25 AND CR 48 PROPOSED ROUNDABOUT ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. TYP-06 SHEET NO.

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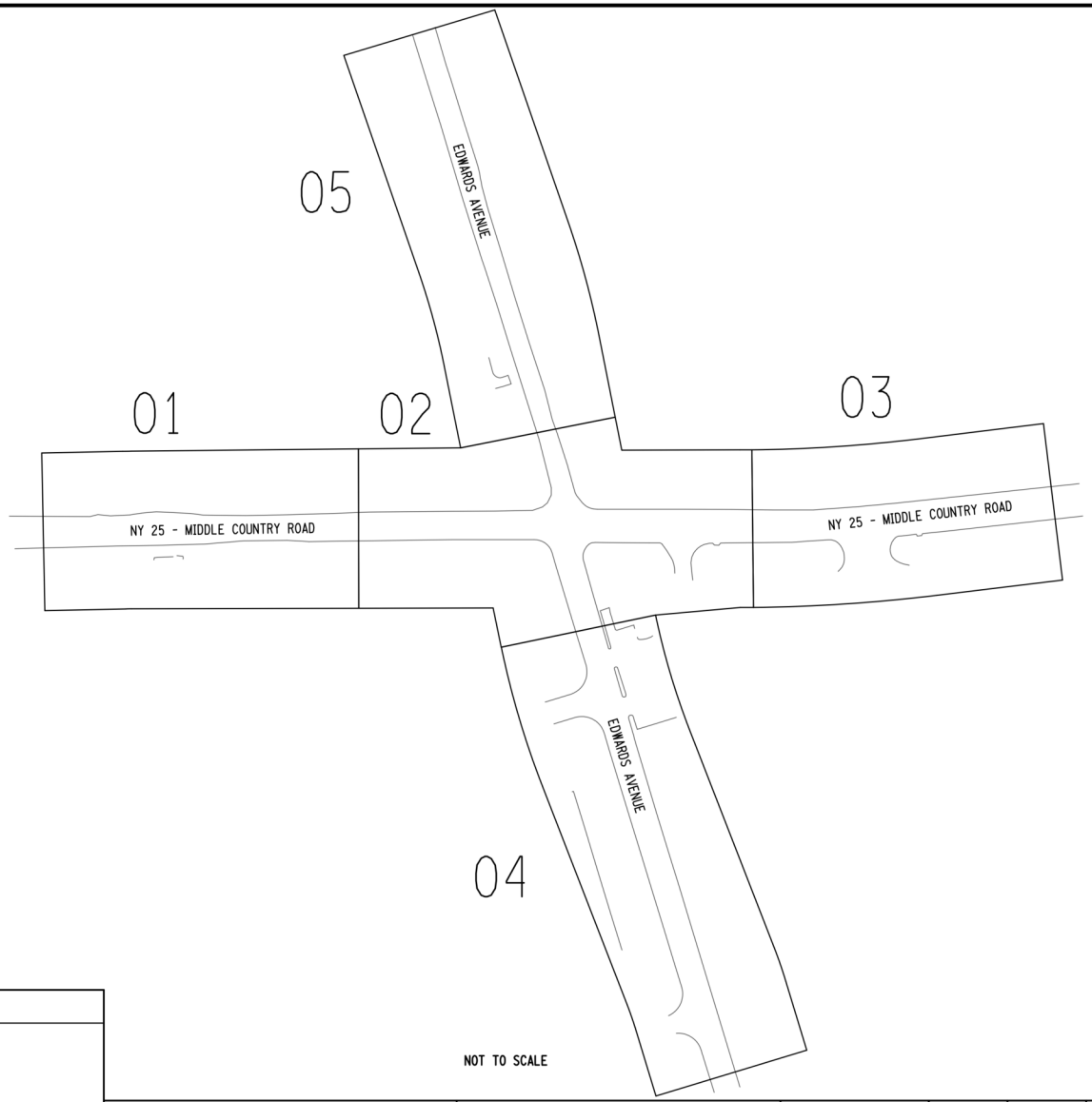

NOT TO SCALE

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN

COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

KEY PLAN
LOC 1 - NY 25 AND EDWARDS AVENUE

ALTERNATIVE 1

CONTRACT NUMBER

DRAWING NO. KP-01

SHEET NO.

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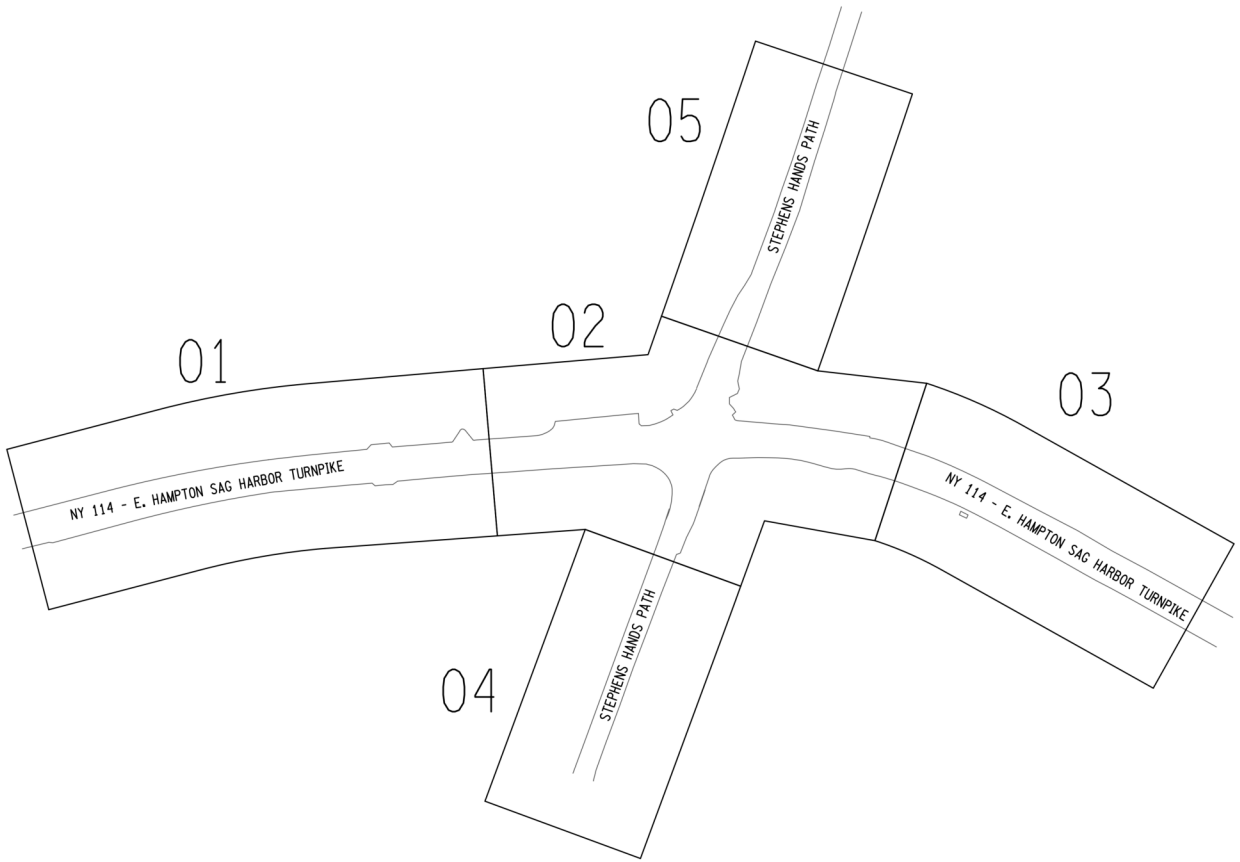

GRID NORTH

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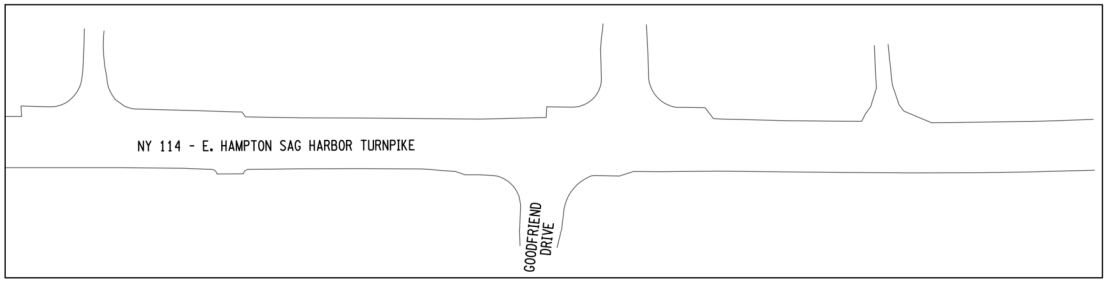
DESIGN SUPERVISOR

GRID NORTH

01



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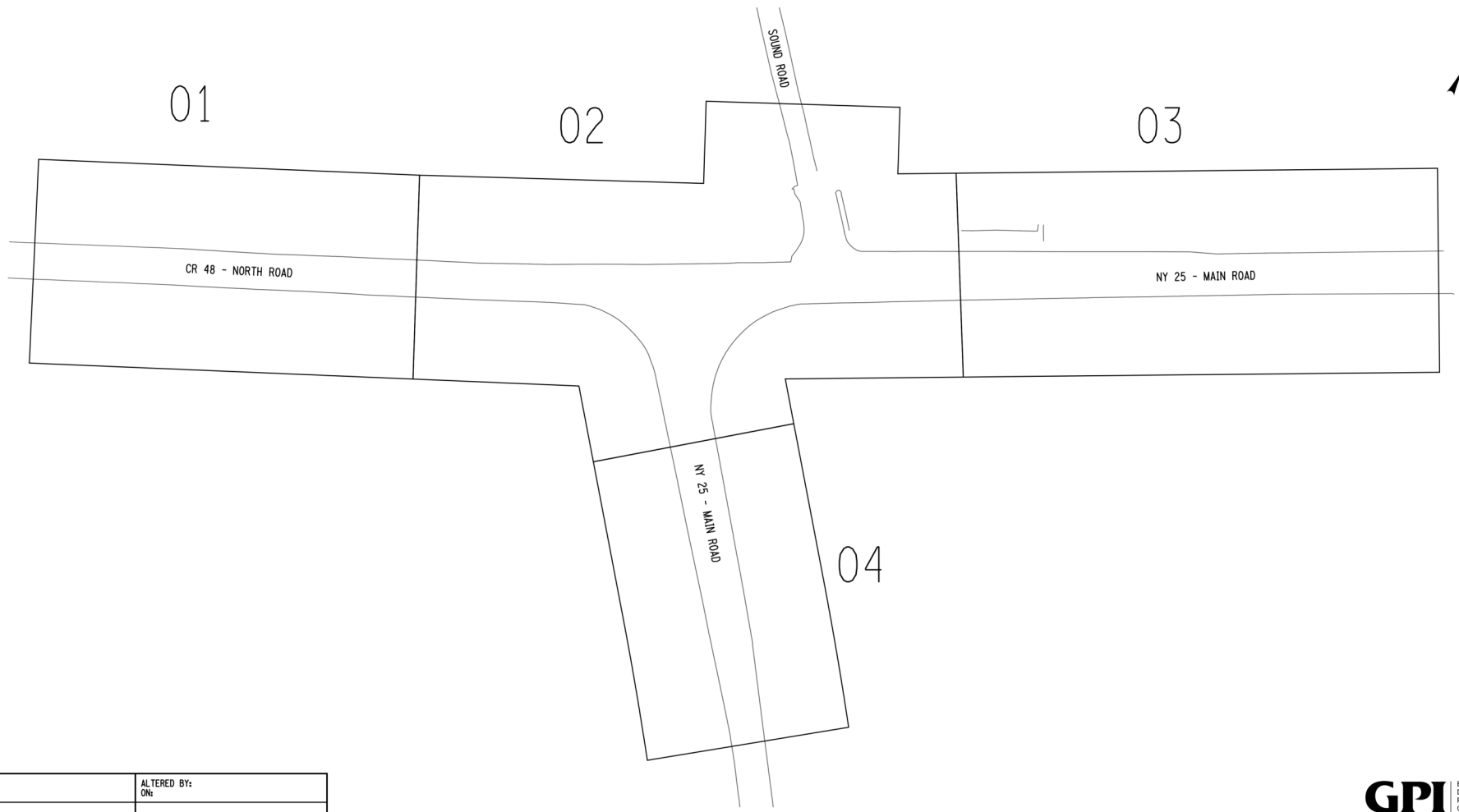

NOT TO SCALE

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AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN

COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

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KEY PLAN
LOC 4 - NY 25 AND CR 48

ALTERNATIVE 1

CONTRACT NUMBER

DRAWING NO. KP-04

SHEET NO.

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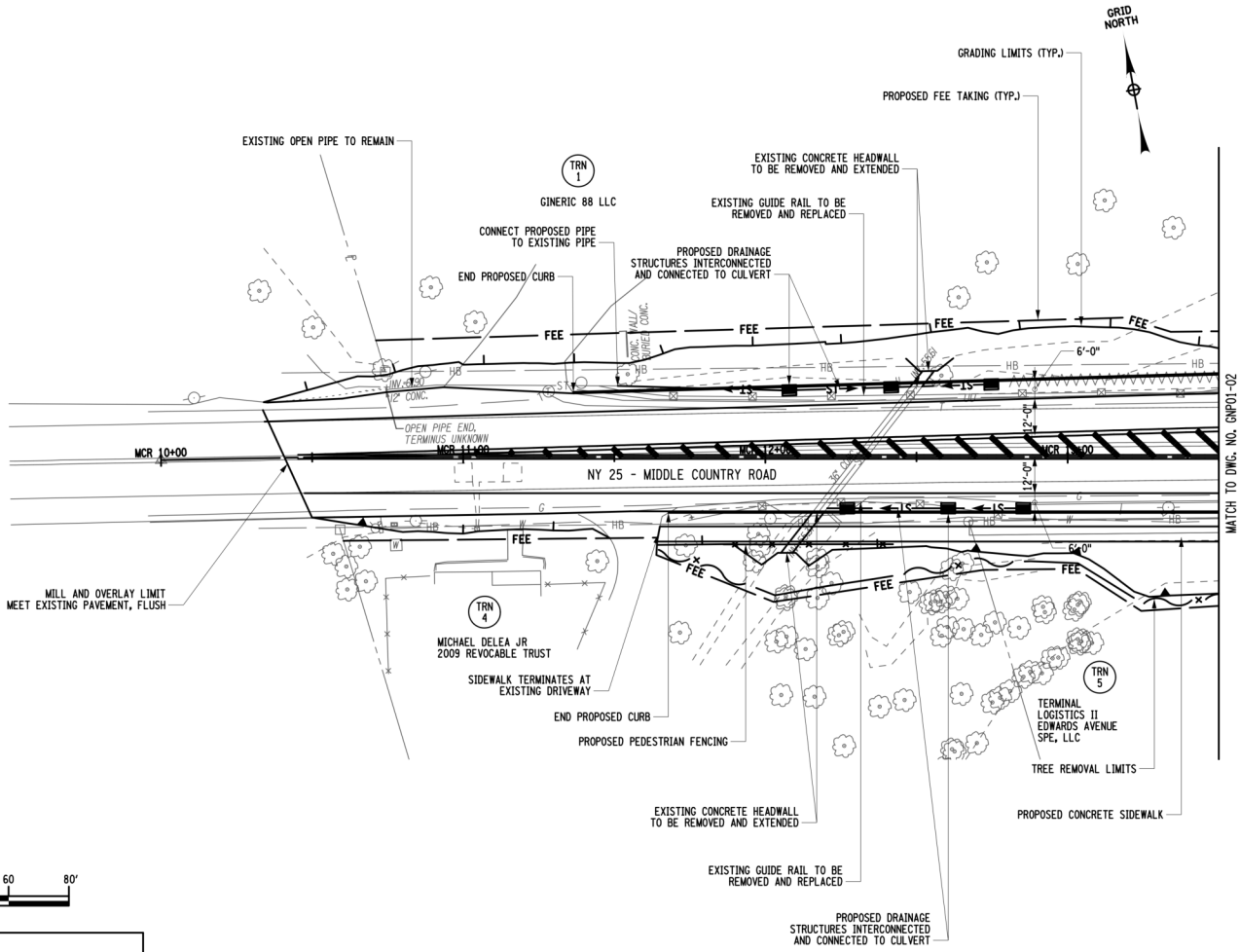

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SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
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PIN 0810.01

BRIDGES

CULVERTS

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GENERAL PLAN
LOC 1 - NY 25 AND EDWARDS AVENUE

ALTERNATIVE 1

CONTRACT NUMBER

DRAWING NO. GNP01-01

SHEET NO.

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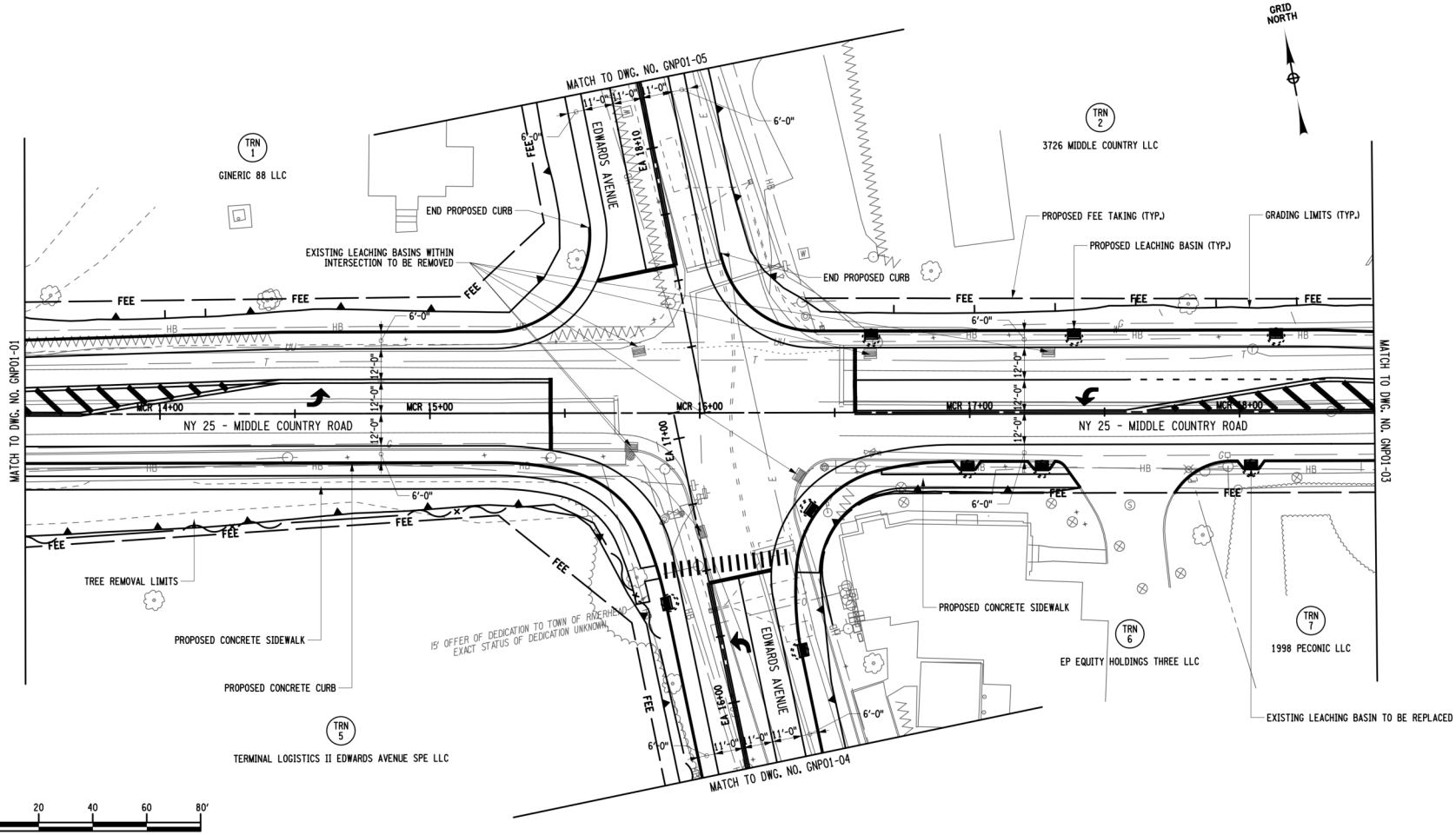

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED GENERAL PLAN LOC 1 - NY 25 AND EDWARDS AVENUE ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. GNP01-02 SHEET NO.

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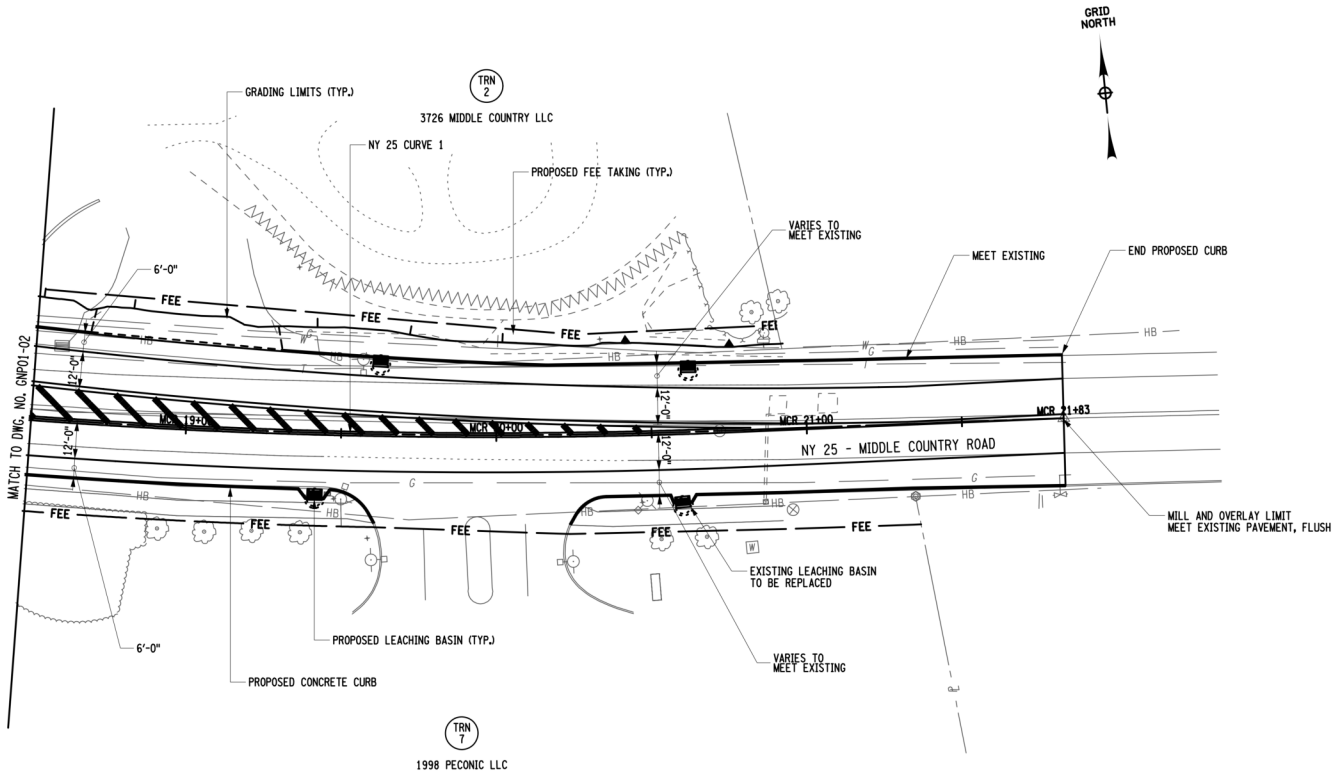

NY 25 CURVE 1	
PC	STA. NY 25 18+83.93
	N - 279324.3172
	E - 1330578.1656
CC	N - 281291.4534
	E - 1330939.2409
PT	STA. NY 25 20+71.90
	N - 279295.3644
	E - 1330814.2262
R	2000.00'
Δ	06°49'02.4005" LEFT
L	237.97'

20 0 20 40 60 80'
1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED GENERAL PLAN LOC 1 - NY 25 AND EDWARDS AVENUE ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. GNP01-03 SHEET NO.

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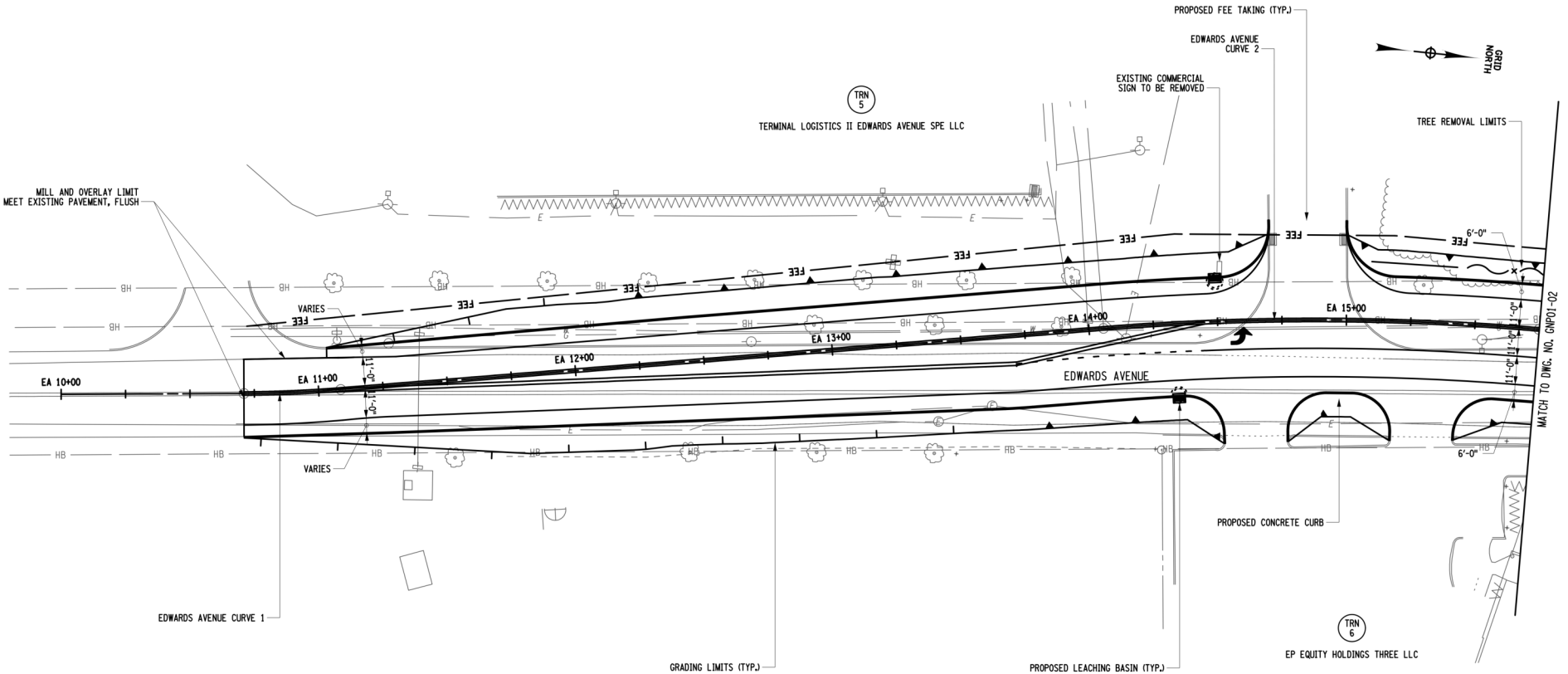

EDWARDS AVENUE CURVE 1	
PC	STA. EA 10+70.96
	N - 278736.3326
	E - 1330419.7268
CC	N - 278680.8760
	E - 1329922.8117
PT	STA. EA 11+08.57
	N - 278713.5201
	E - 1330414.1538
R	500.00'
Δ	04°18'35.9" LEFT
L	37.61'

EDWARDS AVENUE CURVE 2	
PC	STA. EA 14+05.62
	N - 279065.4283
	E - 1330359.1135
CC	N - 279256.2754
	E - 1331371.2783
PT	STA. EA 15+74.86
	N - 279233.5569
	E - 1330341.5288
R	1030.00'
Δ	09°24'50.7" RIGHT
L	169.24'

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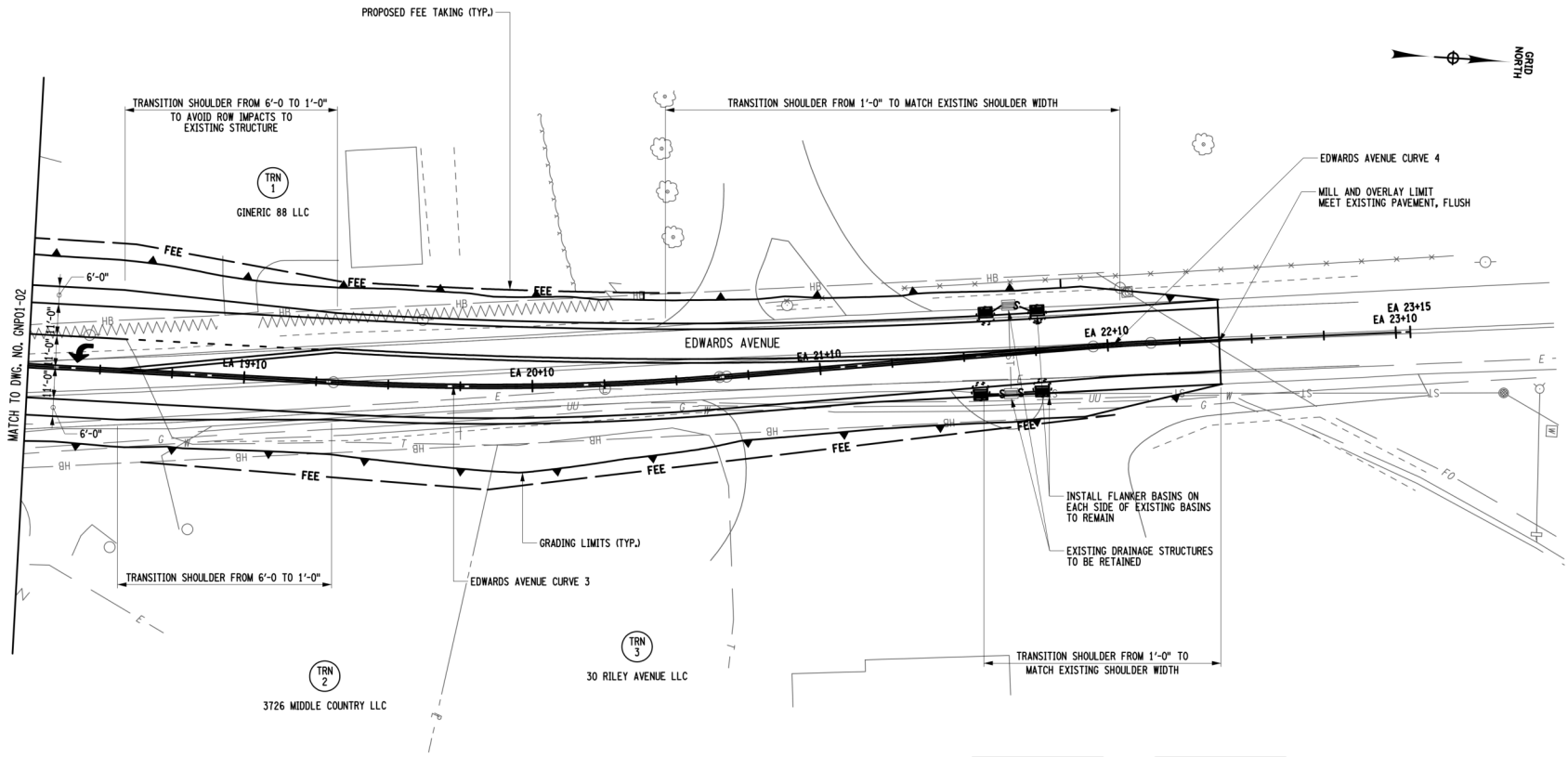

20 0 20 40 60 80'

1" = 40'

EDWARDS AVENUE CURVE 3	
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	N - 279597.2225
	E - 1330346.9498
CC	N - 279584.4140
	E - 1329347.0318
PT	STA. EA 20+77.11
	N - 279733.1200
	E - 1330335.9133
R	1000.00'
Δ	07°49'05.0" LEFT
L	136.45'

EDWARDS AVENUE CURVE 4	
PC	STA. EA 22+04.61
	N - 279859.2030
	E - 1330316.9532
CC	N - 279933.5560
	E - 1330811.3939
PT	STA. EA 22+24.67
	N - 279879.0998
	E - 1330314.3682
R	500.00'
Δ	02°17'57.6" RIGHT
L	20.07'

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COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLAN
LOC 1 - NY 25 AND EDWARDS AVENUE

ALTERNATIVE 1

CONTRACT NUMBER

DRAWING NO. GNP01-05

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JOB MANAGER
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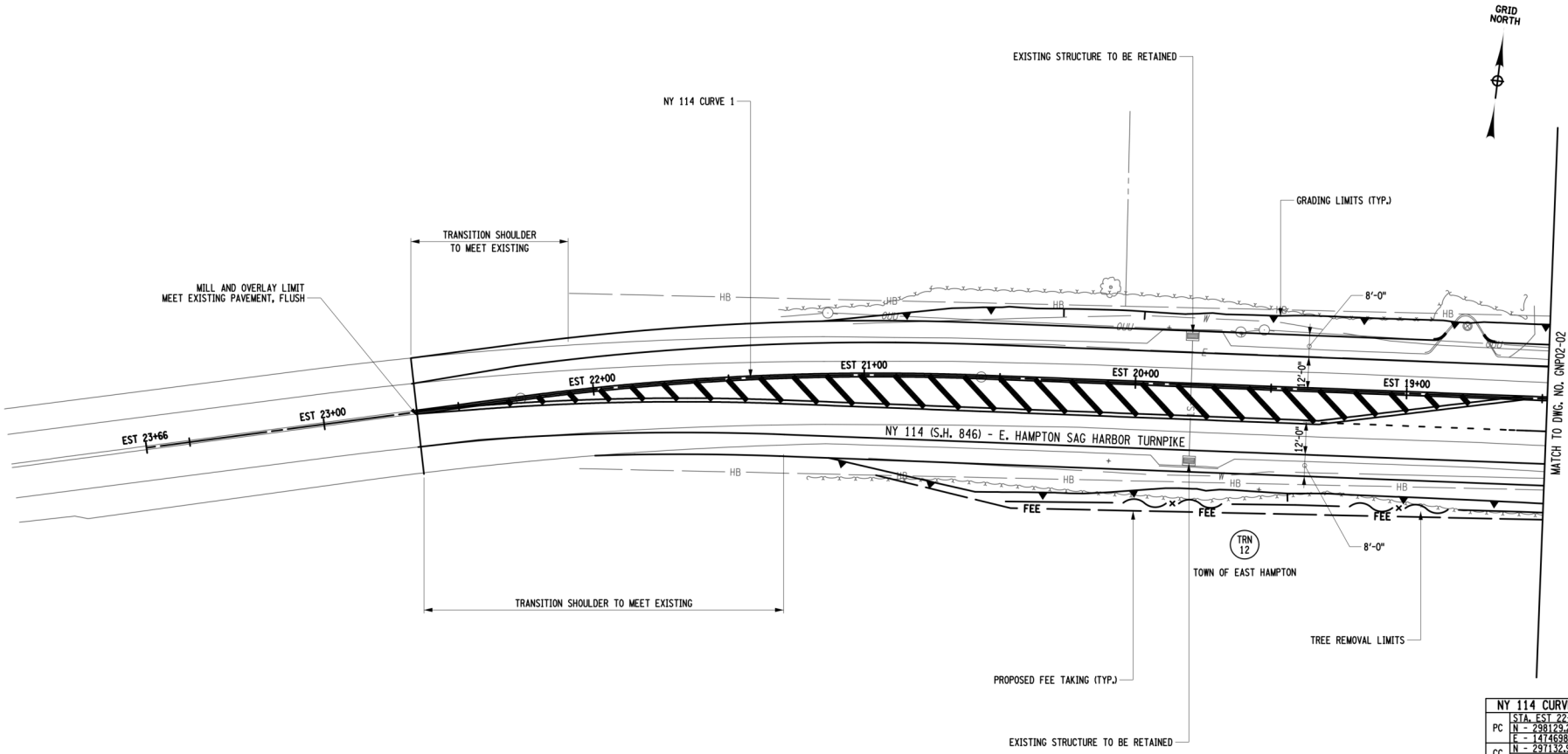

NY 114 CURVE 1	
PC	STA. EST 22+26.96
	N - 298129.2180
	E - 1474698.5398
CC	N - 297132.9117
	E - 1474784.4095
PT	STA. EST 20+56.87
	N - 298100.3042
	E - 1474531.1278
R	1000.00'
Δ	09°44'44.7" LEFT
L	1170.0954'

20 0 20 40 60 80'
1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
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COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLAN
LOC 2 - NY 114 AND STEPHEN HANDS PATH

ALTERNATIVE 1

CONTRACT NUMBER

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SHEET NO.

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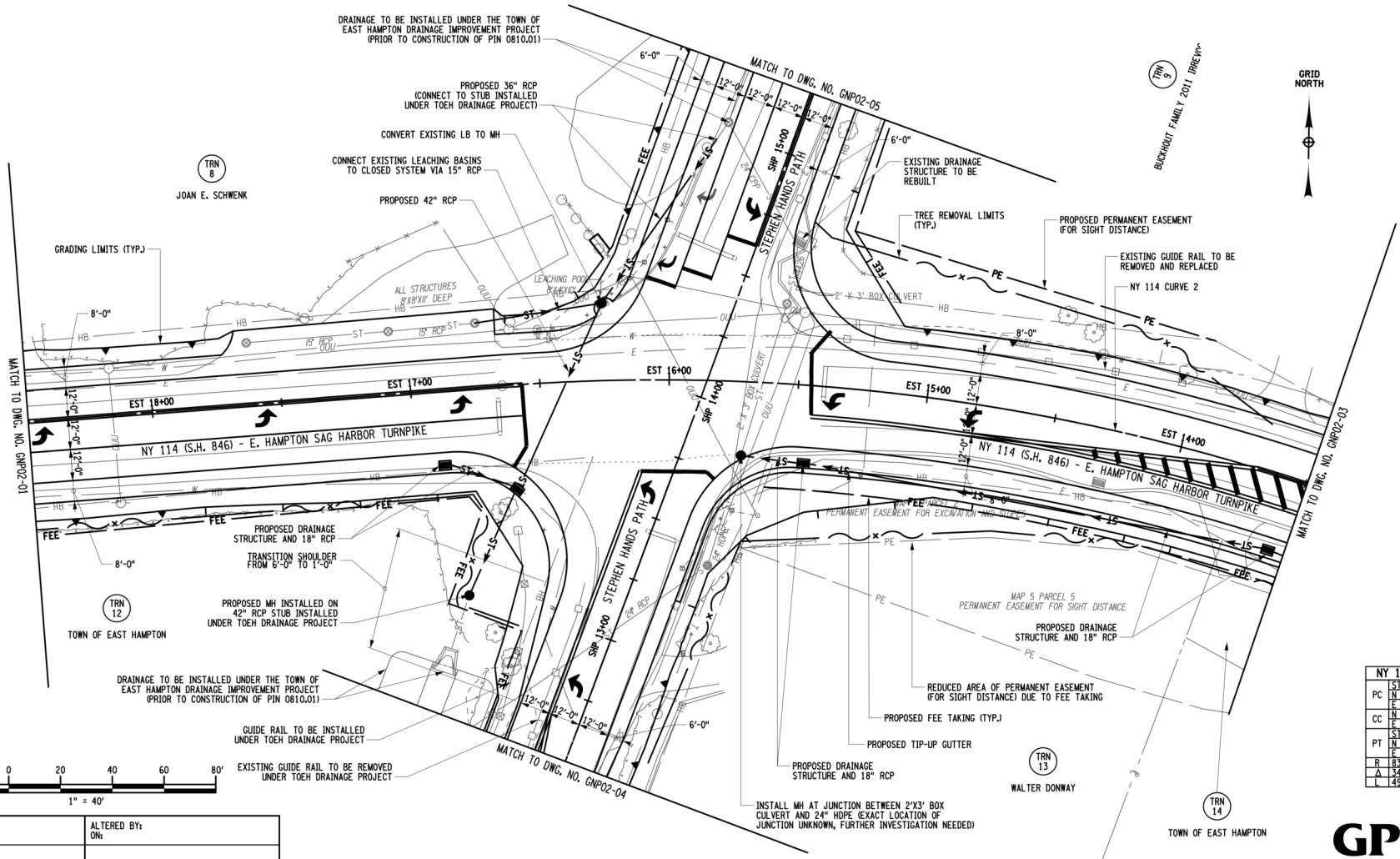

NY 114 CURVE 2	
	STA. EST 16+74.12
PC	N - 298162.0326
	E - 1475079.2715
CC	N - 297332.1094
	E - 1475150.8010
	STA. EST 11+77.77
PT	N - 298059.1535
	E - 1475557.3669
R	833.00'
Δ	34°08'24.5" LEFT
L	496.35'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN

COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLAN
LOC 2 - NY 114 AND STEPHEN HANDS PATH
ALTERNATIVE 1

CONTRACT NUMBER

DRAWING NO. GNP02-02

SHEET NO.

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Greenman-Pedersen, Inc.
325 W Main Street
Babylon, NY 11702

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

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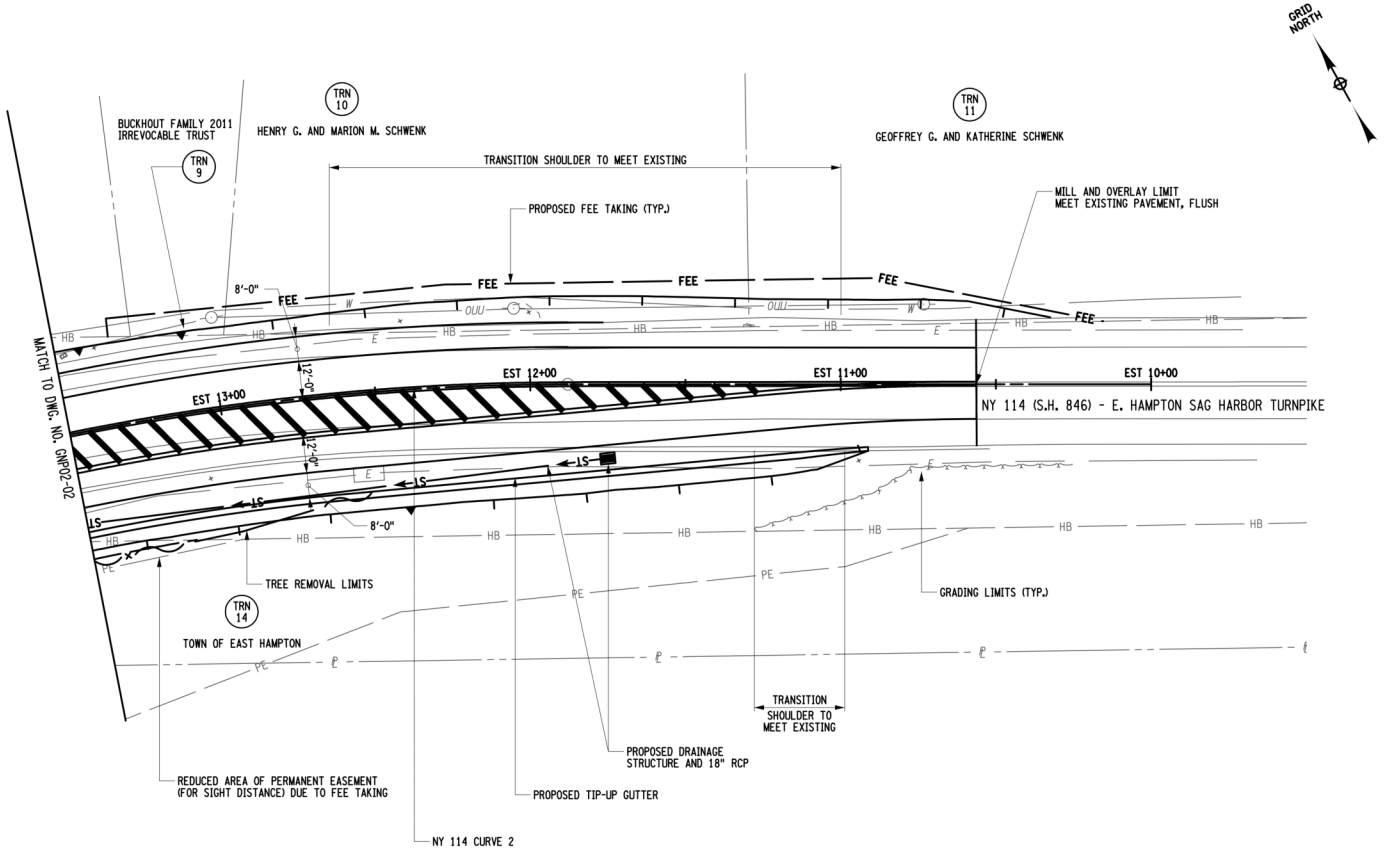

20 0 20 40 60 80'

1" = 40'

NY 114 CURVE 2	
PC	STA. EST 16+74.12
	N - 298162.0326
	E - 1475079.2715
CC	N - 297332.1094
	E - 1475150.8010
PT	STA. EST 11+77.77
	N - 298059.1535
	E - 1475557.3669
R	833.00'
Δ	34°08'24.5" LEFT
L	496.35'

AFFIX SEAL: ON:	ALTERED BY: ON:

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED GENERAL PLAN LOC 2 - NY 114 AND STEPHEN HANDS PATH ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. GNP02-03 SHEET NO.

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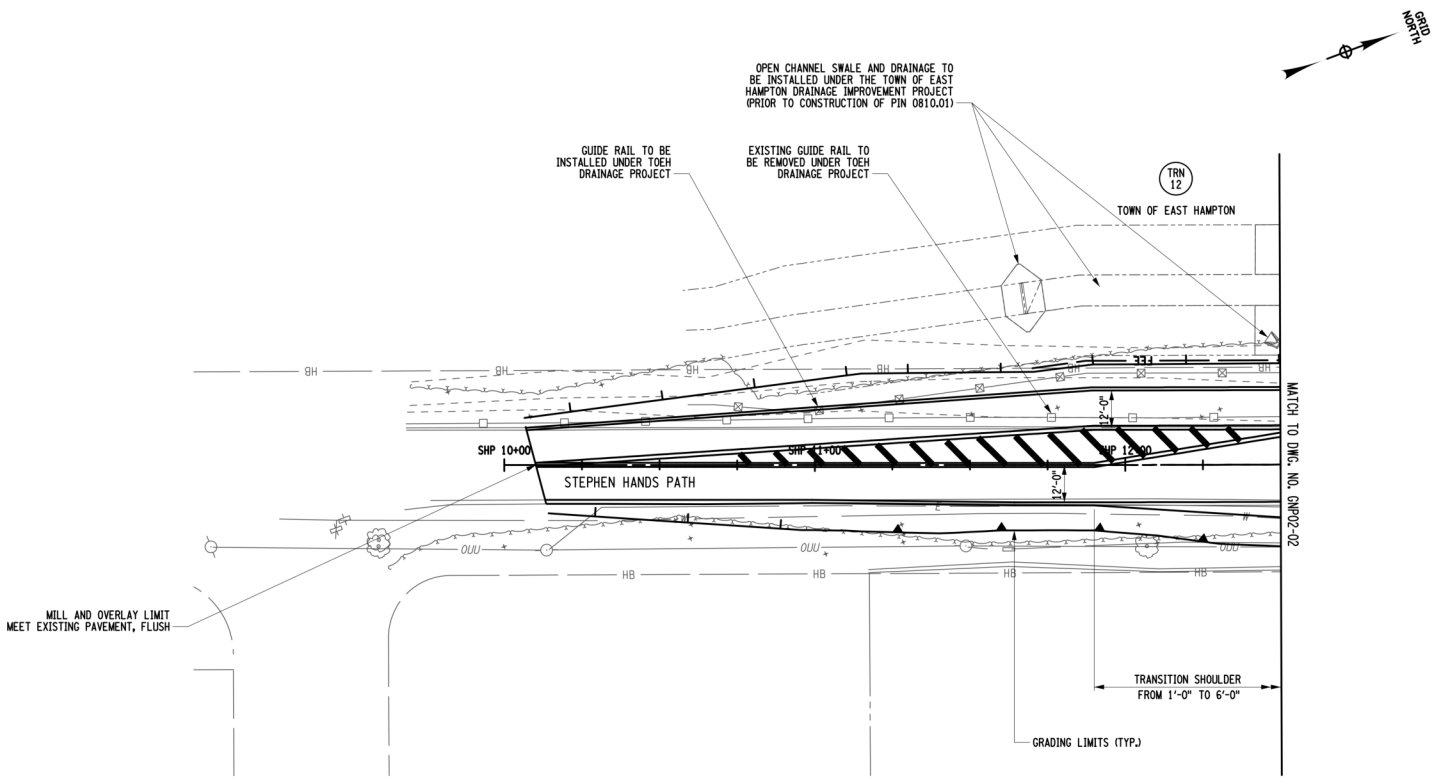

20 0 20 40 60 80'

1" = 40'

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED GENERAL PLAN LOC 2 - NY 114 AND STEPHEN HANDS PATH ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. GNP02-04 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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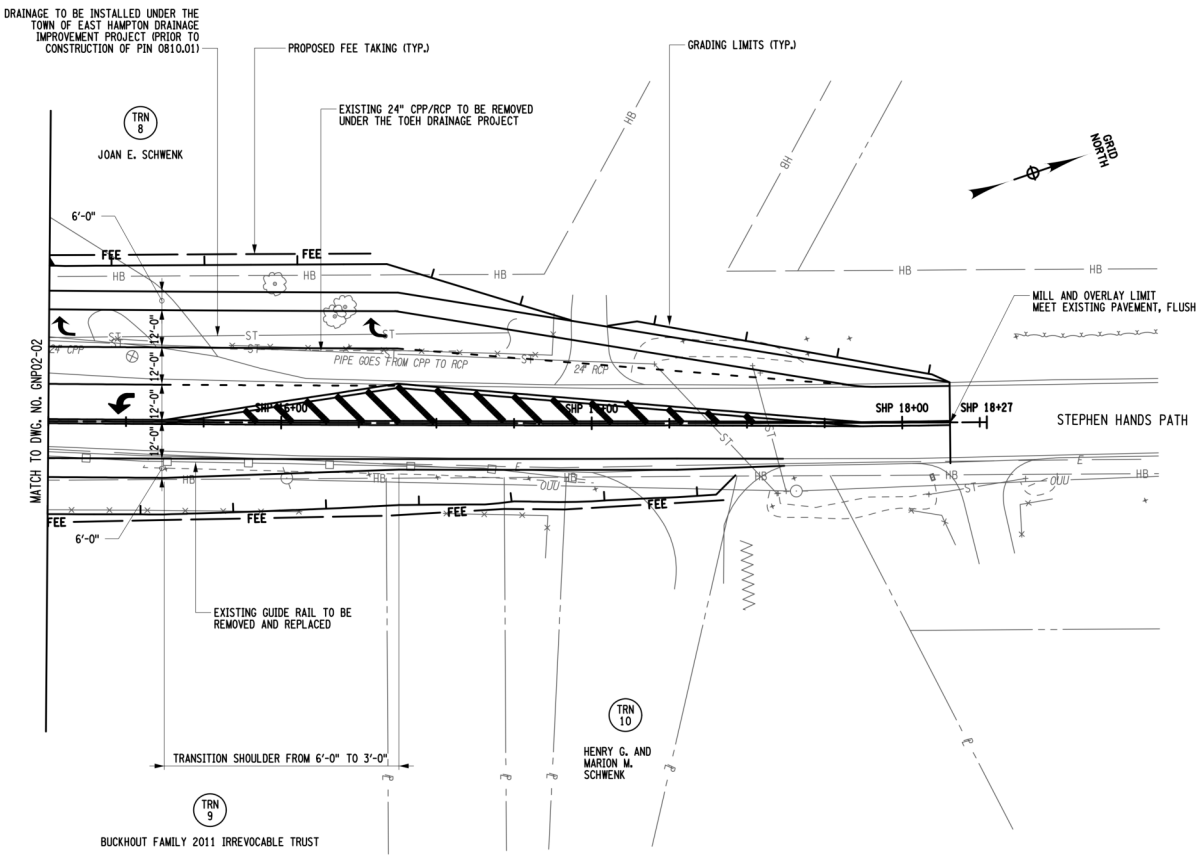

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED GENERAL PLAN LOC 2 - NY 114 AND STEPHEN HANDS PATH ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. GNP02-05 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

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DESIGN SUPERVISOR | JOB MANAGER | DESIGN | CHECK | DRAFTING | CHECK | PROJECT MANAGER

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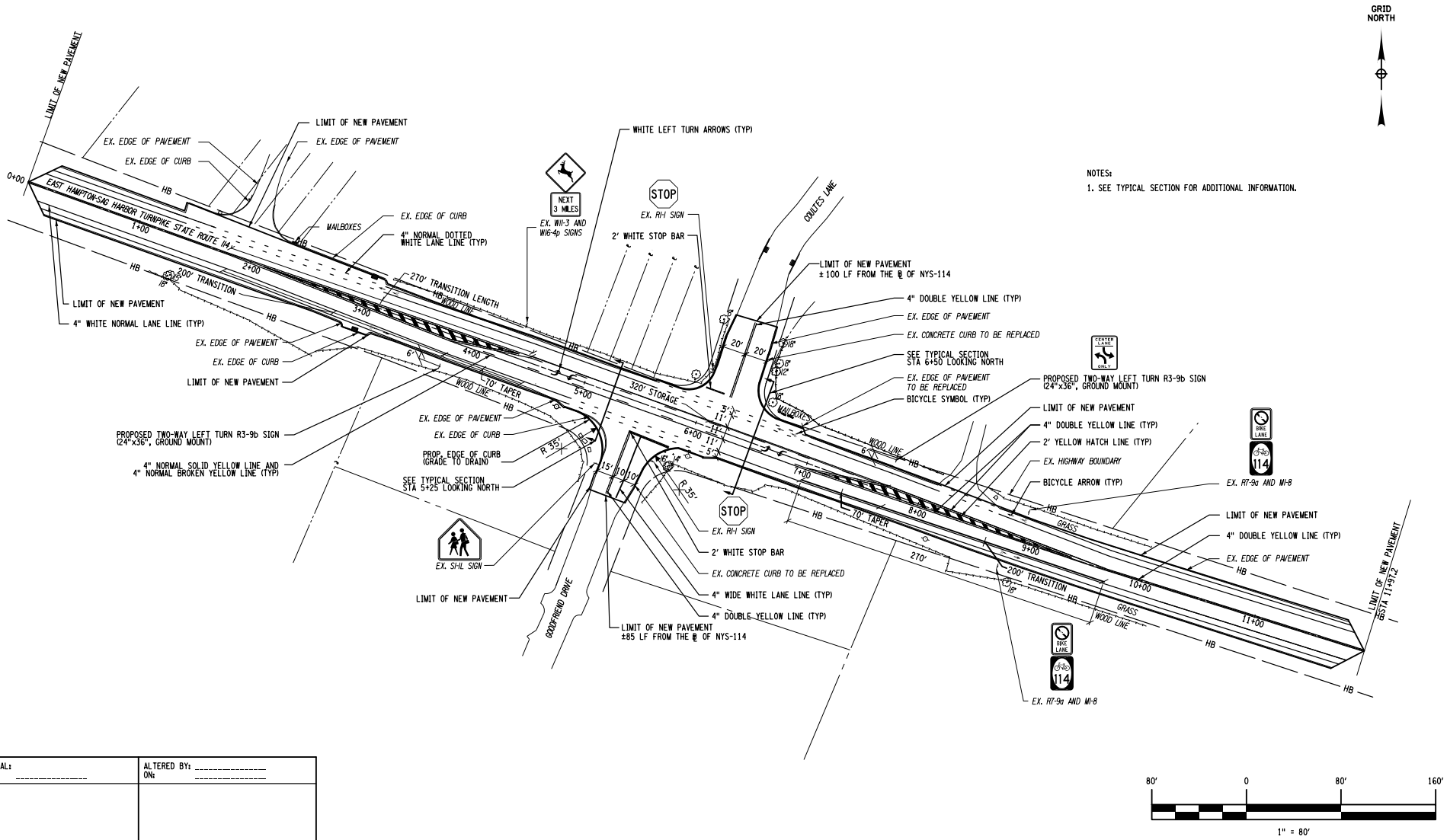

AFFIX SEAL: ON: _____	ALTERED BY: _____ ON: _____

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, SOUTHOLD, AND BROOKHAVEN COUNTY: SUFFOLK REGION: 10	PIN 0810.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED GENERAL PLAN LOC 3 - NY 114 AT GOODFRIEND DRIVE ALTERNATIVE 1	CONTRACT NUMBER DRAWING NO. GNP03-01 SHEET NO.

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HE consulting engineers — Hayduk Engineering, LLC — 1010 Route 112, Suite 200, Port Jefferson Station, NY 11776 Tel: (631)-476-2600 | Fax: (631)-476-2606

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

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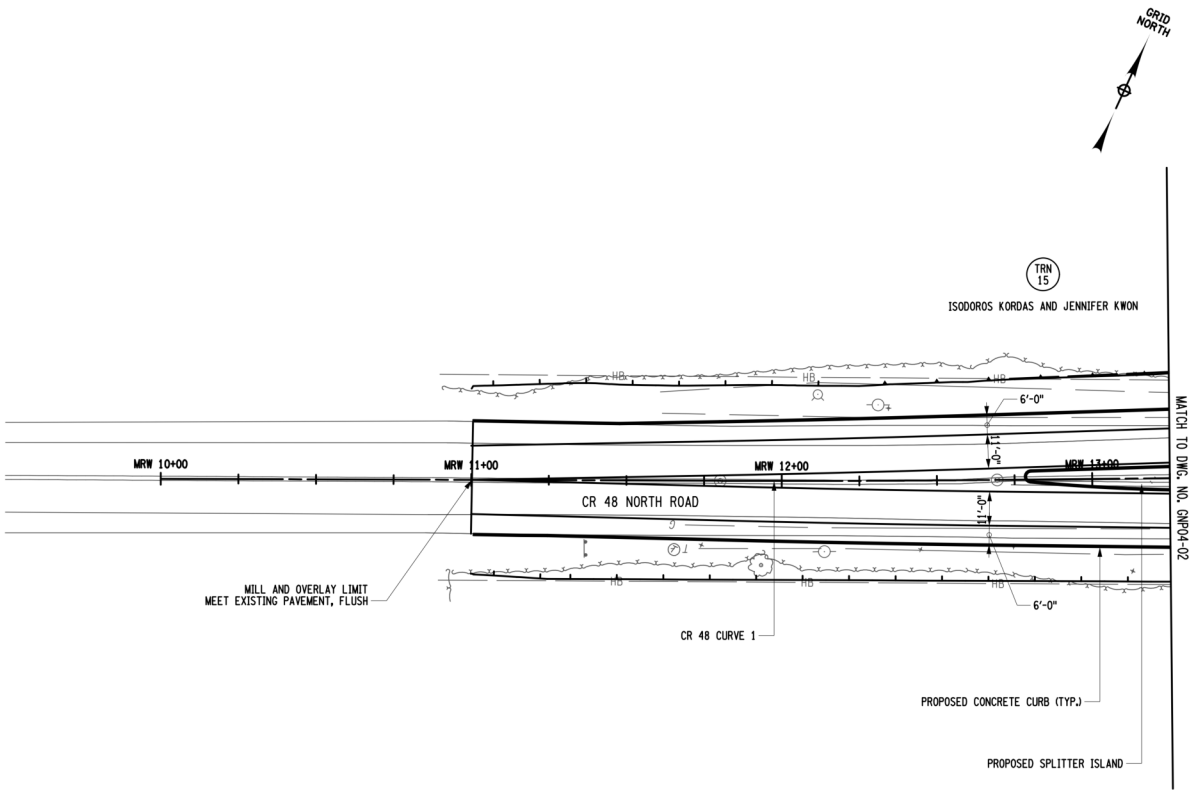

CR 48 CURVE 1	
PC	STA. MRW 11+80.19
	N - 349145.3734
	E - 1433594.2785
CC	N - 355065.6057
	E - 1430910.8386
PT	STA. MRW 12+59.39
	N - 349182.7588
	E - 1433675.2756
R	6500.00'
Δ	00°47'10.9" LEFT
L	89.21'

20 0 20 40 60 80'

1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

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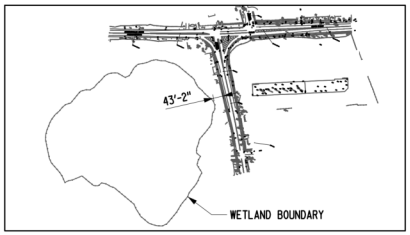

INSET MAP WETLANDS BOUNDARY

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

PROPOSED SPLITTER ISLAND (TYP.)
PROPOSED FEE TAKING (TYP.)
PROPOSED CONCRETE SIDEWALK (TYP.)
EXISTING CATCH BASIN TO BE RETAINED
PROPOSED CATCH BASINS AND 18" RCP
RETAIN EXISTING 18" RCP
CONVERT CATCH BASIN TO MANHOLE
MILL AND OVERLAY LIMIT MEET EXISTING PAVEMENT, FLUSH
PROPOSED MANHOLE ON EXISTING 18" RCP
PROPOSED CATCH BASINS AND 18" RCP
EXISTING 18" RCP TO BE RETAINED
PROPOSED CONCRETE CURB (TYP.)
CONVERT EXISTING BASIN TO MANHOLE
EXISTING DRAINAGE STRUCTURES/PIPES TO BE REMOVED/ABANDONED
PROPOSED DRAINAGE STRUCTURES AND 18" RCP (TYP.)
PROPOSED MOUNTABLE CONCRETE CURB
MEET EXISTING SIDEWALK
EXISTING CATCH BASINS AND 24" RCP TO BE RETAINED
PROPOSED CATCH BASIN INSTALLED ON EXISTING 24" RCP
NY 25 MAIN STREET CURVE 1
VARIES

TRN 15 — ISODOROS KORDAS AND JENNIFER KWON
TRN 16 — TAMMI & TIMOTHY GRATTAN
TRN 17 — ROBERTA EISENBERG
TRN 18 — 5 PAST 40 LLC
TRN 19 — 160 ROUTE 25 LLC

CR 48 - NORTH ROAD
NY 25 - MAIN STREET
SOUND ROAD
OLD NY 25 MAIN STREET

MATCH TO DWG. NO. GNP04-01
MATCH TO DWG. NO. GNP04-03
MATCH TO DWG. NO. GNP02-04

FOR LOCATION OF WETLANDS, SEE INSET MAP THIS DRAWING

GRID NORTH

20 0 20 40 60 80'
1" = 40'

NY 25 - MAIN STREET CURVE 1	
PC	STA. MRE 10+39.92
	N - 349322.6345
	E - 1434001.8069
CC	N - 347840.1528
	E - 1435091.6912
PT	STA. MRE 13+21.03
	N - 349471.2285
	E - 1434240.1092
R	1840.00'
Δ	08°45'12.3" RIGHT
L	281.11'

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS
DESCRIPTION OF ALTERATIONS:

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN

COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLAN
LOC 4 - NY 25 AND CR 48

ALTERNATIVE 1

CONTRACT NUMBER

DRAWING NO. GNP04-02

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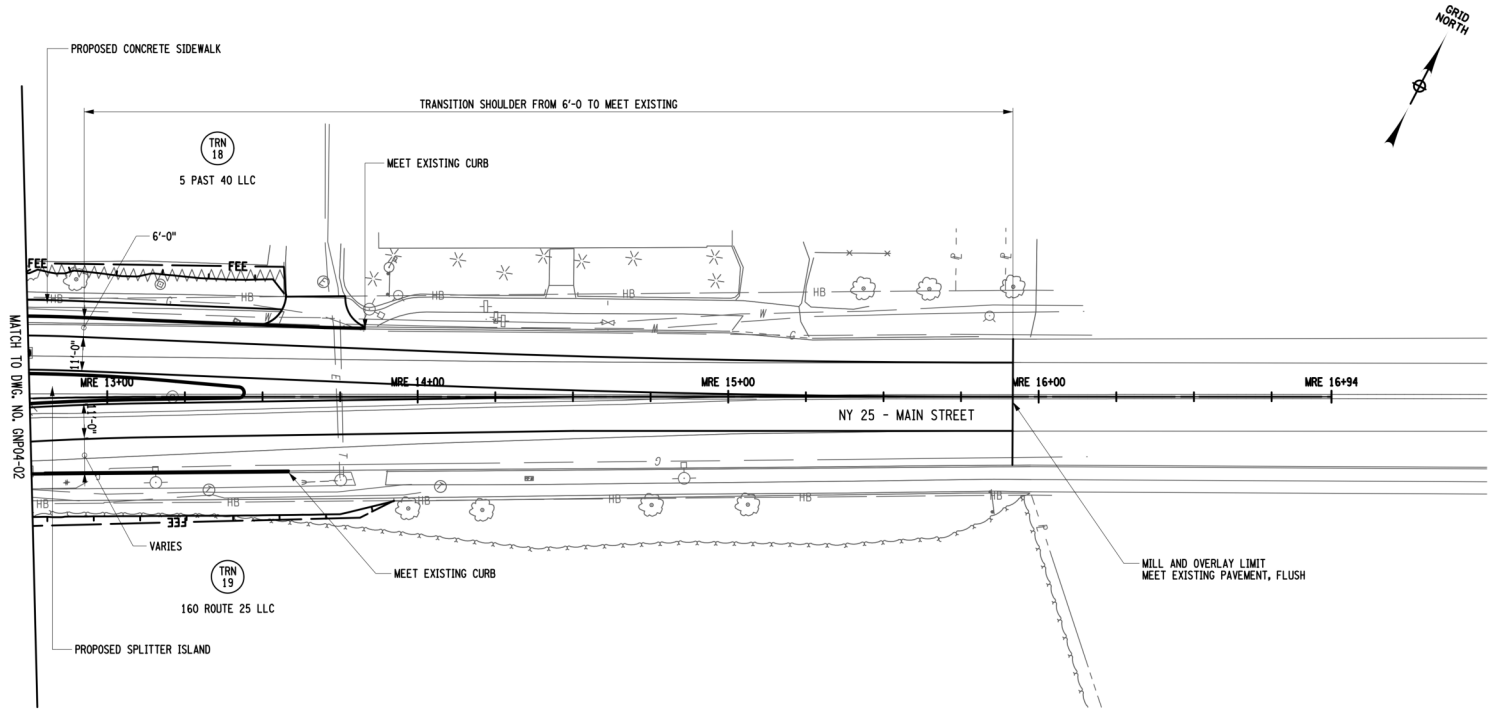

20 0 20 40 60 80'

1" = 40'

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SOUTHOLD, AND BROOKHAVEN

COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

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GENERAL PLAN
LOC 4 - NY 25 AND CR 48

ALTERNATIVE 1

CONTRACT NUMBER

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PROJECT MANAGER
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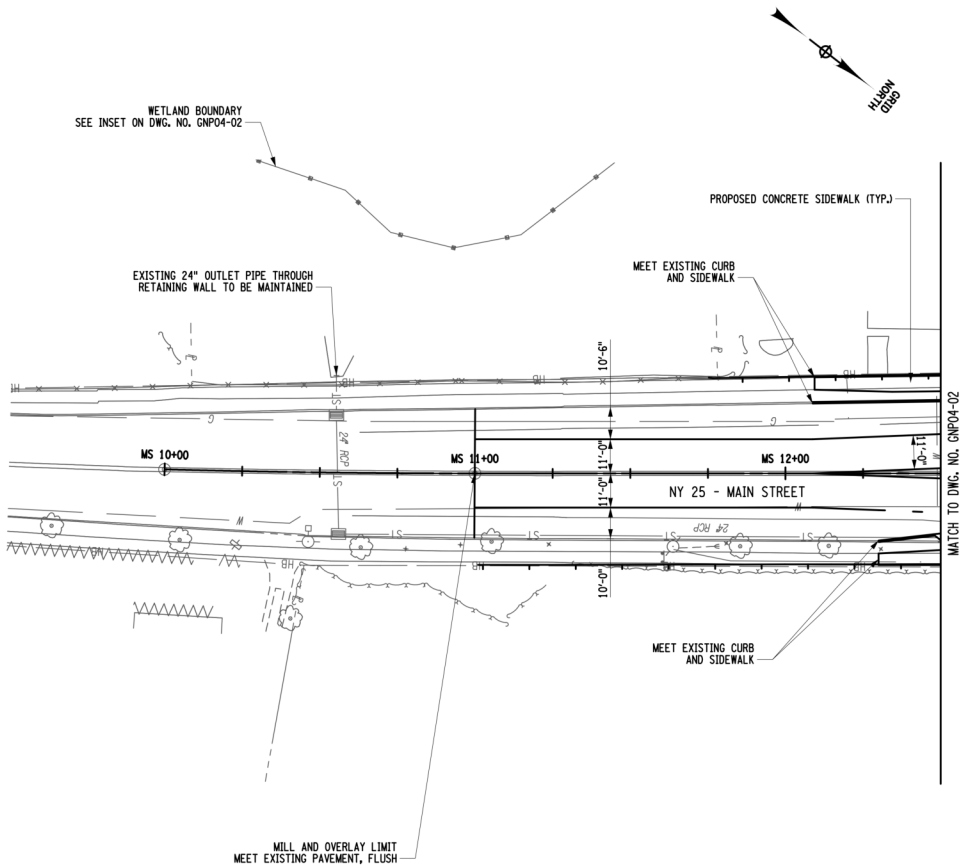

20 0 20 40 60 80'

1" = 40'

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TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN

COUNTY: SUFFOLK REGION: 10

PIN 0810.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

GENERAL PLAN
LOC 4 - NY 25 AND CR 48

ALTERNATIVE 1

CONTRACT NUMBER

DRAWING NO. GNP04-04

SHEET NO.

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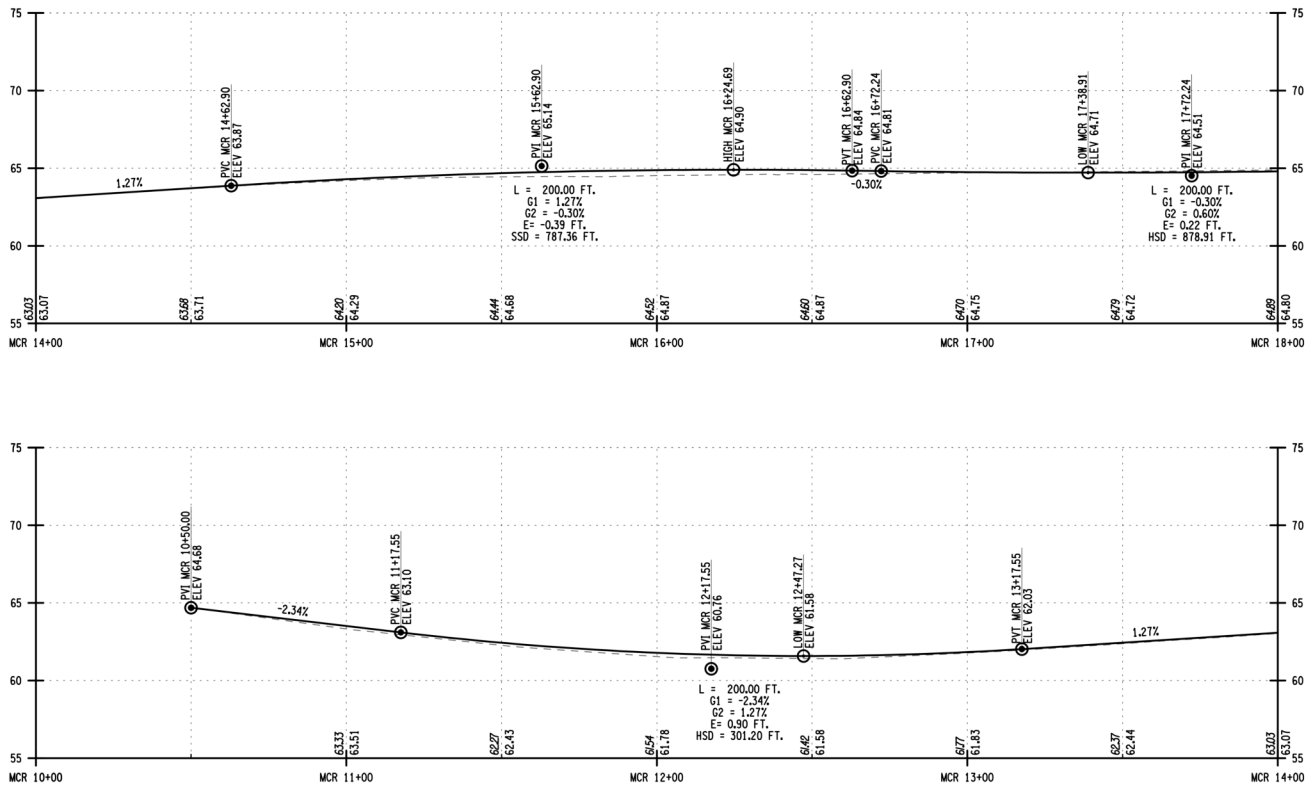

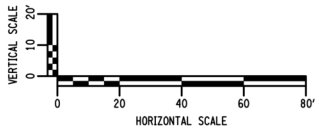

AFFIX SEAL: ON:	ALTERED BY: ON:

LEGEND:

XX.XX - EXISTING ELEVATION

XX.XX - PROPOSED ELEVATION

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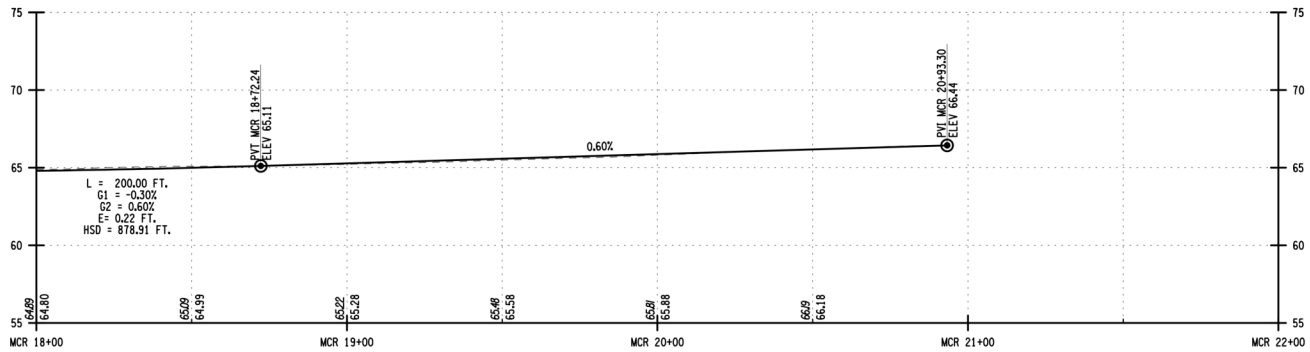

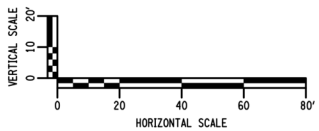

AFFIX SEAL: ON:	ALTERED BY: ON:

LEGEND:

XX.XX - EXISTING ELEVATION

XX.XX - PROPOSED ELEVATION

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Babylon, NY 11702

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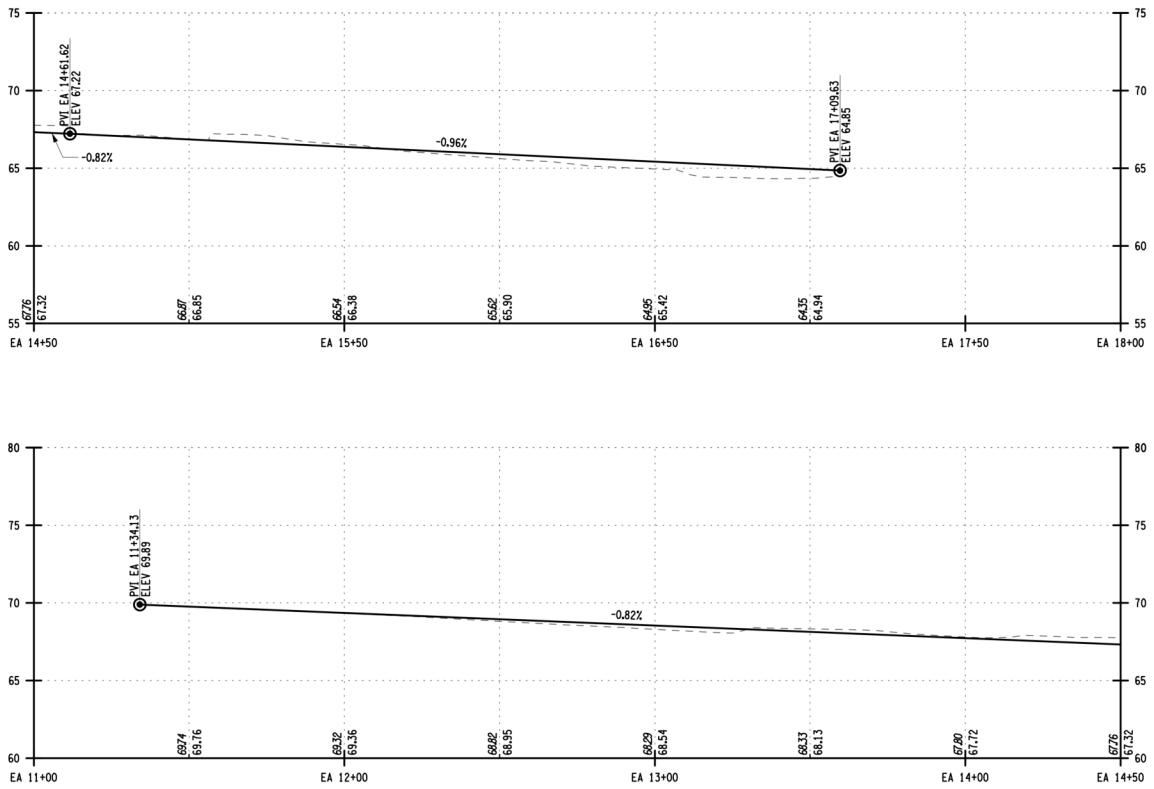

VERTICAL SCALE 0 10 20'

0 20 40 60 80'

HORIZONTAL SCALE

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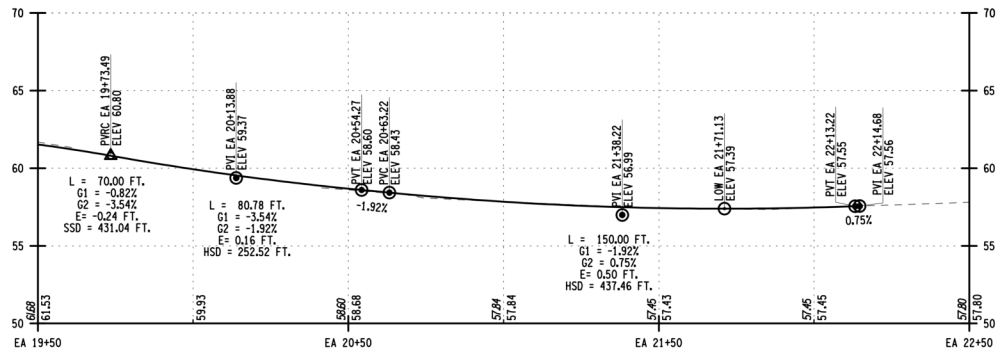

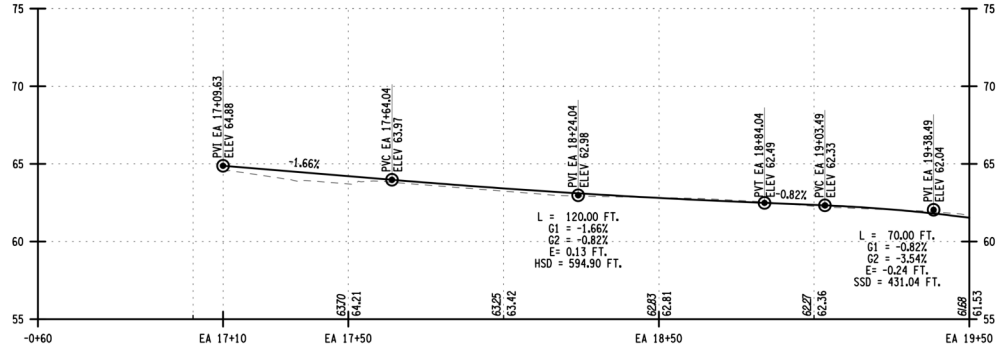

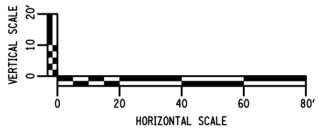

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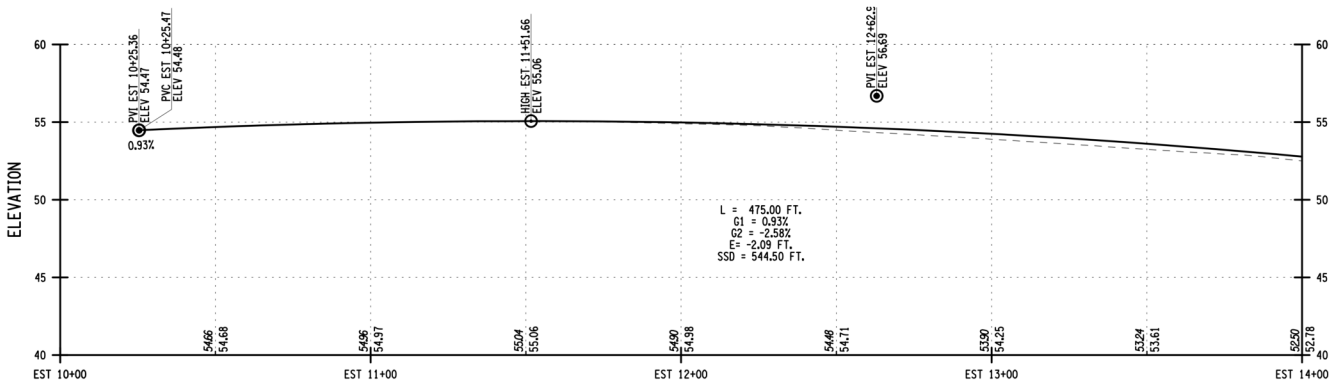

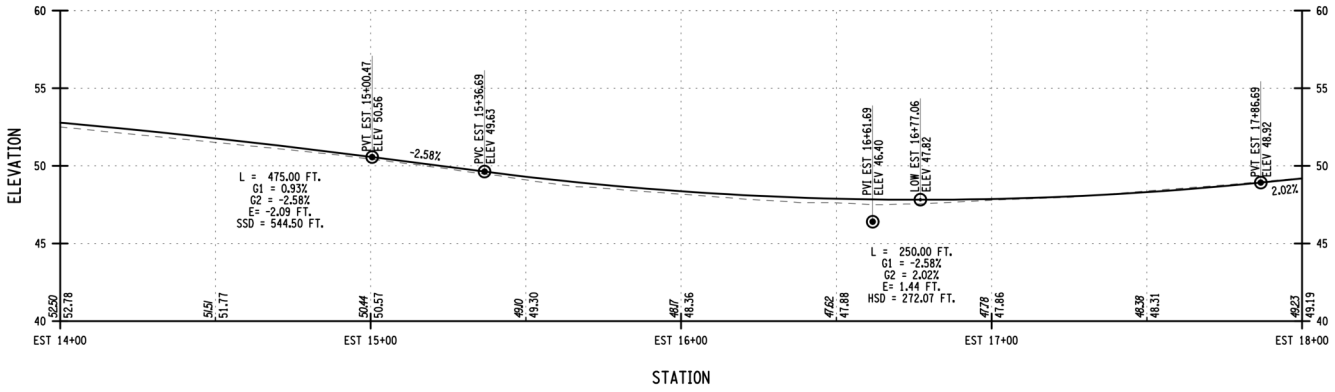

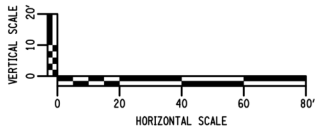

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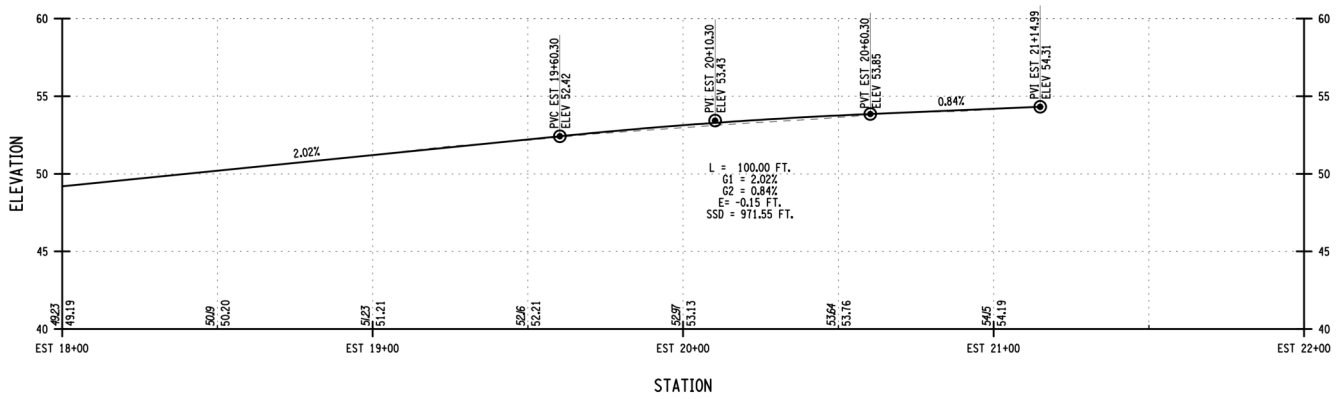

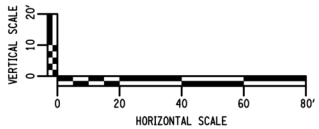

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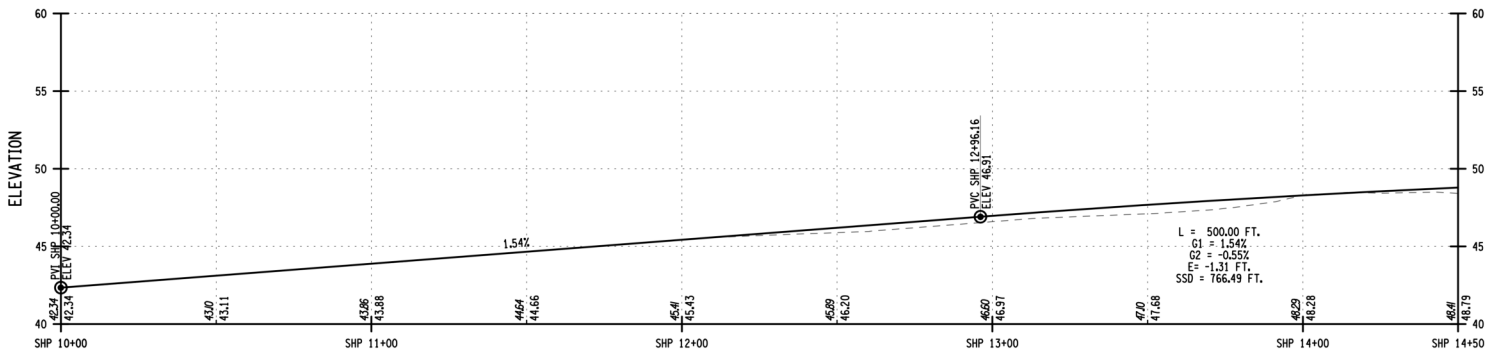

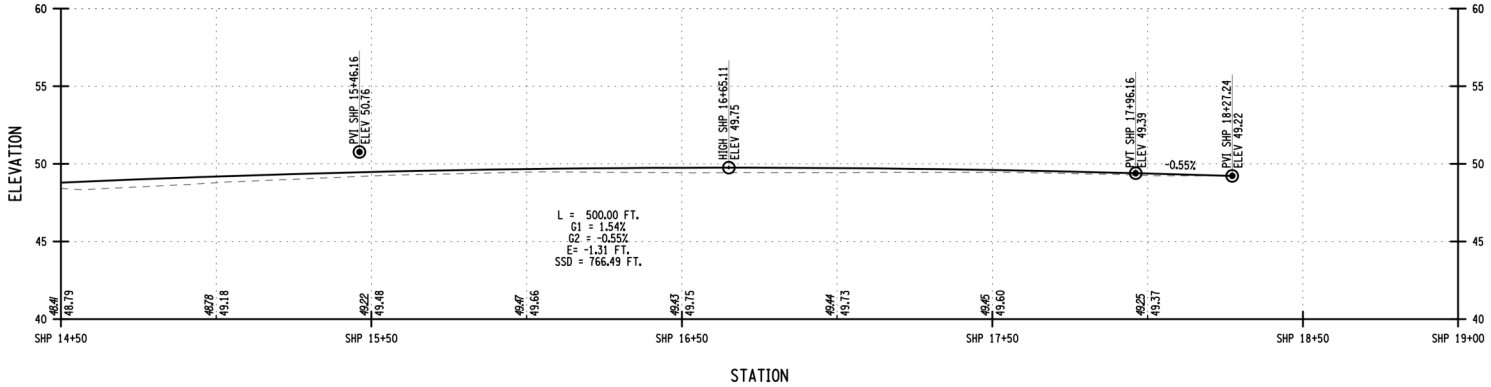

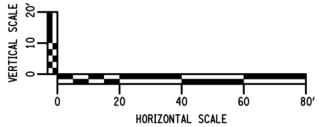

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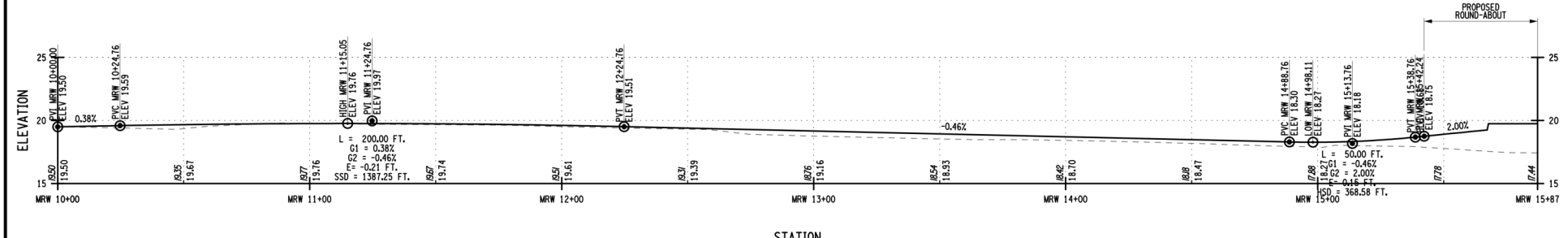

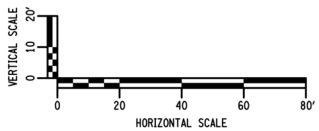

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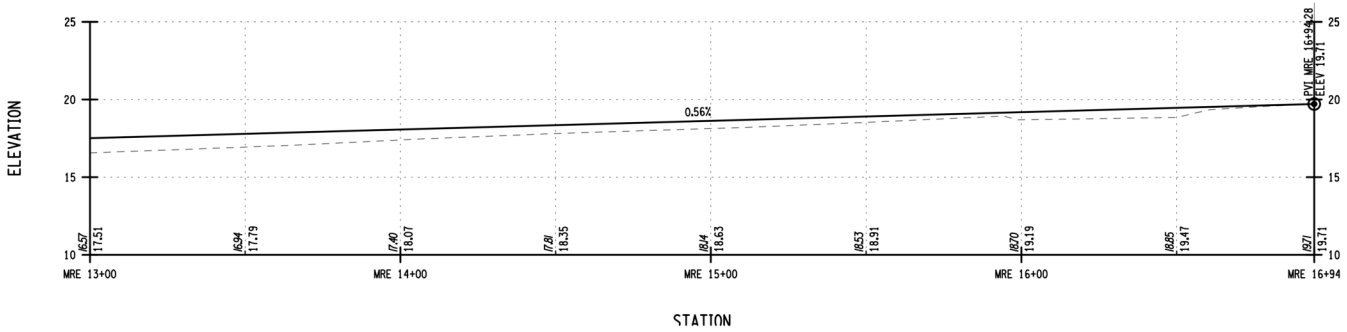

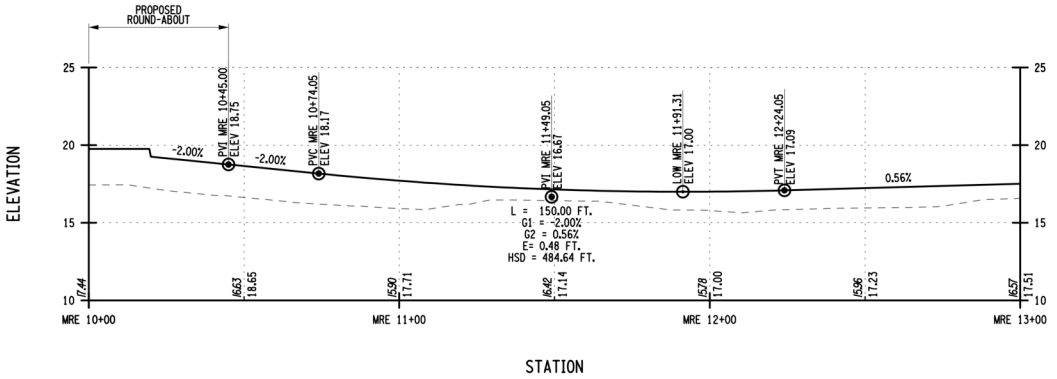

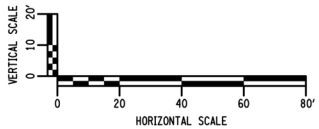

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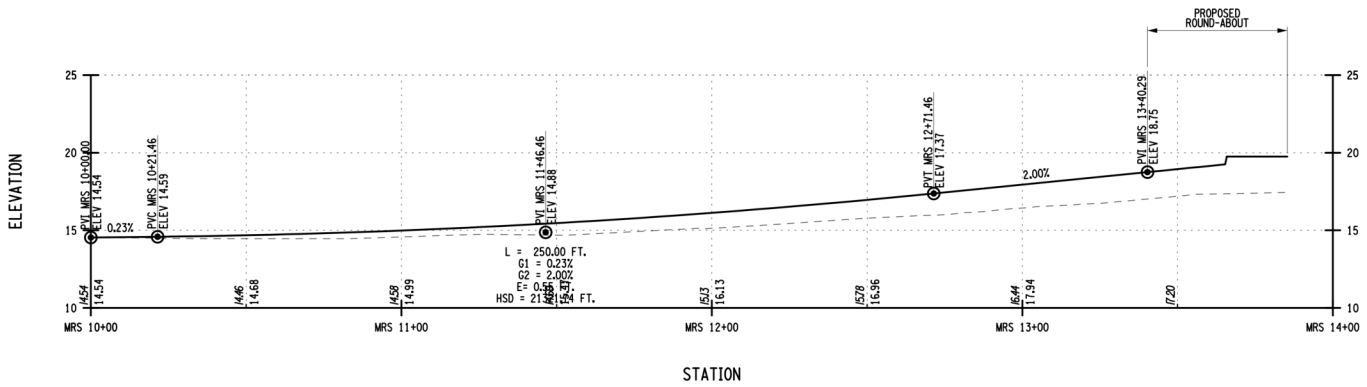

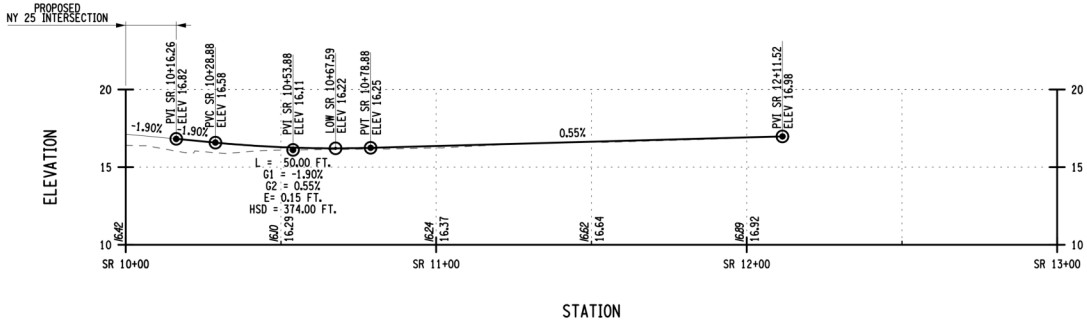

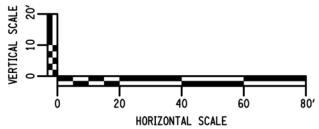

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Appendix B
Environmental Information

Federal Environmental Approval Worksheet

PIN: 081001	Completed by: GPI	Date Completed: 6/9/22	FUNDING TYPE: Federal
TITLE/PUBLIC DESCRIPTION: Safety Improvements at the following intersections; NY 25 at Edwards Ave, Riverhead; NY 114 at Stephen Hands Path, East Hampton; NY 114 at Goodfriend Drive, East Hampton; NY 25 at CR 48, Southold			NEPA CLASS: Class II: CE SEQR TYPE: non- Type II
LOCALITY (Village, Town, City): Riverhead, East Hampton, Southold		COUNTY: Suffolk	Is this a Reevaluation? **N--**

Purpose of this Worksheet:

- Implement the ***P****rogrammatic* ***A****greement Between the Federal Highway Administration, New York Division (FHWA), and the New York State Department of Transportation (NYSDOT)* ***R****egarding the Processing of Actions Classified as* ***C****ategorical* ***E****xclusions (CEs) for Federal-Aid Highway Projects* (PARCE), executed September 2017.
- Communicate the project National Environmental Policy Act (NEPA) classification and identify whether the FHWA or the NYSDOT (titles identified per Project Development Manual (PDM) Chapter 4, Exhibit 4-2) is making the CE determination.-
- Identify any FHWA independent determinations, approvals and/or concurrences required before the CE determination can be made.
- To be included within the Design Approval Document (DAD[1]) in accordance with the documentation requirements in the PARCE.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency (40 CFR 1508.4). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 771.115(b)).

Instructions:
Initial review of the Federal Environmental Approval Worksheet (FEAW) should occur in scoping or early in Design Phase I to identify potential risks. Complete new review of the FEAW periodically, particularly if project parameters or site condition changes result in potential resource impacts. Completion of the FEAW with signature in Step 4 is required prior to Design Approval. See PDM Chapter 4 for additional details.

Step 1A: Unusual Circumstances Threshold Determination – 23 CFR 771.117(b)
Do any, or the potential for any, unusual circumstances exist[2]?

- Significant environmental impacts **YES☐ NO☒**
- Substantial controversy on environmental grounds **YES☐ NO☒**
- Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act **YES☐ NO☒**
- Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project **YES☐ NO☒**

If yes to any of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). Any project which would normally be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with the Office of Environment (OOE) and subsequently with the FHWA to determine if CE classification is still warranted. If, after consultation with the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can be progressed as a CE, **proceed to step 1B.**

If no to all the above, then this project qualifies as a CE; **proceed to step 1B**.

Step 1B: Identification of CE action
Is the project an action listed in 23 CFR 771.117 (c) - (d) (or as identified in FHWA's additional flexibilities memo)?
YES☒ NO☐

If Yes, proceed to step 2.

If No, contact the MOPL (see PDM Exhibit 4-1). If, after consultation with the OOE and the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III

[1] For FHWA Actions/Approvals not associated with a project, references to DAD refer to the documentation for that action.
[2] See definitions and examples of unusual circumstances *in FEAW_Instructions.doc*

(EA) processing. If, after consultation with the FHWA, it is determined that the project can continue as a CE, **proceed to step 2.**

Federal Environmental Approval Worksheet

Project ID Number: 081001

Step 2: FHWA environmental actions required prior to CE determination[3]
The Step 2 table identifies certain issues that require: the FHWA to make the CE determination (Column A and 2.4); independent FHWA determinations (2.1); FHWA approvals, compliance or concurrence (2.2); or notification to the FHWA (2.3). Review ***the FEAW Thresholds document*** to determine how to fill out each column of Step 2.

2.1	Required FHWA Independent environmental determinations	PARCE threshold exceeded[4]	FHWA independent determination/ concurrence required	Date Federal determination/ concurrence issued	Resource not present, or present but threshold not exceeded
		A	B	B1	C
Executive Order (EO) 11990 Protection of Wetlands Individual Finding			☐	Date Issued	☒
ESA Section 7 Threatened and Endangered Species		☐	☒	4/2/2021	☐
Section 106 of National Historic Preservation Act		☐	☒	2/22/2022	☐
Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)		☐	☒	4/21/2022	☐
2.2	**Other FHWA environmental approvals, compliance and/or concurrence required**	**PARCE threshold exceeded[3]**	**Threshold exceeded; FHWA approval, compliance or concurrence required**		**Resource not present, or present but threshold not exceeded**
EO 11988 Floodplains		☐	☐		☒
EO 13112 Invasive Species			☐		☒
EO 12898 Environmental Justice			☐		☒
Safe Drinking Water Act Section 1424(e)			☐		☒
US Army Corps of Engineers, Section 404/10 NWP #23			☐		☒
Section 6(f) Land and Water Conservation Funds			☐		☒
Migratory Bird Treaty Act			☐		☒
23CFR772 Type I Noise abatement			☐		☒
2.3	**Other Environmental Issues requiring FHWA notification**	**PARCE threshold exceeded[3]**	**FHWA notification threshold exceeded**		**Resource not present, or present but threshold not exceeded**
US Army Corps of Engineers, Section 404/10 Individual Permit		☐	☐		☒
National Wild and Scenic Rivers		☐	☐		☒
US Coast Guard Bridge Permit		☐	☐		☒
Known hazardous waste site (only EPA National Priority list)			☐		☒
Project on or affecting Native American Lands			☐		☒
2.4	**Other Issues Triggering FHWA Approval of Categorical Exclusion**	**PARCE threshold exceeded[3]**			**Resource not present, or present but threshold not exceeded**
Property Acquisition		☐			☒
Major Traffic Disruptions		☐			☒
Changes in Access Control		☐			☒

[3] **This table does not represent all environmental issues and actions that a project is subject to**. Classification as a CE does not exempt the project from further environmental review. Refer to the PDM and The Environmental Manual (TEM) to determine review requirements.
[4] When PARCE threshold is exceeded, the NYSDOT recommends that the project qualifies as a CE and requests the FHWA make the CE determination. Information on PARCE specific thresholds are contained within ***the FEAW Thresholds document.***

Federal Environmental Approval Worksheet

Project ID Number: 081001

Step 3: Who makes the NEPA CE Determination?

To identify which party, either the FHWA or the NYSDOT, makes the CE determination in accordance with the PARCE, follow the instructions found in the table below, beginning in Step 3A. This step also identifies which correspondence shell to use to distribute the FEAW and other environmental notifications or approvals.

3	**Determine whether the FHWA or the NYSDOT makes the CE determination and whether additional notifications or approvals are required.**
3A	**Is the project an action listed in 23 CFR 771.117 (c) - (d)** (Answered yes in Step 1B)**?** **YES** ☒ If Yes, **proceed to 3B.** **NO** ☐ If No, the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD, the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the Regional Planning and Program Manager (RPPM) to the FHWA directly using **Shell 4.** • For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **Shell 3**. **Proceed to Step 4.**
3B	**Are any of the CE Thresholds from the PARCE exceeded** (Are there any checks in Column A of Step 2)**?** **YES** ☐ If Yes, the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using **Shell 4.** • For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **Shell 3**. **Proceed to Step 4.** **NO** ☒ If No, **proceed to 3C.**
3C	**Are there outstanding independent environmental approvals or concurrences?** (Are there checks in column B of Step 2.1 without dates in column B1)**?** **YES** ☐ If Yes, then the FHWA makes the CE determination. • For **Locally Administered Federal Aid Projects only**, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using **Shell 4.** • For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using **Shell 3**. **Proceed to Step 4.** **NO** ☒ If No, the NYSDOT makes the NEPA CE determination. **Proceed to 3D.**
3D	**Are there** ☐ any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or ☐ any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)? **YES** ☐ If **either** box is checked, **once all required approvals and concurrences have been secured,** the NYSDOT makes the CE determination but the information must be forwarded to FHWA for notification or action prior to Design Approval using **Shell 1. Proceed to step 4.** **NO** ☒ If **neither** box is checked, **once all required approvals and concurrences have been secured** the NYSDOT makes the CE determination without notification to the FHWA. The project will use **Shell 2**. **Proceed to step 4.**

Federal Environmental Approval Worksheet

Project ID Number: 081001

Step 4: Summary and Recommendation

- The project **is not** located within an area subject to transportation air quality conformity.
  - **If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met[4].** Transportation conformity requirements **have** been met at the time of this signature.
- This project **Select** qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by **Select.**
- Project is c(26) "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e)..." [5]
- All outstanding FHWA environmental approvals will be obtained and are listed here:
- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

Project Manager/Designer (or Responsible Local Official) X Valbrun Garole Date 6/9/22

Print Name and Title: Garole Valbrun PE-1

Regional Environmental Unit Supervisor X S Fath Date 6/9/22

Print Name and Title: SHEREF FATHI ES-3

Regional Local Project Liaison (Locally Administered Projects Only) X _____ Date_____

Print Name and Title: _____

Changes that may have occurred since the preparation of the FEAW which would create the need to go through the FEAW again include, but are not limited to: a change in the scope of the proposed project; a change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment); a change in the federal statutory environmental standards: discovering new information not considered in the original process; and a significant amount of time has passed (equal or greater than three years).

[5] See additional information on identifying (c)26, (c)27 & (c)28 versus d (13) *in FEAW_Instructions.doc*

PIN 0810.01
Highway Safety Improvements – Various Locations -- Suffolk County

Section 4(f) – De minimis Documentation[1]

The NYS Department of Transportation (NYSDOT) is proposing a federally-aided Highway Safety Improvement Project at several locations in Suffolk County. There are two locations in this project that include small acquisitions from Section 4(f) protected properties:

- Location 1 – NY 25 at Edwards Avenue, Town of Riverhead; and
- Location 2 – NY 114 at Stephen Hand's Path, Town of East Hampton.

See attached **FIG. 1** for location of these two sites.

Project Description and Use of 4(f) Resource Property

At Location 1, the proposed improvements require the use of a small strip of the adjacent property historically known as the Zeh Family Farm. This property has been determined to be eligible for the National Register of Historic Places by the NYS Historic Preservation Office (SHPO). The proposed improvements will require the use of 0.28 acre of the 28.5-acre property (<1%) – see attached **FIG. 2 and photos**. However, the project's proposed improvements do not have the potential to adversely affect the historic property. The undertaking will not alter, directly or indirectly, any of the characteristics that qualify the property for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The NYS SHPO has agreed with this determination – see below and attached letter. Therefore, NYSDOT believes the project will only have *de minimis* impacts on the historic property relative to the Section 4(f) statute. herewith

At Location 2, the proposed project improvements are located adjacent to Buckskill Nature Preserve, a significant publicly owned (Town of East Hampton) park – located in the southwest corner of the intersection. Environmental Information. However, the Department anticipates the project will have only de minimis impacts on the park. The proposed improvements require a small strip taking (approx. 0.15 acre) from the border of the park in an area that is currently mostly disturbed roadside edge – see attached **FIG. 3**. The preserve is approximately 141 acres. The proposed project will therefore acquire only 0.11% of the preserve property. The fee taking of this strip is mostly for vegetation trimming to improve the vehicle sight distance issue at this intersection **– see attached photos**. Impacted trees will be replaced with new plantings. New pavement will be installed only on approximately 200 s.f. of the proposed 12,253 s.f. taking area. The Town of East Hampton agrees with this de minimis determination – see below and

[1] Documentation herewith is required pursuant to federal regulations found at 23 CFR Part 774.5.

attached letter. Accordingly, NYSDOT has determined that the proposed improvements will not adversely affect the Preserve's activities, features, and attributes that make the property eligible for protection under the Section 4f statute.

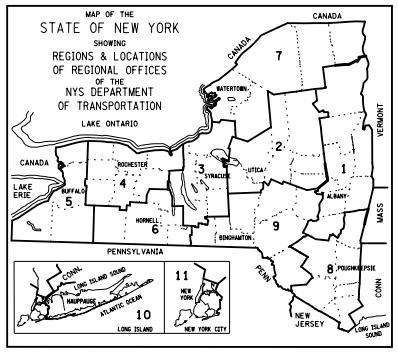
Agency Coordination and Public Comment

NYSDOT contacted the Town of East Hampton and the NY SHPO and requested their review of the project and a determination whether the proposed action would have any adverse impacts to the activities, features or attributes of the historic site (Location 1) and the preserve (Location 2). See attached Appendix A **letters from the NY SHPO and Town of East Hampton** opinion that the project will have no adverse effects on the 4(f) property at Location 1. Also attached is a copy of **FHWA's Section 106 determination** for the project.

Furthermore, as per Section 4(f) requirements, we invited public comment on the proposed use of the parkland and the historic site by publishing notice of the 4(f) action in the local newspaper -- see attached Appendix B **public notice and affidavit of publication**. As a result of this consultation, neither the officials having jurisdiction over the subject historic site and park land nor the public had any objection to the proposed work.

Summary

Therefore, NYSDOT requests FHWA concurrence that the proposed impacts to the subject properties are *de minimis* pursuant to Section 4(f) regulations in consideration of the overall minor physical impacts, agreement with the proposed project by the NY SHPO and Preserve operator and no negative public comments on the proposed action.

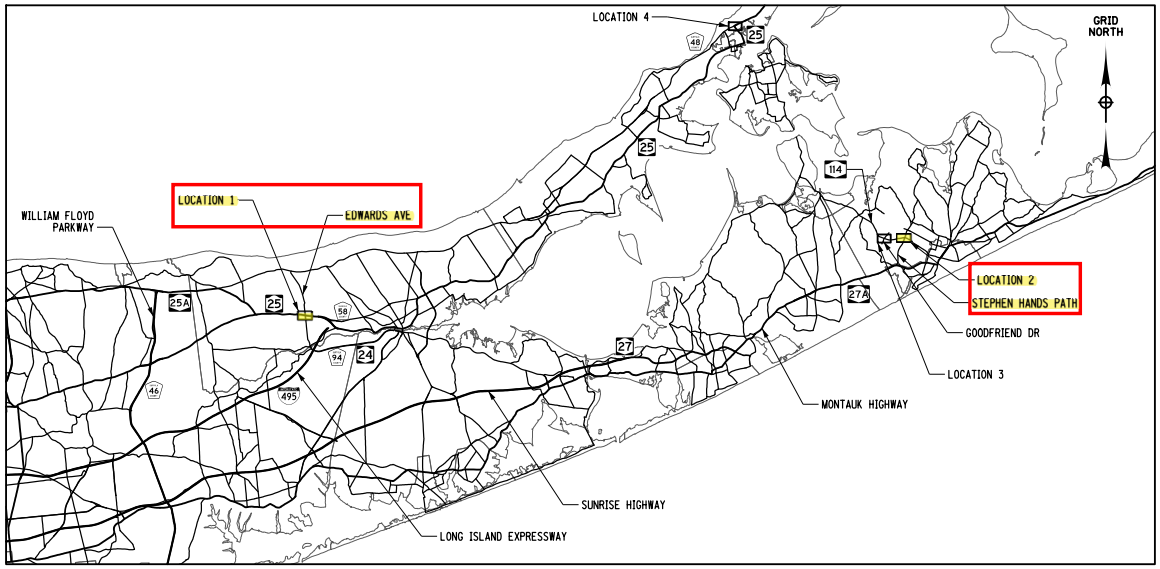


NEW YORK STATE OF OPPORTUNITY. | **Department of Transportation**

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN

CONTRACT

SUFFOLK COUNTY



PROJECT LOCATION

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
SOUTHOLD, AND BROOKHAVEN
COUNTY: SUFFOLK

FED. ROAD REG. NO.	STATE	SHEET NO.
1	N.Y.	1

CAPITAL PROJECT
IDENTIFICATION NO. 0810.01

INDEX ON SHEET NO. 2

FIGURE 1

PROJECT MANAGER
CHECK
DRAFTING
CHECK
DESIGN
JOB MANAGER
DESIGN SUPERVISOR

FILE NAME = 08100101_CPH_CVR_CVR-01.DGN
DATE/TIME = 16-DEC-2021 09:18
USER = gdobbins



1 inch = 300 feet

0 150 300 600 900 1,200 1,500 Feet

FIGURE 2

Location 1 -- NY 25 at Edwards Avenue



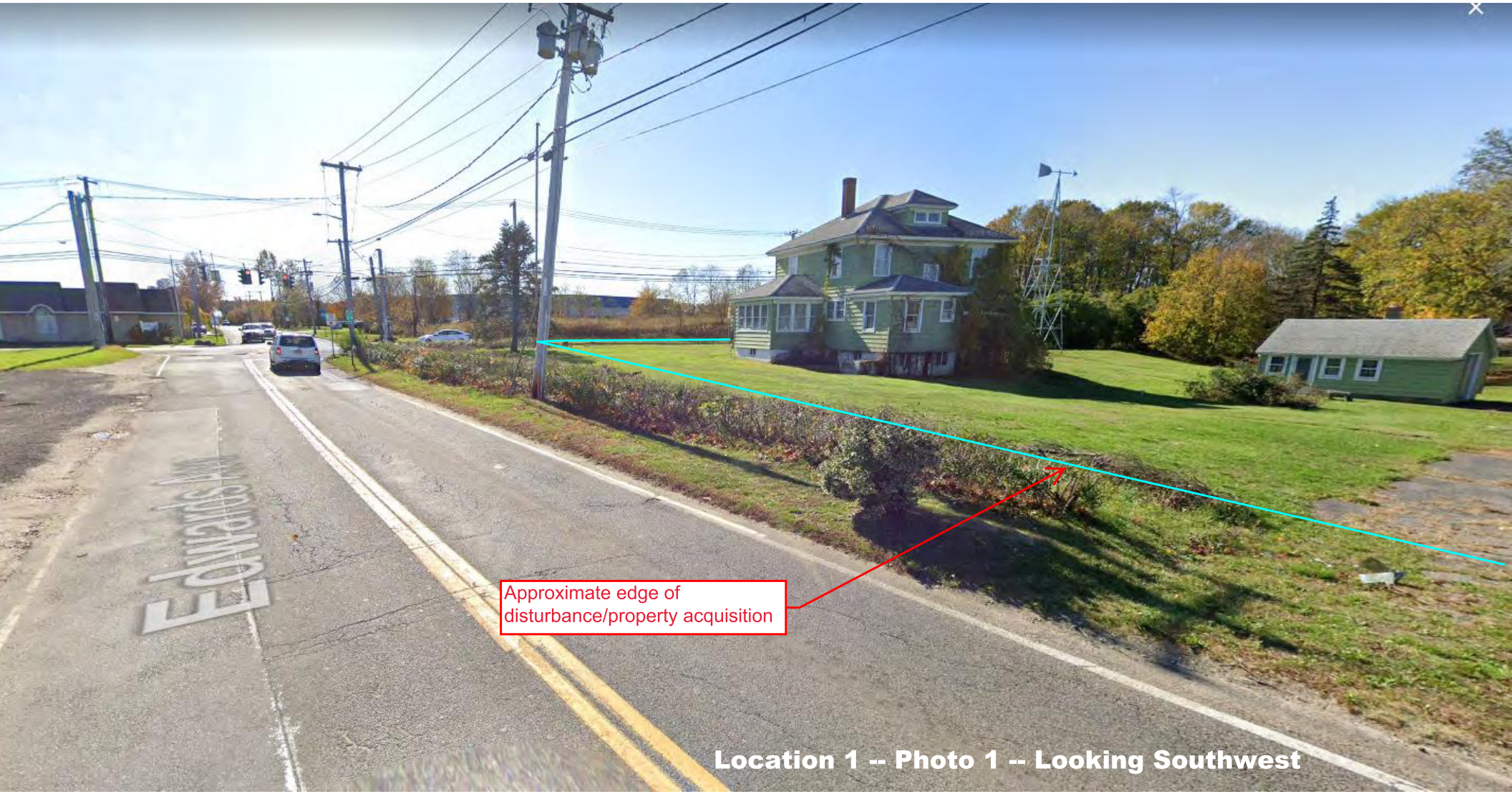
1 inch = 417 feet

0 208.5 417 834 1,251 1,668 Feet

FIGURE 3

Location 2 -- NY 114 at Stephen Hand's Path and Buckskill Preserve

SITE PHOTOS



Location 1 -- Photo 1 -- Looking Southwest



Location 1 -- Photo 2 -- Looking Northwest


Stephen Hands Path
Edge of proposed disturbance and acquisition
NY Route 114
Location 2 -- Photo 1 -- Looking West


NY Route 114
Stephen Hands Path
Edge of proposed disturbance/acquisition
Location 2 -- Photo 2 -- Looking North

Agency Coordination/Approval Letters

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

January 14, 2022

Julia Alderson
Regional Cultural Resource Coordinator
NYSDOT
250 Veterans Memorial Highway
Hauppauge, NY 11788

Re: FHWA
PIN 0810.01 Safety Improvements
Riverhead, Suffolk County
21PR02050

Dear Julie Alderson,

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

The project consists of safety improvements at three locations. These include road widening, adding turning lanes, and creating a roundabout. SHPO concurs with DOT's recommendation that Zeh Farm is eligible and that other properties identified nearby project areas are not within the project area / close enough to warrant evaluation of eligibility.

It is the opinion of SHPO that the project will have No Adverse Effect on the historic house.

If you have any questions, I can be reached at sloane.bullough@parks.ny.

Sincerely,

Sloane Bullough

Sloane Bullough
Historic Sites Restoration Coordinator by email only

U.S. Department of Transportation
Federal Highway Administration

New York Division

Leo W. O'Brien Federal Bldg.
Suite 719
Albany, NY 12207
518-431-4127
518-431-4121 (fax)
NewYork.fhwa@dot.gov

February 22, 2022

In Reply Refer To:
HPD-NY

Julia Alderson
Cultural Resource Coordinator
Department of Transportation
Region 10 Landscape/ Environment Group
250 Veterans Memorial Highway,
Hauppauge, NY 11788

Subject: PIN 0810.01 Safety Improvements, Routes NY-25 and NY-114
Town of Riverhead, Southold, and East Hampton, Suffolk County

Dear Ms. Alderson:

We have received and reviewed the material provided with your January 18 letter requesting FHWA's concurrence that the project will have *No Adverse Effect* on historic properties. SHPO reviewed the archeological report of the Phase I archaeological survey (21SR67628) and has provided a finding in their letter dated November 29, 2021, "*No archaeological sites were identified and it is the SHPO's opinion that no additional archaeological work is necessary*." SHPO also reviewed the project for potential architectural impacts and in their letter dated January 14, concurred with NYSDOT's recommendation that "*Zeh Farm is [NR] eligible and that other properties identified nearby project areas are not within the project area / close enough to warrant evaluation of eligibility… It is the opinion of SHPO that the project will have* ***No Adverse Effect*** *on the historic house*."

NYSDOT also provided the project information to the Shinnecock Nation and to the Delaware Tribe. Neither of the Nations responded to the initial project notification (provided 3/30/2021) or the findings of the archeological survey (provided 11/18/2021).

We have reviewed the information you have provided and concur with NYSDOT and SHPO's determination that the project will have ***No Adverse Effect*** on historic properties and that the requirements of 36 CFR Part 800 have been met for this project.

Should you have any questions, please feel free to contact me at (401) 528-4551.

Sincerely,

JOHN D NICKELSON

Digitally signed by JOHN D NICKELSON
Date: 2022.02.22 14:25:48 -05'00'

John D. Nickelson, PE
Area Engineer

cc: Robert Davies, FHWA, HPD-NY
Patricia Millington, FHWA, HEA-NY
Kaylie Kramer, FHWA, HEA-NY
Lori Blair, DOT
Sheref Fathi, DOT
Victoria Rose, DOT
Anthony Becker, DOT
Gregg Williams, DOT

TOWN OF EAST HAMPTON

159 Pantigo Road
East Hampton, New York 11937

PETER VAN SCOYOC
Supervisor

(631) 324-4140
pvanscoyoc@ehamptonny.gov

April 7, 2022

Mr. Garole Valbrun, P.E., Project Manager
New York State Department of Transportation

RE: NYSDOT PIN 0810.01 -- Improvements to the NYS Route 114 and Stephen Hands Path Intersection at Buckskill Nature Preserve.

The Town is the owner of property on the north-west intersection of Stephen Hands Path, and Route 114, East Hampton, New York (SCTM #0300-184.00-01.00-002.000). NYSDOT is considering improvements to this intersection, to improve drainage, as well as improve the safety of the intersection and requires the acquisition of approximately 0.28 acre of this parcel.

I have reviewed the proposed drainage and traffic improvements as outlined by the New York State Department of Transportation drawing GNPO-02 with the Town Board.

The Town Board is supportive of the proposed improvements, including the new drainage improvements and the small widening for the proposed turn lane on Stephen Hands Path. Once installed, the Town will assume maintenance of the pipe and trench to the extent they are located on Town property.

The parcel is designated as a Town Nature Preserve and is therefore subject to the federal Section 4(f) statute. As a Nature Preserve, the property is undeveloped, and primarily passive, and there is currently a considerable amount of run-off onto this Town property. The proposed improvements will help manage run-off and contain it to a small portion of the property adjacent to existing highway rights of way. The drainage system will provide storm water drainage service for the Town road and is a critical element for ensuring the structural integrity of the adjacent roadway and will enhance safety for the traveling public. In addition, public notice was given to notify the public of the proposed use of the Section 4(f) resource. NYSDOT's draft Design Report includes an assessment of the proposed use of this Section 4(f) resource and concludes that the proposed use will not adversely affect the preserves' activities, features or attributes.

Therefore, in consideration of the above information, *the Town, as the agency responsible for the management of the preserve agrees with NYSDOT's determination that the proposed*

improvements will not adversely affect the activities, features or attributes that make the property eligible for protection under the Section 4(f) statute.

I hope this proves helpful to you in moving this project forward. Please feel free to contact me if you have any questions, or require any additional information.

Sincerely,

Peter Van Scoyoc
Supervisor, Town of East Hampton

Public Notice and Affidavit of Publication

PUBLIC NOTICE and OPPORTUNITY FOR COMMENT

The NYS Department of Transportation (NYSDOT) proposes to perform highway safety and drainage improvements at (1) the intersection of NY Route 25 and Edward's Avenue in the Town of Riverhead; and (2) NY Route 114 and Stephen Hands Path in the Town of East Hampton, Suffolk County. The action includes new turning lanes and improved drainage collection systems at these locations.

In accordance with 23 CFR Part 774.5 (Use of Public Park Land and Historic Sites under Section 4(f) of the US Department of Transportation Act of 1966), NYSDOT is soliciting comments on the effects this project may have on the adjacent Section 4f – protected properties discussed below.

At Location 1, the proposed improvements require the use of a small strip of the adjacent property historically known as the Zeh Family Farm. This property has been determined to be eligible for the National Register of Historic Places by the NYS Historic Preservation Office (SHPO). The proposed improvements will require the use of 0.28 acre of the 28.5 acre property (<1%). However, the project's proposed improvements do not have the potential to adversely affect the historic property. The undertaking will not alter, directly or indirectly, any of the characteristics that qualify the property for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The NYS SHPO has agreed with this determination. Therefore, NYSDOT anticipates that the project will only have *de minimis* impacts on the historic property relative to the Section 4(f) statute.

At Location 2, the project will impact approximately 0.15 acre of edge along the north and east limit of the Buckskill Preserve property. This impact comprises approximately 0.11 of 1% of the total Preserve acreage (141 acres). The proposed pavement and drainage improvements will replace compacted soil on the shoulder of the road, some trees and common weedy roadside vegetation. The buffer to park users and their activities (hiking, nature appreciation, wildlife observation) will not be substantially diminished (a variable 1 to 20'-wide strip of vegetation clearing is required). New trees will be planted to replace all impacted trees. It is anticipated that NYSDOT will request the Federal Highway Administration (FHWA) to determine that the proposed action at the Buckskill Town Preserve is a Section 4(f) de minimis action in accordance with 23 CFR Part 774.7.

A *de minimis* finding may be made when the use of Section 4(f) land will have no adverse effect on the protected activities, features, and attributes.

Additional information on this project (NYSDOT PIN 0810.01) including the Design Report and preliminary design mapping is available at the following location:

NYS Department of Transportation
250 Veterans Highway
Hauppauge, New York 11788

Comments must be submitted on or before **February 21st, 2022** to

Mr. Garole Valbrun, P.E., Project Manager

at the NYSDOT office address presented above or by email to:
Garole.Valbrun@dot.ny.gov

Comments will become part of the official record and will be considered when making future project-related decisions.

Note: Publish all text between "dashed" lines above.

NEWSDAY
AFFIDAVIT OF PUBLICATION

GPI
325 WEST MAIN STREET
BABYLON, NY 11702

STATE OF NEW YORK) Legal Notice No. 0021704218
:SS.:
COUNTY OF ERIE)

The undersigned, being duly sworn, says that such person is a duly authorized custodian of records of Newsday LLC, the publisher of Newsday, a daily newspaper published in Melville, County of Suffolk, State of New York, and circulated in Nassau, Suffolk, and Queens Counties, and that the Legal Notice of which the annexed is a true copy, was published in the following editions/counties of said newspaper on the following dates:

Sunday February 06, 2022 Suffolk

By: _____

Print Name: Valencia Williams
Authorized Designee of Newsday LLC, Publisher of Newsday

SWORN to before me this
7 Day of February, 2022.

_____
Notary Public

Sarah Perez
Notary Public - State of New York
No. 01PE6397402
Qualified in Erie County
Commission Expires 09/03/2023

Ad Content

Legal Notice # 21704218

PUBLIC NOTICE and OPPORTUNITY FOR COMMENT

The NYS Department of Transportation (NYSDOT) proposes to perform highway safety and drainage improvements at (1) the intersection of NY Route 25 and Edward's Avenue in the Town of Riverhead; and (2) NY Route 114 and Stephen Hands Path in the Town of East Hampton, Suffolk County. The action includes new turning lanes and improved drainage collection systems at these locations.

In accordance with 23 CFR Part 774.5 (Use of Public Park Land and Historic Sites under Section 4(f) of the US Department of Transportation Act of 1966), NYSDOT is soliciting comments on the effects this project may have on the adjacent Section 4f – protected properties discussed below.

At Location 1, the proposed improvements require the use of a small strip of the adjacent property historically known as the Zeh Family Farm. This property has been determined to be eligible for the National Register of Historic Places by the NYS Historic Preservation Office (SHPO). The proposed improvements will require the use of 0.28 acre of the 28.5 acre property (<1%). However, the project's proposed improvements do not have the potential to adversely affect the historic property. The undertaking will not alter, directly or indirectly, any of the characteristics that qualify the property for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The NYS SHPO has agreed with this determination. Therefore, NYSDOT anticipates that the project will only have de minimis impacts on the historic property relative to the Section 4(f) statute.

At Location 2, the project will impact approximately 0.15 acre of edge along the north and east limit of the Buckskill Preserve property. This impact comprises approximately 0.11 of 1% of the total Preserve acreage (141 acres). The proposed pavement and drainage improvements will replace compacted soil on the shoulder of the road, some trees and common weedy roadside vegetation. The buffer to park users and their activities (hiking, nature appreciation, wildlife observation) will not be substantially diminished (a variable 1 to 20'-wide strip of vegetation clearing is required). New trees will be planted to replace all impacted trees. It is anticipated that NYSDOT will request the Federal Highway Administration (FHWA) to determine that the proposed action at the Buckskill Town Preserve is a Section 4(f) de minimis action in accordance with 23 CFR Part 774.7.

A de minimis finding may be made when the use of Section 4(f) land will have no adverse effect on the protected activities, features, and attributes.

Additional information on this project (NYSDOT PIN 0810.01) including the Design Report and preliminary design mapping is available at the following location:

NYS Department of Transportation
250 Veterans Highway
Hauppauge, New York 11788

Comments must be submitted on or before February 21st, 2022 to

Mr. Garole Valbrun, P.E., Project Manager

at the NYSDOT office address presented above or by email to: Garole.Valbrun@dot.ny.gov

Comments will become part of the official record and will be considered when making future project-related decisions.

NEWSDAY PROOF

Ad Number: 0021704218

Advertiser: GPI

U.S. Department of Transportation
Federal Highway Administration

New York Division

Leo W. O'Brien Federal Building
11A Clinton Avenue, Suite 719
Albany, NY 12207
518-431-4127
Fax: 518-431-4121
NewYork.FHWA@dot.gov

April 21, 2022

In Reply Refer To:
HPD-NY

Mr. Gregg Williams
Environmental Specialist 2
New York State Department of Transportation
Region 10
Hauppauge, NY 11788

Subject: PIN 0810.01 - Safety Enhancements at Various Locations
Town of Riverhead, East Hampton, and Southold; Suffolk County
Section 4(f) *de minimis* Finding

Dear Mr. Williams:

In response to your e-mail of April 19, Federal Highway Administration (FHWA) has reviewed material submitted by NYSDOT requesting concurrence with a Section 4(f) *de minimis* finding for two properties in an upcoming Safety Improvements project. The submittal included maps showing each of the effected locations along with photographs of the sites, and concurrence letters from SHPO and the Town of East Hampton. The project will impact 4(f) properties at:

- NYS Route 25 at Edwards Avenue, Town of Riverhead – Widening the intersection and adding turn lanes on all approaches
- NYS Route 114 at Stephens Hands Path, Town of East Hampton – Widening the intersection and adding turn lanes on all approaches

At the Riverhead site, the proposed improvements require the use of a small strip of the adjacent property historically known as the Zeh Family Farm. This property has been determined to be eligible for the National Register of Historic Places by the NYS Historic Preservation Office (SHPO). The proposed improvements will require the use of 0.28 acre of the 28.5-acre property (<1%). The proposed improvements will not adversely affect the historic property. The undertaking will not alter, directly or indirectly, any of the characteristics that qualify the property for inclusion in the National Register, in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. The NYS SHPO has agreed with this determination (documentation provided) and NYSDOT believes the project will only have *de minimis* impacts on the historic property relative to the Section 4(f) statute.

At the East Hampton site, the proposed improvements are located adjacent to Buckskill Nature Preserve, a significant publicly owned (Town of East Hampton) park – located in the southwest corner of the intersection. NYSDOT has offered that the project will have only *de minimis* impacts on the park. The proposed improvements require a small strip taking (approx. 0.15 acre)

from the border of the park in an area that is currently mostly disturbed roadside edge. The preserve is approximately 141 acres. The proposed project will acquire only 0.11% of the preserve property. The fee taking of this strip is mostly for vegetation trimming to improve the vehicle sight distance issue at this intersection. Impacted trees will be replaced with new plantings. New pavement will be installed only on approximately 200 square feet (SF) of the proposed 12,253 SF taking. The Town of East Hampton agrees with this *de minimis* determination (documentation provided). NYSDOT has proposed that the improvements will not adversely affect the Preserve's activities, features, or attributes that make the property eligible for protection under the Section 4(f) statute.

The proposed takings and improvements have been advertised in a generally distributed local newspaper to advise the public and provide an opportunity for public comment,

We concur that the proposed takings and associated improvements will have no adverse effect on the involved 4(f) properties. We concur with NYSDOT's Section 4(f) *de minimis* finding.

If you have any questions or concerns, please contact me at 401-528-4551.

Sincerely,

JOHN D NICKELSON

Digitally signed by JOHN D NICKELSON
Date: 2022.04.21 06:38:15 -04'00'

John D. Nickelson, P.E.
Area Engineer

LOCATION 1
NY 25 AT EDWARDS AVE
SUPPORTING ENVIRONMENTAL INFORMATION

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

October 7, 2020

Keith Holley
Greenman-Pedersen, Inc.
325 West Main Street
Babylon, NY 11702-341

Re: Intersection of NY Route 25 (Middle Country Road) and Edwards Avenue
County: Suffolk Town/City: Riverhead

Dear Mr. Holley:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the Natural Heritage database. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 1 Office, Division of Environmental Permits, at dep.r1@dec.ny.gov.

Sincerely,

Andrea Chaloux

Andrea Chaloux
Environmental Review Specialist
New York Natural Heritage Program

1009

U.S. Fish and Wildlife Service

National Wetlands Inventory

Edwards Avenue



July 24, 2020

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To: April 21, 2022
Project Code: 2022-0034701
Project Name: Intersection of NYS Route 25 Middle Country Road and Edwards Avenue Realignment

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

Project Summary

Project Code: 2022-0034701
Event Code: None
Project Name: Intersection of NYS Route 25 Middle Country Road and Edwards Avenue Realignment
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Widening the intersection and adding turn lanes on all approaches
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.92642294069331,-72.74568148530528,14z



Counties: Suffolk County, New York

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Seabeach Amaranth *Amaranthus pumilus*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/8549

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: Greenman-Pedersen, Inc
Name: Keith Holley
Address: 325 West Main Street
City: Babylon
State: NY
Zip: 11702
Email kholley@gpinet.com
Phone: 6317617353

LOCATION 2
NY 114 AT STEPHEN HANDS PATH

SUPPORTING ENVIRONMENTAL INFORMATION

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

October 9, 2020

Keith Holley
Greenman-Pedersen, Inc.
325 West Main Street
Babylon, NY 11702-341

Re: Intersection NYS Route 114 and Stephen Hands Path
County: Suffolk Town/City: East Hampton

Dear Mr. Holley:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants at the project site.

The stretch of NYS Route 114 west of Stephen Hands Path runs through a very high-quality occurrence of **Coastal Oak-heath Forest**, an uncommon natural community in New York. The Coastal Oak-heath Forest extending across the Long Pond Greenbelt is very large and mature with several large intact central areas lacking exotic plants and well recovered from historical cutting, and adjacent to other forest communities. This community supports **Coastal Barrens Buckmoth** (*Hemileuca maia* ssp. 5), a rare moth listed by NYS as a Species of Special Concern. Given the nature of the proposed project, if the project work is confined to areas immediately along roads, we would not expect any significant impacts to this significant natural community nor to any rare species.

For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

For information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the Permits staff at the NYSDEC Region 1 Office, Division of Environmental Permits, at dep.r1@dec.ny.gov.

Sincerely,

Nicholas Conrad
Information Resources Coordinator
New York Natural Heritage Program

1011

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

U.S. Fish and Wildlife Service
National Wetlands Inventory

114 and Stephan's hands Path



October 14, 2020

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To: April 21, 2022
Project Code: 2022-0034645
Project Name: Intersection of NYS RT 114 and Stephen Hands Path

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

Project Summary

Project Code: 2022-0034645
Event Code: None
Project Name: Intersection of NYS RT 114 and Stephen Hands Path
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Widening the intersection and adding turn lanes on all approaches
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.97139089058004,-72.22241774940107,14z



Counties: Suffolk County, New York

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Seabeach Amaranth *Amaranthus pumilus*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/8549

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: Greenman-Pedersen, Inc
Name: Keith Holley
Address: 325 West Main Street
City: Babylon
State: NY
Zip: 11702
Email kholley@gpinet.com
Phone: 6317617353

LOCATION 3
NY 114 AT GOODFRIEND DRIVE

SUPPORTING ENVIRONMENTAL INFORMATION

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

October 9, 2020

Keith Holley
Greenman-Pedersen, Inc.
325 West Main Street
Babylon, NY 11702-341

Re: Intersection of NYS Route 114 and Goodfriend Drive
County: Suffolk Town/City: East Hampton

Dear Mr. Holley:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants at the project site.

East and west from Goodfriend Drive, NYS Route 114 runs through high-quality occurrences of **Coastal Oak-Heath Forest** and **Pitch Pine-Oak Forest**, uncommon natural communities in New York. The Coastal Oak-Heath Forest extending across the Long Pond Greenbelt is very large and mature with several large intact central areas lacking exotic plants and well recovered from historical cutting, and adjacent to other forest communities. The Pitch Pine-Oak Heath community covers areas in the vicinity of East Hampton Airport. These communities support **Coastal Barrens Buckmoth** (Hemileuca maia ssp. 5), a rare moth listed by NYS as a Species of Special Concern. Given the nature of the proposed project, if the project work is confined to areas immediately along roads, we would not expect any significant impacts to the significant natural communities nor to any rare species.

For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

For information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the Permits staff at the NYSDEC Region 1 Office as described above.

Sincerely,

Nicholas Conrad
Information Resources Coordinator
New York Natural Heritage Program

1013

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

U.S. Fish and Wildlife Service

National Wetlands Inventory

Goodfriend



July 24, 2020

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To:
Project Code: 2022-0034684
Project Name: Intersection of NYS RT 114 and GoodFriend

April 21, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

Project Summary

Project Code: 2022-0034684
Event Code: None
Project Name: Intersection of NYS RT 114 and GoodFriend
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Widening the intersection and adding turn lane on northbound approach
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@40.97124305319736,-72.24005491572501,14z



Counties: Suffolk County, New York

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Seabeach Amaranth *Amaranthus pumilus*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/8549

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: Greenman-Pedersen, Inc
Name: Keith Holley
Address: 325 West Main Street
City: Babylon
State: NY
Zip: 11702
Email kholley@gpinet.com
Phone: 6317617353

LOCATION 4
NY 25 AT CR 48

SUPPORTING ENVIRONMENTAL INFORMATION

U.S. Fish and Wildlife Service

National Wetlands Inventory

North Road and Main Street Southold



August 31, 2020

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To: April 21, 2022
Project Code: 2022-0034633
Project Name: intersection of CR 48 North Road NYS Route 25 and Main Street, Southold

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

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In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
(631) 286-0485

Project Summary

Project Code: 2022-0034633
Event Code: None
Project Name: intersection of CR 48 North Road NYS Route 25 and Main Street, Southold
Project Type: Road/Hwy - Maintenance/Modification
Project Description: Project is the Construction of a Roundabout on southeast corner of the intersection of CR48 North Road NYS RT 25 and Main Street
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.11397024921996,-72.36674243537196,14z



Counties: Suffolk County, New York

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Atlantic Coast and Northern Great Plains populations] - Wherever found, except those areas where listed as endangered. There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot *Calidris canutus rufa* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Roseate Tern *Sterna dougallii dougallii* Population: Northeast U.S. nesting population No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2083	Endangered

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Candidate

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9743

Flowering Plants

NAME	STATUS
Seabeach Amaranth *Amaranthus pumilus*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/8549

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: Greenman-Pedersen, Inc
Name: Keith Holley
Address: 325 West Main Street
City: Babylon
State: NY
Zip: 11702
Email kholley@gpinet.com
Phone: 6317617353

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

October 8, 2020

Keith Holley
Greenman-Pedersen, Inc.
325 West Main Street
Babylon, NY 11702-341

Re: Intersection CR48 North Road (NY25) and Main Street
County: Suffolk Town/City: Southold

Dear Mr. Holley:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of historical rare or state-listed animals and plants, and significant natural communities that our database indicates occured in the vicinity of the project site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 1 Office, Division of Environmental Permits, at dep.r1@dec.ny.gov.

Sincerely,

Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program

1010

The following rare plants and rare animals have historical records at your project site, or in its vicinity.

The following rare plants and animals were documented in the vicinity of the project site at one time, but have not been documented there since 1979 or earlier, and/or there is uncertainty regarding their continued presence. There is no recent information on these plants and animals in the vicinity of the project site and their current status there is unknown. In most cases the precise location of the plant or animal in this vicinity at the time it was last documented is also unknown.

If suitable habitat for these plants or animals is present in the vicinity of the project site, it is possible that they may still occur there. We recommend that any field surveys to the site include a search for these species, particularly at sites that are currently undeveloped and may still contain suitable habitat.

COMMON NAME	*SCIENTIFIC NAME*	*NYS LISTING*	*HERITAGE CONSERVATION STATUS*
Dragonflies and Damselflies			
Mantled Baskettail	*Epitheca semiaquea*	Unlisted	Imperiled in NYS
1953 or 1954?: Greenport. The dragonfly was caught in the vicinity of a town.			12605
Southern Sprite	*Nehalennia integricollis*	Special Concern	Critically Imperiled in NYS
1953 or 1954?: Greenport. The damselfly was captured in the vicinity of a town.			12595
Vascular Plants			
Smooth Tick Trefoil	*Desmodium laevigatum*	Endangered	Historical Records Only in NYS
1962-09-09: Greenport. Moist ground.			9499

This report only includes records from the NY Natural Heritage database. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the rare animals and plants in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, from NatureServe Explorer at www.natureserve.org/explorer, and from USDA's Plants Database at http://plants.usda.gov/index.html (for plants).

VISUAL IMPACT ASSESSMENT

PIN 0810.01

SAFETY ENHANCEMENTS

VARIOUS LOCATIONS

TOWNS OF RIVERHEAD, EAST HAMPTON, AND SOUTHOLD

SUFFOLK COUNTY, NY

FEBRUARY 2021

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

MARIE THERESE DOMINGUEZ
Acting Commissioner

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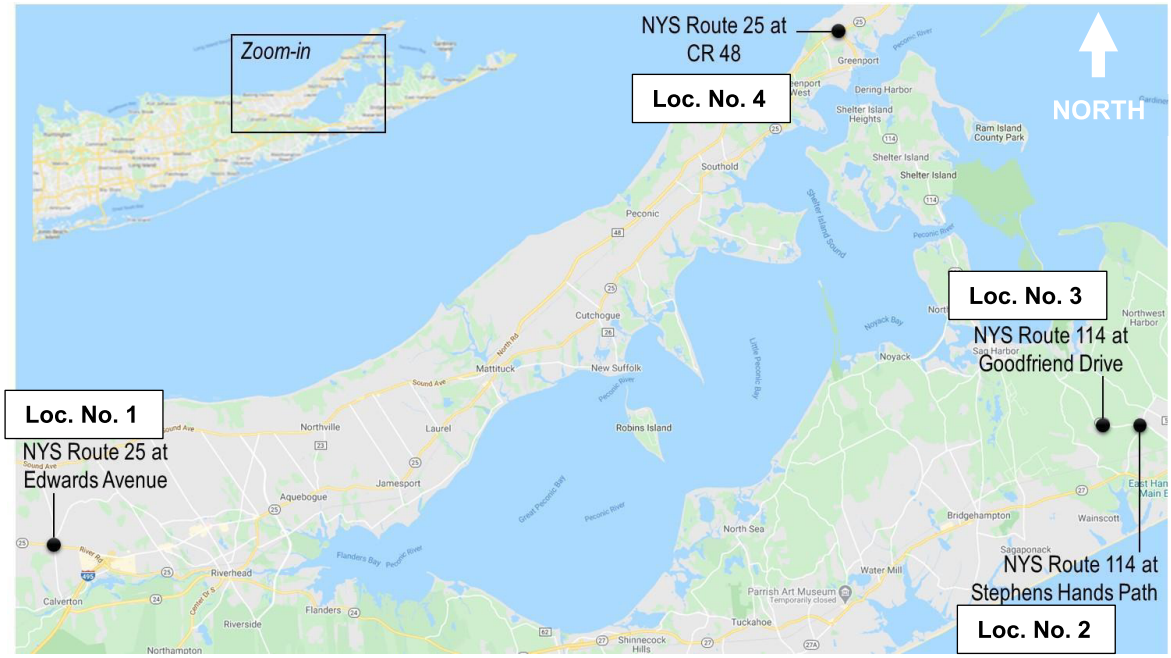
PROJECT LOCATION

This project is located at the following four (4) intersections within Suffolk County, as identified below, and depicted in the regional location map below.

- Loc. No. 1 - NY 25 at Edwards Avenue, Town of Riverhead, Suffolk County
- Loc. No. 2 - NY 114 at Stephens Hands Path, Town of East Hampton, Suffolk County
- Loc. No. 3 - NY 114 at Goodfriend Drive, Town of East Hampton, Suffolk County
- Loc. No. 4 – NY 25 at CR 48, Town of Southold, Suffolk County



I. INTRODUCTION AND METHODOLOGY

A highway improvement project has the potential of affecting the visual experience of people traveling along the highway, along the shared-use path, and those living, working, or traveling nearby. To meaningfully assess the project's visual impacts, the stimulus and response aspects of the visual experience must be considered. The stimulus aspect of the visual experience is related to the appearance of all features that make up the visual landscape. The response aspect is related to the values viewers place on the appearance of the visual features in the landscape. Visual impacts caused by a project result from changes in the visual stimulus, and the viewers' response to change.

The methodology for the Visual Impact Assessment generally follows the format described in Visual Impact Assessment of Highway projects (US Department of Transportation, Federal Highway Administration, Office of Environmental Policy, March 1981), and conforms with NYSDOT's Visual Resource Analysis Procedure (Engineering Instruction 02-025)

The first step in the methodology is to analyze the existing visual environment, which consists of two attributes: visual resources and viewers of the resources. The view shed, or limits of the visual environment of the project area are established utilizing topographic mapping, site line projection and field investigation. Landscape units, areas with homogeneous visual characteristics, are established through field investigation to facilitate the assessment of visual impacts. Existing visual resources are identified and documented with photographs of typical views. Significant views or views of local importance are identified through the project scoping procedure and are photographed in detail.

After visual resources have been identified and documented, the visual characteristics and visual quality of the existing visual environment is assessed to establish baseline visual conditions. Visual character is presented in terms of visual patterns, and visual quality is presented in terms of three attributes: vividness, intactness, and unity. A relative rating of visual quality is assigned for each visual district.

The second attribute of the existing visual environment, the viewers, are then identified and assessed. Viewers of and from the project are categorized into groups, to assess how they see the visual environment and the values they place on the views. These attributes of each viewer group, viewer exposure and viewer sensitivity, determine the viewer response to change in the visual environment

After the baseline condition has been established, the changes to the visual environment caused by the project and the viewer's response to the change are analyzed to predict visual impacts. Each visual impact is presented in detail and summarized in table format. In addition, typical visual impacts are illustrated with photo simulations. A photograph of an existing view is compared with the same photograph altered by computer to show the predicted view.

To present the magnitude of visual impacts and compare alternatives, relative ratings are assigned to each visual impact. The ratings range from low to high and are described as follows:

Low Visual Impact - Slight change in visual resources. No change to significant visual resources or key view. New visual elements are generally compatible with existing views. Little or no response to change in visual resources are expected.

Moderate Visual Impact - A slight change in visual resources resulting in a high level of viewer response, or an extensive change in visual resources resulting in little viewer response.

High Visual Impact - Extensive change to visual resources or change to a significant visual resource or key view. New views or new visual elements are not compatible with existing views. A high level of viewer response to the change in visual resources can be expected

Details are presented in the introduction to each respective section in the assessment. In addition, a glossary of terms can be found in the appendix.

II. PROJECT DESCRIPTION

The purpose of this project is to provide safety and operational enhancements at the four (4) intersections, to improve traffic flow and decrease the potential for crashes.

The following alternatives were considered:

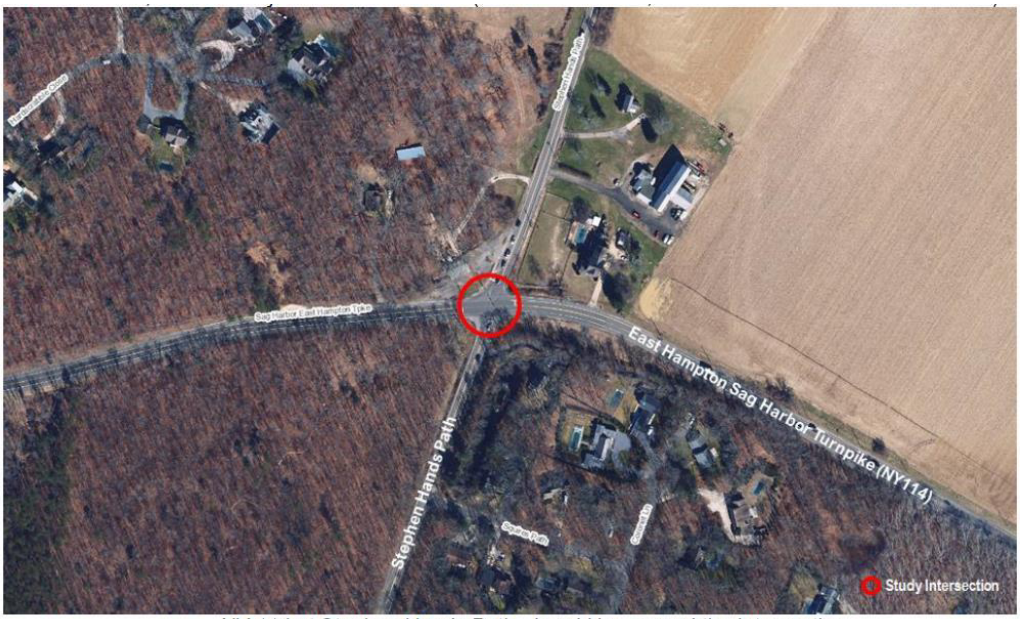
No Build Alternative

Under the No-Build Alternative, no improvements would be built, and only routine preventative maintenance and corrective action would be undertaken.



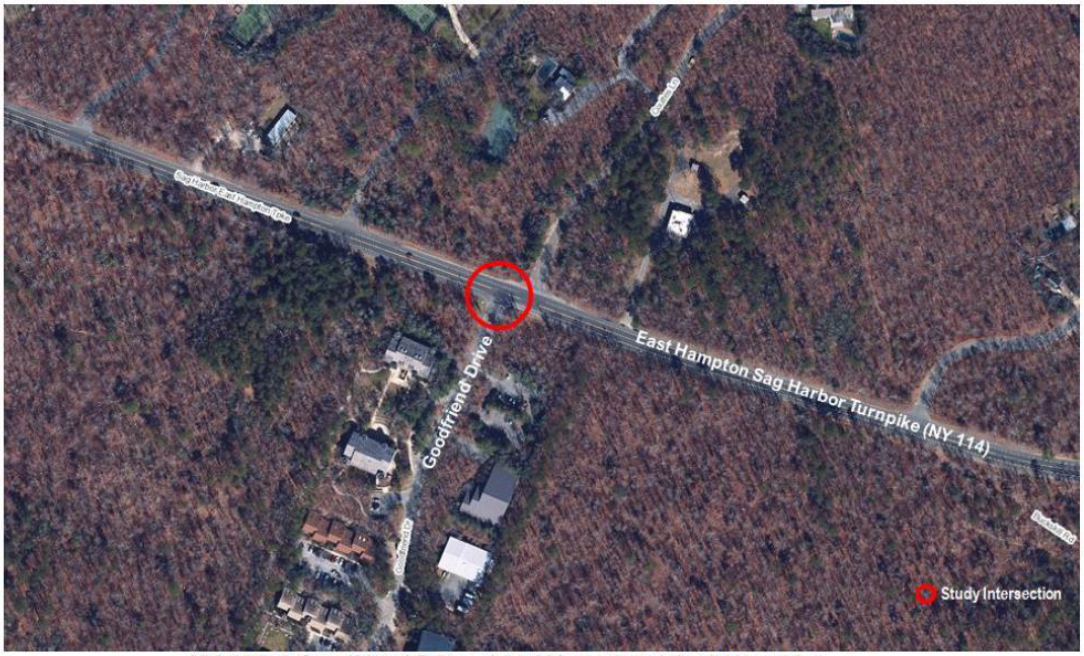
NY 25 at Edwards Avenue - Land Use around the Intersection

No Build: Loc. No. 1



NY 114 at Stephen Hands Path - Land Use around the Intersection

No Build: Loc. No. 2



NY 114 at Goodfriend Drive - Land Use around the Intersection

No Build: Loc. No. 3



NY 25 at CR 48 - Land Use around the Intersection

No Build: Loc. No. 4

Preferred Alternative

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, there is only one build alternative: widen each approach to provide left turn bays and realign Edwards Avenue to eliminate offset between the northbound and southbound approaches.

Loc. No. 2 - NYS Route 114 at Stephens Hands Path, Town of East Hampton, there is only one build alternative: widen each approach to provide left turn bays.

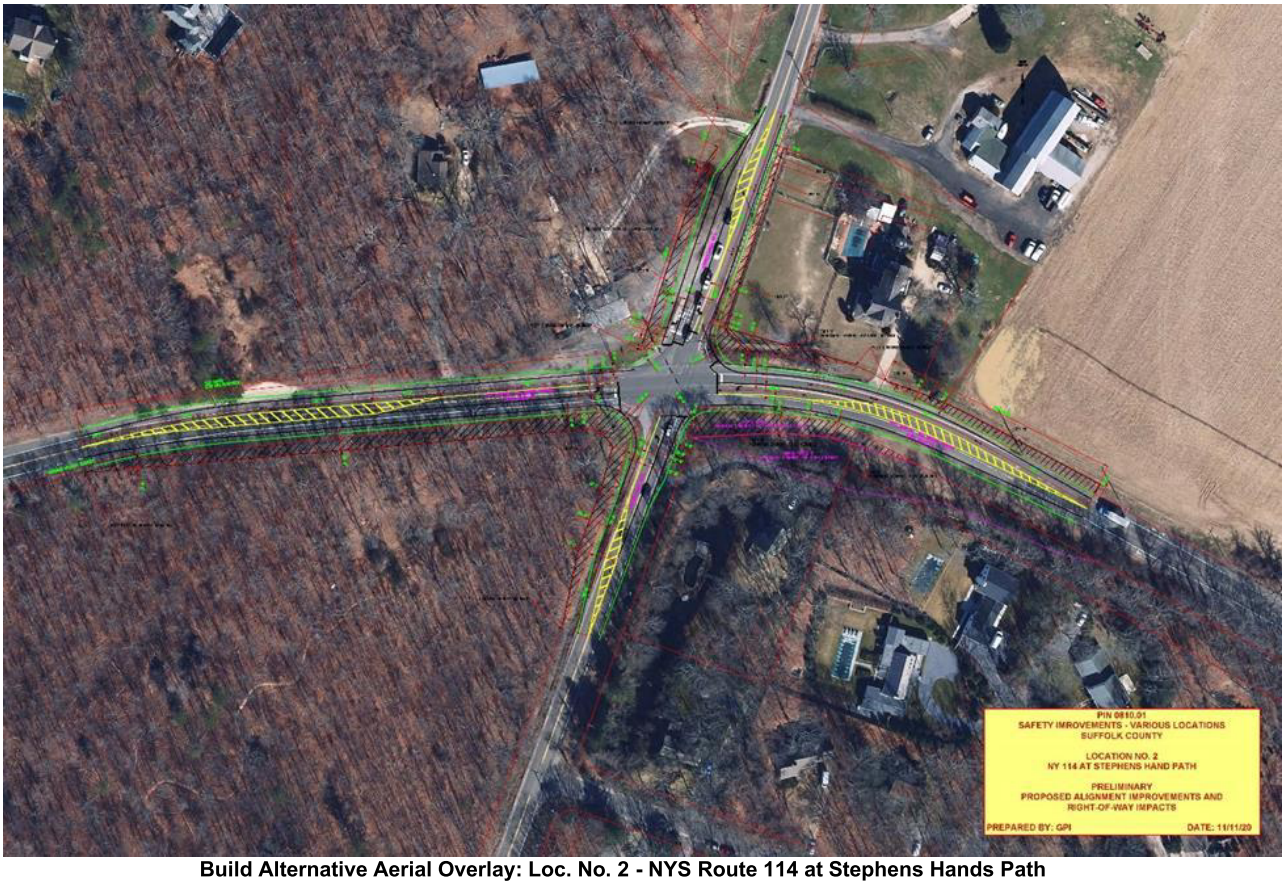
Loc No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, there is only one build alternative: widen NY 114 to provide a two-way left turn lane for access to Goodfriend Drive and Coultes Lane.

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold, has (2) build alternatives under consideration. At this early stage, it appears that the alternative that best meets the project objectives is Choice #1 which is to build a roundabout at the existing intersection of NY25 and CR48 in the Town of Southold. Choice #2, installing a traffic signal.

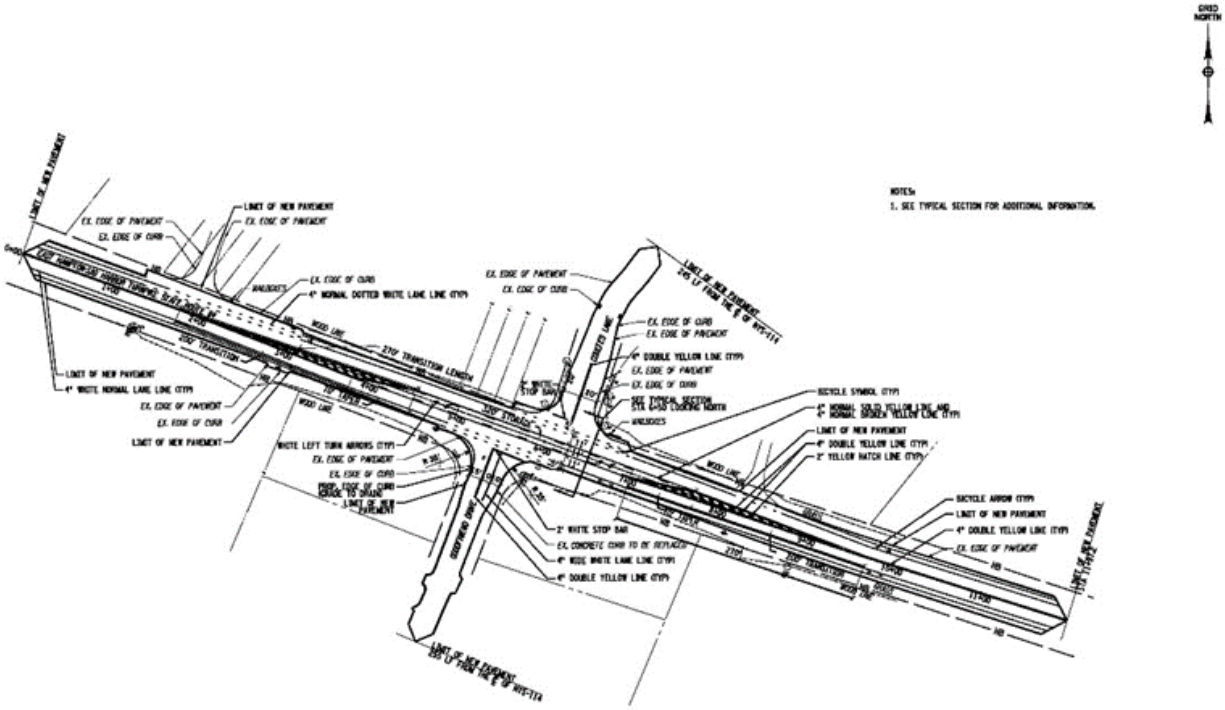
While significant environmental impacts are not anticipated, these safety enhancements will require ROW acquisition and construction. Of the four locations, only Location 4 meets the criteria for Visual Assessment at this time to evaluate the level of change anticipated at this location. Further discussion of project alternatives and impact will refer to Location 4 only.



Build Alternative Aerial Overlay: Loc. No. 1 - NYS Route 25 at Edwards Avenue



Build Alternative Aerial Overlay: Loc. No. 2 - NYS Route 114 at Stephens Hands Path



Build Alternative Preliminary Plan: Loc No. 3 - NYS Route 114 at Goodfriend Drive



Build Alternative Aerial Overlay – Choice #1: Loc. No. 4 – NYS Route 25 at County Road 48



NY 25 at CR 48 - Land Use around the Intersection

Build Alternative Aerial Overlay – Choice #2: Loc. No. 4 - NYS Route 25 at County Road 48
(Signalization of the Existing Intersection – Existing Conditions Shown Above)

ALTERNATIVES DISMISSED FROM FURTHER CONSIDERATION

A Modern Roundabout
For Loc. No. 4 - NYS Route 25 at County Road 48, Town of Southold, the alternative to install a modern roundabout was dismissed based on its ROW impact.

III. EXISTING VISUAL ENVIRONMENT

A. GENERAL

The visual environment is the appearance of all visual features that make up the visual landscape, and the values attached to visual features by the viewers of the visual landscape. The two attributes of the existing visual environment that provide the framework for the Visual Resource Assessment are visual resources and viewers of the visual environment.

B. EXISTING VISUAL RESOURCES

1. Viewshed

The viewshed defines the boundary of the visual environment. A viewshed is described as all visible surfaces within view from the project area. Conversely, the viewshed contains viewpoints from which the project area can be viewed.

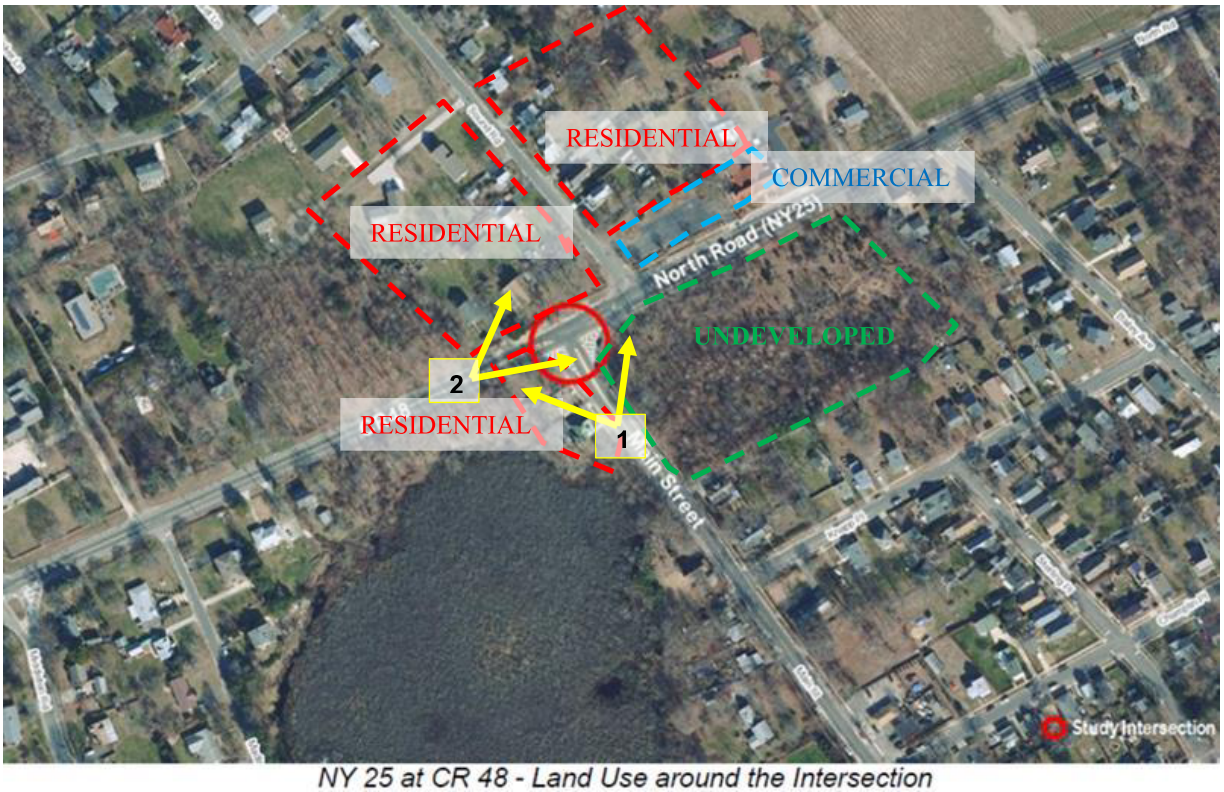
Loc. No. 4 – NYS Route 25 at County Road 48, the viewshed is bounded by turf shoulders, residential homes, and mature deciduous trees.



Location 4 – View #1 - North from NYS Route 25



Location 4 – View #2 - East from NYS Route 25



NY 25 at CR 48 - Land Use around the Intersection

Figure 2 - Viewshed and Landscape Units

2. Landscape Units

A landscape unit is an area with visual boundaries that has relatively homogeneous visual characteristics. The separation of the project area into landscape units allows a convenient and effective means of assessing visual impacts.

For purposes of this visual resource assessment, two types of landscape units have been identified. The limits of the landscape units are shown in Figure 2 and each Landscape Unit is described in detail in the following discussion.

Landscape Unit 1: Undeveloped State Highway

The first landscape unit is the undeveloped state highway that exists in its natural state.

NYS Route 25: The terrain of NYS Route 25 is flat. A dense and mature woodland area and residential homes flanks NYS Route 25's (Main Street), creating a narrowed visual corridor for the viewer. The view between lanes is open and uninterrupted.

The terrain of NYS Route 25's adjacent area consists of a narrowed, flat, turf shoulder separating the with existing sidewalk from the roadway. From the roadway's pavement edge, the shoulder transitions from mowed grass to a varied width vegetated undeveloped woodland buffer zone containing a mix of groundcover, shrub, and tree species on the east side of the intersection and residential development on the other surrounding corners of the intersection .

Landscape Unit 2: Residential Development

The second type of landscape unit is residential development along NYS Route 25

Residential development surrounds the intersection on the northwest and southwest corners. The terrain of NYS Route 25's adjacent area consists of a narrowed, flat, turf shoulder separating the with existing sidewalk from the roadway. From the roadway's pavement edge, the shoulder transitions from mowed grass to mixed residential plantings. On the southwest corner an existing two-story residential building frames the intersections viewshed as shown in View 1. The residential areas on the remaining two corners are set back from the intersection and do not have an influence on the viewshed as they are buffered by mixed buffer vegetation.

There is a signed bike route and shoulder available for bicyclists and sidewalks for pedestrians along NYS Route 25. Additionally, wayfinding signage is present along NYS Route 25, directing travelers to the Orient Point Ferry located just east of the intersection.

Landscape Unit 3: Commercial Development

The third type of landscape unit is commercial development along NYS Route 25.

Commercial development is located on the northeast corner of the intersection. The terrain of NYS Route 25's adjacent area consists of a narrowed, flat, turf shoulder with a few deciduous shad trees, separating the existing sidewalk from the roadway. On the northeast corner contains an asphalt parking lot. There is a residential area to the north of the commercial parking lot, but this development is setback from NYS Route 25. The commercial development does not have a strong influence on the viewshed.

There is a signed bike route and shoulder available for bicyclists and sidewalks for pedestrians along NYS Route 25. Additionally, wayfinding signage is present along NYS Route 25, directing travelers to the Orient Point Ferry located just east of the intersection.

3. Visual Information and Significant Visual Resources

The basic data in the visual environment, or what is seen in the view, is visual information. The visual environment consists of an extensive amount of visual information. Only the information that contributes to our understanding and enjoyment of the view are considered visual resources.

Most of the visual information within the project viewshed consists of the existing undeveloped highway buffer area, residential and commercial areas buffered by existing vegetation. The strongest elements contained within the intersection are the vertical elements such as the existing two-story home on the southwest corner and mature woodland on the southeast corner which together create a sense of enclosure along NYS Route 25 (Main Street).

4. Existing Visual Character and Visual Quality

Each Landscape Unit is described in terms of its existing visual character and visual quality as follows:

Visual Character - A viewer's understanding or cognition of the view is based on the visual character, or the relationship of the objects in the view. The attributes of visual character include pattern elements (line, form, color, and texture) and pattern character (dominance, scale, diversity, and continuity). Visual character is a measure of how a view is seen and does not relate to the viewer's preferences. These attributes are used to assess the project's compatibility with the existing visual setting.

Visual Quality – The viewer's enjoyment of a view, or the interpretation of the visual experience, is based on the visual quality of the view. Attributes used to rate visual quality of a visual setting are vividness, intactness, and unity. Explanations of these attributes can be found in the glossary attached as Appendix A.

The visual character and visual quality of the existing visual environment are assessed to have a baseline from which to measure change in the visual resources.

Landscape Unit 1: Undeveloped State Highway

Visual Character - This area is comprised of undulating woodland edge and maintained grass shoulders with a sidewalk.

The natural buffer on the northeast corner of NYS Route 25 is predominantly comprised of native tree plant species. The buffer contains mature trees and undergrowth contrasting with the grass highway shoulder, providing a vegetated corridor like quality. The overall visual quality of the unit is considered "moderate to high".

Visual Quality - The vividness of this landscape unit measures in the moderate to high range because of its naturalized screening in comparison to other landscapes found along the NYS Route 25.

The overall visual quality of the unit is considered "moderate to high".

Landscape Unit 2: Residential Development

Visual Character- The dominant component of the landscape within the scope of the site is the residential home on the southwest corner of the NYS Route 25 intersection. The other residential units are setback from the roadway and do not have a strong influence on the landscape.

Visual Quality - The woodland buffer on NYS Route 25 is mostly consistent with other the areas of Route 25. The vividness or memorability of this area is "moderate".

Based on the following information this unit has been evaluated to have a **"moderate"** level of visual quality.

Landscape Unit 3: Commercial Development

Visual Character- The dominant component of the landscape within the scope of the site is the commercial area from the NYS Route 25 right-of-way is the asphalt parking area.

Visual Quality - The vividness or memorability of this area is "low".

Based on the following information this unit has been evaluated to have a **"low"** level of visual quality.

Visual quality for each of the landscape units is summarized below in Table No 1:

Table 1 - Existing Visual Quality

Landscape Unit	Vividness	Intactness	Unity	Visual Quality
Undeveloped State Highway	Moderate to High	Moderate	Moderate to High	Moderate to High
Residential Development	Moderate	Moderate	Moderate	Moderate
Commercial Development	Low	Moderate	Moderate	Low

C. VIEWERS

Who sees the visual environment and how it is seen is as important as what is seen. The type and number of viewers, the viewers' position or viewpoint, and the values that viewers place on the appearance of visual resources is the basis for predicting viewer response.

1. Visual Issues

Local values or cultural aspects often influence the visual experience.

Viewer Groups, Sensitivity and Exposure

Viewers within the visual environment can be categorized into viewer groups that have similar reactions to the appearance of visual resources.

To assess viewer groups response to the change caused by the project, two attributes of viewers, sensitivity, and exposure, must be considered. Viewer sensitivity is the receptivity of the view by viewer groups. Viewer sensitivity is related to the values placed on the appearance of visual resources by the viewers. It can be considered as a qualitative measure of the response to the view.

Viewer exposure defines the physical parameters of how viewers see and perceive visual resources. It can be considered a quantitative measure of the view. Aspects of viewer exposure include number of viewers, distance, viewer position, traveling speed and duration of view.

Viewer groups are represented in the project area: motorists and residents and travelers along the NYS Route 25. These observer groups are differentiated by their visual response to the project and its setting. Viewer activity, awareness and values affect the visual response.

Motorists along NYS Route 25

Each viewer may interpret the environment differently and ultimately gain a personalized experience. Within this audience we are looking at the average impact on the viewing group.

Viewer Sensitivity - These travelers along NYS Route 25 have a moderate sensitivity to visual change. Travelers include commuters and residents. These travelers generally are traveling at a low rate of speed and mobility is their greatest concern. Within this viewing group there are individual groups that may experience different levels of sensitivity. An example of this is the commuter versus the leisurely driver. The commuter has a lower rate of sensitivity and less likely to be affected by the surroundings, whereas the leisurely driver's main objective may be to take in the sights of the area and maintain a high level of sensitivity. For this reason, we have designated this group as having a **moderate** level of sensitivity.

Viewer Exposure **-** Viewer Exposure is high.
There exist two peak periods of travel, one during the morning hours and the second during evening travel.

Viewer Response to Change in Visual Environment - Viewer response to visual change is dependent on the proximity of the change in relationship to the highway. Viewer sensitivity is moderate and viewer exposure is high within the area of NYS Route 25. Sensitivity will increase as the visual change encroaches on the highway or enters the travelers' cone of vision. As the distance of visual change increases off the highway, the viewers' response decreases, as typically the travelers become focused on the road surface ahead of them.

For purposes of evaluating visual impacts, the viewers' response of this group is considered as moderate.

Residents and travelers along NYS Route 25

Viewer Sensitivity - This viewer group will have a moderate sensitivity to change in the visual setting. The boundaries and limits of the project area are limited to the right-of-way zone and are adjacent to a very small number of residents.

Viewer Exposure - This area maintains a low level of exposure, as traffic along NYS Route 25 is moderate and the area within the scope of the project is largely screened by vegetation. Although the residential community predicted to be most directly impacted is small, there may be great concern from these viewers as their exposure to the changes would be permanent.

Viewer Response to Change in Visual Environment - Both viewer sensitivity and viewer exposure are moderate to light among the residents, providing a group who will be moderately involved and concerned with any changes or planning of their environment. A small number of residents on the northwest and southwest side of NYS Route 25 will be most affected and may become directly influenced by any change. They may fear any change may result in a negative impact on their community and their lifestyle that they have established here. The viewer response to change will be **moderate**.

Table 2 summarizes the sensitivity, exposure, and response of each of the Viewer Groups:

Table 2- **Viewer Groups**

Viewer Group	Viewer Sensitivity	Viewer Exposure	Viewer Response
Motorists	Moderate	High	Moderate to High
Residents and Travelers (including sidewalk users and bicyclists)	Moderate	Light to Moderate	Moderate

IV. IMPACTS ON VISUAL RESOURCES

After analyzing and establishing a baseline for the existing visual environment, the changes to the visual environment caused by the project are assessed. Visual impacts are predicted based on the change in visual resources, and the viewer response to the change. Viewer response is strongly related to values attached to the viewing experience by viewer groups. Viewer response is the reaction to the change in the visual environment by viewer groups.

The view of the road and from the road are described and assessed.

Following is a description of the change to the visual environment caused by the project, and the predicted visual impact for each visual district for each viewer group. Change in visual resources is measured in terms of change in visual character and visual quality. Viewer response is measured in terms of change in viewer exposure and viewer sensitivity. The magnitude of visual impacts is described as "low," "moderate," or "high."

Photo simulations of typical key views are presented to illustrate visual impacts.

A. Landscape Unit 1: Undeveloped Highway

1. Changes to the Visual Environment **and Visual** Resources as a Result of the Project

The overall highway's vegetation is mature and varied, providing a relatively opaque and softening of the view from the highway to the residential and commercial zones in the area on the northeast corner of the intersection. This vegetation supports the visual context of the state highway system as seen by motorists traveling along the NYS Route 25 by screening the view to the suburban community from the highway to maintain the Main Street feel for motorists.

The considered alternative has the potential to result in removal of existing vegetation at the edge of the undeveloped highway however the overall undeveloped woodland will be unaffected by the proposed roundabout.

2. Potential Visual Impacts (Changes in Visual Character and Quality)

Views of this area from NYS Route 25 will change moderately. As a result, there will be minor breaks in the vegetative corridor with the introduction of the new roundabout lanes.

By maintaining the existing vegetated buffer and the addition of supplemental new planting, unity and intactness will remain relatively unchanged.

The overall level of visual quality will remain "moderate".

B. Landscape Unit 2: Residential Area

1. Changes to the Visual Environment and Visual Resources as a Result of the Project

The preferred alternative will not relocate NYS Route 25 and the intersection closer to the residential area. New sidewalks and restored vegetated buffers will be added.

2. Potential Visual impacts (Changes in Visual Character and Quality)

These changes will likely not have a significant impact on the overall visual character of for residents living within the scope of the project. However, a small number of residents may be highly impacted where the roundabout will be visible from their properties. Maintaining a vegetated buffer at these points will lessen any impact of the added intersections.

The overall level of visual quality will remain "moderate".

C. Landscape Unit 3: Commercial Area

1. Changes to the Visual Environment and Visual Resources as a Result of the Project

The preferred alternative will not relocate NYS Route 25 and the intersection closer to the commercial area. New sidewalks and restored vegetated buffers will be added along this site.

2. Potential Visual impacts (Changes in Visual Character and Quality)

These changes will likely not have a significant impact on the overall visual character of the commercial area within the scope of the project.

The overall level of visual quality will remain "moderate".

Table 3 summarizes the change in visual character and visual quality of each of the landscape units:

Table 3 - Change in the Visual Environment and Potential Visual impacts

Landscape Unit	Change in Visual Character	Existing Visual Quality	Predicted Visual Quality	Potential Visual Impact
Undeveloped Highway	Low to Moderate	Moderate	Moderate	Low Negative
Residential Area	Low	Moderate	Moderate	Positive
Commercial Area	Low	Moderate	Moderate	Positive

V. PREDICTED VISUAL IMPACTS:

Based on changes to the visual environment and the response to the change, the following visual impacts are predicted for each of the viewer groups:

Travelers along NYS Route 25

A low negative visual impact is predicted for travelers along NYS Route 25 in Landscape Unit 1 - Undeveloped Highway. The degree of impact results from the removal of woodland edge vegetation from the proposed changes to the highway. The proposed roundabout may have a slight negative impact if visible from the road due to the potential removal of mature trees close to the intersection.

New plantings throughout the project area will help to offset any negative visual impacts in these areas.

Residents and Travelers (including sidewalk users and bicyclists)

A low negative visual impact will occur on the view of the road from the adjacent residential areas and for travelers. The greatest impact will affect residents with home adjacent to NYS Route 25 at the southwest corner where the residential building is close to the intersection. New planting reconstructed concrete sidewalk, and new, smooth surfaced, asphalt paving will help to offset any negative visual impacts.

Table 4 summarizes the visual impact of the shared-use path project on each viewer group in each landscape unit:

Table 4 - Summary **of Predicted** Visual Impacts

Landscape Unit	Travelers on Sunrise Highway	Adjacent Residents
Undeveloped Highway	Low Negative	Low Negative
Residents and Travelers	Low negative	Low Negative

VI. RECOMMENDED MEASURES TO MITIGATE ADVERSE VISUAL IMPACTS

The following measures can be applied to the shared-use path design to reduce the impact and improve the visual environment:

Landscape Unit 1· Undeveloped Highway

Sensitivity to surrounding Landform - Landform and grading a should be sensitive to the gradual natural grades. This will help achieve a visual harmony between the proposed roundabout and the existing landscape.

Vegetative Highway buffers- These areas may be supplemented with native with an increase in percentage of deciduous trees to help provide visual enclosure at the intersection.

Limit Distance from NYS Route 25 – The roundabout should be aligned along NYS Route 25 in such a manner that it minimizes the visual encroachment on the adjacent communities and landscape units. Alignment of the roundabout as close as possible to the highway and include restoration and improvement of the landscaped buffers in these areas will help minimize the visual impact.

Landscape Unit 2: Residential Area

Sensitivity to surrounding Landform - Landform and grading a should be sensitive to the gradual natural grades. This will help achieve a visual harmony between the proposed roundabout and the existing landscape.

Vegetative Highway buffers- These areas may be supplemented with native with an increase in percentage of deciduous trees to help provide visual enclosure at the intersection.

Limit Distance from NYS Route 25 – The roundabout should be aligned along NYS Route 25 in such a manner that it minimizes the visual encroachment on the adjacent communities and landscape units. Alignment of the roundabout as close as possible to the highway and include restoration and improvement of the landscaped buffers in these areas will help minimize the visual impact.

Improvements for Pedestrians and Bicyclists - The project opens the possibility of improving visual and physical improvements for pedestrians and bicyclists using NYS Route 25. Providing new sidewalk and potentially upgrading the bike route to a marked bike lane may help minimize visual impacts.

Landscape Unit 3: Commercial Area

Vegetative Highway buffers- These areas may be supplemented with street trees and shrubs trees to help provide visual enclosure at the intersection and maintain the buffer between the commercial parking area and intersection.

VII. UNAVOIDABLE VISUAL IMPACTS

Regardless of which alternative is implemented, some unavoidable visual impacts will occur within these areas along NYS Route 25. These negative impacts are generally associated with any development or man-made construction within a naturalistic setting. Highway system and community, sensitive design and construction will help minimize these negative outcomes. Re-planting of street trees along the edges of the intersection and approaches to the intersection will have the greatest overall impact of the vertical plane in the viewshed and the addition of the new roundabout features such as new pavement, sidewalks, and the roundabout's center focal point will improve the overall appearance of the intersection on the horizontal plane.

APPENDIX A

GLOSSARY OF TERMS

BACKGROUND - A distance zone used to describe the approximate distance of visual resources from an observer. The background includes visual resources from approximately 5 miles to the horizon. Only the line and form of visual objects in the background view perceptible.

COLOR - The third of the four basic elements of visual pattern; the hue (e.g. red or blue) and the value (e.g. light or dark) of the light reflected or emitted by an object.

DISTANCE ZONES - Three conventional terms in painting --foreground, middle ground, background --which can be helpful in describing distance relationships between observer and visual resources (See Foreground, Middle Ground and Background for description).

DIVERSITY - The number of pattern elements as well as the variety among them, and edge relationships between them.

DOMINANCE - Dominance of components or specific features in a scene may be dominant because of prominent positioning, contrast, extent, or importance of pattern elements.

FOREGROUND - A distance zone used to describe the approximate distance of visual resources from an observer. The foreground includes visual resources immediately in front of the viewer to approximately 1/4 mile. All visual patterns in the foreground view (line, form, color, and texture) are easily seen and perceived.

FORM - One of the four basic elements of visual pattern (usually the strongest); the mass or shape of an object.

INTACTNESS - The integrity of visual order in the nature and man-built landscape, and the extent to which the landscape is free from visual encroachment.

LANDSCAPE FORM (LANDSCAPE SUBUNIT)- A landform or landcover mass composed of heterogeneous visual elements, but distinguished from surrounding areas by overall [form, pattern, and edge. Landscape forms have physical dimensions and a specific location.

LANDSCAPE UNIT (LANDSCAPE DISTRICT) - (a) An area or volume of distinct landscape character which forms a spatially enclosed unit at ground level; it may include more than one landscape type; (b) The extent of a single landscape type which is not spatially enclosed at ground level.

LINE - Geometrically, a point that has been extended, or the intersection of two planes, e.g. a silhouette, or a boundary between patterns in the landscape. The second strongest of the four basic visual pattern elements.

LOCAL VALVES AND GOALS - The landscape setting and its visual resources may be valued by local view groups for reasons not evident in an assessment based strictly on visual resources and not widely known outside the community.

MIDDLE GROUND - A distance zone used to describe the approximate distance of visual resources from an observer. The middle ground includes visual resources from approximately 1/4 mile to 3 miles away. Line, form, and color are easily seen and perceived, but the texture of visual objects is not perceptible.

OBSERVER POSITION - A term employed to describe the observer's elevational relationship between himself and the landscape he sees. It is used to indicate if he is essentially below, essentially at the same level, or essentially above the visual objective. Three specific terms are used: 1) observer inferior, view below object; 2) observer normal, view on level of object; 3) observer superior, viewer above object.

OBSERVER VIEWPOINT - A point from which a select view is analyzed and/or evaluated.

PATTERN CHARACTER COMPATIBILITY - The degree to which the visual character of the highway blends with that of the surrounding landscape, in terms of dominance, scale, diversity and continuity; related to intactness and lack of encroachment.

PATTERN ELEMENT COMPATIBILITY (DISCORDANCE) - The degree to which the line, form, color, and texture of the highway and related facilities conform, rather than contrast, to the basic visual pattern of the landscape setting; related to the vividness of highway in its setting.

SCALE - Visual scale is the apparent size relationships between landscape components or features and their surroundings.

SIGHTLINE - The unobstructed line of sight between an observer and viewed object.

TEXTURE - The visual or tactile surface characteristic of various elements in the landscape; often the least dominant of the four visual pattern elements.

UNIQUENESS - A resource-oriented criterion: a visual resource, visual character, or visual quality which is rare or uncommonly found at a regional or national scale.

UNITY - The degree to which the visual resources of the landscape join together to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or intercompatibility between landscape elements.

VIEW - A scene observed from a given vantage point.

VIEW CORRIDOR - A narrow, distant view of a visual resource confined and framed by visual objects. An example would be the distant view of a mountain from a street lined with tall buildings.

VIEWER RESPONSE - Measures of viewer response to change in visual resources include view exposure, viewer sensitivity, cultural significance and local values.

VIEWER EXPOSURE - The degree to which viewers are exposed to a view by their physical location, numbers viewing and duration of the view.

VIEWER GROUPS - Classes of viewers differentiated by their visual response to the highway and its setting; response is affected by viewer activity, awareness and values.

VIEWER SENSITIVITY - The viewer's variable receptivity to the elements within the environment that he/she is viewing, affected by viewer activity and awareness. A person cannot readily notice every object and all the attributes of the objects that compose the total visual environment.

VIEWSHED - I) All the surface areas visible from an observer's viewpoint; 2) Surface areas from which a critical object or viewpoint is seen.

VISUAL CHARACTER - The visual character of a landscape is formed...by the order of the patterns composing it. The elements of these patterns are the form, line, color and texture of the landscape's visual resources. Their interrelationships can be objectively described in terms of dominance, diversity, continuity and so on.

(VISUAL) COGNITION - The process of recognizing visual relationships among objects and between objects and their setting.

VISUAL COMPATIBILITY (DISCORDANCE) - The degree to which development with specific visual characteristics is visually unified with its setting. Visual compatibility can be elevated with reference to Pattern Elements and Pattern Character.

VISUAL IMPACT - The degree of change in visual resources and viewer responses to those resources caused by highway development and operations.

VISUAL INFORMATION - Visual information in a landscape is: a) The identity of landscape components or features such as mountains, valleys, rivers, forests, towns or highways; b) The message conveyed by signs and symbols in verbal or graphic form.

VISUAL PATTERN ELEMENTS - Form, line, color, texture.

VISUAL QUALITY - While many factors contribute to a landscape's visual quality, they can ultimately be grouped under three headings: Vividness, Intactness and Unity.

VISUAL RESOURCES - The appearance of the features that make up the visible landscape. This includes: land, water, vegetative, animal, and other features that are visible on all national resource lands.

VIVIDNESS (DISTINCTIVENESS) - The memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern.

Appendix C
Traffic Information

APPENDIX C – TRANSPORTATION APPENDIX (*TABLE OF CONTENTS*)

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Attachment T-5 - ETC+10 CONDITION TRAFFIC ANALYSES

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Attachment T-11 - CRASH ANALYSES - NY25 & EDWARDS AVENUE

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Attachment T-14 - CRASH ANALYSES – NY25 & CR 48

Attachment T-15 – Alternate 1 – ROUNDABOUT at EXITING INTERSECTION

Note: Attachments T-1 to T-9 are available upon request.

APPENDIX C - TRANSPORTATION

Attachment T-10 Capacity Analyses Summaries

SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Edwards Ave at Route 25 Level of Service and Delays (sec)

INTERSECTION NAME	LANE GROUP MOVEMENT		Turnbay Length	AM PEAK				MIDDAY PEAK				PM PEAK			
				Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS
Existing	EB	LTR	-	573	0.86	25.5	C	416	0.69	16.4	B	351	0.64	15.1	B
	WB	LTR	-	140	0.36	9.7	A	295	0.58	13.4	B	510	0.78	20.4	C
	NB	LTR	-	**#273**	**0.90**	**73.5**	**E**	**#314**	**0.96**	**83.4**	**F**	**#453**	**1.11**	**115.6**	**F**
	SB	LTR	-	**#276**	**0.90**	**67.5**	**E**	198	0.75	50.5	D	197	0.57	40.4	D
	OVERALL*				0.90	35.7	D		0.96	30.1	C		1.11	40.0	D
ETC	EB	LTR	-	589	0.88	26.9	C	426	0.70	16.9	B	358	0.65	15.3	B
	WB	LTR	-	143	0.36	9.8	A	303	0.59	13.7	B	526	0.80	21.1	C
	NB	LTR	-	**#277**	**0.90**	**74.6**	**E**	**#324**	**0.98**	**87.0**	**F**	**#461**	**1.12**	**118.9**	**F**
	SB	LTR	-	**#282**	**0.91**	**68.9**	**E**	201	0.76	51.4	D	199	0.57	40.5	D
	OVERALL*				0.91	36.8	D		0.98	31.1	C		1.12	41.0	D
ETC+5	EB	LTR	-	#637	0.90	29.3	C	446	0.72	17.5	B	373	0.66	15.8	B
	WB	LTR	-	147	0.37	10.0	A	315	0.61	14.1	B	560	0.82	22.6	C
	NB	LTR	-	**#286**	**0.92**	**77.1**	**E**	**#334**	**1.01**	**95.2**	**F**	**#476**	**1.15**	**129.8**	**F**
	SB	LTR	-	**#295**	**0.93**	**72.5**	**E**	207	0.79	53.7	D	203	0.59	41.1	D
	OVERALL*				0.93	39.0	D		1.01	33.0	C		1.15	44.0	D
ETC+10	EB	LTR	-	#736	0.92	32.4	C	468	0.74	18.2	B	391	0.68	16.3	B
	WB	LTR	-	151	0.39	10.2	B	328	0.62	14.5	B	592	0.84	24.0	C
	NB	LTR	-	**#297**	**0.94**	**81.7**	**F**	**#344**	**1.04**	**102.4**	**F**	**#490**	**1.18**	**140.1**	**F**
	SB	LTR	-	**#303**	**0.94**	**74.3**	**E**	**213**	**0.81**	**55.9**	**E**	209	0.60	41.7	D
	OVERALL*				0.94	41.5	D		1.04	34.7	C		1.18	46.9	D
ETC+10 Mitigation	EB	L	100	21	0.06	7.3	A	19	0.07	6.8	A	36	0.23	17.2	B
	EB	TR	-	#693	0.85	23.1	C	406	0.64	12.7	B	460	0.69	21.5	C
	WB	L	100	30	0.20	11.1	B	27	0.13	7.7	A	42	0.20	14.7	B
	WB	TR	-	132	0.28	8.1	A	263	0.50	9.7	A	#694	0.85	29.3	C
	NB	L	150	85	0.53	45.3	D	96	0.62	50.2	D	149	0.75	43.7	D
	NB	TR	-	138	0.46	35.3	D	160	0.63	41.9	D	165	0.43	27.8	C
	SB	L	100	58	0.28	32.8	C	52	0.33	35.7	D	40	0.16	34.8	C
	SB	LTR	-	188	0.73	45.6	D	151	0.69	44.7	D	183	0.68	49.1	D
	OVERALL*				0.85	25.3	C		0.69	20.5	C		0.85	29.5	C

Notes:

1. The capacity analysis is conducted by SYNCHRO, version 10, which utilizes the Highway Capacity Manual.
2. For LOS definition, see Appendix C-3. Constrained traffic operations are presented in "Bold" letter font on this table.
3. WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound, NEB = Northeastbound, SWB = Southwestbound, NWB = Northwestbound, SEB = Southeastbound
4. L = Left turn movement, R = Right turn movement, T = Thru movement, LT = Shared left and thru movement, TR = Shared thru and right movement, LTR =Shared left, thru and right, LR =Shared left and right.
5. * Overall v/c ratio is actually max v/c ratio of an approach within the intersection. However, delay and LOS values are based on the weighted average of all signalized intersection approaches.
6. Queue (ft) shows 95th Percentile queue length in feet. # - 95th percentile volume exceeds capacity, queue may be longer. m - Volume for 95th percentile queue is metered by upstream signal.

SIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Stephen Hands Path at Route 114 Level of Service and Delays (sec)

INTERSECTION NAME	LANE GROUP MOVEMENT		Turnbay Length	AM PEAK				MIDDAY PEAK				PM PEAK			
				Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS
Existing	SB	LTR	-	**#757**	**1.07**	**71.1**	**E**	#342	0.90	30.1	C	#241	0.95	40.0	D
	NB	LTR	-	198	0.50	16.0	B	237	0.52	15.8	B	420	0.70	21.9	C
	EB	LTR	-	**#296**	**1.10**	**127.5**	**F**	**#368**	**1.10**	**121.0**	**F**	**#435**	**1.09**	**112.0**	**F**
	WB	LT	-	**#375**	**1.11**	**118.8**	**F**	#256	0.76	51.5	D	#222	0.75	54.8	D
	WB	R	70	105	0.55	13.2	B	73	0.52	7.6	A	169	0.69	16.7	B
	OVERALL*				**1.11**	**66.9**	**E**		1.10	40.4	D		1.09	44.2	D
ETC	SB	LTR	-	**#776**	**1.09**	**78.8**	**E**	#362	0.91	32.2	C	#255	0.97	44.5	D
	NB	LTR	-	203	0.51	16.2	B	240	0.52	16.0	B	437	0.71	22.5	C
	EB	LTR	-	**#298**	**1.10**	**128.7**	**F**	**#375**	**1.12**	**126.6**	**F**	**#440**	**1.10**	**114.6**	**F**
	WB	LT	-	**#386**	**1.14**	**128.5**	**F**	#264	0.78	53.3	D	**#226**	**0.76**	**55.8**	**E**
	WB	R	70	109	0.56	13.6	B	77	0.52	8.0	A	175	0.70	17.6	B
	OVERALL*				**1.14**	**71.8**	**E**		1.12	42.4	D		1.10	46.3	D
ETC+5	SB	LTR	-	**#801**	**1.12**	**89.5**	**F**	#403	0.94	37.2	D	#275	1.00	52.1	D
	NB	LTR	-	209	0.52	16.5	B	249	0.54	16.3	B	#515	0.74	24.1	C
	EB	LTR	-	**#307**	**1.13**	**137.5**	**F**	**#385**	**1.14**	**133.6**	**F**	**#455**	**1.13**	**123.9**	**F**
	WB	LT	-	**#398**	**1.17**	**137.2**	**F**	#272	0.79	54.7	D	**#236**	**0.80**	**59.4**	**E**
	WB	R	70	115	0.57	14.0	B	81	0.54	8.4	A	185	0.72	19.1	B
	OVERALL*				**1.17**	**78.5**	**E**		1.14	45.4	D		1.13	51.0	D
ETC+10	SB	LTR	-	**#829**	**1.16**	**103.1**	**F**	#444	0.97	43.2	D	**#296**	**1.03**	**61.0**	**E**
	NB	LTR	-	222	0.54	17.2	B	258	0.55	16.7	B	#550	0.76	25.7	C
	EB	LTR	-	**#316**	**1.16**	**145.8**	**F**	**#394**	**1.17**	**142.1**	**F**	**#465**	**1.15**	**130.8**	**F**
	WB	LT	-	**#409**	**1.20**	**148.9**	**F**	**#284**	**0.82**	**57.6**	**E**	**#245**	**0.82**	**63.0**	**E**
	WB	R	70	118	0.58	14.5	B	87	0.55	8.8	A	193	0.74	20.5	C
	OVERALL*				**1.20**	**86.8**	**F**		1.17	49.2	D		**1.15**	**55.6**	**E**
ETC+10 Mitigation	SB	L	200	159	0.62	14.4	B	115	0.52	10.1	B	99	0.68	16.4	B
	SB	TR	-	270	0.53	13.4	B	160	0.36	8.5	A	119	0.30	8.5	A
	NB	L	100	56	0.19	22.7	C	46	0.13	17.8	B	45	0.12	18.0	B
	NB	TR	-	235	0.50	24.8	C	287	0.54	21.7	C	#508	0.75	30.1	C
	EB	L	100	52	0.39	37.5	D	60	0.36	33.8	C	65	0.25	31.5	C
	EB	TR	-	145	0.42	28.0	C	199	0.70	40.0	D	277	0.81	48.7	D
	WB	L	100	30	0.11	25.2	C	33	0.18	29.3	C	51	0.35	38.9	D
	WB	T	-	263	0.82	44.8	D	185	0.64	37.6	D	144	0.41	33.2	C
	WB	R	200	35	0.42	3.7	A	57	0.47	5.2	A	191	0.67	16.2	B
	OVERALL*				0.82	21.0	C		0.70	19.5	B		0.81	25.4	C

Notes:

1. The capacity analysis is conducted by SYNCHRO, version 10, which utilizes the Highway Capacity Manual.
2. For LOS definition, see Appendix C-3. Constrained traffic operations are presented in "Bold" letter font on this table.
3. WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound, NEB = Northeastbound, SWB = Southwestbound, NWB = Northwestbound, SEB = Southeastbound
4. L = Left turn movement, R = Right turn movement, T = Thru movement, LT = Shared left and thru movement, TR = Shared thru and right movement, LTR =Shared left, thru and right, LR =Shared left and right.
5. * Overall v/c ratio is actually max v/c ratio of an approach within the intersection. However, delay and LOS values are based on the weighted average of all signalized intersection approaches.
6. Queue (ft) shows 95th Percentile queue length in feet. # - 95th percentile volume exceeds capacity, queue may be longer. m - Volume for 95th percentile queue is metered by upstream signal.

UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS SUMMARY

Goodfriend Drive/Coultes Lane at Route 114 Level of Service and Delays (sec) - Unsignalized Intersection

INTERSECTION NAME	LANE GROUP MOVEMENT		Turnbay Length	AM PEAK				MIDDAY PEAK				PM PEAK			
				Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS
Existing	EB	LT	-	1	0.28	26.7	D	0	0.08	17.8	C	2	0.43	34.7	D
	EB	R	-	1	0.14	12.1	B	0	0.06	10.2	B	1	0.14	10.7	B
	SB	LTR	-	0	0.00	7.8	A	0	0.00	8.0	A	0	0.00	8.3	A
	NB	LTR	-	0	0.08	8.7	A	0	0.03	8.0	A	0	0.08	8.2	A
	WB	LTR	-	0	0.02	15.7	C	0	0.01	12.9	B	0	0.01	16.4	C
	OVERALL*				0.28	3.5	A		0.08	1.5	A		0.43	4.6	A
ETC	EB	LT	-	1	0.30	27.6	D	0	0.08	18.1	C	**2**	**0.44**	**36.2**	**E**
	EB	R	-	1	0.14	12.2	B	0	0.06	10.3	B	1	0.14	10.7	B
	SB	LTR	-	0	0.00	7.8	A	0	0.00	8.1	A	0	0.00	8.3	A
	NB	LTR	-	0	0.08	8.7	A	0	0.03	8.0	A	0	0.09	8.3	A
	WB	LTR	-	0	0.02	16.0	C	0	0.01	13.0	B	0	0.01	16.7	C
	OVERALL*				0.30	3.5	A		0.08	1.6	A		0.44	4.7	A
ETC+5	EB	LT	-	1	0.31	28.9	D	0	0.09	18.5	C	**2**	**0.47**	**39.0**	**E**
	EB	R	-	1	0.15	12.4	B	0	0.06	10.3	B	1	0.15	10.8	B
	SB	LTR	-	0	0.00	7.8	A	0	0.00	8.1	A	0	0.00	8.4	A
	NB	LTR	-	0	0.08	8.8	A	0	0.04	8.1	A	0	0.09	8.3	A
	WB	LTR	-	0	0.02	16.4	C	0	0.01	13.2	B	0	0.01	17.1	C
	OVERALL*				0.31	3.6	A		0.09	1.6	A		0.47	4.9	A
ETC+10	EB	LT	-	1	0.33	30.6	D	0	0.09	19.0	C	**3**	**0.50**	**42.4**	**E**
	EB	R	-	1	0.16	12.5	B	0	0.06	10.4	B	1	0.15	10.9	B
	SB	LTR	-	0	0.00	7.9	A	0	0.00	8.1	A	0	0.00	8.4	A
	NB	LTR	-	0	0.09	8.8	A	0	0.04	8.1	A	0	0.09	8.3	A
	WB	LTR	-	0	0.02	16.8	C	0	0.01	13.4	B	0	0.01	17.6	C
	OVERALL*				0.33	3.8	A		0.09	1.6	A		0.50	5.2	A
ETC+10 Mitigation	EB	LT	-	1	0.33	30.1	D	0	0.09	18.9	C	**2**	**0.49**	**40.7**	**E**
	EB	R	-	1	0.16	12.5	B	0	0.06	10.4	B	1	0.15	10.9	B
	SB	L	100	0	0.00	7.9	A	0	0.00	8.1	A	0	0.00	8.4	A
	SB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	NB	L	150	0	0.09	8.8	A	0	0.04	8.1	A	0	0.09	8.3	A
	NB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	WB	LTR	-	0	0.02	16.7	C	0	0.01	13.4	B	0	0.01	17.3	C
	OVERALL*				0.33	3.7	A		0.09	1.6	A		0.49	5.1	A

Notes:

1. The capacity analysis is conducted by SYNCHRO, version 10, which utilizes the Highway Capacity Manual.
2. For LOS definition, see Appendix C-3. Constrained traffic operations are presented in "Bold" letter font on this table.
3. WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound, NEB = Northeastbound, SWB = Southwestbound, NWB = Northwestbound, SEB = Southeastbound
4. L = Left turn movement, R = Right turn movement, T = Thru movement, LT = Shared left and thru movement, TR = Shared thru and right movement, LTR =Shared left, thru and right, LR =Shared left and right.
5. * Overall v/c ratio is actually max v/c ratio of an approach within the intersection. However, delay and LOS values are based on the weighted average of all signalized intersection approaches.
6. Queue (ft) shows 95th Percentile queue length in feet. # - 95th percentile volume exceeds capacity, queue may be longer. m - Volume for 95th percentile queue is metered by upstream signal.

UNSIGNALIZED INTERSECTION AND ROUNDABOUT CAPACITY ANALYSIS SUMMARY

NYS Route 25 at CR 48/Sound Road Level of Service and Delays (sec)

INTERSECTION NAME	LANE GROUP MOVEMENT		Turnbay Length	AM PEAK				MIDDAY PEAK				PM PEAK				SAT PEAK			
				Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS	Queue (ft)	v/c ratio	Delay (sec)	LOS
Existing West Intersection	NB	LR	-	1	0.23	11.2	B	3	0.50	16.4	C	4	0.58	21.5	C	**8**	**0.86**	**49.0**	**E**
	EB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	WB	L	-	0	0.12	8.5	A	1	0.17	8.5	A	1	0.16	8.4	A	1	0.18	8.6	A
	WB	T	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	OVERALL*				0.23	3.1	A		0.50	5.4	A		0.58	6.2	A		0.86	12.9	B
Existing East Intersection	EB	LT	-	0	0.01	8.1	A	0	0.01	8.5	A	0	0.02	9.0	A	0	0.03	9.5	A
	WB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	SB	LR	-	0	0.04	12.4	B	0	0.08	15.4	C	0	0.06	15.1	C	0	0.09	17.4	C
	OVERALL*				0.04	0.4	A		0.08	0.5	A		0.06	0.5	A		0.09	0.5	A
ETC West Intersection	NB	LR	-	1	0.24	11.4	B	3	0.52	17.1	C	4	0.60	22.4	C	**9**	**0.87**	**51.3**	**F**
	EB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	WB	L	-	0	0.12	8.6	A	1	0.18	8.6	A	1	0.16	8.4	A	1	0.19	8.6	A
	WB	T	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	OVERALL*				0.24	3.1	A		0.52	5.6	A		0.60	6.4	A		0.87	13.4	B
ETC East Intersection	EB	LT	-	0	0.01	8.1	A	0	0.01	8.5	A	0	0.02	9.0	A	0	0.03	9.5	A
	WB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	SB	LR	-	0	0.04	12.5	B	0	0.08	15.6	C	0	0.06	15.3	C	0	0.09	17.6	C
	OVERALL*				0.04	0.4	A		0.08	0.5	A		0.06	0.5	A		0.09	0.5	A
ETC+5 West Intersection	NB	LR	-	1	0.25	11.6	B	3	0.54	18.1	C	4	0.64	24.8	C	**11**	**0.96**	**71.5**	**F**
	EB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	WB	L	-	0	0.13	8.6	A	1	0.18	8.6	A	1	0.17	8.4	A	1	0.19	8.7	A
	WB	T	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	OVERALL*				0.25	3.2	A		0.54	5.8	A		0.64	7.0	A		0.96	18.1	C
ETC+5 East Intersection	EB	LT	-	0	0.01	8.1	A	0	0.01	8.5	A	0	0.02	9.1	A	0	0.03	9.6	A
	WB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	SB	LR	-	0	0.04	12.7	B	0	0.08	15.7	C	0	0.06	15.5	C	0	0.09	18.0	C
	OVERALL*				0.04	0.4	A		0.08	0.5	A		0.06	0.5	A		0.09	0.5	A
ETC+10 West Intersection	NB	LR	-	1	0.27	12.1	B	4	0.59	20.2	C	5	0.68	27.8	D	**13**	**1.05**	**99.0**	**F**
	EB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	WB	L	-	1	0.13	8.7	A	1	0.19	8.7	A	1	0.17	8.5	A	1	0.20	8.7	A
	WB	T	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	OVERALL*				0.27	3.2	A		0.59	6.4	A		0.68	7.7	A		1.05	24.6	C
ETC+10 East Intersection	EB	LT	-	0	0.01	8.2	A	0	0.01	8.6	A	0	0.02	9.2	A	0	0.03	9.7	A
	WB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	SB	LR	-	0	0.05	12.8	B	0	0.09	16.4	C	0	0.07	15.8	C	0	0.08	18.4	C
	OVERALL*				0.05	0.4	A		0.09	0.5	A		0.07	0.5	A		0.08	0.5	A
ETC+15 West Intersection	NB	LR	-	1	0.28	12.3	B	4	0.63	22.0	C	6	0.73	32.1	D	**15**	**1.13**	**127.7**	**F**
	EB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	WB	L	-	1	0.14	8.7	A	1	0.19	8.7	A	1	0.18	8.5	A	1	0.20	8.7	A
	WB	T	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	OVERALL*				0.28	3.3	A		0.63	6.8	A		0.73	8.6	A		1.13	31.3	D
ETC+15 East Intersection	EB	LT	-	0	0.01	8.2	A	0	0.01	8.6	A	0	0.02	9.2	A	0	0.03	9.7	A
	WB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	SB	LR	-	0	0.05	13.2	B	0	0.09	16.8	C	0	0.07	16.1	C	0	0.10	18.9	C
	OVERALL*				0.05	0.4	A		0.09	0.5	A		0.07	0.5	A		0.10	0.5	A
ETC+20 West Intersection	NB	LR	-	1	0.29	12.8	B	5	0.66	24.1	C	**8**	**0.82**	**44.5**	**E**	**17**	**1.22**	**160.1**	**F**
	EB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	WB	L	-	1	0.14	8.7	A	1	0.20	8.8	A	1	0.18	8.6	A	1	0.21	8.8	A
	WB	T	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	OVERALL*				0.29	3.4	A		0.66	7.3	A		0.82	11.5	B		**1.22**	**38.9**	**E**
ETC+20 East Intersection	EB	LT	-	0	0.01	8.2	A	0	0.01	8.7	A	0	0.02	9.3	A	0	0.03	9.8	A
	WB	TR	-	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A
	SB	LR	-	0	0.05	13.3	B	0	0.10	16.9	C	0	0.07	16.4	C	0	0.11	19.4	C
	OVERALL*				0.05	0.4	A		0.10	0.6	A		0.07	0.5	A		0.11	0.5	A
ETC+20 Mitigation 1 (Roundabout)	EB	LTR	-	3	0.53	9.5	A	3	0.49	9.2	A	2	0.44	8.4	A	3	0.49	9.4	A
	WB	LTR	-	2	0.41	6.9	A	4	0.61	10.8	B	6	0.69	13.1	B	9	0.79	18.3	C
	NB	LTR	-	1	0.23	6.6	A	2	0.38	8.2	A	2	0.34	7.4	A	2	0.40	8.4	A
	OVERALL*				0.53	8.1	A		0.61	9.7	A		0.69	10.5	B		0.79	13.6	B

Notes:

1. The capacity analysis is conducted by SYNCHRO, version 10, which utilizes the Highway Capacity Manual.
2. For LOS definition, see Appendix C-3. Constrained traffic operations are presented in "Bold" letter font on this table.
3. WB = Westbound, EB = Eastbound, NB = Northbound, SB = Southbound, NEB = Northeastbound, SWB = Southwestbound, NWB = Northwestbound, SEB = Southeastbound
4. L = Left turn movement, R = Right turn movement, T = Thru movement, LT = Shared left and thru movement, TR = Shared thru and right movement, LTR =Shared left, thru and right, LR =Shared left and right.
5. * Overall v/c ratio is actually max v/c ratio of an approach within the intersection. However, delay and LOS values are based on the weighted average of all signalized intersection approaches.
6. Queue (ft) shows 95th Percentile queue length in feet. # - 95th percentile volume exceeds capacity, queue may be longer. m - Volume for 95th percentile queue is metered by upstream signal.

APPENDIX C - TRANSPORTATION

Attachment T-11 Crash Analyses - NY25 & Edwards Avenue

ACCIDENT SUMMARY SHEET

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

MUNICIPALITY: *TOWN OF GREENPORT WEST* **COUNTY:** *SUFFOLK*

TIME PERIOD COVERED: *4/1/2016 - 12/31/2016* **REFERENCE MARKERS / NODES:** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*

TIME OF DAY	# ACC	%
6 AM - 10 AM	0	0.0%
10 AM - 4 PM	5	55.6%
4 PM - 7 PM	2	22.2%
7 PM - 12 AM	2	22.2%
12 AM - 6 AM	0	0.0%
Unspecified	0	0.0%
Total	**9**	

DIRECTION	# ACC	%
North	2	11.1%
South	1	5.6%
East	6	33.3%
West	9	50.0%
Total	**18**	

DIRECTION	# ACC	%
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

WEATHER	# ACC	%
Clear	8	88.9%
Cloudy	0	0.0%
Rain	1	11.1%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	0	0.0%
Total	**9**	

ACCIDENT TYPE	# ACC	%
Rear End	5	55.6%
Overtake	1	11.1%
Right Angle	2	22.2%
Left Turn	1	11.1%
Right Turn	0	0.0%
Fixed Object	0	0.0%
Head On	0	0.0%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	%
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	0	0.0%
Backing	0	0.0%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	0	0.0%
Unspecified	0	0.0%

Total **9**

SURFACE	# ACC	%
Dry	8	88.9%
Wet	1	11.1%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	0	0.0%
Total	**9**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	4	44.4%
Property Damage	5	55.6%
Non-Reportable	0	0.0%
Total	**9**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	0	0.0%
Spring (Mar-May)	0	0.0%
Summer (Jun-Aug)	2	22.2%
Fall (Sep-Nov)	7	77.8%
Total	**9**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	18	100.0%
Commercial Vehicles	0	0.0%
Total	**18**	

DAY OF WEEK	# ACC	%
Sunday	1	11.1%
Monday	2	22.2%
Tuesday	1	11.1%
Wednesday	0	0.0%
Thursday	3	33.3%
Friday	2	22.2%
Saturday	0	0.0%
Total	**9**	

LIGHT CONDITION	# ACC	%
Daylight	6	66.7%
Dawn/Dusk	1	11.1%
Night	2	22.2%
Unspecified	0	0.0%
Total	**9**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2016
Fatal Accidents	0
Injury Accidents	4
Property Damage Accidents	5
Non-Reportable Accidents	0
Total Accidents	**9**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM: 4/1/2016
TO: 12/31/2016
9 MONTHS

ROUTE NUMBER/STREET NAME: NY25 / NORTH ROAD
LOCATION: NY25 / NORTH ROAD & MAIN STREET / CR48
MUNICIPALITY: TOWN OF GREENPORT WEST COUNTY: SUFFOLK
REFERENCE MARKERS / NODES: -

CASE No.
FILE: ny25EdwardsAve
BY: GPI
DATE: 9/23/2020

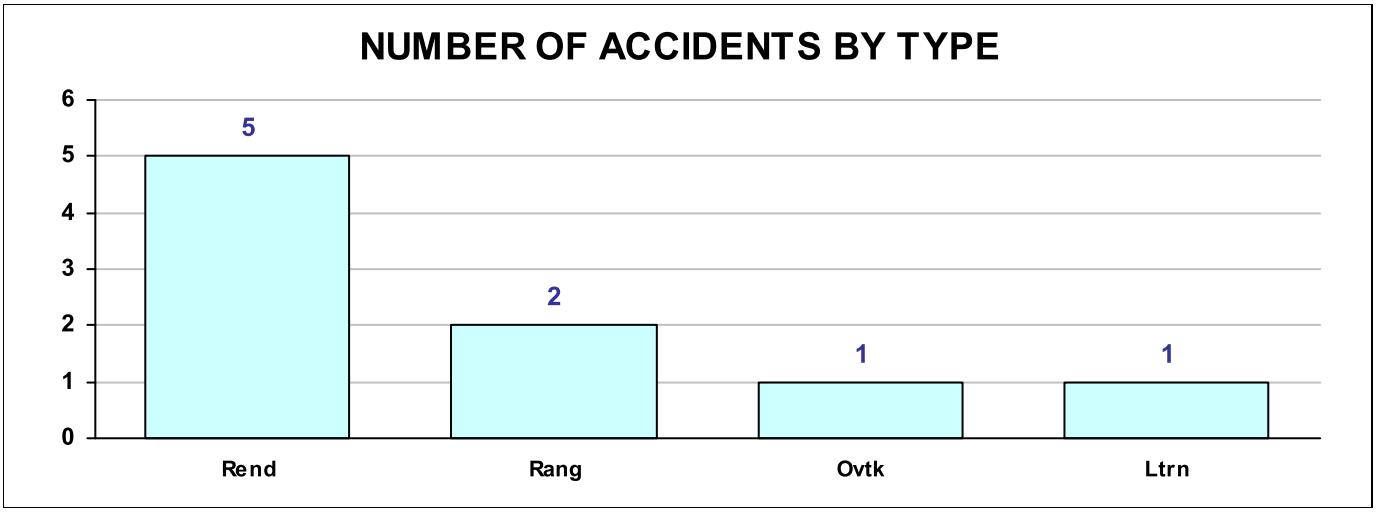
No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
6	10/4/2016	21:16	2	INJ	4	1	1	1	7	Ltrn	W2 made LT and was struck by E1	4
7	10/13/2016	17:59	2	PDO	1	1	1	1	13 4	Ovtk	W1 changed lanes and hit W2 in heavy traffic	4
3	8/4/2016	15:04	2	PDO	1	1	1	1	17	Rang	W1 disregarded traffic signal and was struck by S2	4
32	8/22/2016	12:48	2	INJ	1	1	1	1	7	Rang	W1 made (WB) LT and was struck by E2 (EB)	4
4	9/2/2016	14:33	2	PDO	1	1	1	1	4	Rend	E1 was distracted and rear ended E2 while moving in traffic	4
5	9/15/2016	23:02	2	INJ	4	1	1	1	4	Rend	W2 rear ended W1 while stopping in traffic	4
8	11/25/2016	16:46	2	PDO	3	1	2	3	9	Rend	N2 rear ended N1 while slowing down for a yellow traffic light	4
19	10/10/2016	11:45	2	INJ	1	1	1	1	4	Rend	E1 rear ended E2 while stopping in traffic	4
33	9/11/2016	15:33	2	PDO	1	1	1	1	9	Rend	W2 rear ended by W1 while stopping in traffic	4

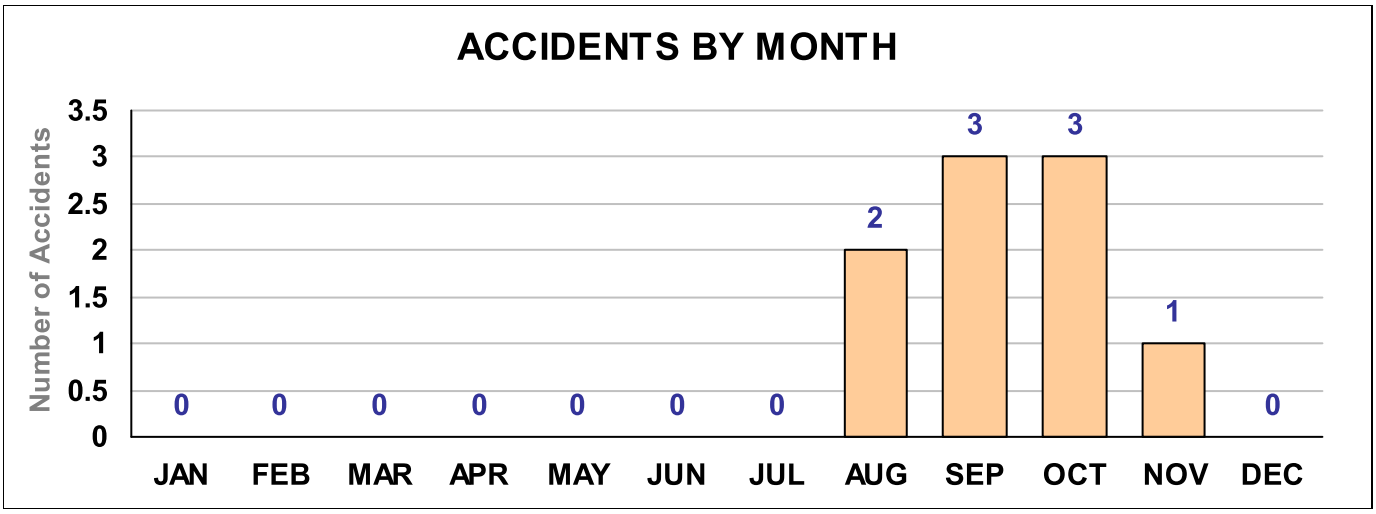
HSA CHARTS

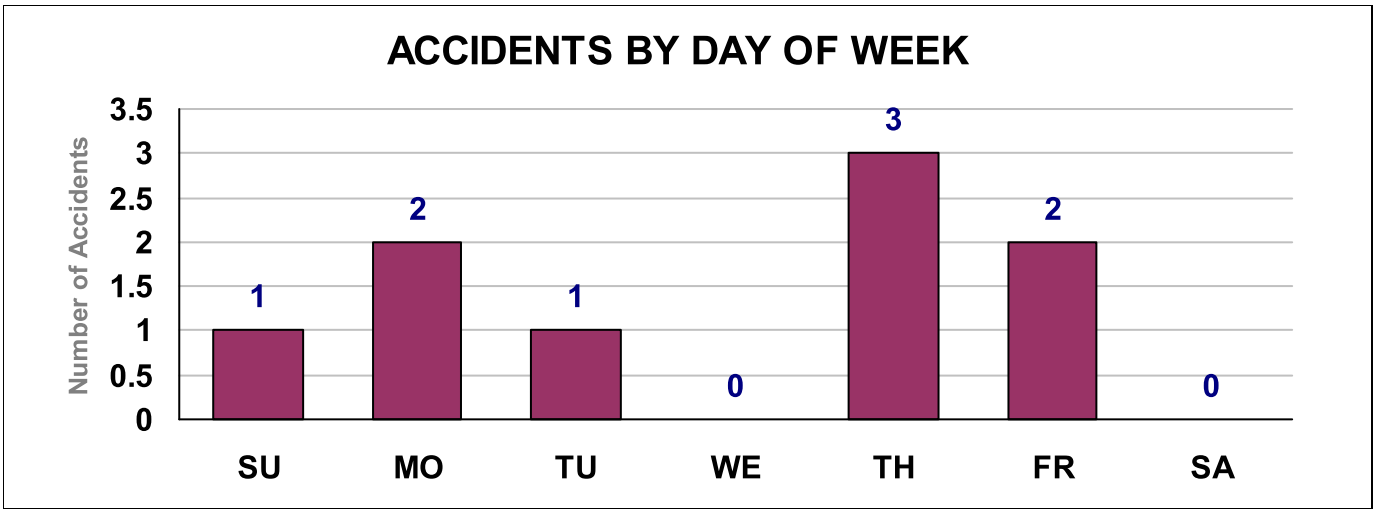
ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

TIME PERIOD COVERED: *4/1/2016 - 12/31/2016* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*





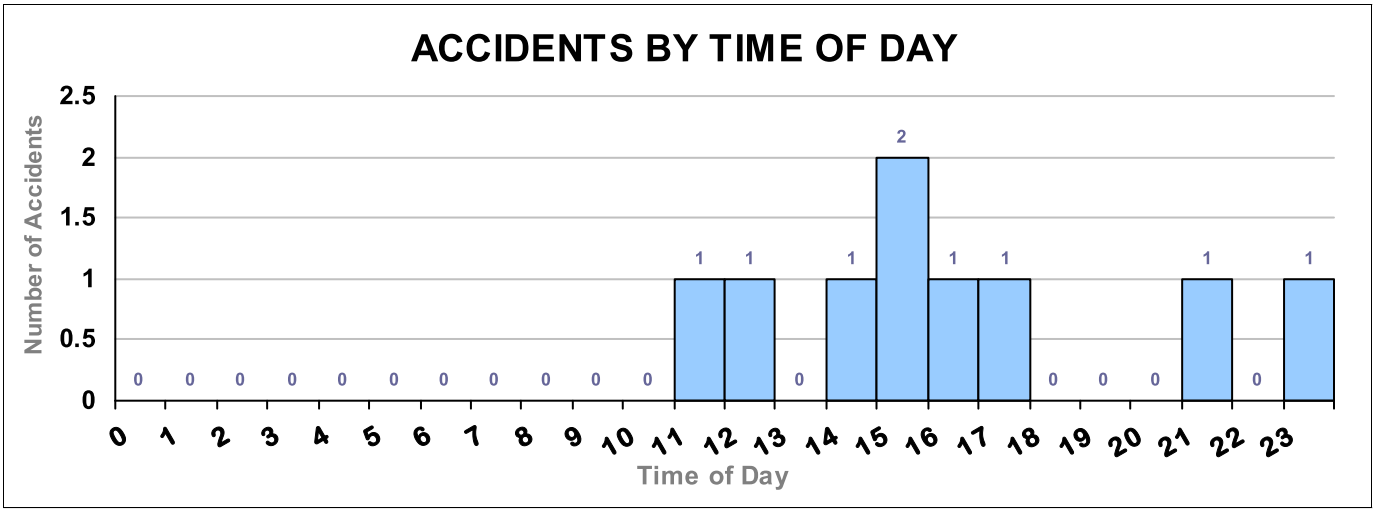


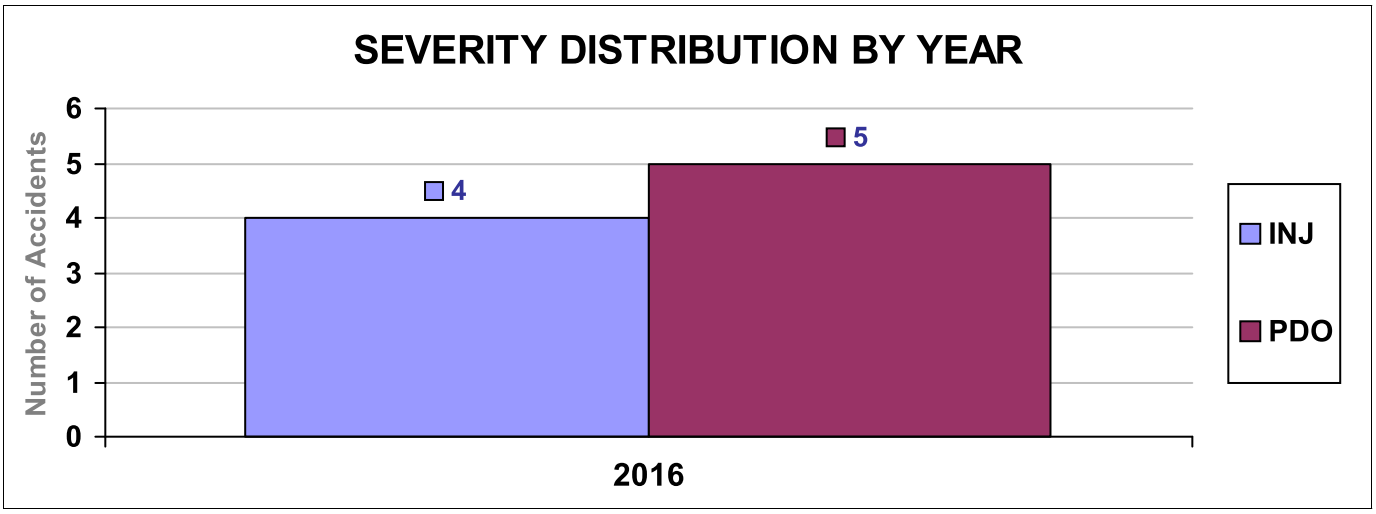
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

TIME PERIOD COVERED: *4/1/2016 - 12/31/2016* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*



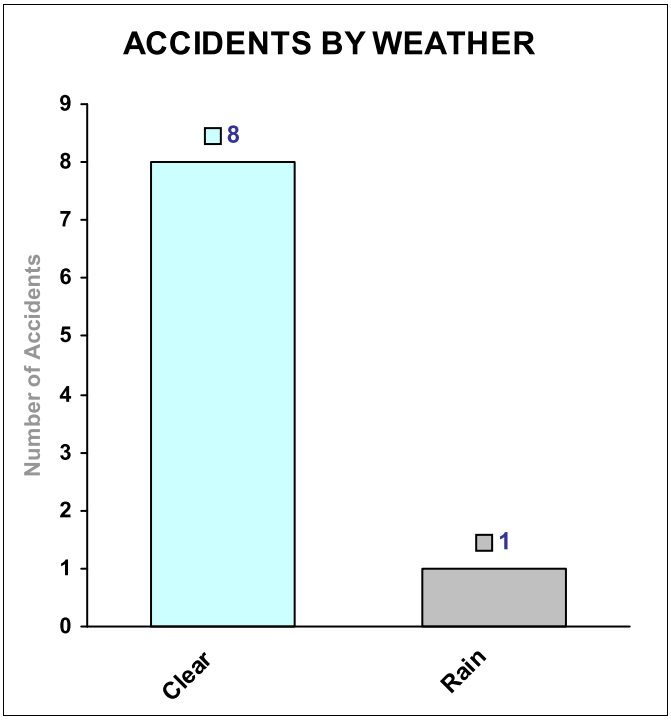


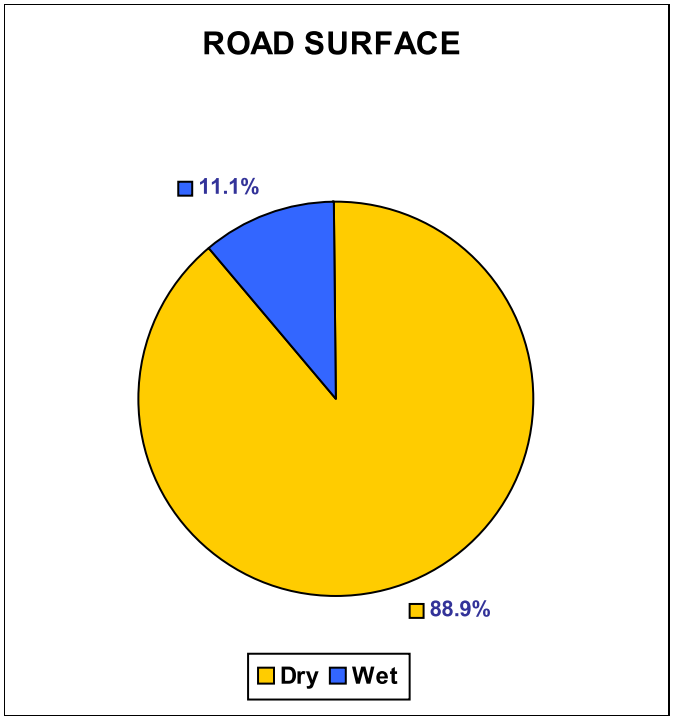
HSA CHARTS

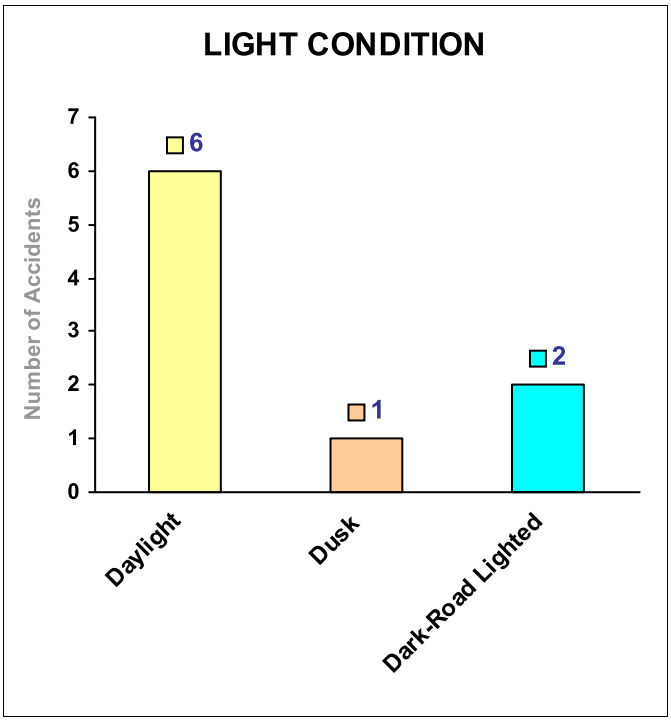
ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

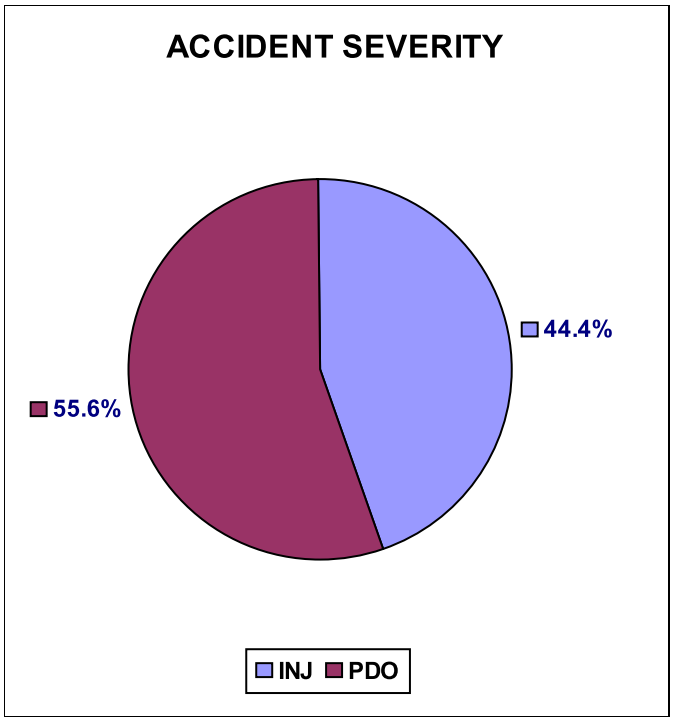
TIME PERIOD COVERED: *4/1/2016 - 12/31/2016* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*









COLLISION DIAGRAM

Key Number = 4

MUNICIPALITY: TOWN OF GREENPORT W COUNTY: SUFFOLK

INTERSECTION: NY25 / NORTH ROAD

PERIOD: 0 YEARS 9 MONTHS FROM 4/1/2016 TO 12/31/2016

FILE: ny25EdwardsAve

CASE # :

BY: GPI DATE: 9/23/2020



32

SYMBOLS

- MOVING VEHICLE
- TURNING VEHICLE
- BACKING VEHICLE
- PARKED VEHICLE
- 999 RECORD NUMBER
- P PEDESTRIAN
- B BICYCLIST
- A ANIMAL
- FIXED OBJECT
- Fatal

MANNER OF COLLISION

- REAR END
- LEFT TURN
- LEFT TURN
- OVERTAKE
- OUT OF CONTROL
- HEAD ON
- RIGHT TURN
- RIGHT TURN
- RIGHT ANGLE
- SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

MUNICIPALITY: *TOWN OF GREENPORT WEST* **COUNTY:** *SUFFOLK*

TIME PERIOD COVERED: *1/1/2017 - 12/31/2017* **REFERENCE MARKERS / NODES:** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*

TIME OF DAY	# ACC	%
6 AM - 10 AM	2	15.4%
10 AM - 4 PM	7	53.8%
4 PM - 7 PM	0	0.0%
7 PM - 12 AM	4	30.8%
12 AM - 6 AM	0	0.0%
Unspecified	0	0.0%
Total	**13**	

DIRECTION	# ACC	%
North	1	3.7%
South	4	14.8%
East	16	59.3%
West	6	22.2%
Total	**27**	

DIRECTION	# ACC	%
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

WEATHER	# ACC	%
Clear	9	69.2%
Cloudy	4	30.8%
Rain	0	0.0%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	0	0.0%
Total	**13**	

ACCIDENT TYPE	# ACC	%
Rear End	7	53.8%
Overtake	1	7.7%
Right Angle	2	15.4%
Left Turn	3	23.1%
Right Turn	0	0.0%
Fixed Object	0	0.0%
Head On	0	0.0%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	%
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	0	0.0%
Backing	0	0.0%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	0	0.0%
Unspecified	0	0.0%

Total **13**

SURFACE	# ACC	%
Dry	11	84.6%
Wet	1	7.7%
Mud/Slush	0	0.0%
Snow/Ice	1	7.7%
Unspecified	0	0.0%
Total	**13**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	6	46.2%
Property Damage	7	53.8%
Non-Reportable	0	0.0%
Total	**13**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	4	30.8%
Spring (Mar-May)	3	23.1%
Summer (Jun-Aug)	2	15.4%
Fall (Sep-Nov)	4	30.8%
Total	**13**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	27	100.0%
Commercial Vehicles	0	0.0%
Total	**27**	

DAY OF WEEK	# ACC	%
Sunday	2	15.4%
Monday	1	7.7%
Tuesday	2	15.4%
Wednesday	3	23.1%
Thursday	1	7.7%
Friday	3	23.1%
Saturday	1	7.7%
Total	**13**	

LIGHT CONDITION	# ACC	%
Daylight	10	76.9%
Dawn/Dusk	1	7.7%
Night	2	15.4%
Unspecified	0	0.0%
Total	**13**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2017
Fatal Accidents	0
Injury Accidents	6
Property Damage Accidents	7
Non-Reportable Accidents	0
Total Accidents	**13**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM: 1/1/2017
TO: 12/31/2017
12 MONTHS

ROUTE NUMBER/STREET NAME: NY25 / NORTH ROAD
LOCATION: NY25 / NORTH ROAD & MAIN STREET / CR48
MUNICIPALITY: TOWN OF GREENPORT WEST COUNTY: SUFFOLK
REFERENCE MARKERS / NODES: -

CASE No.
FILE: ny25EdwardsAve
BY: GPI
DATE: 9/23/2020

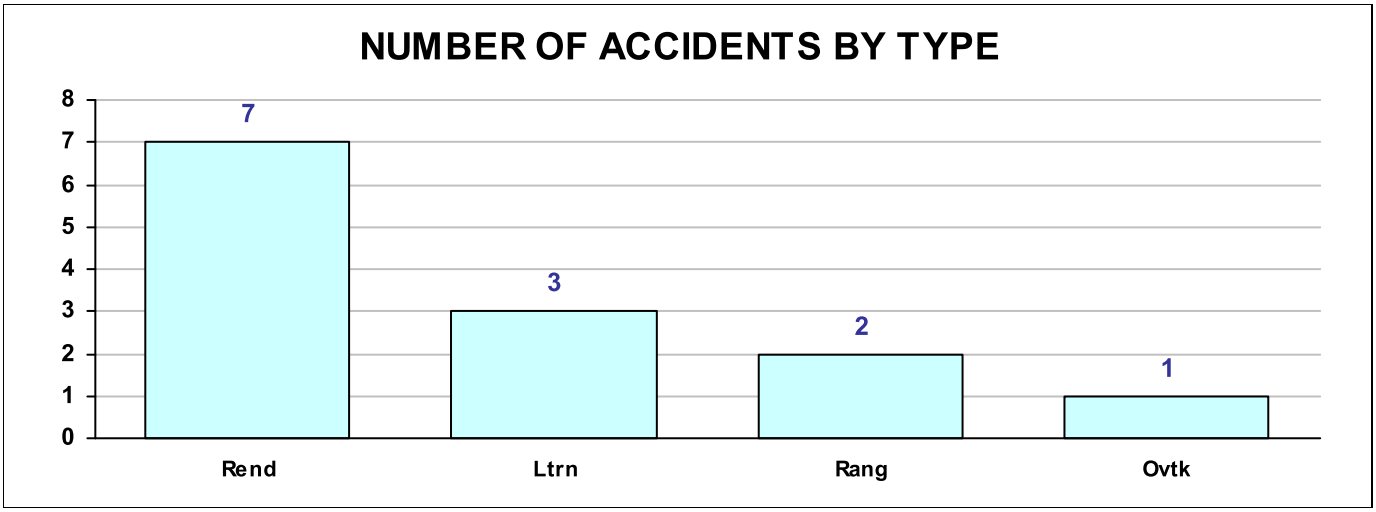
No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
10	2/10/2017	13:45	2	PDO	1	1	4	1	7 18	Ltrn	E2 made LT and struck by W1	5
21	12/26/2017	13:04	2	INJ	1	1	1	1	7 18	Ltrn	N2 made LT and was struck by W1	5
34	9/20/2017	21:19	2	PDO	4	1	1	1	7	Ltrn	S1 made LT and was struck by E2	5
20	12/3/2017	22:27	2	INJ	5	1	1	2	9 18	Ovtk	E1 changed lanes by overtaking & hit E2 in heavy traffic	5
13	5/20/2017	20:09	2	INJ	2	1	1	1	17	Rang	N2 disregarded the traffic red signal and struck W1	5
16	8/2/2017	19:22	2	PDO	1	1	1	1	7 13	Rang	E1 made LT was struck by W2	5
9	1/13/2017	13:43	2	INJ	1	2	1	1	4	Rend	E1 rear ended E2 while stopping in traffic	5
11	5/2/2017	10:47	3	INJ	1	1	2	2	4	Rend	E1 rear ended E2 while stopping in traffic, which struck E3	5
12	5/15/2017	9:59	2	PDO	1	2	1	1	7 9	Rend	E2 rear ended E1 which was slowing down in traffic	5
14	11/23/2017	8:40	2	INJ	1	1	1	1	4	Rend	S2 rear ended BY S1 while stopping in traffic	5
15	7/28/2017	13:16	2	PDO	1	1	1	1	9 42	Rend	E1 rear ended E2 while slowing down in traffic	5
17	9/27/2017	12:15	2	PDO	1	1	1	2	9	Rend	E1 rear ended E2 while moving in traffic	5
18	11/19/2017	11:11	2	PDO	1	1	1	2	4	Rend	W1 rear ended W2 which was stopped in red traffic light	5

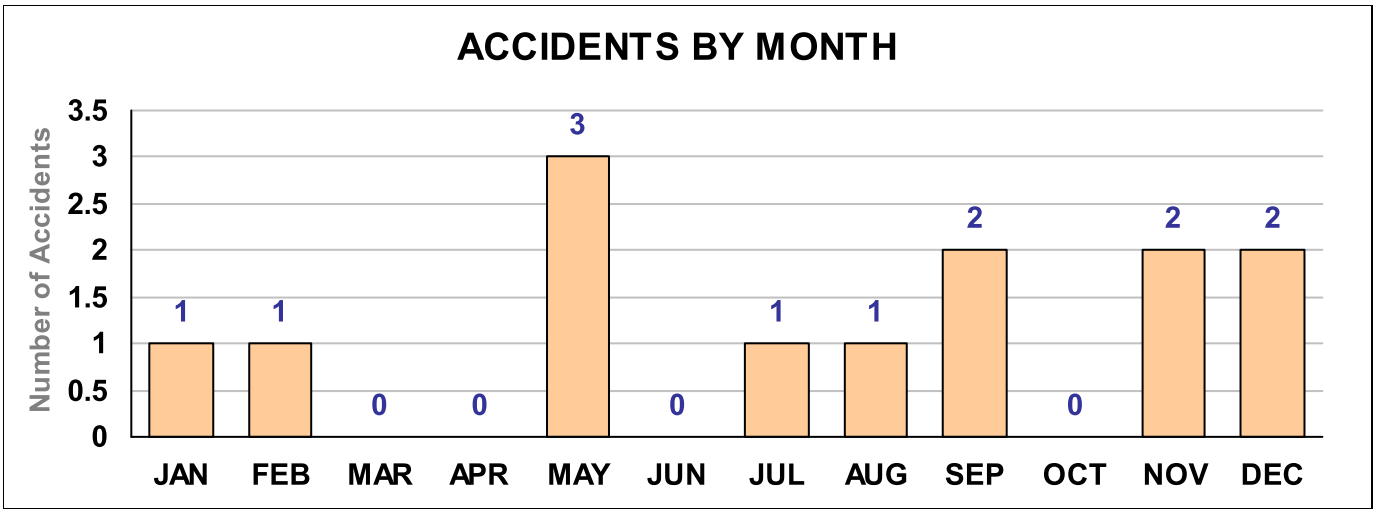
HSA CHARTS

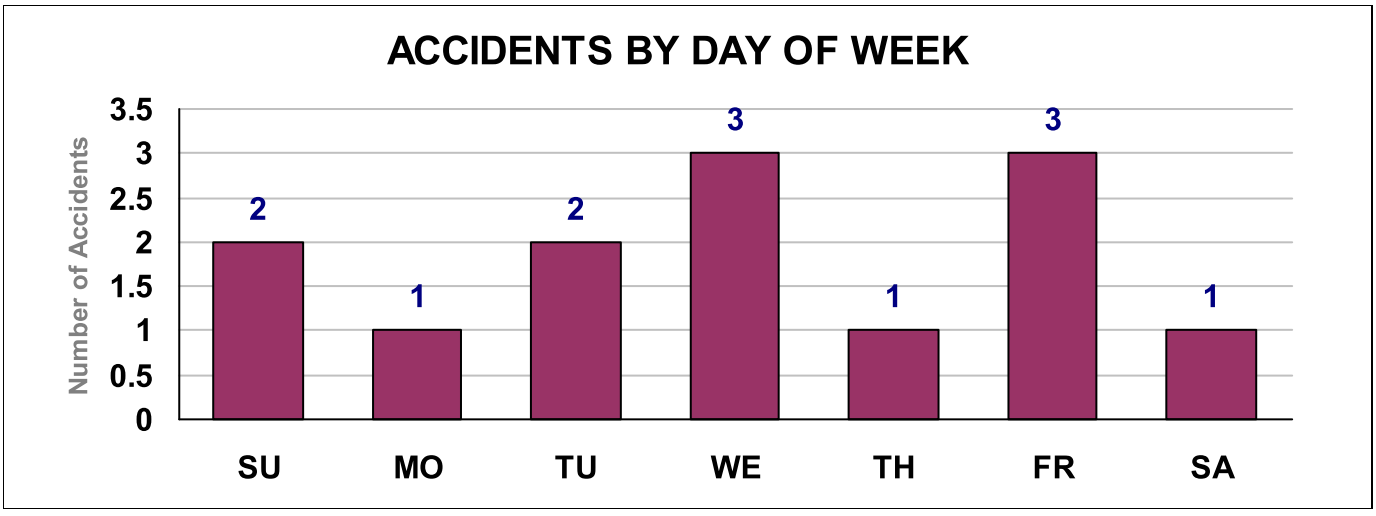
ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

TIME PERIOD COVERED: *1/1/2017 - 12/31/2017* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*





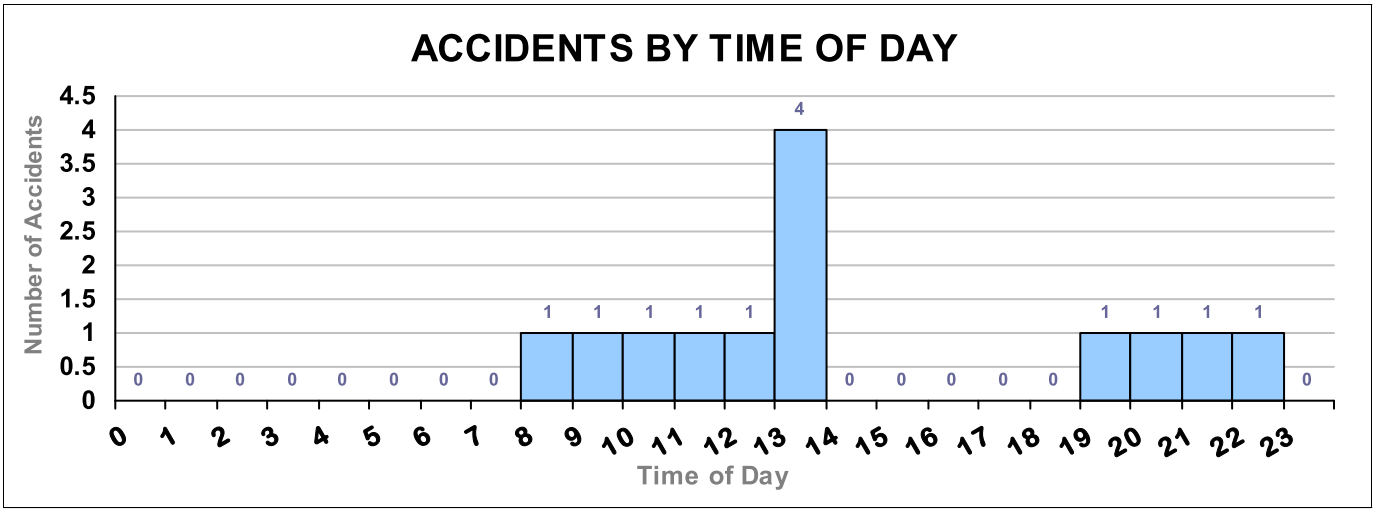


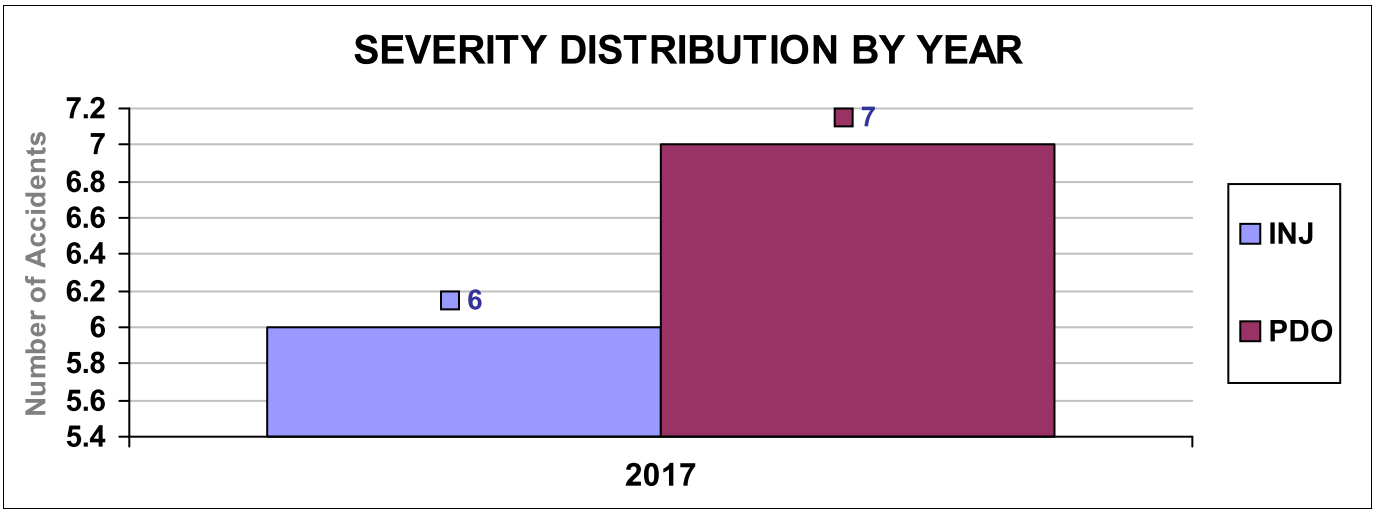
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

TIME PERIOD COVERED: *1/1/2017 - 12/31/2017* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*





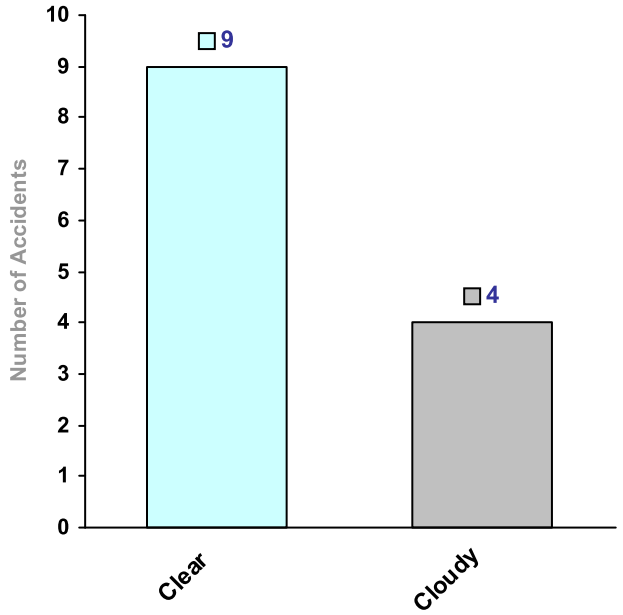
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

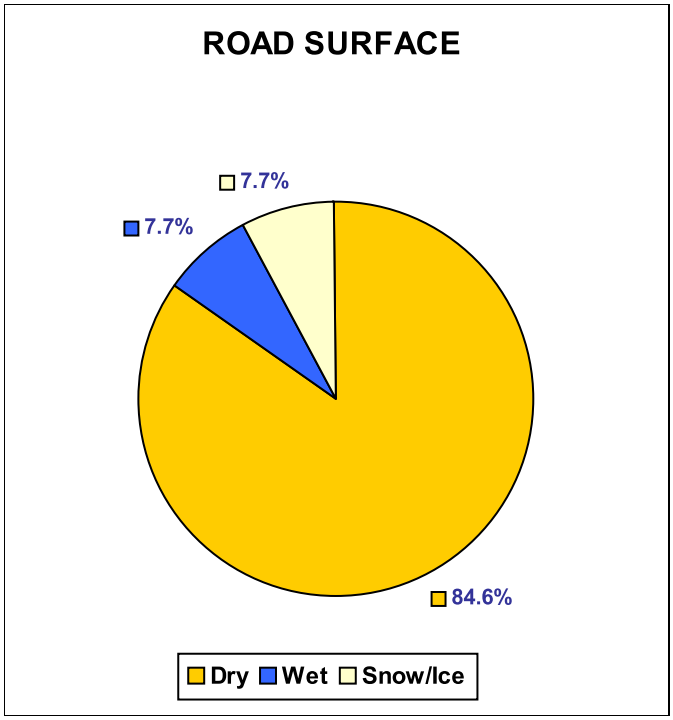
TIME PERIOD COVERED: *1/1/2017 - 12/31/2017* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*

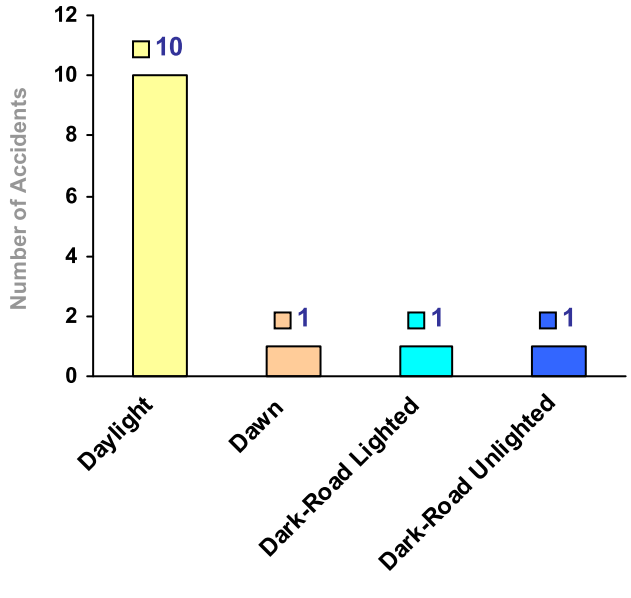
ACCIDENTS BY WEATHER



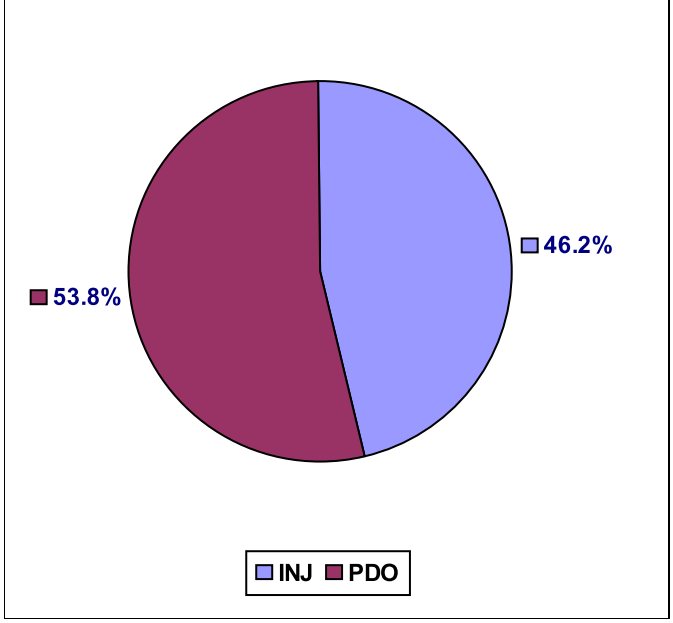
ROAD SURFACE



LIGHT CONDITION



ACCIDENT SEVERITY



COLLISION DIAGRAM

Key Number = 5

MUNICIPALITY: TOWN OF GREENPORT W COUNTY: SUFFOLK

INTERSECTION: NY25 / NORTH ROAD

PERIOD: 1 YEARS 0 MONTHS FROM 1/1/2017 TO 12/31/2017

FILE: ny25EdwardsAve

CASE # :

BY: GPI DATE: 9/23/2020



SYMBOLS			MANNER OF COLLISION	
MOVING VEHICLE	P	PEDESTRIAN	REAR END	HEAD ON
TURNING VEHICLE	B	BICYCLIST	LEFT TURN	RIGHT TURN
BACKING VEHICLE	A	ANIMAL	LEFT TURN	RIGHT TURN
PARKED VEHICLE		FIXED OBJECT	OVERTAKE	RIGHT ANGLE
999 RECORD NUMBER		Fatal	OUT OF CONTROL	SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

MUNICIPALITY: *TOWN OF GREENPORT WEST* **COUNTY:** *SUFFOLK*

TIME PERIOD COVERED: *1/1/2018 - 12/31/2018* **REFERENCE MARKERS / NODES:** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*

TIME OF DAY	# ACC	%
6 AM - 10 AM	1	10.0%
10 AM - 4 PM	3	30.0%
4 PM - 7 PM	5	50.0%
7 PM - 12 AM	1	10.0%
12 AM - 6 AM	0	0.0%
Unspecified	0	0.0%
Total	**10**	

DIRECTION	# ACC	%
North	1	5.3%
South	3	15.8%
East	7	36.8%
West	8	42.1%
Total	**19**	

DIRECTION	# ACC	%
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

WEATHER	# ACC	%
Clear	6	60.0%
Cloudy	3	30.0%
Rain	0	0.0%
Snow	1	10.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	0	0.0%
Total	**10**	

ACCIDENT TYPE	# ACC	%
Rear End	3	30.0%
Overtake	1	10.0%
Right Angle	1	10.0%
Left Turn	2	20.0%
Right Turn	0	0.0%
Fixed Object	1	10.0%
Head On	0	0.0%
Sideswipe	1	10.0%

ACCIDENT TYPE	# ACC	%
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	0	0.0%
Backing	1	10.0%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	0	0.0%
Unspecified	0	0.0%

Total **10**

SURFACE	# ACC	%
Dry	8	80.0%
Wet	0	0.0%
Mud/Slush	0	0.0%
Snow/Ice	2	20.0%
Unspecified	0	0.0%
Total	**10**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	1	10.0%
Property Damage	8	80.0%
Non-Reportable	0	0.0%
Total	**10**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	2	20.0%
Spring (Mar-May)	3	30.0%
Summer (Jun-Aug)	3	30.0%
Fall (Sep-Nov)	2	20.0%
Total	**10**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	19	100.0%
Commercial Vehicles	0	0.0%
Total	**19**	

DAY OF WEEK	# ACC	%
Sunday	1	10.0%
Monday	2	20.0%
Tuesday	4	40.0%
Wednesday	0	0.0%
Thursday	2	20.0%
Friday	0	0.0%
Saturday	1	10.0%
Total	**10**	

LIGHT CONDITION	# ACC	%
Daylight	7	70.0%
Dawn/Dusk	1	10.0%
Night	2	20.0%
Unspecified	0	0.0%
Total	**10**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2018
Fatal Accidents	0
Injury Accidents	1
Property Damage Accidents	8
Non-Reportable Accidents	0
Total Accidents	**10**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM: 1/1/2018
TO: 12/31/2018
12 MONTHS

ROUTE NUMBER/STREET NAME: NY25 / NORTH ROAD
LOCATION: NY25 / NORTH ROAD & MAIN STREET / CR48
MUNICIPALITY: TOWN OF GREENPORT WEST COUNTY: SUFFOLK
REFERENCE MARKERS / NODES: -

CASE No.
FILE: ny25EdwardsAve
BY: GPI
DATE: 9/23/2020

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
25	7/30/2018	11:19	2	PDO	1	1	1	2	3	Back	N1 backed up and struck N2 at red light	6
1	3/24/2018	20:30	1	PDO	4	1	1	1	4	FixO	E1 (EB) operator distracted, went off road and struck a tree	6
36	4/5/2018	17:42	2		1	1	1	1	7 62	Ltrn	W1 (WB) made LT out of parking lot and was struck by E2 (EB).	6
38	11/15/2018	16:30	2	PDO	4	1	4	4	66	Ltrn	E1 slipped on the icy pavement and struck S2 making LT	6
22	1/9/2018	8:24	2	PDO	1	1	4	1	13 9	Ovtk	W1 changed lanes attempting a RT and hit W2 in the traffic	6
26	10/9/2018	17:38	2	PDO	1	1	1	1	18 45	Rang	E1 with attached trailer made LT and was struck by S2	6
24	6/17/2018	11:04	2	PDO	1	1	1	1	9	Rend	E1 rear ended E2 while stopping in traffic	6
35	1/15/2018	16:59	2	INJ	3	1	1	2	9	Rend	W1 rear ended W2 while stopping in traffic	6
37	6/5/2018	16:35	2	PDO	1	1	1	2	9 62	Rend	W2 was attempting to make LT & was struck by W1	6
23	5/1/2018	15:03	2	PDO	1	1	1	1	13	Side	E1 while attempting LT was sideswiped by W2	6

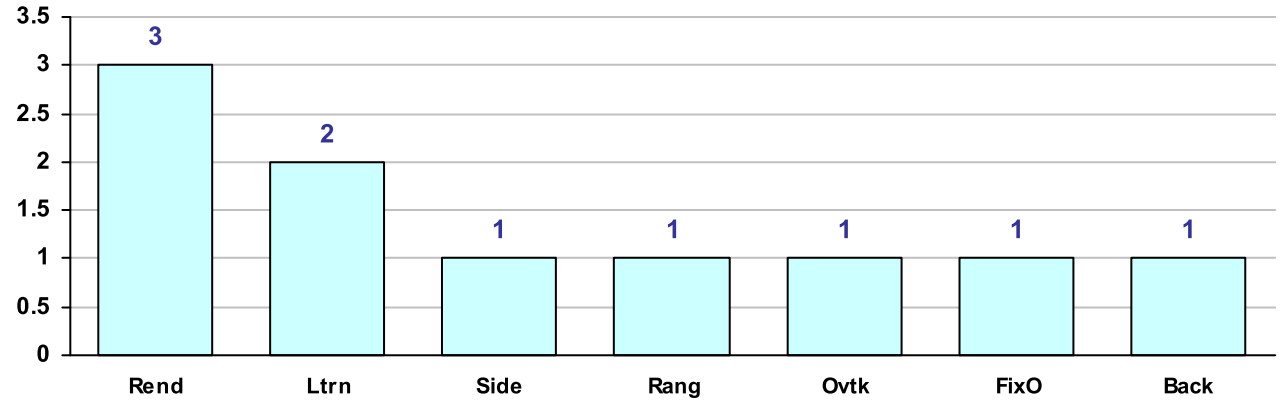
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY 25 / NORTH ROAD & MAIN STREET / CR48*

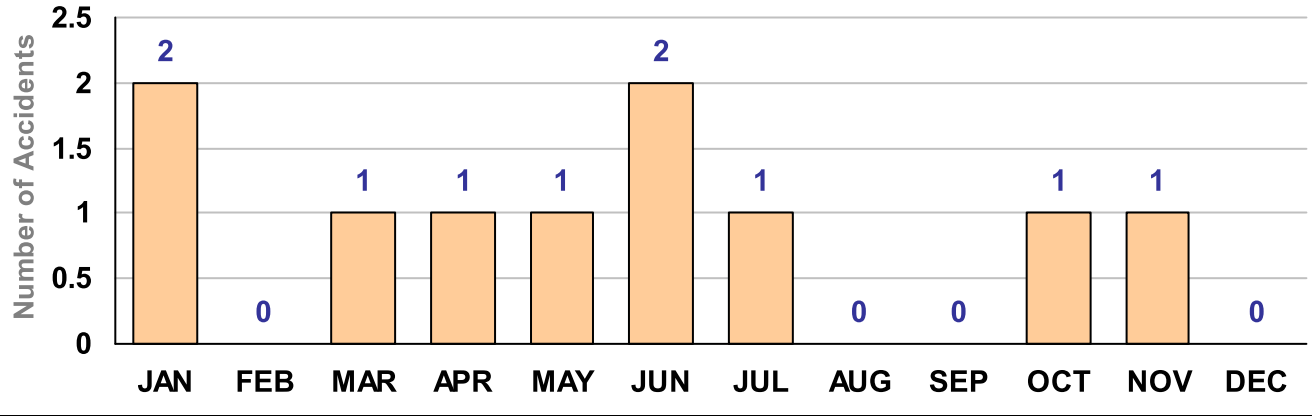
TIME PERIOD COVERED: *1/1/2018 - 12/31/2018* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*

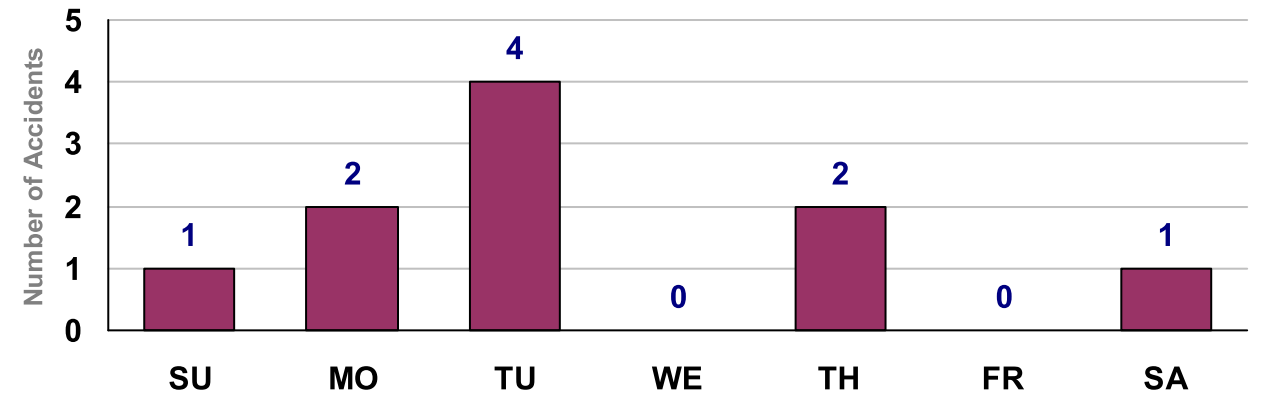
NUMBER OF ACCIDENTS BY TYPE



ACCIDENTS BY MONTH



ACCIDENTS BY DAY OF WEEK

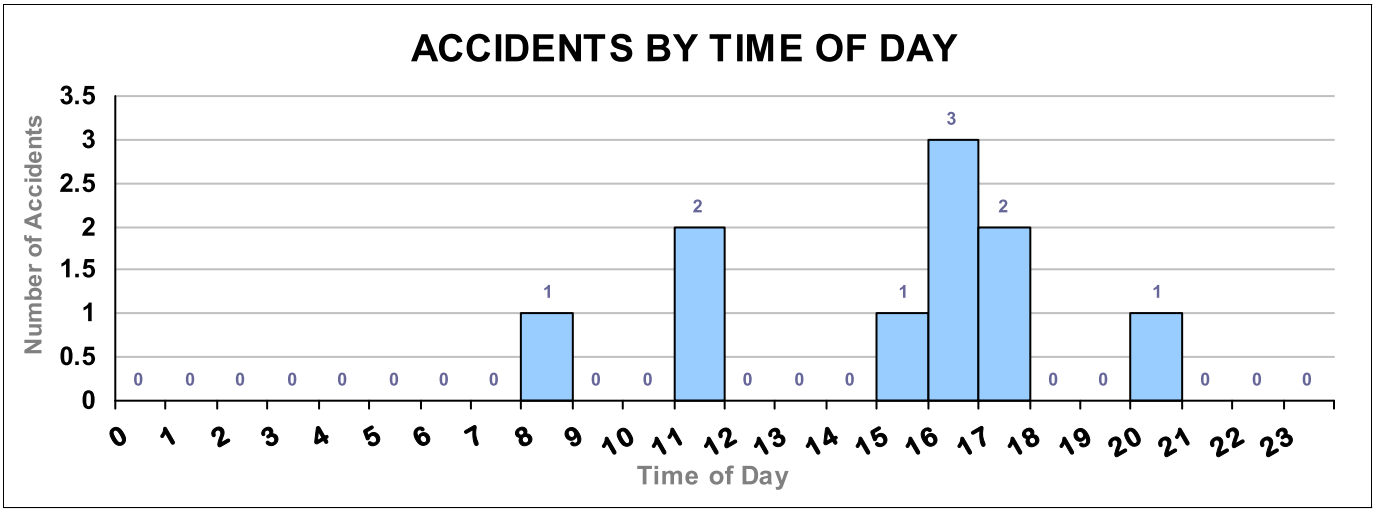


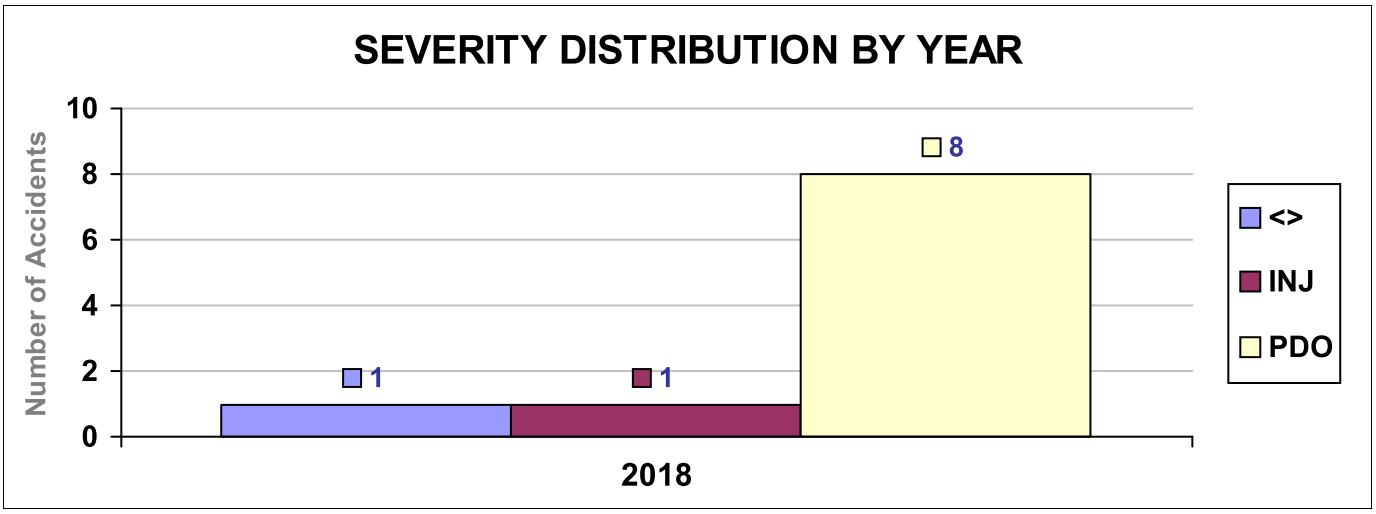
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY 25 / NORTH ROAD & MAIN STREET / CR48*

TIME PERIOD COVERED: *1/1/2018 - 12/31/2018* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*



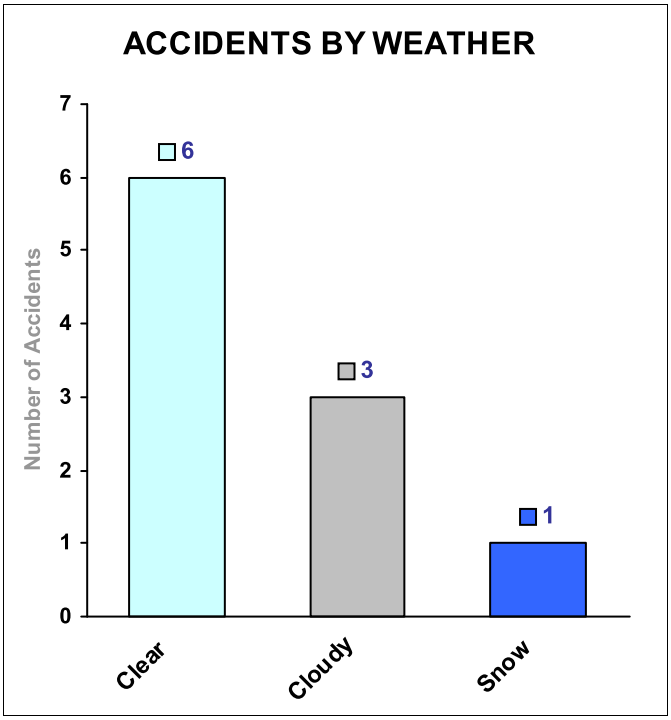


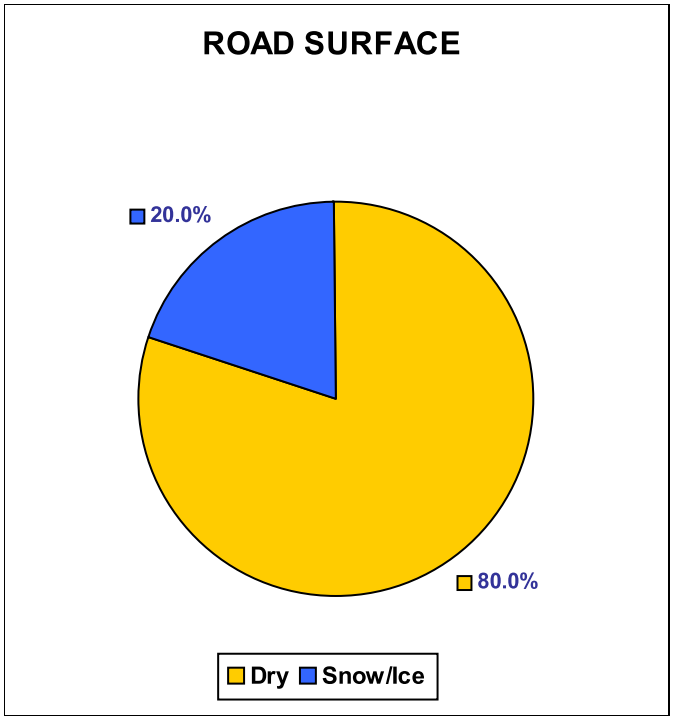
HSA CHARTS

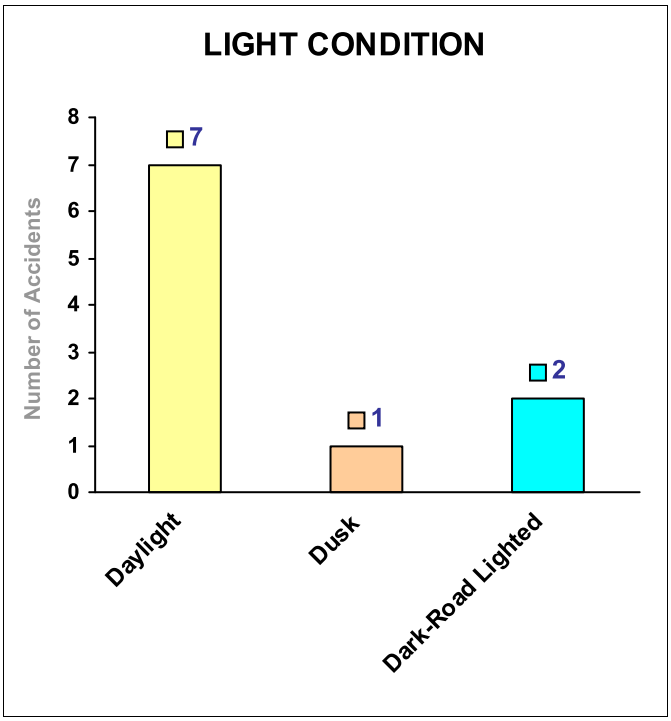
ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY 25 / NORTH ROAD & MAIN STREET / CR48*

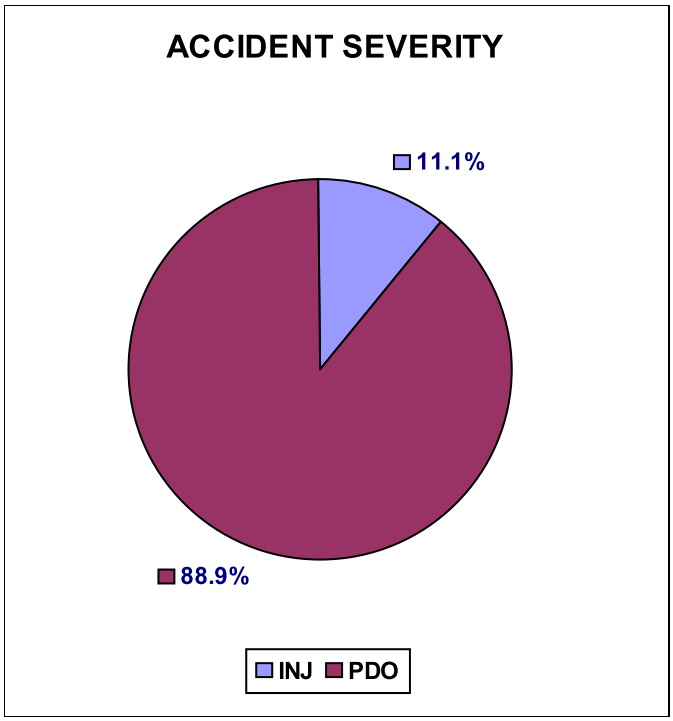
TIME PERIOD COVERED: *1/1/2018 - 12/31/2018* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*









COLLISION DIAGRAM

Key Number = 6

MUNICIPALITY: TOWN OF GREENPORT W COUNTY: SUFFOLK

INTERSECTION: NY25 / NORTH ROAD

PERIOD: 1 YEARS 0 MONTHS FROM 1/1/2018 TO 12/31/2018

FILE: ny25EdwardsAve

CASE # :

BY: GPI DATE: 9/23/2020



38

SYMBOLS

- MOVING VEHICLE
- TURNING VEHICLE
- BACKING VEHICLE
- PARKED VEHICLE
- 999 RECORD NUMBER
- P PEDESTRIAN
- B BICYCLIST
- A ANIMAL
- FIXED OBJECT
- Fatal

MANNER OF COLLISION

- REAR END
- LEFT TURN
- LEFT TURN
- OVERTAKE
- OUT OF CONTROL
- HEAD ON
- RIGHT TURN
- RIGHT TURN
- RIGHT ANGLE
- SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY 25 / NORTH ROAD & MAIN STREET / CR48*

MUNICIPALITY: *TOWN OF GREENPORT WEST* **COUNTY:** *SUFFOLK*

TIME PERIOD COVERED: *1/1/2019 - 6/30/2019* **REFERENCE MARKERS / NODES:** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*

TIME OF DAY	# ACC	%
6 AM - 10 AM	1	12.5%
10 AM - 4 PM	3	37.5%
4 PM - 7 PM	2	25.0%
7 PM - 12 AM	2	25.0%
12 AM - 6 AM	0	0.0%
Unspecified	0	0.0%
Total	**8**	

WEATHER	# ACC	%
Clear	8	100.0%
Cloudy	0	0.0%
Rain	0	0.0%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	0	0.0%
Total	**8**	

DIRECTION	# ACC	%
North	3	20.0%
South	0	0.0%
East	6	40.0%
West	6	40.0%
Total	**15**	

DIRECTION	# ACC	%
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

ACCIDENT TYPE	# ACC	%
Rear End	1	12.5%
Overtake	0	0.0%
Right Angle	1	12.5%
Left Turn	1	12.5%
Right Turn	3	37.5%
Fixed Object	0	0.0%
Head On	1	12.5%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	%
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	0	0.0%
Backing	0	0.0%
Run Off The Road	0	0.0%
Animal	1	12.5%
Other	0	0.0%
Unspecified	0	0.0%

Total **8**

SURFACE	# ACC	%
Dry	8	100.0%
Wet	0	0.0%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	0	0.0%
Total	**8**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	1	12.5%
Property Damage	6	75.0%
Non-Reportable	0	0.0%
Total	**8**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	2	25.0%
Spring (Mar-May)	5	62.5%
Summer (Jun-Aug)	1	12.5%
Fall (Sep-Nov)	0	0.0%
Total	**8**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	15	100.0%
Commercial Vehicles	0	0.0%
Total	**15**	

DAY OF WEEK	# ACC	%
Sunday	0	0.0%
Monday	1	12.5%
Tuesday	1	12.5%
Wednesday	0	0.0%
Thursday	3	37.5%
Friday	2	25.0%
Saturday	1	12.5%
Total	**8**	

LIGHT CONDITION	# ACC	%
Daylight	5	62.5%
Dawn/Dusk	2	25.0%
Night	1	12.5%
Unspecified	0	0.0%
Total	**8**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2019
Fatal Accidents	0
Injury Accidents	1
Property Damage Accidents	6
Non-Reportable Accidents	0
Total Accidents	**8**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM: 1/1/2019
TO: 6/30/2019
6 MONTHS

ROUTE NUMBER/STREET NAME: NY25 / NORTH ROAD
LOCATION: NY 25 / NORTH ROAD & MAIN STREET / CR48
MUNICIPALITY: TOWN OF GREENPORT WEST COUNTY: SUFFOLK
REFERENCE MARKERS / NODES: -

CASE No.
FILE: ny25EdwardsAve
BY: GPI
DATE: 9/23/2020

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
2	1/31/2019	19:39	1	PDO	4	1	1	1	61	Anml	W1 (WB) on NY25, when a deer ran in & collided with the vehicle	7
31	6/14/2019	20:26	2	PDO	3	1	1	1	20 6	HdOn	W1 in L/L lost control and struck E2 head on, also struck UP	7
29	3/30/2019	14:34	2		1	1	1	1	7	Ltrn	W1 failed to yield pncpming traffic, made LT and struck E2	7
28	3/8/2019	18:14	2	INJ	3	1	1	1	7 17	Rang	E2 (EB) while existing the intersection was struck by N1 (NB)	7
41	4/4/2019	9:34	2	PDO	1	1	1	1	9	Rend	E1 rear ended E2 while stopping in traffic	7
27	3/5/2019	13:45	2	PDO	1	1	1	1	18 19	Rtrn	E1 made a RT on NY25 at unsafe speed struck N2 & a tree	7
30	5/16/2019	18:51	2	PDO	1	1	1	1	18 20	Rtrn	W1 made abrupt (WB) RT and was struck by W2 (WB)	7
40	1/7/2019	14:46	2	PDO	1	1	1	1	7	Rtrn	N1 made a RT from Farmer's Dan's Farm and was struck by W2	7

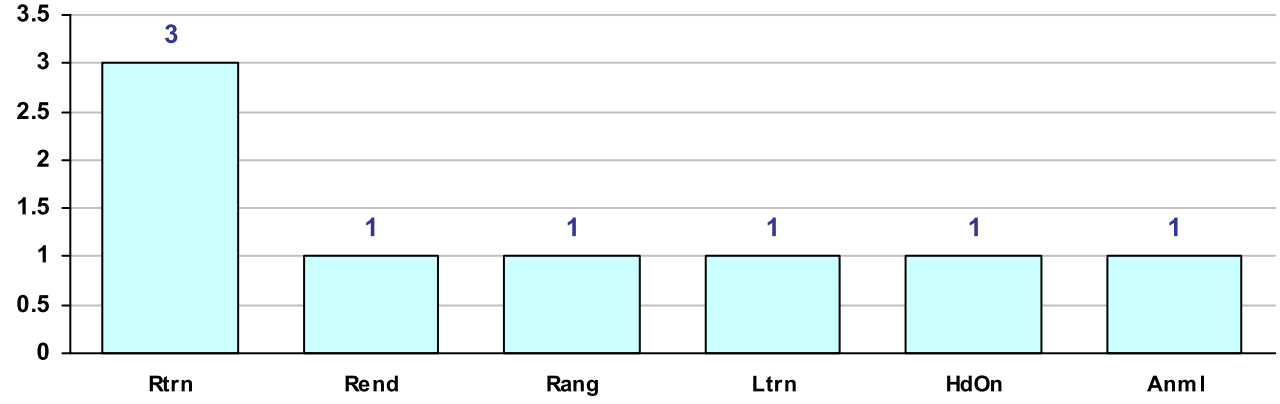
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY 25 / NORTH ROAD & MAIN STREET / CR48*

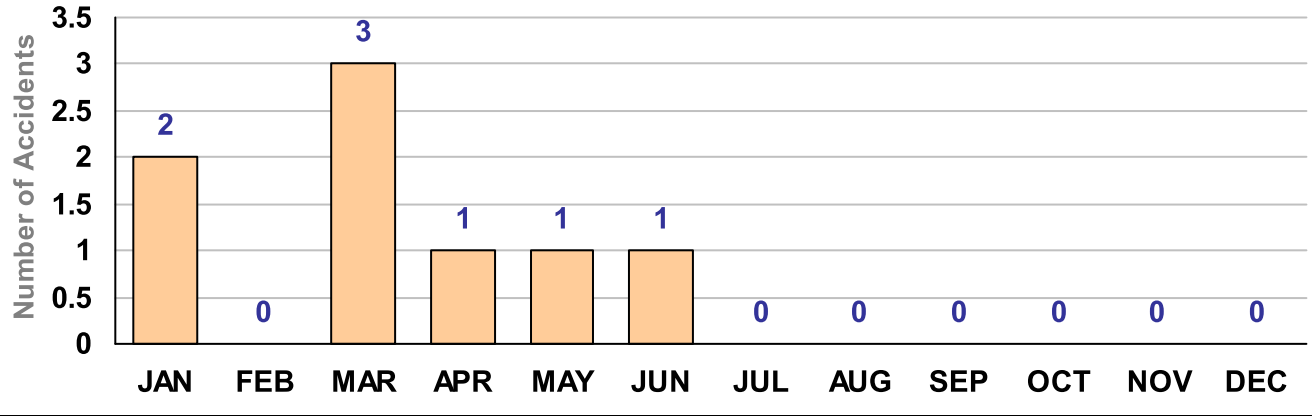
TIME PERIOD COVERED: *1/1/2019 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*

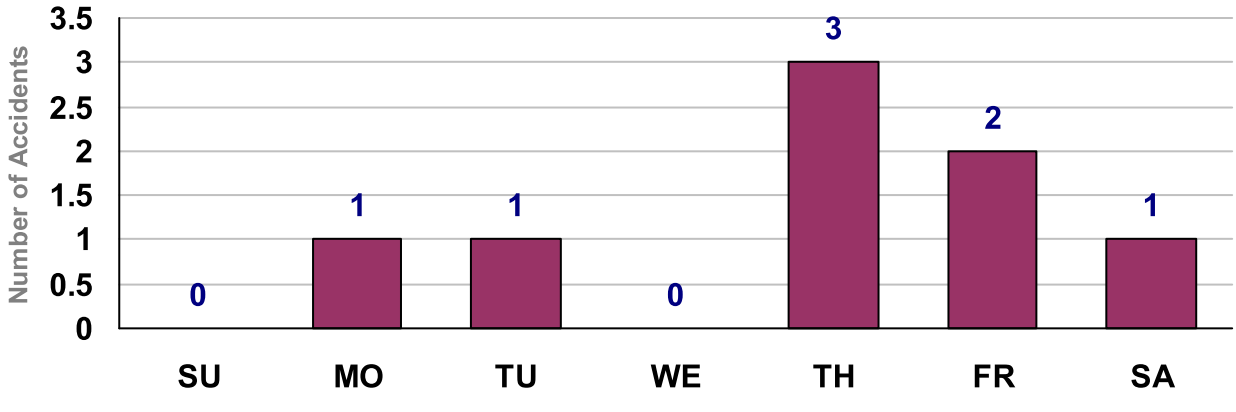
NUMBER OF ACCIDENTS BY TYPE



ACCIDENTS BY MONTH



ACCIDENTS BY DAY OF WEEK

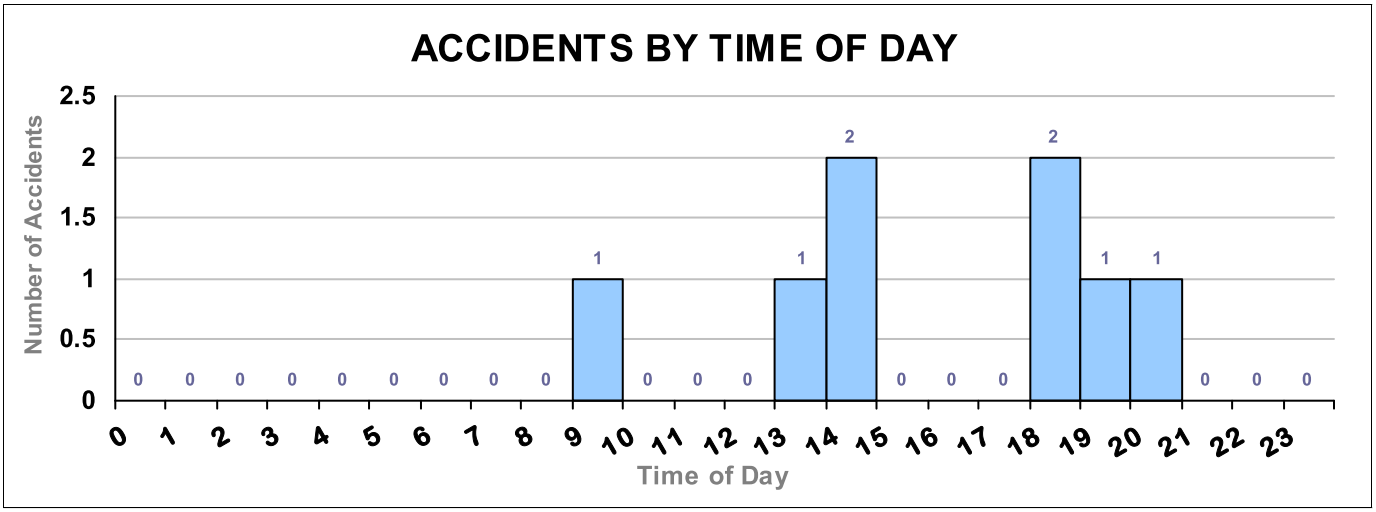


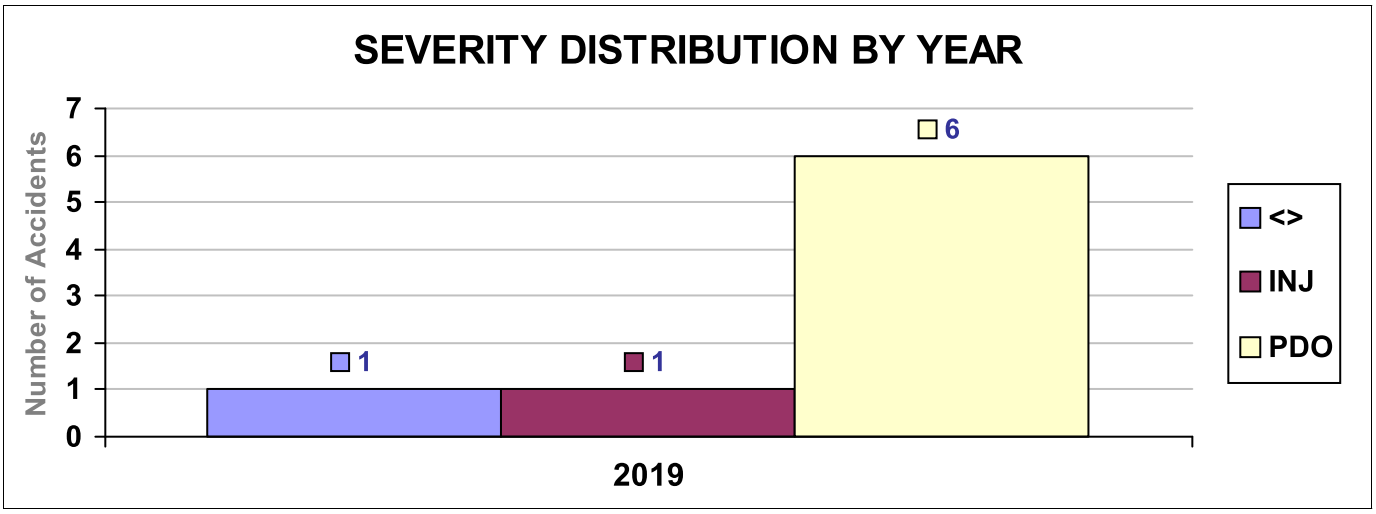
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY 25 / NORTH ROAD & MAIN STREET / CR48*

TIME PERIOD COVERED: *1/1/2019 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*





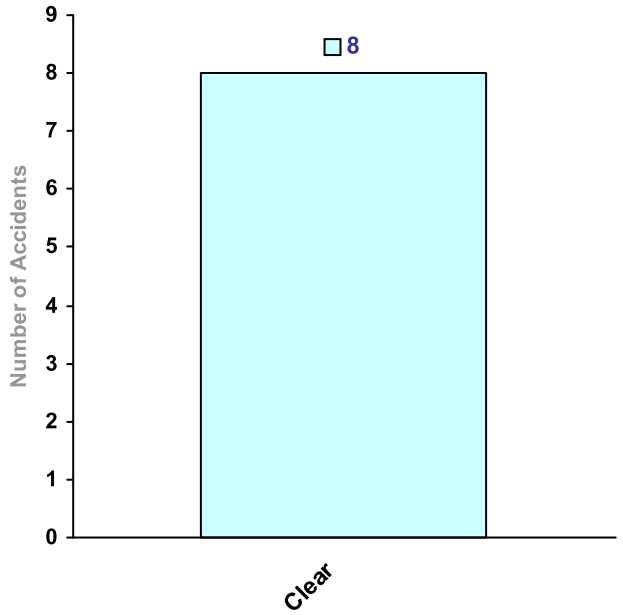
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY 25 / NORTH ROAD & MAIN STREET / CR48*

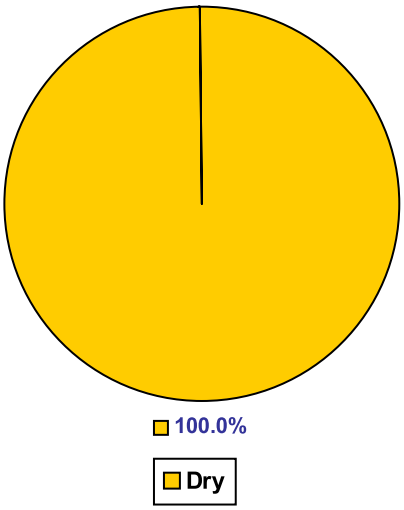
TIME PERIOD COVERED: *1/1/2019 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *9/23/2020*

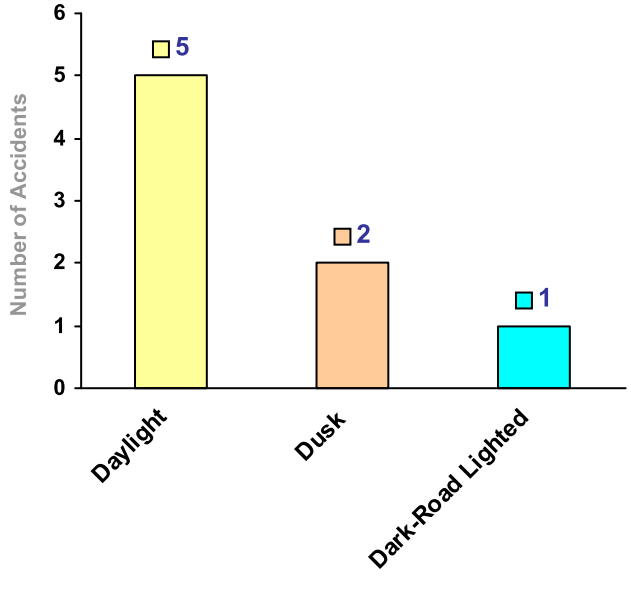
ACCIDENTS BY WEATHER



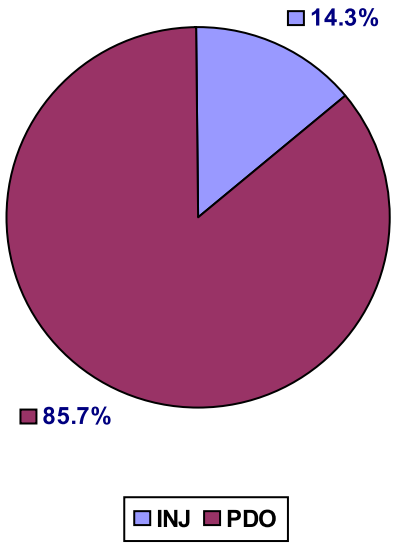
ROAD SURFACE



LIGHT CONDITION



ACCIDENT SEVERITY



COLLISION DIAGRAM

Key Number = 7

MUNICIPALITY: TOWN OF GREENPORT W COUNTY: SUFFOLK

INTERSECTION: NY25 / NORTH ROAD

PERIOD: 0 YEARS 6 MONTHS FROM 1/1/2019 TO 6/30/2019

FILE: ny25EdwardsAve

CASE # :

BY: GPI DATE: 9/23/2020



30

SYMBOLS

- MOVING VEHICLE
- TURNING VEHICLE
- BACKING VEHICLE
- PARKED VEHICLE
- 999 RECORD NUMBER
- P PEDESTRIAN
- B BICYCLIST
- A ANIMAL
- FIXED OBJECT
- Fatal

MANNER OF COLLISION

- REAR END
- LEFT TURN
- LEFT TURN
- OVERTAKE
- OUT OF CONTROL
- HEAD ON
- RIGHT TURN
- RIGHT TURN
- RIGHT ANGLE
- SIDE SWIPE

APPENDIX C - TRANSPORTATION

Attachment T-12 Crash Analyses – NY114 & Stephen Hands Path

ACCIDENT SUMMARY SHEET

ROUTE: *NY114 / SAG HARBOR TPKE* **LOCATION:** *NY114 & STEPHEN HANDS PATH*

MUNICIPALITY: *EAST HAMPTON* **COUNTY:** *SUFFOLK*

TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES:** -

REMARKS: *Selected Accidents* **DATE:** *8/26/2020*

TIME OF DAY	# ACC	%
6 AM - 10 AM	1	7.7%
10 AM - 4 PM	4	30.8%
4 PM - 7 PM	3	23.1%
7 PM - 12 AM	1	7.7%
12 AM - 6 AM	1	7.7%
Unspecified	3	23.1%
Total	**13**	

WEATHER	# ACC	%
Clear	10	76.9%
Cloudy	0	0.0%
Rain	2	15.4%
Snow	1	7.7%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	0	0.0%
Total	**13**	

DIRECTION	# ACC	%
North	8	33.3%
South	8	33.3%
East	2	8.3%
West	6	25.0%
Total	**24**	

DIRECTION	# ACC	%
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

ACCIDENT TYPE	# ACC	%
Rear End	8	61.5%
Overtake	0	0.0%
Right Angle	0	0.0%
Left Turn	1	7.7%
Right Turn	0	0.0%
Fixed Object	1	7.7%
Head On	0	0.0%
Sideswipe	1	7.7%

ACCIDENT TYPE	# ACC	%
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	0	0.0%
Backing	0	0.0%
Run Off The Road	0	0.0%
Animal	2	15.4%
Other	0	0.0%
Unspecified	0	0.0%

Total **13**

SURFACE	# ACC	%
Dry	10	76.9%
Wet	2	15.4%
Mud/Slush	0	0.0%
Snow/Ice	1	7.7%
Unspecified	0	0.0%
Total	**13**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	2	15.4%
Property Damage	11	84.6%
Non-Reportable	0	0.0%
Total	**13**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	4	30.8%
Spring (Mar-May)	4	30.8%
Summer (Jun-Aug)	2	15.4%
Fall (Sep-Nov)	3	23.1%
Total	**13**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	24	100.0%
Commercial Vehicles	0	0.0%
Total	**24**	

DAY OF WEEK	# ACC	%
Sunday	2	15.4%
Monday	3	23.1%
Tuesday	0	0.0%
Wednesday	2	15.4%
Thursday	3	23.1%
Friday	3	23.1%
Saturday	0	0.0%
Total	**13**	

LIGHT CONDITION	# ACC	%
Daylight	8	61.5%
Dawn/Dusk	2	15.4%
Night	3	23.1%
Unspecified	0	0.0%
Total	**13**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2016	2017	2018	2019
Fatal Accidents	0	0	0	0
Injury Accidents	0	1	0	1
Property Damage Accidents	0	3	5	3
Non-Reportable Accidents	0	0	0	0
Total Accidents	**0**	**4**	**5**	**4**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM: *4/1/2016*
TO: *6/30/2019*
39 MONTHS

ROUTE NUMBER/STREET NAME: *NY114 / SAG HARBOR TPKE*
LOCATION: *NY114 & STEPHEN HANDS PATH*
MUNICIPALITY: *EAST HAMPTON* COUNTY: *SUFFOLK*
REFERENCE MARKERS / NODES: -

CASE No.
FILE: *ıy114StephenHanc*
BY: *GPI*
DATE: *8/26/2020*

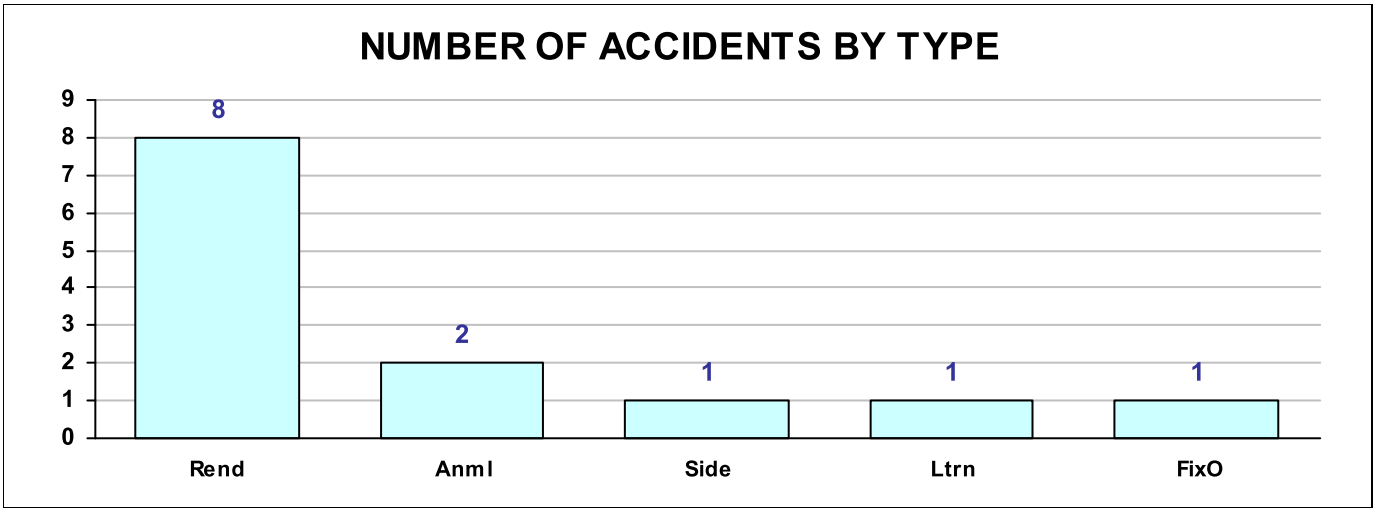
No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
2	4/14/2017	7:30	1	PDO	1	1	1	1	61	Anml	N1 (NB) struck a deer that shot across the street	2
14	3/14/2019	19:35	1	PDO	5	1	1	1	61	Anml	N1 (NB) on NY114, when a deer ran into it and collided	2
3	2/12/2017	17:22	1	INJ	3	4	2	3	64 66	FixO	S1 SB, lost control, drifted off snowy roadway, collided a tree	2
12	1/25/2019	17:29	2	PDO	5	1	1	1	7	Ltrn	N1 NB, failed to see oncoming traffic made LT struck by S2 (SB)	2
4	7/17/2017		3	PDO	1	1	1	1	4	Rend	S2 (SB) rear ended S1, which then rear ended S3 (SB)	2
5	7/17/2017		2	PDO	1	5	1	1	4	Rend	E1 (EB) stopped at the traffic light rear-ended by E2 (EB)	2
6	4/4/2018		2	PDO	1	1	2	3	9	Rend	N1 (NB) stopped at the traffic light rear-ended by N2 (NB)	2
7	5/3/2018	15:41	2	PDO	1	1	1	1	9	Rend	W2 (WB) stopped at the traffic light rear-ended by W1 (WB)	2
8	9/6/2018	11:18	2	PDO	1	1	1	1	9	Rend	W1 (WB) rear-ended W2 (WB)	2
9	10/3/2018	14:58	2	PDO	1	1	1	1	4	Rend	S1 (SB) stopped at the traffic light rear-ended by S2 (SB)	2
10	10/22/2018	14:14	2	PDO	1	1	1	1	4	Rend	W1 (WB) stopped at the traffic light rear-ended by W2	2
13	2/10/2019	17:52	2	PDO	3	1	1	1	13	Rend	N1 (NB) waiting to make LT was rear ended by N2 (NB)	2
11	1/18/2019	5:50	2	INJ	5	4	4	4	27 19	Side	S2 (SB) over speeding on snowy road sideswiped N1 (NB)	2

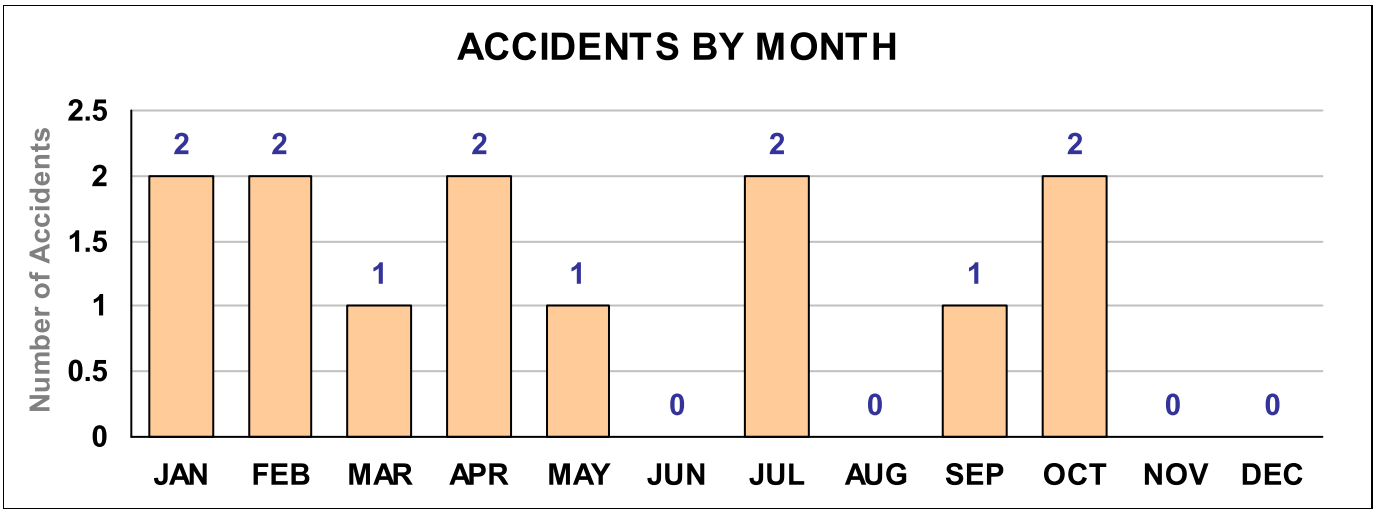
HSA CHARTS

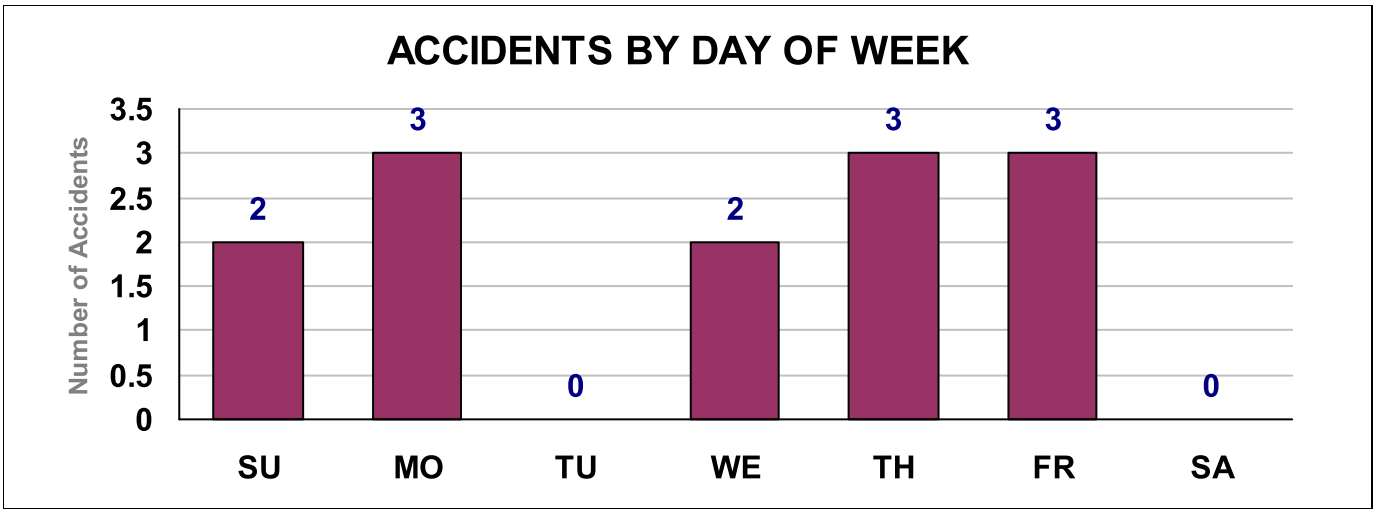
ROUTE: *NY114 / SAG HARBOR TPKE* **LOCATION:** *NY114 & STEPHEN HANDS PATH*

TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/26/2020*





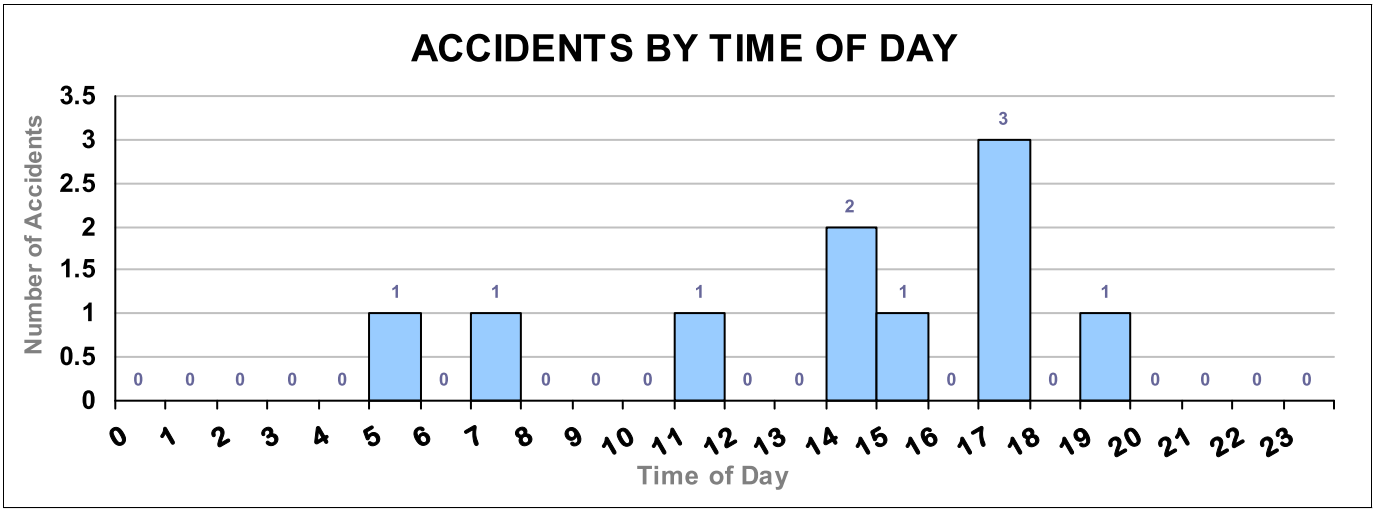


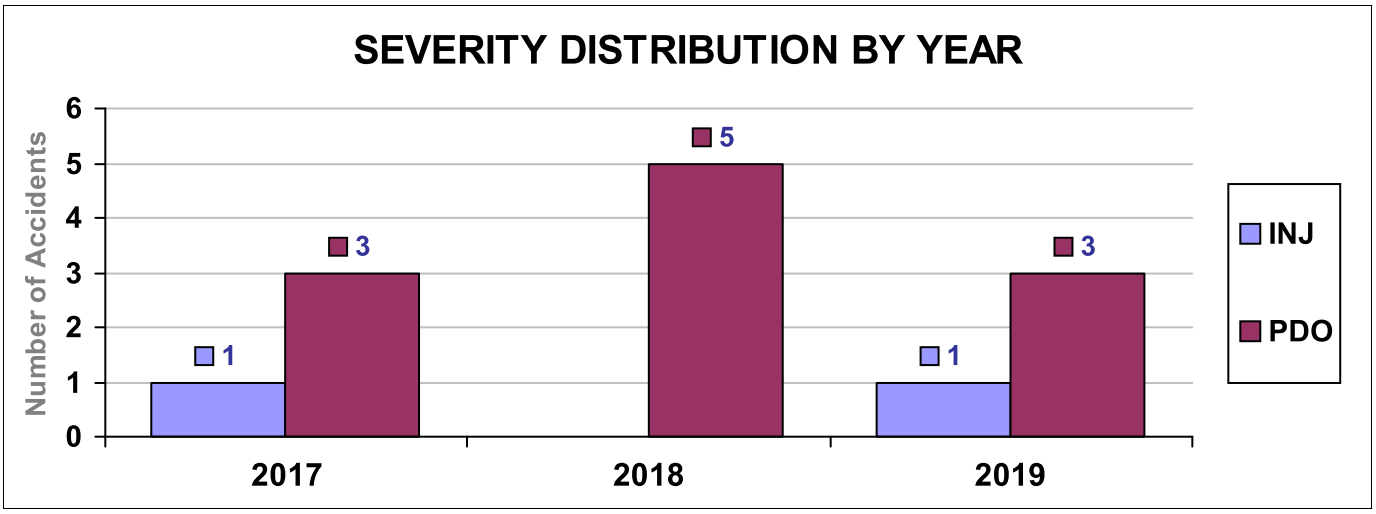
HSA CHARTS

ROUTE: *NY114 / SAG HARBOR TPKE* **LOCATION:** *NY114 & STEPHEN HANDS PATH*

TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/26/2020*



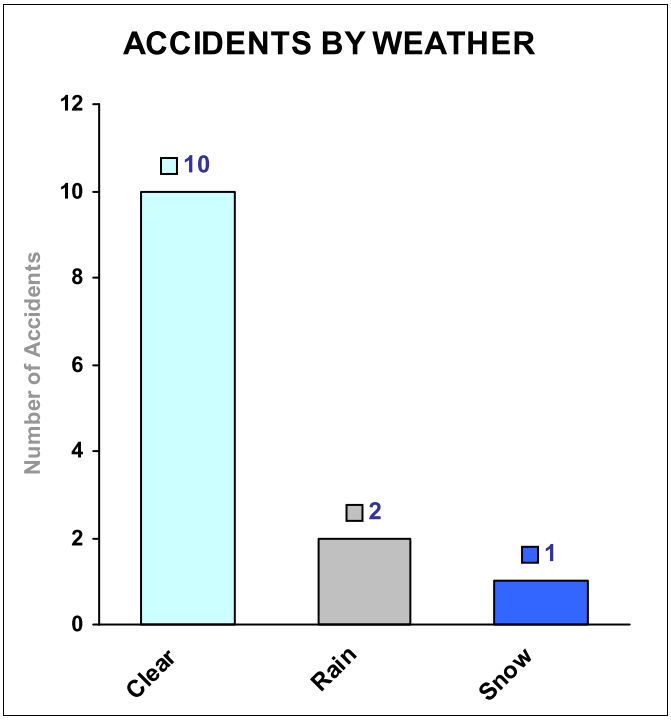


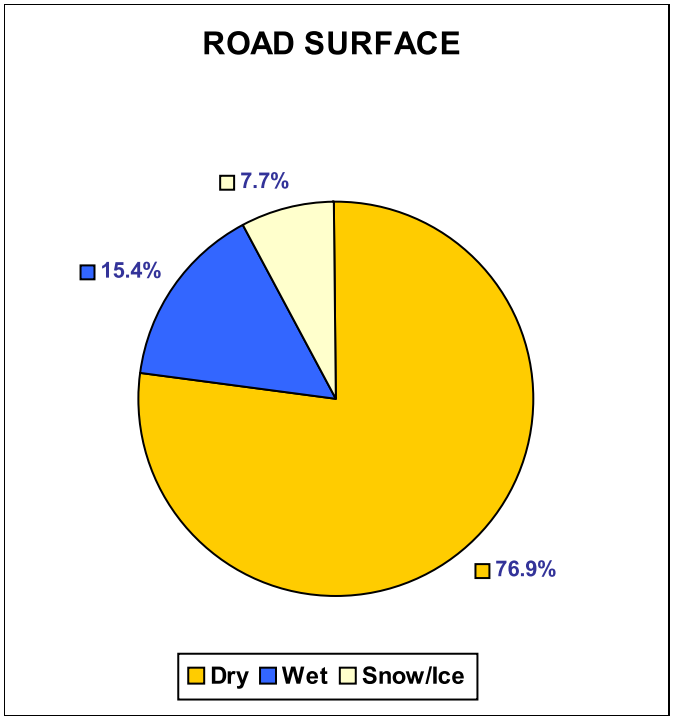
HSA CHARTS

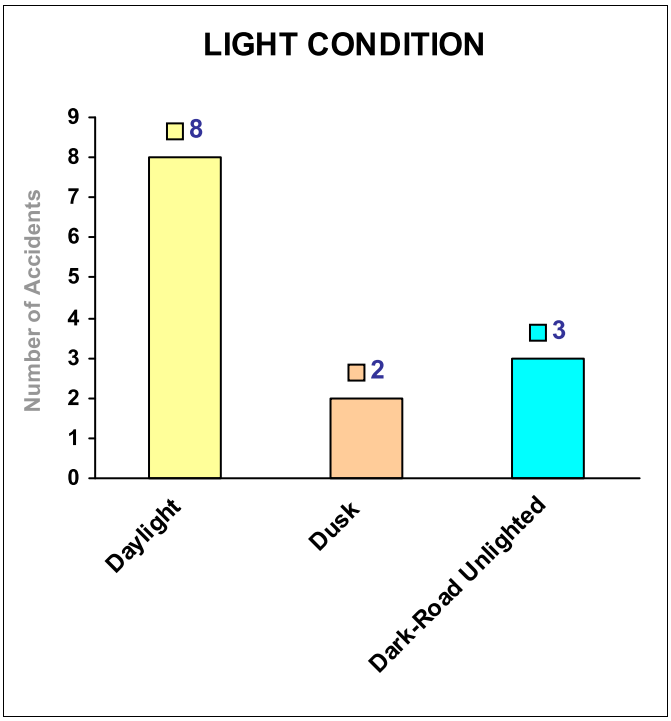
ROUTE: *NY114 / SAG HARBOR TPKE* **LOCATION:** *NY114 & STEPHEN HANDS PATH*

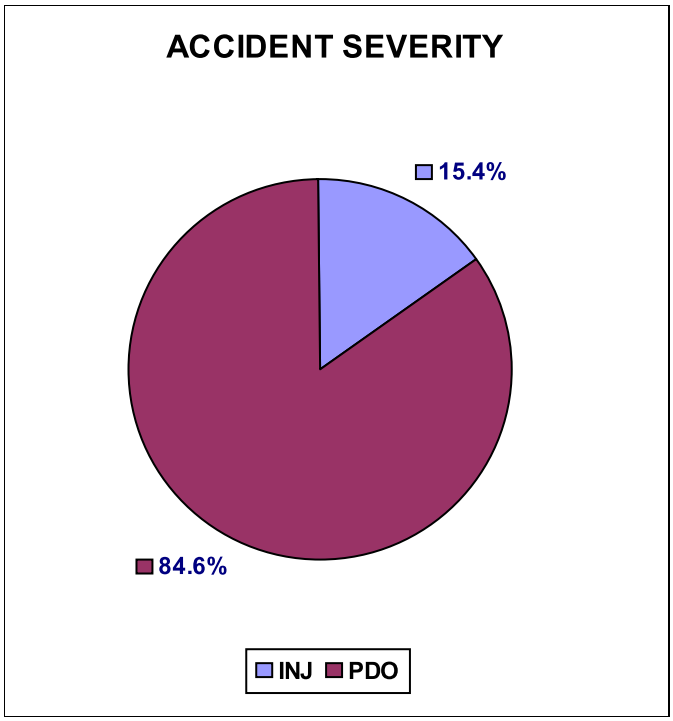
TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/26/2020*









COLLISION DIAGRAM

Key Number = 2

MUNICIPALITY: EAST HAMPTON COUNTY: SUFFOLK

INTERSECTION: NY-114 / SAG HARBOR TPKE

PERIOD: 3 YEARS 3 MONTHS FROM 4/1/2016 TO 6/30/2019

FILE: ny114StephenHand

CASE # :

BY: GPI DATE: 9/4/2020



SYMBOLS

- MOVING VEHICLE
- TURNING VEHICLE
- BACKING VEHICLE
- PARKED VEHICLE
- 999 RECORD NUMBER
- P PEDESTRIAN
- B BICYCLIST
- A ANIMAL
- FIXED OBJECT
- Fatal

MANNER OF COLLISION

- REAR END
- LEFT TURN
- LEFT TURN
- OVERTAKE
- OUT OF CONTROL
- HEAD ON
- RIGHT TURN
- RIGHT TURN
- RIGHT ANGLE
- SIDE SWIPE

APPENDIX C - TRANSPORTATION

Attachment T-13 Crash Analyses – NY114 & Good Friend Drive

ACCIDENT SUMMARY SHEET

ROUTE: *NY114/E HAMPTON-SAG HRBR* **LOCATION:** *NY-114 HAMPTON-SAG HARBOR TPKE & GOOD FRIEND DR*

MUNICIPALITY: *NORTHWEST HARBOR* **COUNTY:** *SUFFOLK*

TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES:** -

REMARKS: *Selected Accidents* **DATE:** *8/25/2020*

TIME OF DAY	# ACC	%
6 AM - 10 AM	0	0.0%
10 AM - 4 PM	1	33.3%
4 PM - 7 PM	2	66.7%
7 PM - 12 AM	0	0.0%
12 AM - 6 AM	0	0.0%
Unspecified	0	0.0%
Total	**3**	

WEATHER	# ACC	%
Clear	2	66.7%
Cloudy	0	0.0%
Rain	1	33.3%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	0	0.0%
Total	**3**	

DIRECTION	# ACC	%
North	1	20.0%
South	3	60.0%
East	1	20.0%
West	0	0.0%
Total	**5**	

DIRECTION	# ACC	%
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

ACCIDENT TYPE	# ACC	%
Rear End	0	0.0%
Overtake	0	0.0%
Right Angle	0	0.0%
Left Turn	0	0.0%
Right Turn	1	33.3%
Fixed Object	1	33.3%
Head On	1	33.3%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	%
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	0	0.0%
Backing	0	0.0%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	0	0.0%
Unspecified	0	0.0%

Total **3**

SURFACE	# ACC	%
Dry	2	66.7%
Wet	1	33.3%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	0	0.0%
Total	**3**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	1	33.3%
Property Damage	2	66.7%
Non-Reportable	0	0.0%
Total	**3**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	2	66.7%
Spring (Mar-May)	0	0.0%
Summer (Jun-Aug)	1	33.3%
Fall (Sep-Nov)	0	0.0%
Total	**3**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	5	100.0%
Commercial Vehicles	0	0.0%
Total	**5**	

DAY OF WEEK	# ACC	%
Sunday	1	33.3%
Monday	1	33.3%
Tuesday	0	0.0%
Wednesday	0	0.0%
Thursday	1	33.3%
Friday	0	0.0%
Saturday	0	0.0%
Total	**3**	

LIGHT CONDITION	# ACC	%
Daylight	3	100.0%
Dawn/Dusk	0	0.0%
Night	0	0.0%
Unspecified	0	0.0%
Total	**3**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2016	2017	2018	2019
Fatal Accidents	0	0	0	0
Injury Accidents	0	0	1	0
Property Damage Accidents	0	0	0	2
Non-Reportable Accidents	0	0	0	0
Total Accidents	**0**	**0**	**1**	**2**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM: 4/1/2016
TO: 6/30/2019
39 MONTHS

ROUTE NUMBER/STREET NAME: NY114/E HAMPTON-SAG HRBR
LOCATION: NY-114 HAMPTON-SAG HARBOR TPKE & GOOD FRIEND DR
MUNICIPALITY: NORTHWEST HARBOR COUNTY: SUFFOLK
REFERENCE MARKERS / NODES: -

CASE No.
FILE: ny114GoodFrd
BY: GPI
DATE: 8/25/2020

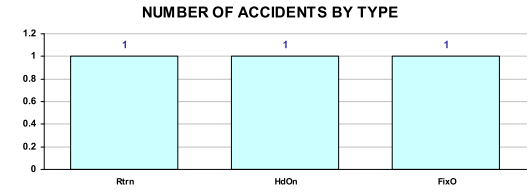
No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROADCHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
4	2/24/2019	15:48	1	PDO	1	1	2	3	18 66	FixO	S1 in C/L lost control on wet road & struck a tree on the RS	1
2	8/30/2018	16:04	2	INJ	1	1	1	1	27 8	HdOn	N2 fell asleep crossed double yellow line struck S1 head on	1
3	2/4/2019	16:04	2	PDO	1	1	1	1	69 7	Rtrn	E1 made a RT from driveway and was struck by S2	1

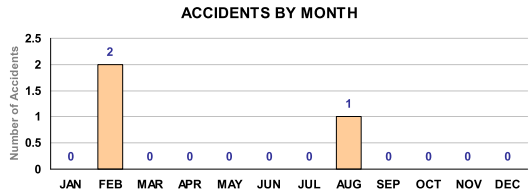
HSA CHARTS

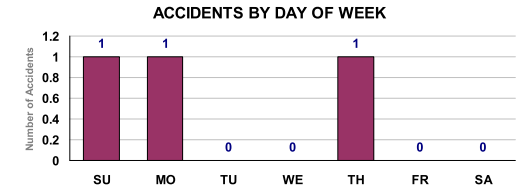
ROUTE: *NY114/E HAMPTON-SAG HRBR* **LOCATION:** *NY-114 HAMPTON-SAG HARBOR TPKE & GOOD FRIEND DR*

TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/25/2020*





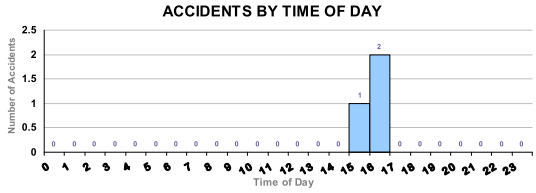


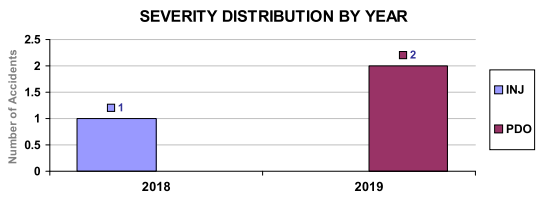
HSA CHARTS

ROUTE: *NY114/E HAMPTON-SAG HRBR* **LOCATION:** *NY-114 HAMPTON-SAG HARBOR TPKE & GOOD FRIEND DR*

TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/25/2020*





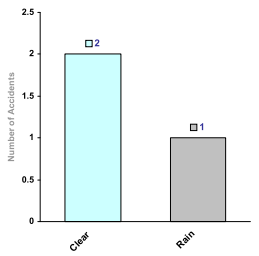
HSA CHARTS

ROUTE: *NY114/E HAMPTON-SAG HRBR* **LOCATION:** *NY-114 HAMPTON-SAG HARBOR TPKE & GOOD FRIEND DR*

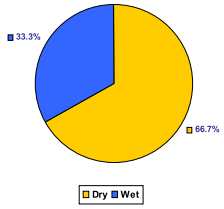
TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/25/2020*

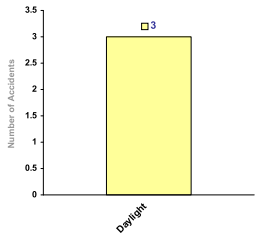
ACCIDENTS BY WEATHER



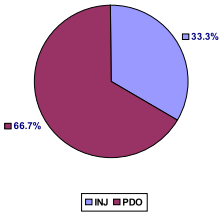
ROAD SURFACE



LIGHT CONDITION



ACCIDENT SEVERITY



COLLISION DIAGRAM

Key Number = 1

MUNICIPALITY: NORTHWEST HARBOR COUNTY: SUFFOLK

INTERSECTION: NY114/E HAMPTON-SAG HRBR

PERIOD: 3 YEARS 3 MONTHS FROM 4/1/2016 TO 6/30/2019

FILE: ny114GoodFrd

CASE # :

BY: GPI DATE: 8/25/2020



SYMBOLS

- MOVING VEHICLE
- TURNING VEHICLE
- BACKING VEHICLE
- PARKED VEHICLE
- 999 RECORD NUMBER
- P PEDESTRIAN
- B BICYCLIST
- A ANIMAL
- FIXED OBJECT
- Fatal

MANNER OF COLLISION

- REAR END
- LEFT TURN
- LEFT TURN
- OVERTAKE
- OUT OF CONTROL
- HEAD ON
- RIGHT TURN
- RIGHT TURN
- RIGHT ANGLE
- SIDE SWIPE

APPENDIX D - TRANSPORTATION

Attachment T-14 Crash Analyses – NY 25 & CR 48

ACCIDENT SUMMARY SHEET

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

MUNICIPALITY: *TOWN OF GREENPORT WEST* **COUNTY:** *SUFFOLK*

TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES:** -

REMARKS: *Selected Accidents* **DATE:** *8/26/2020*

TIME OF DAY	# ACC	%
6 AM - 10 AM	3	18.8%
10 AM - 4 PM	6	37.5%
4 PM - 7 PM	3	18.8%
7 PM - 12 AM	3	18.8%
12 AM - 6 AM	0	0.0%
Unspecified	1	6.3%
Total	**16**	

DIRECTION	# ACC	%
North	17	56.7%
South	1	3.3%
East	6	20.0%
West	6	20.0%
Total	**30**	

DIRECTION	# ACC	%
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

WEATHER	# ACC	%
Clear	16	100.0%
Cloudy	0	0.0%
Rain	0	0.0%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	0	0.0%
Total	**16**	

ACCIDENT TYPE	# ACC	%
Rear End	10	62.5%
Overtake	0	0.0%
Right Angle	1	6.3%
Left Turn	3	18.8%
Right Turn	0	0.0%
Fixed Object	1	6.3%
Head On	0	0.0%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	%
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	0	0.0%
Backing	0	0.0%
Run Off The Road	0	0.0%
Animal	1	6.3%
Other	0	0.0%
Unspecified	0	0.0%

Total **16**

SURFACE	# ACC	%
Dry	16	100.0%
Wet	0	0.0%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	0	0.0%
Total	**16**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	2	12.5%
Property Damage	14	87.5%
Non-Reportable	0	0.0%
Total	**16**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	0	0.0%
Spring (Mar-May)	3	18.8%
Summer (Jun-Aug)	10	62.5%
Fall (Sep-Nov)	3	18.8%
Total	**16**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	30	100.0%
Commercial Vehicles	0	0.0%
Total	**30**	

DAY OF WEEK	# ACC	%
Sunday	1	6.3%
Monday	2	12.5%
Tuesday	4	25.0%
Wednesday	0	0.0%
Thursday	2	12.5%
Friday	4	25.0%
Saturday	3	18.8%
Total	**16**	

LIGHT CONDITION	# ACC	%
Daylight	14	87.5%
Dawn/Dusk	1	6.3%
Night	1	6.3%
Unspecified	0	0.0%
Total	**16**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	2016	2017	2018	2019
Fatal Accidents	0	0	0	0
Injury Accidents	1	1	0	0
Property Damage Accidents	2	9	2	1
Non-Reportable Accidents	0	0	0	0
Total Accidents	**3**	**10**	**2**	**1**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM: 4/1/2016
TO: 6/30/2019
39 MONTHS

ROUTE NUMBER/STREET NAME: NY25 / NORTH ROAD
LOCATION: NY25 / NORTH ROAD & MAIN STREET / CR48
MUNICIPALITY: TOWN OF GREENPORT WEST COUNTY: SUFFOLK
REFERENCE MARKERS / NODES: -

CASE No.
FILE: ny25Cr48
BY: GPI
DATE: 8/26/2020

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
16	8/11/2017	20:00	1	PDO	4	1	1	1	61	Anml	Deer ran into the driver side of E1 causing damage to the veh	3
8	6/29/2018	20:02	1	PDO	3	1	1	1	6	FixO	S1 after making RT to head SB Main St loss control struck tree	3
1	9/12/2016	11:21	2	INJ	1	1	1	1	7 18	Ltrn	W1 while making WB LT was struck by E2 going straight EB	3
2	4/18/2017	8:12	2	PDO	1	1	1	1	7 18	Ltrn	W1 while making WB LT was struck by E2 going straight EB	3
15	7/20/2017	16:19	2	PDO	1	1	1	1	18 7	Ltrn	W2 (WB) made LT struck was by E1	3
13	7/1/2017	18:54	2	PDO	1	1	1	1	7	Rang	E1 was struck by N2 attempting to make LT on Main Street	3
3	5/19/2017	7:45	2	PDO	1	4	1	1	4	Rend	N2 was stopped at the yield sign, which was rear ended by N1	3
4	7/3/2017	15:23	2	PDO	1	1	1	1	9	Rend	N2 was stopped at the yield sign, which was rear ended by N1	3
5	7/18/2017	19:03	2	INJ	1	1	1	1	9	Rend	N2 was stopped at the yield sign, which was rear ended by N1	3
6	8/3/2017	15:18	2	PDO	1	1	1	1	9	Rend	N2 was stopped at the yield sign, which was rear ended by N1	3
7	10/28/2017		2	PDO	1	1	1	1	9	Rend	N2 was stopped at the yield sign, which was rear ended by N1	3
9	11/25/2018	10:43	2	PDO	1	1	1	1	9	Rend	N2 was yielding bicyclist, which then was rear ended by N1	3
10	5/28/2019	8:09	2	PDO	1	1	1	1	9 26	Rend	E2 was rear ended by E1	3
11	7/23/2016	15:25	2	PDO	1	1	1	1	9	Rend	N2 was stopped at the yield sign, which was rear ended by N1	3
12	8/19/2016	12:39	2	PDO	1	4	1	1	9	Rend	N2 was stopped at the yield sign, which was rear ended by N1	3
14	7/4/2017	16:49	2	PDO	1	1	1	1	18	Rend	W1 (WB) waiting at to make LT was rear-ended by W2	3

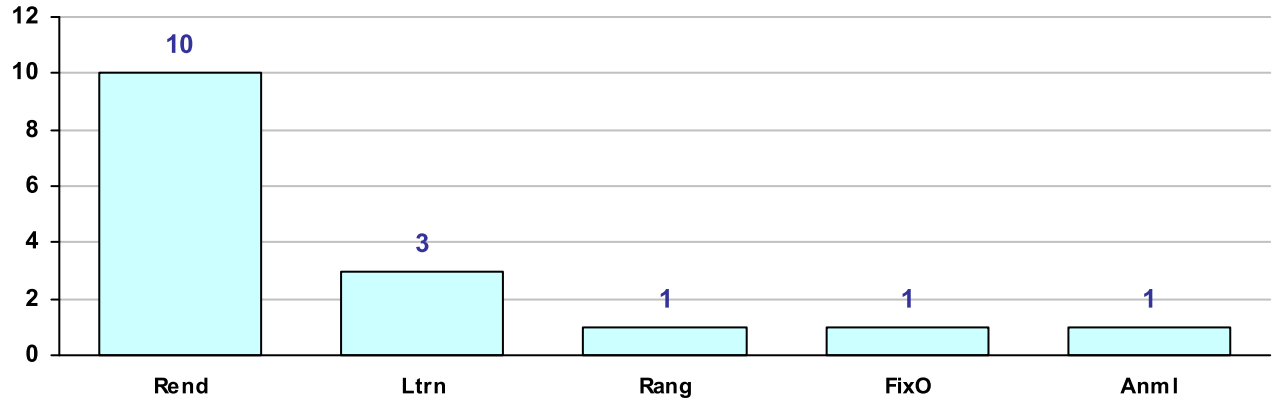
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

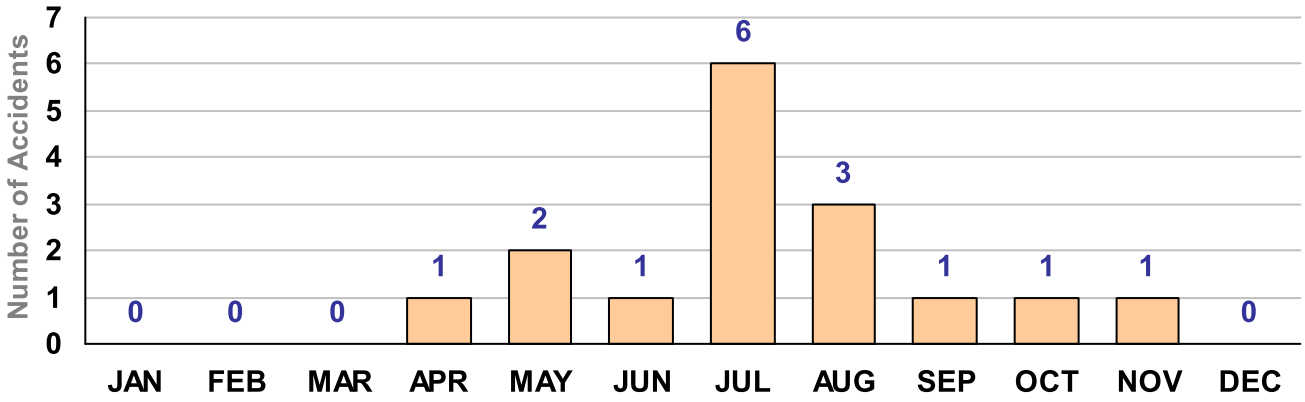
TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/26/2020*

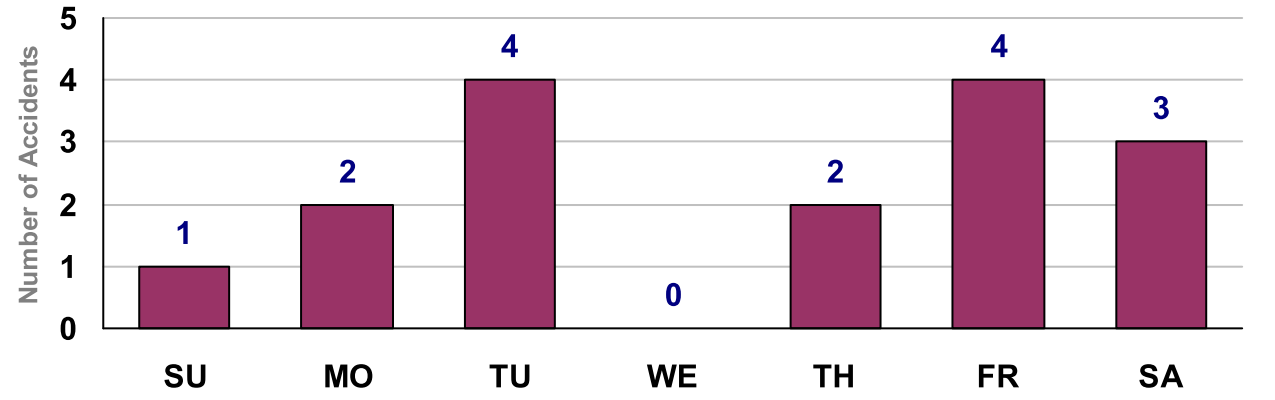
NUMBER OF ACCIDENTS BY TYPE



ACCIDENTS BY MONTH



ACCIDENTS BY DAY OF WEEK

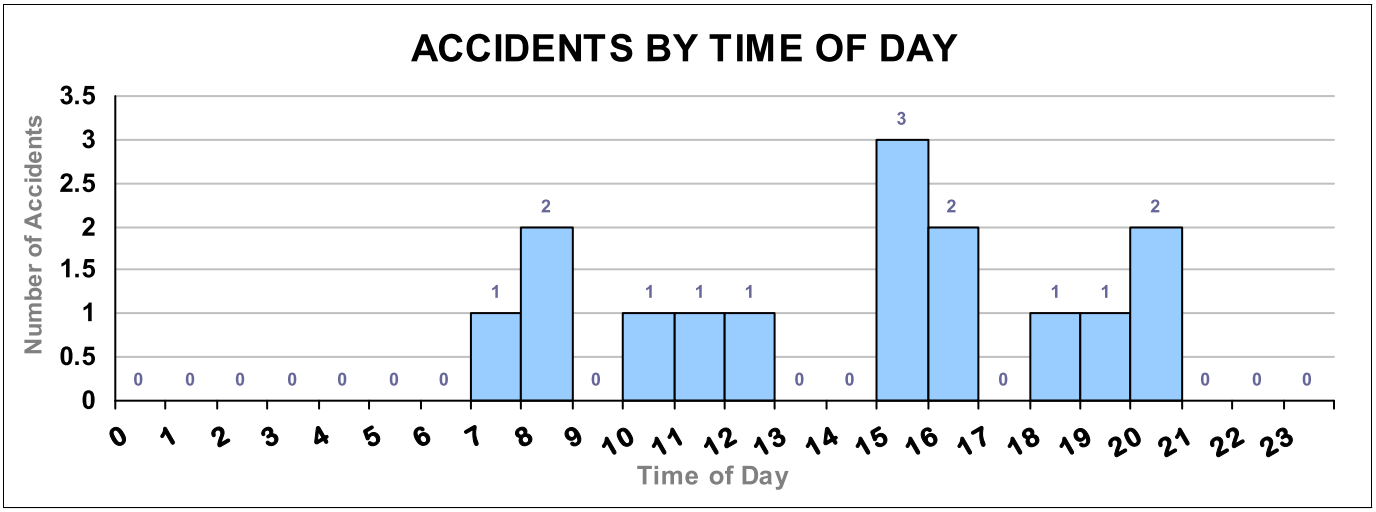


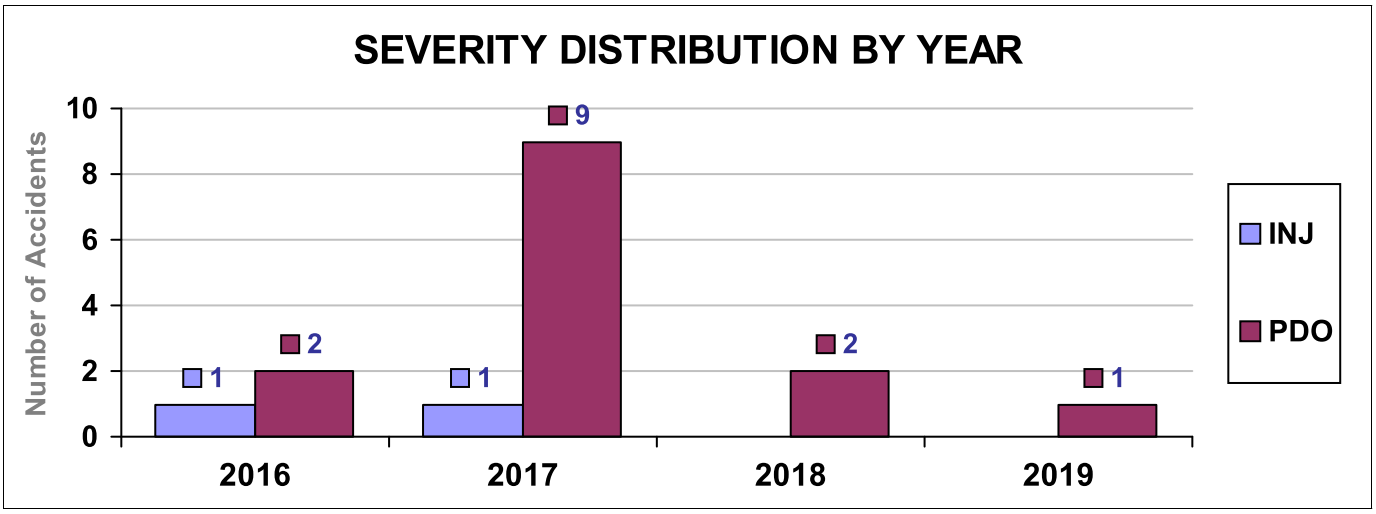
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/26/2020*





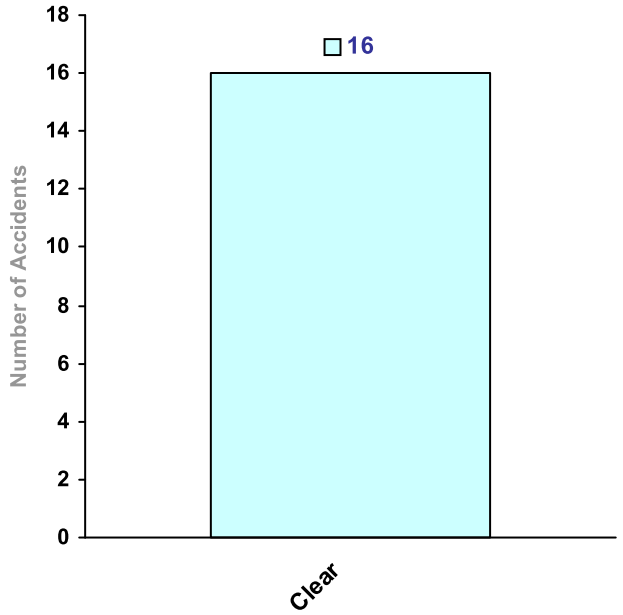
HSA CHARTS

ROUTE: *NY25 / NORTH ROAD* **LOCATION:** *NY25 / NORTH ROAD & MAIN STREET / CR48*

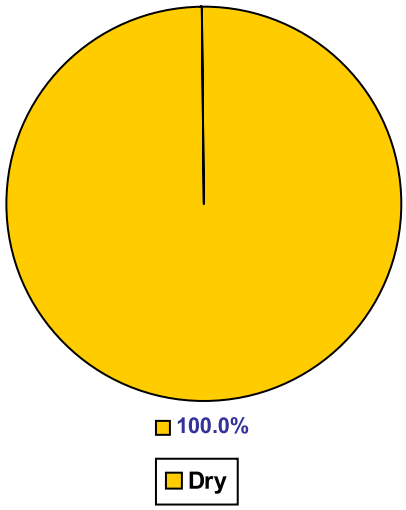
TIME PERIOD COVERED: *4/1/2016 - 6/30/2019* **REFERENCE MARKERS / NODES** -

REMARKS: *Selected Accidents* **DATE:** *8/26/2020*

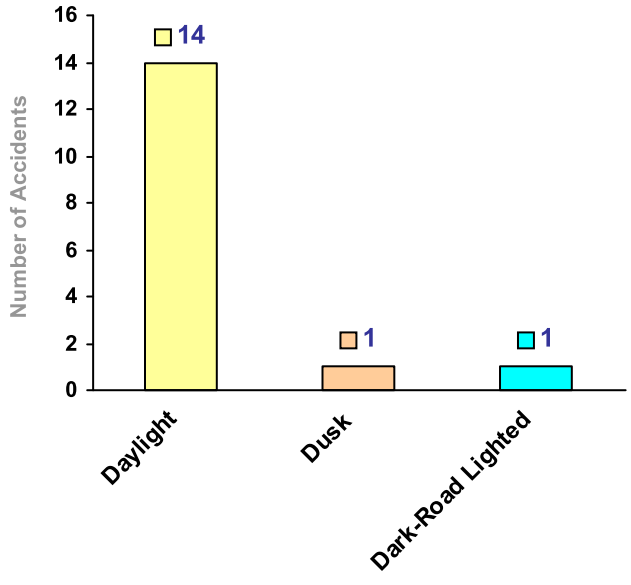
ACCIDENTS BY WEATHER



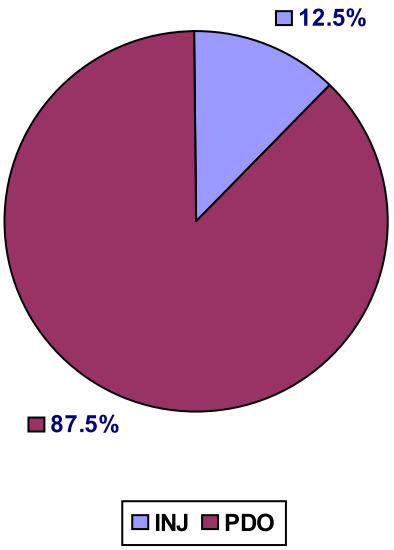
ROAD SURFACE



LIGHT CONDITION



ACCIDENT SEVERITY



COLLISION DIAGRAM

Key Number = 3

MUNICIPALITY: TOWN OF GREENPORT W COUNTY: SUFFOLK

INTERSECTION: NY25 / NORTH ROAD

PERIOD: 3 YEARS 3 MONTHS FROM 4/1/2016 TO 6/30/2019

FILE: ny25Cr48

CASE # :

BY: GPI DATE: 8/26/2020



SYMBOLS

- MOVING VEHICLE
- TURNING VEHICLE
- BACKING VEHICLE
- PARKED VEHICLE
- 999 RECORD NUMBER
- P PEDESTRIAN
- B BICYCLIST
- A ANIMAL
- FIXED OBJECT
- Fatal

MANNER OF COLLISION

- REAR END
- LEFT TURN
- LEFT TURN
- OVERTAKE
- OUT OF CONTROL
- HEAD ON
- RIGHT TURN
- RIGHT TURN
- RIGHT ANGLE
- SIDE SWIPE

APPENDIX C - TRANSPORTATION

Attachment T-15 Alternate 1 - Roundabout at Existing Condition

MOVEMENT SUMMARY

Site: 101 [AM Peak Hour - Alt 2]

Alt 2 - Roundabout at existing intersection

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rte 25												
3	L2	79	2.0	0.227	6.6	LOS A	1.0	25.7	0.56	0.50	0.56	33.2
18	R2	113	2.0	0.227	6.6	LOS A	1.0	25.7	0.56	0.50	0.56	32.2
Approach		192	2.0	0.227	6.6	LOS A	1.0	25.7	0.56	0.50	0.56	32.6
East: Rte 25												
1	L2	156	3.0	0.405	6.9	LOS A	2.6	65.5	0.30	0.15	0.30	33.4
6	T1	344	3.0	0.405	6.9	LOS A	2.6	65.5	0.30	0.15	0.30	33.4
Approach		500	3.0	0.405	6.9	LOS A	2.6	65.5	0.30	0.15	0.30	33.4
West: CR 48												
2	T1	439	5.0	0.530	9.4	LOS A	3.6	94.0	0.50	0.33	0.50	32.9
12	R2	152	5.0	0.530	9.4	LOS A	3.6	94.0	0.50	0.33	0.50	32.0
Approach		591	5.0	0.530	9.4	LOS A	3.6	94.0	0.50	0.33	0.50	32.7
All Vehicles		1283	3.8	0.530	8.0	LOS A	3.6	94.0	0.43	0.29	0.43	32.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [MD Peak Hour - Alt 2]

Alt 2 - Roundabout at existing intersection
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rte 25												
3	L2	130	2.0	0.377	8.2	LOS A	2.0	49.7	0.59	0.52	0.59	32.6
18	R2	216	2.0	0.377	8.2	LOS A	2.0	49.7	0.59	0.52	0.59	31.6
Approach		347	2.0	0.377	8.2	LOS A	2.0	49.7	0.59	0.52	0.59	32.0
East: Rte 25												
1	L2	235	3.0	0.608	10.8	LOS B	5.0	128.2	0.53	0.33	0.53	31.6
6	T1	476	3.0	0.608	10.8	LOS B	5.0	128.2	0.53	0.33	0.53	31.5
Approach		711	3.0	0.608	10.8	LOS B	5.0	128.2	0.53	0.33	0.53	31.6
West: CR 48												
2	T1	361	5.0	0.486	9.2	LOS A	2.9	76.2	0.55	0.43	0.55	33.0
12	R2	138	5.0	0.486	9.2	LOS A	2.9	76.2	0.55	0.43	0.55	32.1
Approach		499	5.0	0.486	9.2	LOS A	2.9	76.2	0.55	0.43	0.55	32.8
All Vehicles		1556	3.4	0.608	9.7	LOS A	5.0	128.2	0.55	0.41	0.55	32.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [PM Peak Hour - Alt 2]

Alt 2 - Roundabout at existing intersection
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rte 25												
3	L2	149	2.0	0.343	7.4	LOS A	1.8	44.7	0.55	0.46	0.55	32.7
18	R2	179	2.0	0.343	7.4	LOS A	1.8	44.7	0.55	0.46	0.55	31.8
Approach		329	2.0	0.343	7.4	LOS A	1.8	44.7	0.55	0.46	0.55	32.2
East: Rte 25												
1	L2	224	3.0	0.683	13.0	LOS B	6.3	161.0	0.64	0.43	0.64	30.7
6	T1	560	3.0	0.683	13.0	LOS B	6.3	161.0	0.64	0.43	0.64	30.7
Approach		783	3.0	0.683	13.0	LOS B	6.3	161.0	0.64	0.43	0.64	30.7
West: CR 48												
2	T1	323	5.0	0.442	8.4	LOS A	2.6	66.5	0.52	0.39	0.52	33.4
12	R2	136	5.0	0.442	8.4	LOS A	2.6	66.5	0.52	0.39	0.52	32.5
Approach		459	5.0	0.442	8.4	LOS A	2.6	66.5	0.52	0.39	0.52	33.1
All Vehicles		1571	3.4	0.683	10.5	LOS B	6.3	161.0	0.59	0.42	0.59	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [SAT Peak Hour - Alt 2]

Alt 2 - Roundabout at existing intersection
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rte 25												
3	L2	170	2.0	0.399	8.4	LOS A	2.1	54.1	0.59	0.52	0.59	32.3
18	R2	203	2.0	0.399	8.4	LOS A	2.1	54.1	0.59	0.52	0.59	31.3
Approach		373	2.0	0.399	8.4	LOS A	2.1	54.1	0.59	0.52	0.59	31.7
East: Rte 25												
1	L2	249	5.0	0.790	18.2	LOS C	18.1	470.9	0.80	0.83	1.25	28.7
6	T1	622	5.0	0.790	18.2	LOS C	18.1	470.9	0.80	0.83	1.25	28.7
Approach		871	5.0	0.790	18.2	LOS C	18.1	470.9	0.80	0.83	1.25	28.7
West: CR 48												
2	T1	347	5.0	0.489	9.4	LOS A	2.9	76.0	0.57	0.45	0.57	32.9
12	R2	146	5.0	0.489	9.4	LOS A	2.9	76.0	0.57	0.45	0.57	32.0
Approach		492	5.0	0.489	9.4	LOS A	2.9	76.0	0.57	0.45	0.57	32.6
All Vehicles		1736	4.4	0.790	13.6	LOS B	18.1	470.9	0.69	0.66	0.92	30.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SYSTEM ENGINEERING REVIEW FORM

PIN 0810.01
Safety Enhancements – Various Location
TOWNS OF RIVERHEAD, EAST HAMPTON, AND SOUTHOLD
SUFFOLK COUNTY

Part 1 – General Project Information

The System Engineering Review Form (SERF) is normally submitted to the FHWA Division Office ITS Engineer/Specialist prior to obligation of initial funding for any project with ITS elements. Any project for which the SERF is not completed in full at this time will be considered as "High Risk", or requiring full oversight by FHWA, unless approved by FHWA as "Exempt". A full discussion of risk categories is available in the most recent Federal-aid Highway Program Partnership Agreement between FHWA and NYSDOT.

A. Project Contact –

Michael Ufko, P.E.
Regional ITS Coordinator
NYSDOT Region 10
140 Nicon Court
Hauppauge, NY 11788
(631) 904-3002

B. Project Objectives –

- *Improve overall traffic flow conditions using proven cost-effective methods to reduce delay and to provide an acceptable level of service, for a design period of 10 years. (20 years for a roundabout)*
- *Upgrade roadway geometry to improve traffic flow and facilitate traffic operations.*
- *Improve safety by using proven cost-effective accident reduction measures to address the identified safety issues and concerns at each location.*
- *Improve existing facilities and services using cost effective measures to eliminate the degradation of mainline level of service and improve level of service or reduce the hours of delay at LOS E for the design year.*

C. Project Summary –

The purpose of this project is to provide safety and operational enhancements at the four (4) intersections noted below:

- *Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County*
  Widening the intersection and adding turn lanes on all approaches and rebuilding existing traffic signal
- *Loc. No. 2 - NYS Route 114 at Stephens Hands Path, Town of East Hampton, Suffolk County*
  Widening the intersection and adding turn lanes on all approaches and rebuilding existing traffic signal
- *Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County*
  Widening the intersection and adding turn lane on northbound approach. This intersection doesn't have a traffic signal nor is one proposed
- *Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold, Suffolk County*
  Construction of a mini-roundabout and removing the existing flashing traffic signal.

D. Work to Date –

- ***The Initial Project Proposal has been approved by Regional Director in July 2018.***
- ***Design Approval is scheduled for Spring 2022***
- ***Construction is scheduled to start in Winter 2024.***

E. Is this project considered "Exempt"? **Yes** ☑ **No** ☐

If this project is determined to be Exempt, as defined in the Partnership Agreement, you may stop completing the SERF at this point. With FHWA concurrence, a Systems Engineering Analysis will not be required.

F. Risk Assessment Guidance –

For each question, check Yes or No or Not Sure.

Question:	Yes	No	Not Sure
1. Will the project depend on *only your agency* to implement and operate?	☑	☐	☐
2. Will the project use only software proven elsewhere, with *no* new software writing?	☑	☐	☐
3. Will the project use only hardware and communications *proven* elsewhere?	☑	☐	☐
4. Will the project use only *existing interfaces* (no new interfaces to other systems)?	☑	☐	☐
5. Will the project use only *existing system requirements* that are defined in writing?	☑	☐	☐
6. Will the project use only *existing operating procedures* that are defined in writing?	☑	☐	☐
7. Will the project use only technologies with service life *longer* than 2-4 years?	☑	☐	☐

If all of the above are Yes, that is a preliminary indication that your project is **Low-Risk**.

Part 2 – Regulatory Compliance Information

SYSTEMS ANALYSIS FOR ITS MEASURES -
1. **Identification of portions of the Regional Architecture being implemented:** TM03: NYSDOT Traffic Signal Control
2. **Identification of participating agencies roles and responsibilities**: NYSDOT will be solely responsible for final design, implementation, operations and maintenance.
3. **Procedures and resources necessary for operations and management of the system:** The traffic signals being rebuilt will continue to be operated and maintained out of the INFORM Traffic Management Center. No additional resources are required for these efforts.
4. **Requirements definitions**: The system requirements are well defined in the NYSDOT Standard Specifications, Standard Sheets and Regional Traffic Signal Guide Sheets, procedures and protocols
5. **Identification of applicable ITS standards and testing procedures:** The two traffic signals being rebuilt are isolated "standalone" signals. The standard NYSDOT 2070 controllers and firmware are NTCIP compliant. Specific testing will only be with regards to ensuring proper operation as per plans. Compliance testing is not required given the use of standard equipment and firmware which has been previously tested and approved.
6. **Analysis of alternative system configurations and technology options to meet requirements:** Alternative designs will not be considered. All system requirements will be consistent with current Region 10 practice.
7. **Procurement options**: Standard procurement practices will be followed through a NYSDOT let capital project utilizing Standard Specifications.
Comments or Additional Information (if needed):

FHWA SERF Approval _____ (Exempt) **Date** 6/09/2022

Arthur T. O'Connor, Ph.D., P.E.
Program Delivery & Stewardship Team
USDOT|FHWA - NYC Metropolitan Office
arthur.oconnor@dot.gov

Appendix D
Pavement Information

Pavement Evaluation And Treatment Selection Report

PIN 0810.01

Suffolk County Safety Improvement Project at 4 Intersections

November 2020 - Original
February 2021 - Revised

Pavement Evaluation and Treatment Selection Report

A Pavement Evaluation and Treatment Selection Report (PETSR) has been completed for the Intersection Improvement Project at (4) intersections on the north and south forks of eastern Suffolk County. Following the guidelines set forth in the NYSDOT Comprehensive Pavement Design Manual and utilizing Volume I & II of CPDM, a field assessment of the existing pavement condition was conducted and proposed pavement treatment recommendations are provided.

GENERAL INFORMATION AND EVALUATION PROCEDURES

Locations 1 & 4 are located on NY 25 in Calverton and Greenport and Locations 2 & 3 are located on NY 114 in East Hampton. All locations are undivided two lane roadways with right side shoulders and/or turn lanes throughout the proposed project lengths. The existing roadway pavement for both NY 25 locations is an asphalt overlay on original base concrete composite pavement. On NY 114, both existing roadway pavements consist of a full depth asphalt pavement section. Various construction contracts completed over the years placed multi course asphalt overlays either on the existing riding surface or utilizing an asphalt mill and fill project. Various preventative maintenance contracts provided necessary asphalt overlay crack sealing in order to preserve the pavement riding surface and extend its useful service life. In mid-2020, a field pavement distress survey was conducted on the exposed asphalt pavement riding surfaces and the major form of distress and surface deterioration encountered was minor transverse and longitudinal cracking of the asphalt riding surface. The overall pavement condition sufficiency rating was found to be fair to good (Ratings 6-8) for the four roadway sections slated for intersection improvements and pavement rehabilitation work within this project.

Each location of proposed pavement work is approximately 1200'-2400' in project length, which included the State Highway portion and intersecting cross street work. Therefore it was evaluated as a project length less than 1.0 miles of total treatment length, Table 3-2 of Chapter 3 of the NYSDOT Comprehensive Pavement Design Manual - *Pavement Evaluation and Treatment Selection Process* (Revision 5-Nov. 2013) was utilized and each of the four roadway sections were evaluated individually in a simplified format.

3-4 **COMPREHESIVE PAVEMENT DESIGN MANUAL**

Table 3-2 State System and All Federal Aid Project Requirements

Project Type[1]	Functional Class[2]	Length of Treatment[3]	Min Service Life[4]	Pavement Evaluation[5]	Treatment Selection Report[6]	Number of Feasible Treatments[7]	LCCA[8]
1R and below	All	All	5 years	Simplified	Simplified	N/A	N/A
2R/3R	Arterial (incl. Interstates and other freeways)	1 mile (1.5 km) or more	8 years for 2R/3R,	Full or simplified based on Pavement Designer recommendation	Full	1	N/A
						2 minimum	Yes
		<1 mile (1.5 km)		Simplified	Simplified	N/A	N/A
4R/New Const.	Arterial (incl. Interstates and other freeways)	1 mile (1.5 km) or more	20 years for new or 4R	Full or simplified based on Pavement Designer recommendation	Full	2 minimum	Yes
		<1 mile (1.5 km)		Simplified	Simplified	N/A	N/A
2R/3R/4R and New Const.	Collector, Local and Ramps	1 mile (1.5 km) or more	8 years for 2R/3R, 20 years for new or 4R	Full or simplified based on Pavement Designer recommendation	Full	N/A	N/A
		<1 mile (1.5 km)		Simplified	Simplified	N/A	N/A

New pavement design projects less than 1.0 mile in length may be exempted by the Regional Design Engineer and may be designed in accordance with the conventional design procedures in CPDM Section 4.4 “CONVENTIONAL PAVEMENT DESIGN”. Conventional pavement design is based on both the amount of traffic volume and the percentage of trucks. Table 4-1 gives the pavement thicknesses that should be used for given traffic volumes.

Table 4-1 Conventional Pavement Thickness Guide

Annual Average Daily Traffic AADT[1]	Percent Trucks	Subbase Course (all Pavements)	Portland Cement Concrete Pavement	Hot Mix Asphalt Pavement	
				Base Course	Top & Binder Courses Combined[2]
Over 10,000 Vehicles	10 % or more	300 mm	250 mm	150 mm	90 mm
	less than 10 %			125 mm	
6,000 to 10,000	10 % or more	300 mm	225 mm	125 mm	90 mm
	less than 10 %			100 mm	
4,000 to 5,999	All	300 mm	Not Applicable	75 mm	90 mm
Under 4,000 Vehicles	All	300 mm	Not Applicable	75 mm	80 mm

Intersection	AADT	%HV	%HV (east)/(north)	%HV (west)/(south)
1 NYS Rt 25 at Edwards Ave (ETC+10)	18,379	6.85%	7.16%	6.54%
2 NYS Rt 114 at Stephen Hands Path (ETC+10)	7,216	8.69%	8.18%	9.27%
3 NYS Rt 114 at Goodfriend Dr (ETC+10)	7,216	8.69%	8.15%	9.27%
4 NYS Rt 25 at County Rd 48 (ETC+10)	4,976	3.98%	4.51%	3.43%
4 NYS Rt 25 at County Rd 48 (ETC+20)	5,196	3.98%	4.51%	3.43%
1 NYS Rt 25 at Edwards Ave (ETC)	17,569	6.85%	7.16%	6.54%
2 NYS Rt 114 at Stephen Hands Path (ETC)	6,900	8.69%	8.18%	9.27%
3 NYS Rt 114 at Goodfriend Dr (ETC)	6,900	8.69%	8.15%	9.27%
4 NYS Rt 25 at County Rd 48 (ETC)	4,757	3.98%	4.51%	3.43%

Growth Rate of 0.47%/year, linear growth.

4.5.3.3 HMA Pavement Thickness

The pavement thickness for all lanes is dependent on the subgrade resilient modulus, M_r, and the amount of traffic in the driving lane (ESALs) and is given in Table 4-5 below. Contact the Regional Geotechnical Engineer to obtain the M_r design value, and also when site conditions would make it difficult to provide the required subbase course and/or select granular subgrade layer thicknesses.

Table 4-5 HMA Thickness Table

M_r = 28 MPa		
80 kN ESALs over Design Life	Total HMA Thickness	Select Granular Subgrade Thickness
millions	mm	mm
ESALs ≤ 2	165	0
2 < ESALs ≤ 4	175	0
4 < ESALs ≤ 8	200	0
8 < ESALs ≤ 13	225	0
13 < ESALs ≤ 23	250	0
23 < ESALs ≤ 45	250	150
45 < ESALs ≤ 80	250	300
80 < ESALs ≤ 140	250	450
140 < ESALs ≤ 300	250	600

M_r = 34 MPa		
80 kN ESALs over Design Life	Total HMA Thickness	Select Granular Subgrade Thickness
millions	mm	mm
ESALs ≤ 4	165	0
4 < ESALs ≤ 7	175	0
7 < ESALs ≤ 13	200	0
13 < ESALs ≤ 23	225	0
23 < ESALs ≤ 40	250	0
40 < ESALs ≤ 70	250	150
70 < ESALs ≤ 130	250	300
130 < ESALs ≤ 235	250	450
235 < ESALs ≤ 300	250	600

M_r = 41 MPa		
80 kN ESALs over Design Life	Total HMA Thickness	Select Granular Subgrade Thickness
millions	mm	mm
ESALs ≤ 6	165	0
6 < ESALs ≤ 11	175	0
11 < ESALs ≤ 20	200	0
20 < ESALs ≤ 35	225	0
35 < ESALs ≤ 60	250	0
60 < ESALs ≤ 110	250	150
110 < ESALs ≤ 200	250	300
200 < ESALs ≤ 300	250	450

M_r = 48 MPa		
80 kN ESALs over Design Life	Total HMA Thickness	Select Granular Subgrade Thickness
millions	mm	mm
ESALs ≤ 8	165	0
8 < ESALs ≤ 16	175	0
16 < ESALs ≤ 30	200	0
30 < ESALs ≤ 50	225	0
50 < ESALs ≤ 85	250	0
85 < ESALs ≤ 160	250	150
160 < ESALs ≤ 300	250	300

M_r = 55 MPa		
80 kN ESALs over Design Life	Total HMA Thickness	Select Granular Subgrade Thickness
millions	mm	mm
ESALs ≤ 12	165	0
12 < ESALs ≤ 20	175	0
20 < ESALs ≤ 40	200	0
40 < ESALs ≤ 65	225	0
65 < ESALs ≤ 115	250	0
115 < ESALs ≤ 215	250	150
215 < ESALs ≤ 300	250	300

M_r = 62 MPa		
80 kN ESALs over Design Life	Total HMA Thickness	Select Granular Subgrade Thickness
millions	mm	mm
ESALs ≤ 15	165	0
15 < ESALs ≤ 30	175	0
30 < ESALs ≤ 50	200	0
50 < ESALs ≤ 90	225	0
90 < ESALs ≤ 150	250	0
150 < ESALs ≤ 300	250	150

Location #1 NY 25 at Edwards Avenue

This location encompasses approximately 1200 feet along NY 25 and 1200 feet on Edwards Avenue at this four legged intersection:

EXISTING PAVEMENT CONDITION:

Segment #1 NY 25 (600 feet east and 600 feet west of Edwards Avenue intersection)

- Existing composite pavement is in fair to good condition (Rated 6) with the asphalt riding surface exhibiting transverse and longitudinal joint reflective cracking as the major form of distress. Partial depth overall pavement repair appear to be minimal at deteriorated transverse cracks caused by the underlying concrete pavement movement and environmental effects to the riding surface from harsh weather water and temperature changes. NY 25 was crack sealed in 2007 through this area and that helped preserve the riding surface.
- Right shoulder pavement appears to be good with little to no drop off along the longitudinal travel lane joint. Some random cracking exists where ponding water accumulates.

Segment #2 Edwards Avenue (600 feet north and 600 feet south of NY 25 intersection)

- Existing full depth asphalt pavement is in fair condition with the asphalt riding surface exhibiting random cracking as the major form of distress. Full depth pavement replacement was previously placed in some areas due to the effects of utility work within the travel lane riding surface.

EXISTING PAVEMENT REHABILITATION RECOMMENDATIONS:

- No full depth pavement repairs appear necessary at this time.
- Utilize a 2” asphalt pavement milling operation to remove the existing asphalt top course material
- All minor transverse and longitudinal cracking in underlying asphalt courses should be cleaned and sealed prior to the placement of the new asphalt riding surface.
- In a few areas where multiple cracking exists, a partial depth asphalt overlay repair can be utilized after surface milling and prior to the placement of a new asphalt riding surface.
- Existing soil conditions are good with drainable sands and gravel material with good support characteristics.
- An asphalt Truing and Leveling course can be used to level out low spots and adjust grades and cross slope where needed when widening for lane additions or lane re-alignment.
- All milled surfaces should be tack coated prior to the placement of the new 2” asphalt top course.
- Place a new 2” asphalt riding surface top course on existing pavement where asphalt milling took place.

PROPOSED PAVEMENT RECOMMENDATIONS:

- With the proposed new pavement sections being relatively short in length, pavement widenings should be constructed adjacent to the existing travel lane in full depth asphalt pavement with the removal of all shoulder pavement sections. No pavement coring for depth determination is necessary since all existing shoulder pavement will be removed. Proposed pavement widenings should be constructed in full strength, full depth asphalt at a minimum width of 4.0 feet.
- Using Table 4-1 Conventional Pavement Thickness Design, for ETC (2023) AADT of 17600 and truck percentage of 7% the 8.5” HMA pavement section would consist of 1.5” Top, 2” Binder, 5” Base asphalt on 12” subbase.
- An ESAL calculation design for this intersection utilizes a 20 year design life for the pavement widenings which is consistent with the Super Pave service life. A minimum pavement depth of 7” HMA on 12” RCA subbase material was calculated using ETC (2023) AADT volume projected out 20 years with a growth rate of 0.5% and a heavy truck percentage of 7% and a sand / gravel Mr value=41MPa (see attached work sheet calculations)
- Therefore the recommended full depth HMA pavement section that matches closely to the existing pavement structure and is typical for travel lane pavement depths should be an 8” HMA Super Pave section being:

2.0” Top, 2.5” Binder, 3.5” Base asphalt on a 12” RCA subbase layer.

FEASIBLE TREATMENTS:

- Mill & Fill existing pavement surface.
- ESAL designed proposed pavement sections

LIFE CYCLE COST ANALYSIS:

- Not Applicable

LOCATION/IDENTIFICATION								PHYSICAL CHARACTERISTICS								TRAFFIC			CONDITION INFORMATION							WORK		
Route																			Rating									
No.	Qualifier	Cnty Name	Reg./Cnty	Primary EMP	Reverse BMP	End Reference Marker	SH No.	Segment Lgth.	Total Lanes	Roadways	Paved Shldr Width	Roadside Type	Pvmnt Width	Pvmnt Type	Subbase	Funct Class	AADT	%Trucks	V/C Ratio	2013 2014 2015 2016 **2017**	IRI (in/mi)	Rut (in)	Avg. Bump Height (in)	No. Bumps	Dominant Distress	PCI	Yr Last Crack Seal	Yr Last Work	Work Type
NY 25	1	SUF	07	24.89	49.82		8291	0.09	4	2	0	1	60	O	2	14	29800	05	0.41	7 7 7 7 **7**	*200*	0.3	0.3	4	Ag	40		09	4
NY 25	1	SUF	07	25.10	49.61	25 07041248	8291	0.21	4	2	0	1	60	O	2	14	29800	05	0.41	7 7 7 7 **7**	113	0.3	0.3	14	Ag	63		09	4
NY 25	1	SUF	07	25.10	49.61	**MT SINAI-CORAM RD**																						
NY 25	1	SUF	07	25.36	49.35		8291	0.26	2	1	8	4	36	O	2	14	21298	05	0.60	7 7 7 7 **7**	142	0.5	0.4	13	AgWh	50	07	02	4
NY 25	1	SUF	07	26.20	48.51		8291	0.84	2	2	8	4	36	O	2	14	21298	05	0.60	7 7 7 6 **5**	190	0.7	0.5	82	AgWh	14	07	02	4
NY 25	1	SUF	07	26.35	48.36		8291	0.15	2	1	8	4	36	O	2	14	21298	05	0.60	7 7 7 7 **7**	151	0.4	0.4	7	AgWh	50	07	02	4
NY 25	1	SUF	07	26.35	48.36	**SWEZEY LA**																						
NY 25	1	SUF	07	26.91	47.80		8291	0.56	2	1	20	0	24	O	2	14	21298	05	0.60	6 6 5 4 **4**	159	0.8	0.4	32	AgWh	15	07	02	4
NY 25	1	SUF	07	28.06	46.65	25 07041281	8291	1.15	2	1	20	0	24	O	2	14	21298	05	0.60	6 6 5 K **9**	*148*	0.4	0.1	3		75		16	4
NY 25	1	SUF	07	28.06	46.65	**CR 21 MIDDLE ISLAND RD ROCKY PT RD**																						
NY 25	1	SUF	07	28.99	45.72		8291	0.93	2	2	6	0	24	O	2	14	14214	05	0.50	7 7 7 7 **7**	146	0.7	0.3	22	Ag	44	07	04	4
NY 25	1	SUF	07	29.21	45.50		8291	0.22	2	2	6	4	36	O	2	14	14214	05	0.50	7 7 7 7 **7**	136	0.4	0.5	7	AgWh	54	07	04	4
NY 25	1	SUF	07	29.39	45.32		8291	0.18	2	2	6	4	36	O	2	14	14214	05	0.50	7 7 7 7 **7**	192	0.5	0.5	11	AgWh	36	07	04	4
NY 25	1	SUF	07	30.06	44.65		8291	0.67	2	1	6	4	36	O	2	14	14214	05	0.50	7 7 7 6 **5**	173	0.6	0.5	41	AgWh	20	07	04	4
NY 25	1	SUF	07	30.20	44.51		8291	0.14	2	2	6	4	36	O	2	14	14214	05	0.50	7 7 7 6 **5**	241	0.4	0.4	10	AgWh	18	07	04	4
NY 25	1	SUF	07	30.62	44.09	25 07041307	8291	0.42	2	2	6	4	36	O	2	14	14214	05	0.50	7 7 7 6 **5**	166	0.4	0.4	17	AgWh	29	07	04	4
NY 25	1	SUF	07	30.62	44.09	**RIDGE RD**																						
NY 25	1	SUF	07	30.89	43.82		8291	0.27	2	1	8	4	24	O	2	14	14214	05	0.50	7 7 7 7 **6**	157	0.4	0.5	16	Ag	42	07	04	4
NY 25	1	SUF	07	31.01	43.70		8291	0.12	4	2	10	0	48	O	2	14	14214	05	0.19	7 7 7 7 **7**	305	0.7	0.4	13	Ag	25	07	04	4
NY 25	1	SUF	07	31.30	43.41	25 07041314	8291	0.29	4	2	10	0	48	C	2	14	14214	05	0.19	7 7 7 7 **7**	233	0.4	0.6	32	SiF	35	07	08	12
NY 25	1	SUF	07	31.30	43.41	**CR 46 W FLOYD PKWY**																						
NY 25	1	SUF	07	31.77	42.94		8291	0.47	4	2	10	0	48	C	2	14	13780	05	0.18	7 7 7 7 **7**	260	0.3	0.5	62	SiF	35	07	08	12
NY 25	1	SUF	07	33.71	41.00		8291	1.94	2	2	10	4	24	O	2	14	13780	05	0.48	7 7 7 7 **6**	137	0.4	0.4	80	Ag	47	07	90	2
NY 25	1	SUF	07	34.22	40.49		8291	0.51	2	1	10	4	24	O	2	14	13780	05	0.48	6 6 6 6 **6**	141	0.4	0.3	25	Ag	43	07	90	2
NY 25	1	SUF	07	34.22	40.49	**WADING RIVER RD**																						
NY 25	1	SUF	07	36.03	38.68		8291	1.81	2	1	10	4	24	O	2	14	8361	05	0.31	7 7 7 7 **9**	85	0.4	0.1	11		88		16	4
NY 25	1	SUF	07	36.22	38.49		8291	0.19	2	1	10	4	24	O	2	14	8361	05	0.31	K 9 9 8 **8**	98	0.4	0.2	1		82		13	4
NY 25	1	SUF	07	36.71	38.00	25 07041369	8291	0.49	2	1	10	4	24	O	2	14	8361	05	0.31	7 7 7 7 **9**	91	0.2	0.1	2		93		16	4
NY 25	1	SUF	07	36.71	38.00	**RT 25A**																						
NY 25	1	SUF	07	38.97	35.74		8066	2.26	2	1	8	4	24	O	2	14	16434	05	0.59	7 7 7 7 **6**	130	0.4	0.3	58	Ag	49	07	03	4
NY 25	1	SUF	07	38.97	35.74	**EDWARDS AVE**																						
NY 25	1	SUF	07	39.59	35.12	25 07041396	8066	0.62	2	1	6	4	24	O	2	14	15057	05	0.52	7 7 7 6 **6**	140	0.5	0.3	32	Ag	40	07	03	4
NY 25	1	SUF	07	39.94	34.77		8066	0.35	4	2	10	0	48	C	2	14	15057	05	0.21	7 7 7 7 **7**	174	0.4	0.5	34	Si	43		07	12
NY 25	1	SUF	07	39.94	34.77	**CR 58 OLD COUNTRY RD**																						
NY 25	1	SUF	07	40.15	34.56		8066	0.21	4	2	10	0	48	C	2	14	5884	05	0.08	7 7 7 7 **7**	208	0.2	0.5	34	Si	37		07	12
NY 25	1	SUF	07	40.34	34.37	25 07041404	8066	0.19	4	2	10	0	48	C	2	14	5884	05	0.08	7 7 7 7 **7**	218	0.3	0.5	39	Si	37		07	12
NY 25	1	SUF	07	40.34	34.37	**I-495 L.I.E UNDER**																						
NY 25	1	SUF	07	40.36	34.35	25 07041408	8066	0.02	4	2	0	1	48	C	2	16	9157	04	0.13	7 7 7 7 **7**	294	0.2	0.4	6	Si	36		07	12
NY 25	1	SUF	07	40.37	34.34		8066	0.01	4	2	12	0	48	C	2	16	9157	04	0.13	7 7 7 7 **7**	214	0.2	0.0	3	Si	52		07	12
NY 25	1	SUF	07	40.59	34.12		8066	0.22	4	2	12	0	48	C	2	16	9157	04	0.13	7 7 7 7 **7**	197	0.4	0.6	54	Si	38		07	12
NY 25	1	SUF	07	40.70	34.01		8066	0.11	2	1	6	4	22	C	2	16	9157	04	0.35	7 7 7 7 **7**	211	0.6	0.5	15	Si	34		08	12
NY 25	1	SUF	07	40.98	33.73		8066	0.28	2	1	6	4	22	O	2	16	9157	04	0.35	9 8 8 7 **7**	115	0.5	0.4	26		71		11	4
NY 25	1	SUF	07	42.25	32.46	25 07041424	8066	1.27	2	1	6	4	22	O	2	16	9157	04	0.35	9 8 8 7 **7**	137	0.5	0.3	51	WI	58		11	4

80 kN ESAL calculation Work Sheet

Version 3 8/04/2000

This work sheet is used for the purpose of calculating the 80 kN ESAL using the "simple" method. These calculations were taken from Table A-7 of the NYS Thickness Design Manual for New and Reconstructed pavements, Revision 1 (10/94). Enter the parameters for items 1 through 8 below ir the white blocks. The 80 kN ESAL count is calculated based on a compound traffic growth rate anc should be used for SUPERPAVE item selection.

P.IN. #:	PIN 0810.01
Project Desc.:	NY 25 @ EDWARDS AVE
Date:	25-Nov-20

INPUT PARAMETERS: **Item Descrip**

1. Design Life (use 20 years for SUPERPAVE)	20
2. Projected Construction Year AADT	17600
3. Percent Heavy Trucks Class 5 or greater	7
4. Percent Trucks in Design Direction	50
5. Percent Trucks in Design Lane	100
6. Truck Equivalency Factor (avg. ESAL per truck)	1.35
7. Truck Volume Growth Rate	0.5
8. Annual Truck Weight Growth Rate	0.5

- The Functional Classification of the highway is 14 Urban Principal Arterial – Other
- This road does not have full or partial access control.
- There is no possibility of damaging homes, historic sites, etc., due to excessive vibration during compaction.
- There will be more than 2000 MT of each course placed.
- The highway is not located in either Dutchess, Orange, Rockland, Putnam, Westchester, Nassau, Suffolk, Sullivan County or the City of New York.
- There are less than 4 lanes on this road.

RESULTS for new and reconstructed HMA pavement:

AADT for Design Year 2,020 **19,349**

- *Use 'F' series high friction asphalt.*

Total 80 kN ESAL Count for 20 Year Design Life **6,689,092**

- *The 'Estimated Traffic' level should be < 10.0 million 80 kN ESALs.*

#N/A #N/A

Recommended Min. Pavement Thickness (for Mr = 41 MPa & 50 year design life)

- *Minimum AC (Top, Binder, Base) Thickness = 175 mm*
- *Permeable Base Course = 100 mm*
- *Subbase Course = 300 mm*
- *Minimum Select Granular Subgrade Thickness = 0 mm*

Recommended SUPERPAVE Item numbers

- #N/A
- #N/A
- #N/A
- *Confirm with the Regional Materials Engineer*

Soil Resilient Modulus (Mr) =	41	MPa
80 kN ESAL =	6.689	Million
Minimum AC Thickness =	175	mm
Minimum Select Granular Subgrade Thickness =	0	mm

41

Mr
28
34
41
48
55
62

#VALUE! #VALUE!

Mr = 28 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 2	150	0
2 - 4	175	0
4 - 8	200	0
8 - 13	225	0
13 - 23	250	0
23 - 45	250	150
45 - 80	250	300
80 - 140	250	450
140 - 240	250	600
240 - 400	250	750
400 - 500	250	900

#VALUE! #VALUE!

Mr = 34 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 4	150	0
4 - 7	175	0
7 - 13	200	0
13 - 23	225	0
23 - 40	250	0
40 - 70	250	150
70 - 130	250	300
130 - 235	250	450
235 - 400	250	600
400 - 500	250	750

175 0

Mr = 41 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 6	150	0
6 - 11	175	0
11 - 20	200	0
20 - 35	225	0
35 - 60	250	0
60 - 110	250	150
110 - 200	250	300
200 - 360	250	450
360 - 500	250	600

0

Mr = 48 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 8	150	0
8 - 16	175	0
16 - 30	200	0
30 - 50	225	0

0

Mr = 55 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 12	150	0
12 - 20	175	0
20 - 40	200	0
40 - 65	225	0

0

Mr = 62 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 15	150	0
15 - 30	175	0
30 - 50	200	0
50 - 90	225	0




25
25







Location #2 NY 114 to Stephen Hand Path

This location encompasses approximately 1100 feet along NY 114 and 600 feet on Stephen Hands Path at this four legged intersection:

EXISTING PAVEMENT CONDITION:

Segment #1 NY 114 (500 feet east and 600 feet west of Stephen Hands Path intersection)

- Existing full depth asphalt pavement is in good condition (Rated 8) with the asphalt riding surface exhibiting minor random transverse and longitudinal cracking as the major form of distress. This area was resurfaced in 2016 and some environmental effects are beginning to effect the riding surface.
- Right shoulder pavement is good with little to no drop off along the longitudinal travel lane joint and some random cracking where ponding water accumulates.

Segment #2 Stephen Hands Path (300 feet north and 300 feet south of NY 114 intersection)

- Existing full depth asphalt pavement is in fair to good condition with the asphalt riding surface exhibiting minor random cracking as the major form of distress. Full depth pavement replacement was previously placed in some areas due to the effects of utility work within the travel lane riding surface.

EXISTING PAVEMENT REHABILITATION RECOMMENDATIONS:

- No full depth pavement repairs appear necessary at this time.
- Utilize a 2” asphalt pavement milling operation to remove the existing asphalt top course material
- All minor transverse and longitudinal cracking in underlying asphalt courses should be cleaned and sealed prior to the placement of the new asphalt riding surface.
- In a few areas where multiple cracking exists, a partial depth asphalt overlay repair can be utilized after surface milling and prior to the placement of a new asphalt riding surface.
- Existing soil conditions are good with drainable sands and gravel material with good support characteristics.
- An asphalt Truing and Leveling course can be used to level out low spots and adjust grades and cross slope where needed when widening for lane additions or lane re-alignment.
- All milled surfaces should be tack coated prior to the placement of the new 2” asphalt top course.
- Place a new 2” asphalt riding surface top course on existing pavement where asphalt milling took place.

PROPOSED PAVEMENT RECOMMENDATIONS:

- With the proposed new pavement sections being relatively short in length, pavement widenings should be constructed adjacent to the existing travel lane in full depth asphalt pavement with the removal of all shoulder pavement sections. No pavement coring for depth determination is necessary since all existing shoulder pavement will be removed. Proposed pavement widenings should be constructed in full strength, full depth asphalt at a minimum width of 4.0 feet.
- Using Table 4-1 Conventional Pavement Thickness Design, for ETC (2023) AADT of 6900 and truck percentage of 9% the 7.5” HMA pavement section would consist of 1.5” Top, 2” Binder, 4” Base asphalt on 12” subbase.
- An ESAL calculation design for this intersection utilizes a 20 year design life for the pavement widenings which is consistent with the Super Pave service life. A minimum pavement depth of 6” HMA on 12” RCA subbase material was calculated using ETC (2023) AADT volume projected out 20 years with a growth rate of 0.5% and a heavy truck percentage of 9% and a sand / gravel Mr value=41MPa (see attached work sheet calculations)
- Therefore the recommended full depth HMA pavement section that matches closely to the existing pavement structure and is typical for travel lane pavement depths should be an 8” HMA Super Pave section being:

2.0” Top, 2.5” Binder, 3.5” Base asphalt on a 12” RCA subbase layer.

FEASIBLE TREATMENTS:

- Mill & Fill existing pavement surface.
- ESAL designed proposed pavement sections

LIFE CYCLE COST ANALYSIS:

- Not Applicable

LOCATION/IDENTIFICATION								PHYSICAL CHARACTERISTICS								TRAFFIC			CONDITION INFORMATION								WORK		
Route No.	Qualifier	Cnty Name	Reg./Cnty	Primary EMP	Reverse BMP	End Reference Marker	SH No.	Segment Lgth.	Total Lanes	Roadways	Paved Shldr Width	Roadside Type	Pvmnt Width	Pvmnt Type	Subbase	Funct Class	AADT	%Trucks	V/C Ratio	Rating 2013 2014 2015 2016 **2017**	IRI (in/mi)	Rut (in)	Avg. Bump Height (in)	No. Bumps	Dominant Distress	PCI	Yr Last Crack Seal	Yr Last Work	Work Type
NY 112	1	SUF	07	04.61	07.93		1018	0.13	2	1	10	4	22	C	2	14	22301	05	0.87	6 5 5 4 **4**	214	0.4	0.6	24	SgF	6		06	12
NY 112	1	SUF	07	05.12	07.42		1018	0.51	2	1	10	4	22	C	2	14	22301	05	0.87	6 5 5 4 **4**	205	0.6	0.5	87	SgF	5		06	12
NY 112	1	SUF	07	05.32	07.22		1018	0.20	2	1	10	4	22	C	2	14	22301	05	0.87	6 5 5 4 **4**	294	0.4	0.5	78	SgF	4		06	12
NY 112	1	SUF	07	05.71	06.83		1018	0.39	2	1	10	4	22	A	2	14	22301	05	0.87	6 5 5 K **9**	166	0.7	0.1	16		62		16	10
NY 112	1	SUF	07	05.71	06.83	**GRANNY RD**																							
NY 112	1	SUF	07	06.82	05.72	112 07011069	1018	1.11	2	1	10	4	22	A	2	14	18615	05	0.65	6 5 5 K **U**	174	0.5	0.1	23		65		16	10
NY 112	1	SUF	07	07.27	05.27	112 07011072	1018	0.45	2	1	4	0	36	O	2	14	18615	05	0.64	6 6 6 5 **K**	170	0.9	0.1	17		61		16	10
NY 112	1	SUF	07	07.27	05.27	**RT 25 CORAM**																							
NY 112	1	SUF	07	07.49	05.05		912	0.22	2	1	10	0	24	O	2	14	14298	05	0.42	6 6 6 5 **5**	235	0.7	0.4	22	Ag	7		10	2
NY 112	1	SUF	07	08.54	04.00	112 07011119	912	1.05	2	2	5	0	34	O	2	14	14298	05	0.42	9 9 8 7 **7**	164	0.4	0.2	31	Ai	53		10	2
NY 112	1	SUF	07	08.54	04.00	**CR 83**																							
NY 112	1	SUF	07	08.63	03.91		912	0.09	2	1	5	0	46	O	2	14	18082	05	0.55	9 9 8 7 **7**	142	0.3	0.2	2	Ai	63		10	2
NY 112	1	SUF	07	08.92	03.62		912	0.29	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	125	0.5	0.2	4	Ai	61		10	2
NY 112	1	SUF	07	09.04	03.50		912	0.12	2	1	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	112	0.2	0.7	2	Ai	72		10	2
NY 112	1	SUF	07	09.17	03.37		912	0.13	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	104	0.3	0.1	1	Ai	71		10	2
NY 112	1	SUF	07	09.81	02.73		912	0.64	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	102	0.3	0.2	8	Ai	72		10	2
NY 112	1	SUF	07	10.24	02.30		912	0.43	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	102	0.3	0.4	7	Ai	72		10	2
NY 112	1	SUF	07	10.42	02.12		912	0.18	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	93	0.3	0.3	7	Ai	73		10	2
NY 112	1	SUF	07	10.62	01.92		912	0.20	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	91	0.2	0.4	6	Ai	75		10	2
NY 112	1	SUF	07	10.82	01.72		912	0.20	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	107	0.4	0.3	6	Ai	68		10	2
NY 112	1	SUF	07	10.98	01.56		912	0.16	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	106	0.3	0.3	6	Ai	71		10	2
NY 112	1	SUF	07	11.50	01.04		912	0.52	2	2	5	1	38	O	2	14	18082	05	0.94	9 9 8 7 **7**	115	0.5	0.4	17	Ai	63		10	2
NY 112	1	SUF	07	11.70	00.84		912	0.20	2	1	4	1	20	O	2	14	18082	05	0.58	9 9 8 7 **7**	120	0.2	0.1	1	Ai	70		13	10
NY 112	1	SUF	07	11.85	00.69		912	0.15	4	2	5	1	60	O	5	14	18082	05	0.26	9 9 8 7 **7**	152	0.2	0.5	8	Ai	62		10	2
NY 112	1	SUF	07	11.97	00.57	112 07011120	912	0.12	4	1	5	1	60	O	5	14	18082	05	0.27	9 9 8 7 **7**	*205*	0.4	0.3	14	Ai	44		10	2
NY 112	1	SUF	07	11.97	00.57	**RT 347**																							
NY 112	1	SUF	07	12.54	00.00	112 07011124	912	0.57	4	2	5	0	60	O	5	14	28780	05	0.69	9 9 8 7 **7**	185	0.5	0.3	39	Ai	44		10	2
NY 112	1	SUF	07	12.54	00.00	**RT 25A - PORT JEFFERSON END RT 112**																							
NY 114	1	SUF	07	00.00	15.64	**RT 27 W OF E HAMPTON**											**County Order = 01**												
NY 114	1	SUF	07	00.59	15.05	114 07011006	846	0.59	2	1	0	0	34	A	2	14	3797	05	0.30	7 7 5 K **9**	209	0.7	0.1	13		52		16	4
NY 114	1	SUF	07	00.59	15.05	**TOILSOME LANE**																							
NY 114	1	SUF	07	00.86	14.78	114 07011008	846	0.27	2	1	0	4	24	A	2	14	8340	05	0.60	7 7 6 K **9**	182	0.5	0.1	2		62		16	4
NY 114	1	SUF	07	00.86	14.78	**RR BRIDGE OVER**																							
NY 114	1	SUF	07	01.88	13.76	114 07011052	846	1.02	2	1	8	4	24	A	2	14	8340	05	0.34	6 6 5 K **9**	159	0.9	0.1	7		64		16	4
NY 114	1	SUF	07	01.94	13.70		846	0.06	2	1	8	4	24	A	2	14	8340	05	0.34	7 7 6 K **9**	60	0.2	0.1	0		97		16	4
NY 114	1	SUF	07	05.30	10.34	114 07011052	846	3.36	2	1	8	4	24	A	2	14	8340	05	0.34	7 7 6 6 **6**	105	0.3	0.3	50	Ag	54	06	05	4
NY 114	1	SUF	07	05.30	10.34	**TOWN OF EASTHAMPTON & VILLAGE OF SAG HARBOR**																							
NY 114	1	SUF	07	05.96	09.68	114 07011059	1206	0.66	2	1	8	1	30	A	2	14	8340	05	0.34	7 7 6 6 **5**	143	0.3	0.2	6	Ag	38		05	4
NY 114	1	SUF	07	05.96	09.68	**EASTVILLE AVE**																							
NY 114	1	SUF	07	06.38	09.26	114 07011063	1206	0.42	2	1	8	0	24	A	2	14	8465	05	0.46	7 7 7 7 **6**	151	0.3	0.3	9	Ag	46		05	4
NY 114	1	SUF	07	06.65	08.99	114 07011067	1206	0.27	2	1	3	1	24	A	2	14	8465	05	0.46	7 7 7 7 **7**	210	0.2	0.4	8	Ag	41		05	4
NY 114	1	SUF	07	06.74	08.90	114 07011067	1206	0.09	2	1	0	1	30	A	2	14	8465	05	0.46	7 7 7 7 **7**	*0*	0.4	0.5	8	Ag	68		05	4
NY 114	1	SUF	07	06.74	08.90	**MAIN ST**																							

















80 kN ESAL calculation Work Sheet

Version 3 8/04/2000

This work sheet is used for the purpose of calculating the 80 kN ESAL using the "simple" method. These calculations were taken from Table A-7 of the NYS Thickness Design Manual for New and Reconstructed pavements, Revision 1 (10/94). Enter the parameters for items 1 through 8 below ir the white blocks. The 80 kN ESAL count is calculated based on a compound traffic growth rate anc should be used for SUPERPAVE item selection.

P.IN. #:	PIN 0810.01
Project Desc.:	NY 114 @ STEPHEN HANDS PATH
Date:	25-Nov-20

INPUT PARAMETERS:

		Item Descrip
1. Design Life (use 20 years for SUPERPAVE)	20	
2. Projected Construction Year AADT	6900	
3. Percent Heavy Trucks Class 5 or greater	9	
4. Percent Trucks in Design Direction	50	
5. Percent Trucks in Design Lane	100	
6. Truck Equivalency Factor (avg. ESAL per truck)	1.35	
7. Truck Volume Growth Rate	0.5	
8. Annual Truck Weight Growth Rate	0.5	

- The Functional Classification of the highway is 14 Urban Principal Arterial – Other
- This road does not have full or partial access control.
- There is no possibility of damaging homes, historic sites, etc., due to excessive vibration during compaction.
- There will be more than 2000 MT of each course placed.
- The highway is not located in either Dutchess, Orange, Rockland, Putnam, Westchester, Nassau, Suffolk, Sullivan County or the City of New York.
- There are less than 4 lanes on this road.

RESULTS for new and reconstructed HMA pavement:

AADT for Design Year 2,020 **7,586**

- *Use asphalt series for low volume roads.*

Total 80 kN ESAL Count for 20 Year Design Life **3,371,693**

- *The 'Estimated Traffic' level should be < 10.0 million 80 kN ESALs.*

#N/A #N/A

Recommended Min. Pavement Thickness (for Mr = 41 MPa & 50 year design life)

- *Minimum AC (Top, Binder, Base) Thickness = 150 mm*
- *Permeable Base Course = 100 mm*
- *Subbase Course = 300 mm*
- *Minimum Select Granular Subgrade Thickness = 0 mm*

Recommended SUPERPAVE Item numbers

- *#N/A*
- *#N/A*
- *#N/A*
- *Confirm with the Regional Materials Engineer*

Soil Resilient Modulus (Mr) = 41 MPa

80 kN ESAL = 3.372 Million

Minimum AC Thickness = 150 mm

Minimum Select Granular Subgrade Thickness = 0 mm

41

Mr
28
34
41
48
55
62

#VALUE! #VALUE!

Mr = 28 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 2	150	0
2 - 4	175	0
4 - 8	200	0
8 - 13	225	0
13 - 23	250	0
23 - 45	250	150
45 - 80	250	300
80 - 140	250	450
140 - 240	250	600
240 - 400	250	750
400 - 500	250	900

#VALUE! #VALUE!

Mr = 34 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 4	150	0
4 - 7	175	0
7 - 13	200	0
13 - 23	225	0
23 - 40	250	0
40 - 70	250	150
70 - 130	250	300
130 - 235	250	450
235 - 400	250	600
400 - 500	250	750

150 0

Mr = 41 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 6	150	0
6 - 11	175	0
11 - 20	200	0
20 - 35	225	0
35 - 60	250	0
60 - 110	250	150
110 - 200	250	300
200 - 360	250	450
360 - 500	250	600

0

Mr = 48 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 8	150	0
8 - 16	175	0
16 - 30	200	0
30 - 50	225	0

0

Mr = 55 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 12	150	0
12 - 20	175	0
20 - 40	200	0
40 - 65	225	0

0

Mr = 62 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 15	150	0
15 - 30	175	0
30 - 50	200	0
50 - 90	225	0

Location #3 NY 114 at Goodfellow Drive

This location encompasses approximately 1200 feet along NY 114 and minimal proposed work at each of the intersecting street approaches (250 feet) for Goodfriend Drive and Coultes Lane.

EXISTING PAVEMENT CONDITION:

Segment #1 NY 114 (600 feet east and 600 feet west of Goodfriend Drive intersection

- Existing full depth asphalt pavement is in fair condition (Rated 6) with the asphalt riding surface exhibiting random transverse and longitudinal cracking as the major form of distress. This cracking is due to environmental effects of weather and sun light which has resulted in old brittle asphalt exhibiting random surface cracking especially in the area of the wheel paths. Pavement settlement and major asphalt pop outs do not exist.
- This section of NY 114 was cracked sealed in 2006 with transverse and longitudinal line cracks sealed.
- Right shoulder pavement is in similar condition with areas of random cracking and no major drop off along the longitudinal travel lane joint. Some random cracking and pop outs exists at the flowline of the intersecting streets where ponding water accumulates and deteriorates the asphalt riding surface.

Segment #2 Goodfriend Drive and Coultes Lane (250 feet north and south of NY 114 intersection)

- Existing full depth asphalt pavement is in fair condition with the asphalt riding surface exhibiting random cracking as the major form of distress which was previously cracked sealed. The flowline of these intersecting streets with NY 114 exhibits deterioration of the asphalt riding surface where ponding water accumulates.

EXISTING PAVEMENT REHABILITATION RECOMMENDATIONS:

- No full depth pavement repairs appear necessary at this time.
- Utilize a 2” asphalt pavement milling operation to remove the existing asphalt top course material
- All minor transverse and longitudinal cracking in underlying asphalt courses should be cleaned and sealed prior to the placement of the new asphalt riding surface.
- In a few areas where multiple cracking exists, a partial depth asphalt overlay repair can be utilized after surface milling and prior to the placement of a new asphalt riding surface.
- Existing soil conditions are good with drainable sands and gravel material with good support characteristics.
- An asphalt Truing and Leveling course can be used to level out low spots and adjust grades and cross slope where needed when widening for lane additions or lane re-alignment.
- All milled surfaces should be tack coated prior to the placement of the new 2” asphalt top course.
- Place a new 2” asphalt riding surface top course on existing pavement where asphalt milling took place.

PROPOSED PAVEMENT RECOMMENDATIONS:

- With the proposed new pavement sections being relatively short in length, pavement widenings should be constructed adjacent to the existing travel lane in full depth asphalt pavement with the removal of all shoulder pavement sections. No pavement coring for depth determination is necessary since all existing shoulder pavement will be removed. Proposed pavement widenings should be constructed in full strength, full depth asphalt at a minimum width of 4.0 feet.
- Using Table 4-1 Conventional Pavement Thickness Design, for ETC (2023) AADT of 6900 and truck percentage of 9% the 7.5” HMA pavement section would consist of 1.5” Top, 2” Binder, 4” Base asphalt on 12” subbase.
- An ESAL calculation design for this intersection utilizes a 20 year design life for the pavement widenings which is consistent with the Super Pave service life. A minimum pavement depth of 6” HMA on 12” RCA subbase material was calculated using ETC (2023) AADT volume projected out 20 years with a growth rate of 0.5% and a heavy truck percentage of 9% and a sand / gravel Mr value=41MPa (see attached work sheet calculations)
- Therefore the recommended full depth HMA pavement section that matches closely to the existing pavement structure and is typical for travel lane pavement depths should be an 8” HMA Super Pave section being:

2.0” Top, 2.5” Binder, 3.5” Base asphalt on a 12” RCA subbase layer.

FEASIBLE TREATMENTS:

- Mill & Fill existing pavement surface.
- ESAL designed proposed pavement sections

LIFE CYCLE COST ANALYSIS:

- Not Applicable

LOCATION/IDENTIFICATION								PHYSICAL CHARACTERISTICS									TRAFFIC			CONDITION INFORMATION								WORK			
Route																				Rating											
No.	Qualifier	Cnty Name	Reg./Cnty	Primary EMP	Reverse BMP	End Reference Marker	SH No.	Segment Lgth.	Total Lanes	Roadways	Paved Shldr Width	Roadside Type	Pvmnt Width	Pvmnt Type	Subbase	Funct Class	AADT	%Trucks	V/C Ratio	2013 2014 2015 2016 **2017**	IRI (in/mi)	Rut (in)	Avg. Bump Height (in)	No. Bumps	Dominant Distress	PCI	Yr Last Crack Seal	Yr Last Work	Work Type
NY 112	1	SUF	07	04.61	07.93		1018	0.13	2	1	10	4	22	C	2	14	22301	05	0.87	6 5 5 4 **4**	214	0.4	0.6	24	SgF	6		06	12
NY 112	1	SUF	07	05.12	07.42		1018	0.51	2	1	10	4	22	C	2	14	22301	05	0.87	6 5 5 4 **4**	205	0.6	0.5	87	SgF	5		06	12
NY 112	1	SUF	07	05.32	07.22		1018	0.20	2	1	10	4	22	C	2	14	22301	05	0.87	6 5 5 4 **4**	294	0.4	0.5	78	SgF	4		06	12
NY 112	1	SUF	07	05.71	06.83		1018	0.39	2	1	10	4	22	A	2	14	22301	05	0.87	6 5 5 K **9**	166	0.7	0.1	16		62		16	10
NY 112	1	SUF	07	05.71	06.83	**GRANNY RD**																							
NY 112	1	SUF	07	06.82	05.72	112 07011069	1018	1.11	2	1	10	4	22	A	2	14	18615	05	0.65	6 5 5 K **U**	174	0.5	0.1	23		65		16	10
NY 112	1	SUF	07	07.27	05.27	112 07011072	1018	0.45	2	1	4	0	36	O	2	14	18615	05	0.64	6 6 6 5 **K**	170	0.9	0.1	17		61		16	10
NY 112	1	SUF	07	07.27	05.27	**RT 25 CORAM**																							
NY 112	1	SUF	07	07.49	05.05		912	0.22	2	1	10	0	24	O	2	14	14298	05	0.42	6 6 6 5 **5**	235	0.7	0.4	22	Ag	7		10	2
NY 112	1	SUF	07	08.54	04.00	112 07011119	912	1.05	2	2	5	0	34	O	2	14	14298	05	0.42	9 9 8 7 **7**	164	0.4	0.2	31	Ai	53		10	2
NY 112	1	SUF	07	08.54	04.00	**CR 83**																							
NY 112	1	SUF	07	08.63	03.91		912	0.09	2	1	5	0	46	O	2	14	18082	05	0.55	9 9 8 7 **7**	142	0.3	0.2	2	Ai	63		10	2
NY 112	1	SUF	07	08.92	03.62		912	0.29	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	125	0.5	0.2	4	Ai	61		10	2
NY 112	1	SUF	07	09.04	03.50		912	0.12	2	1	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	112	0.2	0.7	2	Ai	72		10	2
NY 112	1	SUF	07	09.17	03.37		912	0.13	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	104	0.3	0.1	1	Ai	71		10	2
NY 112	1	SUF	07	09.81	02.73		912	0.64	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	102	0.3	0.2	8	Ai	72		10	2
NY 112	1	SUF	07	10.24	02.30		912	0.43	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	102	0.3	0.4	7	Ai	72		10	2
NY 112	1	SUF	07	10.42	02.12		912	0.18	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	93	0.3	0.3	7	Ai	73		10	2
NY 112	1	SUF	07	10.62	01.92		912	0.20	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	91	0.2	0.4	6	Ai	75		10	2
NY 112	1	SUF	07	10.82	01.72		912	0.20	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	107	0.4	0.3	6	Ai	68		10	2
NY 112	1	SUF	07	10.98	01.56		912	0.16	2	2	5	0	46	O	2	14	18082	05	0.94	9 9 8 7 **7**	106	0.3	0.3	6	Ai	71		10	2
NY 112	1	SUF	07	11.50	01.04		912	0.52	2	2	5	1	38	O	2	14	18082	05	0.94	9 9 8 7 **7**	115	0.5	0.4	17	Ai	63		10	2
NY 112	1	SUF	07	11.70	00.84		912	0.20	2	1	4	1	20	O	2	14	18082	05	0.58	9 9 8 7 **7**	120	0.2	0.1	1	Ai	70		13	10
NY 112	1	SUF	07	11.85	00.69		912	0.15	4	2	5	1	60	O	5	14	18082	05	0.26	9 9 8 7 **7**	152	0.2	0.5	8	Ai	62		10	2
NY 112	1	SUF	07	11.97	00.57	112 07011120	912	0.12	4	1	5	1	60	O	5	14	18082	05	0.27	9 9 8 7 **7**	*205*	0.4	0.3	14	Ai	44		10	2
NY 112	1	SUF	07	11.97	00.57	**RT 347**																							
NY 112	1	SUF	07	12.54	00.00	112 07011124	912	0.57	4	2	5	0	60	O	5	14	28780	05	0.69	9 9 8 7 **7**	185	0.5	0.3	39	Ai	44		10	2
NY 112	1	SUF	07	12.54	00.00	**RT 25A - PORT JEFFERSON END RT 112**																							
NY 114	1	SUF	07	00.00	15.64	**RT 27 W OF E HAMPTON**											**County Order = 01**												
NY 114	1	SUF	07	00.59	15.05	114 07011006	846	0.59	2	1	0	0	34	A	2	14	3797	05	0.30	7 7 5 K **9**	209	0.7	0.1	13		52		16	4
NY 114	1	SUF	07	00.59	15.05	**TOILSOME LANE**																							
NY 114	1	SUF	07	00.86	14.78	114 07011008	846	0.27	2	1	0	4	24	A	2	14	8340	05	0.60	7 7 6 K **9**	182	0.5	0.1	2		62		16	4
NY 114	1	SUF	07	00.86	14.78	**RR BRIDGE OVER**																							
NY 114	1	SUF	07	01.88	13.76	114 07011052	846	1.02	2	1	8	4	24	A	2	14	8340	05	0.34	6 6 5 K **9**	159	0.9	0.1	7		64		16	4
NY 114	1	SUF	07	01.94	13.70		846	0.06	2	1	8	4	24	A	2	14	8340	05	0.34	7 7 6 K **9**	60	0.2	0.1	0		97		16	4
NY 114	1	SUF	07	05.30	10.34	114 07011052	846	3.36	2	1	8	4	24	A	2	14	8340	05	0.34	7 7 6 6 **6**	105	0.3	0.3	50	Ag	54	06	05	4
NY 114	1	SUF	07	05.30	10.34	**TOWN OF EASTHAMPTON & VILLAGE OF SAG HARBOR**																							
NY 114	1	SUF	07	05.96	09.68	114 07011059	1206	0.66	2	1	8	1	30	A	2	14	8340	05	0.34	7 7 6 6 **5**	143	0.3	0.2	6	Ag	38		05	4
NY 114	1	SUF	07	05.96	09.68	**EASTVILLE AVE**																							
NY 114	1	SUF	07	06.38	09.26	114 07011063	1206	0.42	2	1	8	0	24	A	2	14	8465	05	0.46	7 7 7 7 **6**	151	0.3	0.3	9	Ag	46		05	4
NY 114	1	SUF	07	06.65	08.99	114 07011067	1206	0.27	2	1	3	1	24	A	2	14	8465	05	0.46	7 7 7 7 **7**	210	0.2	0.4	8	Ag	41		05	4
NY 114	1	SUF	07	06.74	08.90	114 07011067	1206	0.09	2	1	0	1	30	A	2	14	8465	05	0.46	7 7 7 7 **7**	*0*	0.4	0.5	8	Ag	68		05	4
NY 114	1	SUF	07	06.74	08.90	**MAIN ST**																							



















80 kN ESAL calculation Work Sheet

Version 3 8/04/2000

This work sheet is used for the purpose of calculating the 80 kN ESAL using the "simple" method. These calculations were taken from Table A-7 of the NYS Thickness Design Manual for New and Reconstructed pavements, Revision 1 (10/94). Enter the parameters for items 1 through 8 below in the white blocks. The 80 kN ESAL count is calculated based on a compound traffic growth rate and should be used for SUPERPAVE item selection.

P.IN. #:	PIN 0810.01
Project Desc.:	NY 114 @ GOODFRIEND DR
Date:	25-Nov-20

STEP

INPUT PARAMETERS:

	Item Description
1. Design Life (use 20 years for SUPERPAVE)	20
2. Projected Construction Year AADT	6900
3. Percent Heavy Trucks Class 5 or greater	9
4. Percent Trucks in Design Direction	50
5. Percent Trucks in Design Lane	100
6. Truck Equivalency Factor (avg. ESAL per truck)	1.35
7. Truck Volume Growth Rate	0.5
8. Annual Truck Weight Growth Rate	0.5

STEP

- The Functional Classification of the highway is 14 Urban Principal Arterial – Other
- This road does not have full or partial access control.
- There is no possibility of damaging homes, historic sites, etc., due to excessive vibration during compaction.
- There will be more than 2000 MT of each course placed.
- The highway is not located in either Dutchess, Orange, Rockland, Putnam, Westchester, Nassau, Suffolk, Sullivan County or the City of New York.
- There are less than 4 lanes on this road.

STEP

RESULTS for new and reconstructed HMA pavement:

STEP

AADT for Design Year 2,020 7,586

- *Use asphalt series for low volume roads.*

Total 80 kN ESAL Count for 20 Year Design Life 3,371,693

- *The 'Estimated Traffic' level should be < 10.0 million 80 kN ESALs.*

#N/A #N/A

Recommended Min. Pavement Thickness (for Mr = 41 MPa & 50 year design life)

- *Minimum AC (Top, Binder, Base) Thickness = 150 mm*
- *Permeable Base Course = 100 mm*
- *Subbase Course = 300 mm*
- *Minimum Select Granular Subgrade Thickness = 0 mm*

Recommended SUPERPAVE Item numbers

- #N/A
- #N/A
- #N/A
- *Confirm with the Regional Materials Engineer*

Soil Resilient Modulus (Mr) = 41 MPa

80 kN ESAL = 3.372 Million

Minimum AC Thickness = 150 mm

Minimum Select Granular Subgrade Thickness = 0 mm

41

Mr
28
34
41
48
55
62

#VALUE! #VALUE!

#VALUE! #VALUE!

150 0

Mr = 28 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 2	150	0
2 - 4	175	0
4 - 8	200	0
8 - 13	225	0
13 - 23	250	0
23 - 45	250	150
45 - 80	250	300
80 - 140	250	450
140 - 240	250	600
240 - 400	250	750
400 - 500	250	900

Mr = 34 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 4	150	0
4 - 7	175	0
7 - 13	200	0
13 - 23	225	0
23 - 40	250	0
40 - 70	250	150
70 - 130	250	300
130 - 235	250	450
235 - 400	250	600
400 - 500	250	750

Mr = 41 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 6	150	0
6 - 11	175	0
11 - 20	200	0
20 - 35	225	0
35 - 60	250	0
60 - 110	250	150
110 - 200	250	300
200 - 360	250	450
360 - 500	250	600

0

0

0

Mr = 48 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 8	150	0
8 - 16	175	0
16 - 30	200	0
30 - 50	225	0

Mr = 55 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 12	150	0
12 - 20	175	0
20 - 40	200	0
40 - 65	225	0

Mr = 62 MPa

80 kN ESALs Over Design Life	AC Layer Thickness	Select Subgrade Thickness
< 15	150	0
15 - 30	175	0
30 - 50	200	0
50 - 90	225	0

Location #4 NY 25 at County Road 48

This location encompasses approximately 1300 feet along CR 48 / NY 25 and 400 feet on NY 25-Main Street at this three legged intersection. Two roundabout alternatives are being considered at this location with each one fitting into the boundary dimensions stated above.

EXISTING PAVEMENT CONDITION:

Segment #1 NY 25 (700 feet east and 600 feet west of NY 25-Main Street intersection)

- Existing composite pavement is in good condition (Rated 8) with the asphalt riding surface exhibiting minor transverse and longitudinal joint reflective cracking as the major form of distress.
- This area was resurfaced in 2015.
- Right shoulder pavement is good with little to no drop off along the longitudinal travel lane joint and some random cracking exists in some isolated areas.

Segment #2 NY 25-Main Street (400 feet south of NY 25 / CR 48 intersection)

- Existing composite pavement is in fair condition with the asphalt riding surface exhibiting minor transverse and longitudinal joint reflective cracking as the major form of distress.

Segment #3 Sound Road (100 feet north of NY 25 intersection)

- Existing full depth asphalt pavement on this local street is in fair condition with the asphalt riding surface exhibiting minor transverse and longitudinal cracking as the major form of distress.

EXISTING PAVEMENT REHABILITATION RECOMMENDATIONS:

- No full depth pavement repairs appear necessary at this time.
- Utilize a 2” asphalt pavement milling operation to remove the existing asphalt top course material
- All minor transverse and longitudinal cracking in underlying asphalt courses should be cleaned and sealed prior to the placement of the new asphalt riding surface.
- In a few areas where multiple cracking exists, a partial depth asphalt overlay repair can be utilized after surface milling and prior to the placement of a new asphalt riding surface.
- Existing soil conditions are good with drainable sands and gravel material with good support characteristics.
- An asphalt Truing and Leveling course can be used to level out low spots and adjust grades and cross slope where needed when widening for lane additions or lane re-alignment.
- All milled surfaces should be tack coated prior to the placement of the new 2” asphalt top course.
- Place a new 2” asphalt riding surface top course on existing pavement where asphalt milling took place.

PROPOSED PAVEMENT RECOMMENDATIONS:

- With the proposed new pavement sections being relatively short in length, pavement widenings should be constructed adjacent to the existing travel lane in full depth asphalt pavement with the removal of all shoulder pavement sections. No pavement coring for depth determination is necessary since all existing shoulder pavement will be removed. Proposed pavement widenings should be constructed in full strength, full depth asphalt at a minimum width of 4.0 feet.
- Using Table 4-1 Conventional Pavement Thickness Design, for ETC (2023) AADT of 4800 and truck percentage of 4% the 6.5” HMA pavement section would consist of 1.5” Top, 2” Binder, 3” Base asphalt on 12” subbase.
- An ESAL calculation design for this intersection utilizes a 50 year design life for the new pavement and widenings which is consistent with the pavement reconstruction service life. A minimum pavement depth of 7” HMA on 12” RCA subbase material was calculated using ETC (2023) AADT volume projected out 50 years with a growth rate of 0.5% and a heavy truck percentage of 4% and a sand / gravel Mr value=41MPa (see attached work sheet calculations)
- Therefore the recommended full depth HMA pavement section that matches closely to the existing pavement structure and is typical for travel lane pavement depths should be an 8” HMA Super Pave section being:

  2.0” Top, 2.5” Binder, 3.5” Base asphalt on a 12” RCA subbase layer.

FEASIBLE TREATMENTS:

- Mill & Fill existing pavement surface.
- ESAL designed proposed pavement sections

LIFE CYCLE COST ANALYSIS:

- Not Applicable

LOCATION/IDENTIFICATION								PHYSICAL CHARACTERISTICS								TRAFFIC			CONDITION INFORMATION								WORK		
Route																			Rating										
No.	Qualifier	Cnty Name	Reg./Cnty	Primary EMP	Reverse BMP	End Reference Marker	SH No.	Segment Lgth.	Total Lanes	Roadways	Paved Shldr Width	Roadside Type	Pvmnt Width	Pvmnt Type	Subbase	Funct Class	AADT	%Trucks	V/C Ratio	2013 2014 2015 2016 **2017**	IRI (in/mi)	Rut (in)	Avg. Bump Height (in)	No. Bumps	Dominant Distress	PCI	Yr Last Crack Seal	Yr Last Work	Work Type
NY 25	1	SUF	07	63.28	11.43		8229	0.03	2	1	6	4	24	O	2	16	8005	04	0.27	7 7 K 9 **9**	143	0.1	0.0	0		82		15	4
NY 25	1	SUF	07	63.80	10.91	25 07041640	8229	0.52	2	1	6	4	24	A	2	16	8005	04	0.27	9 8 7 7 **7**	144	0.3	0.3	4	Ai	62		10	10
NY 25	1	SUF	07	63.80	10.91	**ALBERTSON LANE**																							
NY 25	1	SUF	07	63.83	10.88		8229	0.03	2	1	6	4	24	A	2	16	8005	04	0.27	9 8 8 7 **7**	124	0.3	0.3	1	Ai	70		10	10
NY 25	1	SUF	07	63.91	10.80		8229	0.08	2	1	6	4	24	O	2	16	8005	04	0.27	9 8 8 7 **7**	128	0.3	0.3	1	WI	66		10	10
NY 25	1	SUF	07	63.94	10.77		8229	0.03	2	1	6	4	24	O	2	16	8005	04	0.27	7 7 K 9 **7**	100	0.2	0.0	0	WI	79		10	10
NY 25	1	SUF	07	65.47	09.24		8229	1.53	2	1	6	4	24	O	2	16	8005	04	0.27	7 7 K 9 **9**	108	0.3	0.0	0		86		15	4
NY 25	1	SUF	07	65.50	09.21		8229	0.03	2	1	6	4	24	O	2	16	8005	04	0.48	7 7 K 9 **9**	114	0.1	0.0	0		89		15	4
NY 25	1	SUF	07	65.64	09.07		8229	0.14	2	1	6	0	24	O	2	16	8005	04	0.48	7 7 K 9 **9**	208	0.2	0.1	0		64		15	4
NY 25	1	SUF	07	65.64	09.07	**RT 114**																							
NY 25	1	SUF	07	65.84	08.87		1719	0.20	2	1	0	1	30	O	2	16	3365	04	0.17	7 7 K 9 **9**	182	0.1	0.1	1		71		15	4
NY 25	1	SUF	07	65.84	08.87	**FRONT ST**																							
NY 25	1	SUF	07	66.25	08.46		VILST	0.41	2	1	3	1	30	O	2	16	3365	04	0.17	7 7 6 6 **5**	210	0.6	0.3	40	Ag	13		02	4
NY 25	1	SUF	07	66.25	08.46	**BROAD ST**																							
NY 25	1	SUF	07	66.39	08.32		VILST	0.14	2	1	7	0	20	O	2	16	3365	04	0.17	6 6 6 6 **5**	290	0.4	0.5	11	Ag	17		88	99
NY 25	1	SUF	07	66.53	08.18	25 07041671	VILST	0.14	2	1	7	0	20	O	2	16	3365	04	0.17	6 6 K 9 **8**	175	0.3	0.1	1		68		15	4
NY 25	1	SUF	07	66.53	08.18	**BRIDGE ST**																							
NY 25	1	SUF	07	66.73	07.98		8380	0.20	2	1	7	0	20	O	2	16	3365	04	0.17	6 6 K 9 **8**	209	0.2	0.0	0		63		15	4
NY 25	1	SUF	07	66.77	07.94		8380	0.04	2	1	7	4	20	O	2	16	3147	05	0.14	6 6 K 9 **8**	300	0.7	0.2	1		47		15	4
NY 25	1	SUF	07	69.28	05.43		8380	2.51	2	1	7	4	20	O	2	14	3147	05	0.14	7 7 K 9 **9**	120	0.6	0.1	2		75		15	4
NY 25	1	SUF	07	72.32	02.39		8380	3.04	2	1	7	4	20	O	2	14	3147	05	0.14	7 7 K 9 **9**	103	0.3	0.1	1		87		15	4
NY 25	1	SUF	07	72.32	02.39	**NARROW RIVER RD**																							
NY 25	1	SUF	07	74.71	00.00	25 07041750	8380	2.39	2	1	7	4	20	O	2	14	3051	05	0.14	7 7 K 9 **9**	99	0.3	0.1	1		88		15	4
NY 25	1	SUF	07	74.71	00.00	**ORIENT PT END RT 25**																							
NY 25A	1	NAS	03	00.00	15.90	**Queens/Nassau Co Line**											**County Order = 02**												
NY 25A	1	NAS	03	00.15	15.75	25A03021000	9018	0.15	4	1	0	1	48	O	2	14	26200	05	0.71	7 7 6 6 **6**	347	0.7	0.0	9	Ag	15	06	04	4
NY 25A	1	NAS	03	00.15	15.75	**BUTTONWOOD RD**																							
NY 25A	1	NAS	03	00.21	15.69		9018	0.06	4	2	10	1	48	O	2	14	26200	05	0.71	7 7 6 6 **6**	360	0.5	0.4	3	Ag	20	06	04	4
NY 25A	1	NAS	03	00.42	15.48		9018	0.21	4	2	10	1	48	O	2	14	26200	05	0.71	7 7 6 6 **6**	241	0.3	0.5	10	Ag	28	06	04	4
NY 25A	1	NAS	03	00.44	15.46	25A03021004	9018	0.02	4	2	10	1	48	O	2	14	26200	05	0.71	7 7 6 6 **6**	185	0.3	0.5	1	Ag	33	06	04	4
NY 25A	1	NAS	03	00.44	15.46	**ASTER LANE**																							
NY 25A	1	NAS	03	00.88	15.02	25A03021008	9018	0.44	4	2	10	1	48	O	2	14	26200	05	0.40	7 7 6 6 **6**	234	0.4	0.5	22	Ag	25	06	04	4
NY 25A	1	NAS	03	00.92	14.98		9018	0.04	4	2	10	1	48	O	2	14	33891	05	0.59	7 7 6 6 **6**	220	0.2	0.6	2	Ag	30	06	04	4
NY 25A	1	NAS	03	01.03	14.87	25A03021011	9018	0.11	4	2	10	1	48	O	2	14	33891	05	0.59	7 7 6 6 **6**	256	0.3	0.5	6	Ag	27	06	04	4
NY 25A	1	NAS	03	01.12	14.78		9018	0.09	4	2	10	1	48	O	2	14	33891	05	0.59	7 7 7 7 **7**	*0*	0.3	0.0	3	Ag	71	06	04	4
NY 25A	1	NAS	03	01.12	14.78	**LAKEVILLE RD**																							
NY 25A	1	NAS	03	01.20	14.70		9018	0.08	4	2	10	1	48	O	2	14	33891	05	0.59	7 7 6 6 **6**	197	0.4	0.0	2	Ag	28	06	04	4
NY 25A	1	NAS	03	01.92	13.98	25A03021019	9018	0.72	4	2	10	1	48	O	2	14	33891	05	0.59	7 7 6 6 **6**	215	0.7	0.4	26	Ag	18	06	04	4
NY 25A	1	NAS	03	01.92	13.98	**EAST SHORE RD / COMMUNITY DR**																							
NY 25A	1	NAS	03	02.06	13.84	25A03021020	9018	0.14	4	2	0	1	48	O	2	14	27348	05	0.42	7 7 7 7 **6**	232	0.4	0.4	4	Ag	28	06	04	4
NY 25A	1	NAS	03	02.06	13.84	**MAPLE ST**																							
NY 25A	1	NAS	03	02.49	13.41	25A03021024	9018	0.43	4	2	0	1	48	O	2	14	27348	05	0.42	7 7 7 7 **6**	279	1.3	0.4	15	Ag	19	06	04	4
NY 25A	1	NAS	03	02.49	13.41	**JCT PLANDOME RD**																							


NORTH FO
WINE TR


SPEED LIMIT
45




SPEED LIMIT
45
NEXT
2½ MILES


STOP


MATTITUCK 11
GREENPORT VILLAGE

80 kN ESAL calculation Work Sheet
Version 3.1 4-18-03

This work sheet is used for the purpose of calculating the 80 kN ESAL using the "simple" method. These calculations were taken from Figure 4-1 of the NYS Comprehensive Pavement Design Manual (June 2000). Enter the parameters for items 1 through 8 below in the blue blocks. The 80 kN ESAL count is calculated based on a compound traffic growth rate and should be used for SUPERPAVE.
Enter data also in pavt. thickness sheet. Print this sheet + pavt thickness + item numbers + special note.

P.IN. #:	O810.01
Project Desc.:	4 Intersection Improvements-NY 25/CR 48
(cont'd.)	Suffolk County
Date:	11/25/20

Mainline and Ramp Reconstruction

INPUT PARAMETERS:

	Construction Year	2023
1.	Design Life (use 50 years for determining pavement thickness)	50
2.	Projected Construction Year AADT	4800
3.	Percent Heavy Trucks Class 4 or greater	4.0
4.	Percent Trucks in Design Direction	50
5.	Percent Trucks in Design Lane	100
6.	Truck Equivalency Factor (avg. ESAL per truck)	1.35
7.	Truck Volume Growth Rate	0.50%
8.	Annual Truck Weight Growth Rate	0.50%
	Mr Value	41

14	Enter the Functional Classification Code of the highway	
YES	Does this road have full or partial access control?	*Partial*
NO	Is there a possibility of damaging homes, historic sites, etc., due to excessive vibration during compaction.	
NO	Will there will be less than 2000 MT of each course placed?	
YES	Is the highway located in either Dutchess, Orange, Rockland, Putnam, Westchester, Nassau, Suffolk, Sullivan County or the City of New York?	*Suffolk County*
YES	Is the highway located in either Orange, Rockland, Putnam, Westchester, Nassau, Suffolk Countles or the City of New York?	
NO	Are there are more than 3 lanes on this road?	

RESULTS:

AADT for Design Year 2073	6,129
• Use asphalt series for low volume roads	
Total 80 kN ESAL Count for the Design Life	3,065,304
• The 'Estimated Traffic' level should be < 10.0 million 80 Kn ESALs.	

***** Don't forget the SPECIAL NOTE required in the Proposal *****

PAVEMENT THICKNESS TABLE

enter blue numbers

TOTAL ESAL VALUE	3,065,304		
Total HMA Thickness	165	mm	enter number from table at right

SELECT GRANULAR SUBGRADE (enter # from table at right)	GRAVEL	BASE	BINDER	TOP
mm	mm	mm	mm	mm
0	300	75	50	40

ACTUAL PAVEMENT THICKNESSES TO USE

	THICKNESS	
SELECT GRANULAR SUBGRADE	0	mm
GRAVEL	300	mm
BASE	75	mm
BINDER	50	mm
TOP	40	mm

80 Kn ESALs over Design Life	Total HMA Thickness	Select Granular Subgrade Thickness
millions	mm	mm
< 6	165	0
6 - 11	175	0
> 11 - 20	200	0
> 20 - 35	225	0
> 35 - 60	250	0
> 60 - 110	250	150
> 110 - 200	250	300
> 200 - 300	250	450
0	0	0

Appendix F
Non-Standard Features Justification

Justification Number

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

Exhibit 2-15
Nonstandard Feature Justification

Rev. 04/15/21

PIN: 0810.01	**Route No. and Name:** NYS Route 114 at Goodfriend Drive		
Project Type: Minor Intersection Reconstruction		☑ **National Network/Qualifying Highway**	☐ **Access Highway**
Functional Class: Urban Principal Arterial - Other		**Design Classification:** Arterial	**Context Class:** Urban
AADT: 7,216	**% Trucks:** 9%	◉ **NHS** ○ **Non-NHS**	**Terrain:** Level

1. Description of Nonstandard Feature

Type of Feature: Shoulder Width - Right **Other:** Identify feature type if "Other" was selected

Location: NYS Route 114 at Goodfriend Drive

Latitude and Longitude (Linear Feature) **FROM** Lat: 40.9715 Long: -72.2413 **TO** Lat: 40.9708 Long: -72.2386

Latitude and Longitude (Point Feature) Lat: Long:

Standard Value: 8 feet	**Design Speed:** 50 mph
Existing Value: ±10 ft used as a bicycle lane	**Recommended Speed - Existing:** 45 mph
Proposed Value: 5 ft bike lane with a variable shoulder width	**Recommended Speed - Proposed:** 45 mph

2. Accident Analysis

Current Accident Rate[1]**:** 1.4 ◉ acc/mvm ○ acc/mev	**Statewide Accident Rate:** 3.73 ◉ acc/mvm ○ acc/mev
From 114 07011025 **to** 114 07011035	**Is the Nonstandard Feature a contributing factor?** ○ Yes ◉ No

Anticipated accident rates, severity, and costs:

No change in the accident rates are anticipated from the change to the shoulder width. It is anticipated that the accident rate will be reduced by the addition of a bi-directional center left turn lane.

3. Cost Estimates

Cost to fully meet standards: $275,000	**Cost(s) for incremental improvements:** $50,000

4. Mitigation

e.g., increased superelevation and speed change lane length for a non-standard ramp radius

Lane widths will be narrowed which will result in slower speeds. The addition of the left turn lane at the intersection of Goodfriend Drive will also prevent thru vehicles from passing left turning vehicles by using the shoulders and improve safety for bicyclists.

5. Compatibility with Adjacent Segments and Future Plans

The bike lanes proposed for this location will enhance the existing bike route that currently exists along NYS Route 114.

6. Other Factors

e.g., social, economic, and environmental

Widening of the roadway to provide standard shoulder width is impractical. Right-of-way acquisition or relocation of utility poles that carry electric transmission lines and communication lines would be required. Approximately 0.55 acres of additional right-of-way would be required at a cost of $200,000. The municipal costs to follow the “eminent domain” procedures can exceed 10% of the acquisition costs. Moving the utility poles cost $4000 for a line pole and $30,000 per pole where there are risers present. Where the riser pole needs to be replaced, there would be an additional cost to replace the electric and communication service lines that cross NYS114. This cost is an additional $20,000. There will be additional construction cost for the drainage modifications and associated infrastructure improvements, such as additional full depth asphalt.

7. Proposed Treatment (i.e., recommendation)

Reduce travel lanes to 11'
Add a center left turn lane for left turns onto Goodfriend Drive/Coultes Lane
Provide a 5' dedicated bike lane

[1] *Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.*

Appendix G
Public Involvement Plan (PIP)

Public Involvement Plan

Region 10 Safety Enhancements
PIN: 0810.01
Various Locations – Town of Riverhead, East Hampton and Southold
Suffolk County

Name of Preparer: Ankita Rathi, AICP
Date Prepared: 12.06.2021 updated April 2022
Preparer's Functional Area: Planning / Consulting

This report presents the Public Involvement Plan (PIP) for involving agency and public stakeholders in the Safety Enhancements Project, P.I.N. 0810.01("Project"). Enhanced public involvement was and continues to be a key element at every step of that process, and this PIP summarizes the methods and schedule for public involvement that took place for this Project.

Current Phase (check one): Scoping ☐ Phase I-IV ☒ Phase V-VI ☐ Construction ☐ Other

Project Schedule as of Date Prepared

IPP Approved ----------July 27, 2018
Scoping Approval ----------May 31, 2022
Design Approval ----------May 31, 2022
PS&E ----------August 10, 2023
Construction Begins ----------Early 2024
Construction Completion ---------- Early 2025

1. IPP update – Only four locations are now being considered for this project. NYS Route 25A at Stony Brook Road is eliminated from the study locations. The project schedule including obligation dates for Design Approval and all succeeding activities have been revised. The construction estimate is expected to be updated as the project progresses through the design process. (Please see Appendix J for the approved IPP)

2. Project Data

Funding X Fed-Aid NHS ____Fed-Aid Non-NHS ____100% State

Check Project Type (s). ____NEPA Class I X NEPA Class II ____NEPA Class III
____SEQR Non-Type II X SEQR Type II

Brief Description of Project Work The purpose of this project is to provide safety improvements at the four (4) intersections to improve traffic flow and decrease the potential for crashes. These four intersections include:

- Loc. No. 1 - NY 25 at Edwards Avenue, Town of Riverhead, Suffolk County
- Loc. No. 2 - NY 114 at Stephens Hands Path, Town of East Hampton, Suffolk County

- Loc. No. 3 - NY 114 at Goodfriend Drive, Town of East Hampton, Suffolk County
- Loc. No. 4 - NY 25 at CR 48, Town of Southold, Suffolk County



Regional Project Location Map

NYSDOT person designated as community contact Stephen Canzoneri, NYS Region 10 Public Information Officer.

Public Involvement prior to IPP (y/n) No
If yes, describe
Attach relevant correspondence and/or meeting minutes.

3. Project Scoping

PI Objectives in Scoping:

1. Identify Stakeholders.
2. Inform stakeholders of project and proposed project scope/needs.
3. Gather information on the project context.

3.1 Identify Stakeholders

List Internal Stakeholders: Regional Planning; Regional Design Group; Regional Traffic and Safety Group; Regional Construction Group; Regional Maintenance Group.

List External Stakeholders: NYS Senator and Assemblyman/woman, Governor's Traffic Safety Committee, New York Metropolitan Transportation Council (NYMTC), Federal Highway Administration (FHWA), Suffolk County Transit, Suffolk County Office for People with Disabilities, Suffolk County Legislature, Town of Riverhead, Riverhead Police Department, Riverhead Fire Department Station#3, Riverhead Charter School, Greater Calverton Civic

Association, Town of East Hampton, East Hampton Fire Department, East Hampton Police Department, The Ross School, Veterinary Clinic-East Hampton, East Hampton Chamber of Commerce, Town of Southold, Southold Police Department, Greenport Fire Department, Stony Brook Eastern Long Island Hospital, North Fork Chamber of Commerce, local businesses, and local community residents.

3.2 Potential community concerns: narrower travel lanes/shoulders near the intersection for bicyclists, temporary access impacts to local businesses, emergency services during construction, Sidewalks for pedestrians,

3.3 Communication Methods to be used to inform Stakeholders:

Meetings with public officials: The scoping and design phases were combined for this project. Please see section 4.2 below.

Public information meeting / hearing: The scoping and design phases were combined for this project. Please see section 4.2 below.

Is a citizen's advisory committee necessary? No
If yes, attach description of how it will be organized, list committee make-up and affiliation, and committee objectives.

Other public involvement techniques:
Letters were sent to local stakeholders to introduce the project and receive feedback from them. Project webpage was hosted on NYSDOT Website: https://www.dot.ny.gov/EastEndSafety to disseminate project information and project status to the local stakeholders and the community.

.

4. Design

PI Objectives during Design:

Preliminary Design: Summarize information gained from Scoping. Seek consensus on preferred alternative**.**

Detailed Design: Update stakeholders on progress, discuss any changes.

4.1 Information

List Internal Stakeholders: Regional Planning; Regional Design Group; Regional Traffic and Safety Group; Regional Construction Group; Regional Maintenance Group.

List External Stakeholders: NYS Senator and Assemblyman/woman, Governor's Traffic Safety Committee, New York Metropolitan Transportation Council (NYMTC), Federal Highway Administration (FHWA), Suffolk County Transit, Suffolk County Office for People with Disabilities, Suffolk County Legislature, Town of Riverhead, Riverhead Police Department, Riverhead Fire Department Station#3, Riverhead Charter School, Greater Calverton Civic

Association, Town of East Hampton, East Hampton Fire Department, East Hampton Police Department, The Ross School, Veterinary Clinic-East Hampton, East Hampton Chamber of Commerce, Town of Southold, Southold Police Department, Greenport Fire Department, Stony Brook Eastern Long Island Hospital, North Fork Chamber of Commerce, local businesses, and local community residents.

4.2 Communication Methods to be Used:

Meetings with public officials: A virtual meeting was held with elected officials prior to the EDPL Hearing on January 26, 2022, to introduce the project and receive feedback from them. They were also invited formally to the Public Information Meeting / Public Hearing.

Public information meeting/ hearing:

Meeting formats: Due to the Covid-19 circumstances and applicable restrictions, the EDPL Hearing / Public Meeting was held on February 9, 2022 in a remote setting with an online meeting and presentation, with opportunity for questions and feedback. The presentation will cover the purpose of the project, proposed locations, ROW acquisition details, proposed alternatives, and other pertinent information.

The virtual EDPL public hearing was held in a live videoconference format. Participants who wished to join online 4 used the following link https://publichearing.webex.com/meet/PublicHearing. Participants who wished to join by phone called 1 (844) 621-3956 and used the access code 26319050736# when prompted and then entered the meeting code 45298333#.

An off-record question and answer session was held preceding the formal hearing, and the official hearing included a designated time for participants to provide oral or written comments to the project team, on the record. Information on how participants can provide written comments up to 10 days after the hearing was also be provided during the Virtual Public Hearing. A recording of the Virtual Public Hearing and all submitted written statements, as well as a publication synopsizing the determinations and findings based on the statements provided, are available for public viewing and inspection after the conclusion of the comment period. Finally, all project information is be made available online at the project's website - https://www.dot.ny.gov/EastEndSafety and/or was sent to individuals by mail or email upon request.

The Virtual Public Hearing met the Limited English Proficiency (LEP) requirements in accordance with the NYSDOT Policy Code 1.1-8 dated 7/19/2019, and in accordance with Title VI of the Civil Rights Act of 1964 and subsequent statutes, regulations, and executive orders that state a commitment to preventing and eliminating unlawful discrimination on the basis of race, color, national origin, sex, age, disability, or low income or LEP in the operation, implementation, access, and use of NYSDOT programs, activities and facilities. Specifically, LEP refers to those persons who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. Based on U.S. Census Bureau research findings with regards to LEP populations in the communities adjacent to the Project locations, Spanish was found to be the most commonly spoken language at home for the Project community with the highest

LEP population. Within the flyer, requests for interpreter services or translations were requested to be made at least 10 days in advance of the hearing either through calling in or email.

Flyer: An EDPL Public Hearing flyer was developed with brief project information, including project locations, Virtual Public Hearing/Meeting and comment period details, information on where the public could access project information online and/or request project information via mail or email. The flyer was developed in two languages: English and Spanish.

Visualizations: Graphics showcasing the existing and proposed improvements were displayed virtually for public viewing and comments.

Other public involvement techniques:

Direct mailings to property owners
Notification letters to elected and appointed officials, local Town Planning departments, local stakeholders including hospitals, libraries, school districts, churches, fire and police stations.
News releases - published legal and display ads in local community newspapers to announce the Virtual Public Hearing.
Project Webpage on the NYSDOT Website: https://www.dot.ny.gov/EastEndSafety

4.3 Schedule for Public Involvement Activities: One EDPL Hearing / Public Information Meeting was held on February 9, 2022 to solicit feedback from the stakeholders and the community. The public meeting was advertised by advance notices through direct mailings and newspaper ads. This notice included the purpose and time of the Virtual Public Hearing, details on project locations, instructions for how to attend the Virtual Public Hearing, instructions for hearing participation, notification to the public that written statements will be accepted for at least 10-days after the Virtual Public Hearing date, and information on where the public could access project information online and/or request project information via mail or email.

In addition, the project webpage on the NYSDOT website will continue to provide updated project information.

Webinar Name	Name	Attendee Email	Connection Type
PUBLIC HEARING: PIN 081001 EAST END SAFETY	fpearson@gpinet.com	fpearson@gpinet.com	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Vinicio Lora, NYSDOT	vinicio.lora@dot.ny.gov	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Consultant	aplotas@gpinet.com	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Consultant 2	bblanco@gpinet.com	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	crystal peritz	crystal.peritz@dot.ny.gov	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	James Fonda	james.fonda@dot.ny.gov	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Garole Valbrun	garole.valbrun@dot.ny.gov	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	gregg williams	gregg.williams@dot.ny.gov	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Moni John	monij327@gmail.com	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_3		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	tim grattan	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	sheref	sheref.fathi@dot.ny.gov	Mobile app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Alexa Sheng	alexandra.sheng@dot.ny.gov	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Jodi Giglio	giglioj2@nyassembly.gov	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Nicola Graham	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Gwynn Schroeder Office of Leg. Al	gwynn.schroeder@suffolkcountyny.gov	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_4		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Martin Buchman	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Paul Loeb	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Gregory Jo	gregory.jo@dot.ny.gov	Mobile app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	smk	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Joe Aufiero	joseph.aufiero@dot.ny.gov	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_5		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Dawn Robinson	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Hal Tarry	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Jurgen Riehle	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Margot Perman	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	cathy strand	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	jennifer hartnagel	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_6		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	David Mendelsohn	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	steve greer	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_7		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	David S. Desmond, Esq.	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_9		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Douglas Das	douglas.das@dot.ny.gov	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	diane	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Michael Collins	michael.collins@town.southold.ny.us	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	alan daters	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	thomas houghton	[redacted]	Mobile app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Francis Mott	[redacted]	Mobile app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	scott McIntire	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	joan schwenk	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Tim Gannon	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_10		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Raymond Ankrum	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_11		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	carol	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_12		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Greg Bergman	bergman@townofriverheadny.gov	Mobile app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Denise Civiletti	denise@riverheadlocal.com	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Louisa Evans	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Diana Ruvolo	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Stephen Canzoneri	stephen.canzoneri@dot.ny.gov	Mobile app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Susannah Leete	[redacted]	Mobile app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Stephen	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Chief Martin Flatley	mflatley@town.southold.ny.us	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Diana	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Yajayara Perdomo	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_13		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Call-in User_14		Other app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Josephine	[redacted]	Desktop app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	Michael Nardy	[redacted]	Web app
PUBLIC HEARING: PIN 081001 EAST END SAFETY	deane fabrizio	dfabrizio@gpinet.com	Web app

PIN 0810.01 EAST END SAFETY ENHANCEMENTS
02/09/2022 EDPL Public Hearing Comments
Suffolk County
PIN 0810.01

City	State	Zip	Interest					Support			Source						Comment Summary	Response
			Home Owner	Business	Tenant	Motorist	Other	YES	NO	?	Written Comment @ Public Meeting	Verbal Statement to Stenographer	Formal Session	US Mail	Email	Phone		(Refer to Chapter 5, pages 5-2 thru 5-7)
LOCATION 1: NY 25 @ EDWARDS AVENUE																		
Baiting Hollow	NY	11933				✓		✓							✓		Concerned with congestion, trucks and commercial vehicles. Wants turning lanes or split signal phasing.	6
Wading River	NY	11792				✓		✓			✓				✓		Indicated he supports the improvements and would like construction done by 2025. Asked if a roundabout was considered for this location.	8
Greenlawn	NY	11740					✓	✓							✓		Concerned with pedestrian/bicyclist safety. Supports additional improvements including reduced travel lane widths, additional crosswalk, designated bike lanes/buffered bike lanes, bike boxes, warning signs.	1
	NY						✓	✓							✓		Concerned with pedestrian/bicyclist safety. Supports additional improvements including reduced travel lane widths, additional crosswalk, designated bike lanes/buffered bike lanes, bike boxes, warning signs.	1
	NY						✓	✓							✓		Concerned with pedestrian/bicyclist safety. Supports additional improvements including reduced travel lane widths, additional crosswalk, designated bike lanes/buffered bike lanes, bike boxes, warning signs.	1
	NY						✓	✓							✓		Concerned with pedestrian/bicyclist safety. Supports additional improvements including reduced travel lane widths, additional crosswalk, designated bike lanes/buffered bike lanes, bike boxes, warning signs.	1
	NY						✓	✓							✓		Concerned with pedestrian/bicyclist safety. Supports additional improvements including reduced travel lane widths, additional crosswalk, designated bike lanes/buffered bike lanes, bike boxes, warning signs.	1
	NY						✓	✓							✓		Concerned with pedestrian/bicyclist safety. Supports additional improvements including reduced travel lane widths, additional crosswalk, designated bike lanes/buffered bike lanes, bike boxes, warning signs.	1
	NY						✓	✓							✓		Concerned with pedestrian/bicyclist safety. Supports additional improvements including reduced travel lane widths, additional crosswalk, designated bike lanes/buffered bike lanes, bike boxes, warning signs as well as bike detectors and property acquisition for bike lane extension north of Intersection.	1
Calverton	NY	11933		✓				✓							✓		Concerned with tractor trailer access/egress from his business. Requested widening curb cut width.	7
	NY						✓			✓				✓			Wants to improve walkability and biking. Suggests plan revisions including a bike lane along Edwards Avenue, an east-west buffered bike lane along NY 25, and increased buffer widths. Suggests consideration of a roundabout, installation of slip ramps through the intersection to separate bicyclists from vehicles, and a north-south crosswalk across the east leg of the intersection with a sidewalk to the bus stop on the northeast corner.	1, 8
	NY						✓	✓							✓		Supports additional improvements including designated bike lane/buffered bike lane.	1
Riverhead	NY	11901					✓	✓				✓					Concerned with disruption to traffic flow through the intersection and impacts on Riverhead Charter School as well as property taking on southeast corner. Suggests safety features such as guiderail on southeast corner.	4, 5
	NY						✓	✓				✓					Would like the speed limit reduced from 55mph to 35mph near the Riverhead Charter School.	4
	NY						✓	✓				✓					Concerned with bicyclist safety. Supports additional improvements including reduced travel lane widths, designated bike lanes/buffered bike lanes, bike boxes, bike detectors.	1
Calverton	NY	11933					✓			✓	✓						Would like a speed zone in front of the Riverhead Charter School and a traffic signal at the school driveway to let buses out.	4

PIN 0810.01 EAST END SAFETY ENHANCEMENTS
02/09/2022 EDPL Public Hearing Comments
Suffolk County
PIN 0810.01

City	State	Zip	Interest					Support			Source						Comment Summary	Response
			Home Owner	Business	Tenant	Motorist	Other	YES	NO	?	Written Comment @ Public Meeting	Verbal Statement to Stenographer	Formal Session	US Mail	Email	Phone		(Refer to Chapter 5, pages 5-2 thru 5-7)
LOCATION 2: NY 114 @ STEPHEN HANDS PATH																		
East Hampton	NY	11937		✓						✓						✓	Concerned about economic impact on her farm, impacts on parking and access/egress.	10
	NY						✓			✓				✓			Wants to improve walkability and biking. Suggests including signalized crosswalks, and buffered or protected bike lanes through the intersection along NY 114. Based on the reduced traffic volumes observed at this intersection, suggests consideration of a roundabout with slip ramps for bicyclists.	1, 12
East Hampton	NY	11937	✓							✓					✓		Concerned with flooding issues and potential light pollution from new traffic signals. Feels dedicated left turn lanes on all approaches (esp. on Stephen Hands Path) are unnecessary; wants dedicated right turn lane on Stephen Hands Path.	9
Southold	NY	11971	✓							✓					✓		Unsure if her property will be impacted by the project; requested more information regarding potential impacts.	11
LOCATION 3: NY 114 @ GOODFRIEND DRIVE																		
East Hampton	NY	11937				✓				✓		✓					Concerned with potential difficulty of making both left and right turns out of Coultes Lane.	13
	NY						✓			✓				✓			Suggests realigning Goodfriend Drive and Coultes Lane to create a four-legged intersection. This would eliminate the need for the center turn lane.	13
LOCATION 4: NY 25 @ CR 48																		
Greenport	NY	11944	✓						✓			✓				✓	Wanted to protest sliver taking from his property; asked about access to the Design Report/plans and purpose of the Public Hearing. Also asked if utility poles on north side will be moved, the rationale behind the construction of the roundabout, and if he will retain both driveways accessing his property.	3, 15
	NY						✓	✓							✓		Wants clear cycle paths to be provided at the proposed roundabout.	14
Greenport	NY	11944				✓				✓				✓			Concerned about traffic studies conducted including previous traffic circle, traffic signals vs. roundabout, pedestrian/bicycle safety, dedicated bike lanes, left turns into Sound Road, and the impact of the proposed development on the southeast corner. Felt there was insufficient advance notice given to the public regarding the hearing and questioned whether community input will be considered.	14, 15, 16
Greenport	NY	11944				✓				✓	✓			✓			Concerned about traffic studies conducted, traffic signals vs. roundabout, pedestrian safety, left turns into Sound Road, ability of trucks/buses/emergency vehicles to navigate the traffic circle, and the impact of the proposed development on the southeast corner. Said they were not given advance notice of some meetings.	14, 15, 16
	NY						✓			✓				✓			Consider connections to future bike lanes along NY 25 and CR 48, as proposed in Suffolk County's Hike and Bike Master Plan.	1
	NY						✓	✓				✓					Concerned with bicycle access/safety. Wanted to know why the north side of the roundabout is not straight across from the west side to the east side (i.e., why the westbound approach to the roundabout curves slightly to the south).	14,15
	NY					✓				✓	✓						Asked the rationale behind constructing roundabouts vs. traffic signals.	15
	NY					✓				✓	✓						Asked the diameter of the proposed roundabout and if that included the travel lanes and shoulder.	15
Greenport	NY	11944				✓		✓			✓						Has high hopes for the project's impact on traffic issues, and asked how NYSDOT would address the impacts of the proposed development for the southeast corner on the roundabout and the overall environmental and visual quality of the site.	16
Greenport	NY	11944				✓		✓			✓				✓		Very encouraged that the roundabout will have a positive impact on the congestion at this intersection, but is concerned the proposed development on the southeast corner will significantly increase the traffic beyond what NYSDOT has studied.	16

PIN 0810.01 EAST END SAFETY ENHANCEMENTS
02/09/2022 EDPL Public Hearing Comments
Suffolk County
PIN 0810.01

City	State	Zip	Interest					Support			Source						Comment Summary	Response
			Home Owner	Business	Tenant	Motorist	Other	YES	NO	?	Written Comment @ Public Meeting	Verbal Statement to Stenographer	Formal Session	US Mail	Email	Phone		(Refer to Chapter 5, pages 5-2 thru 5-7)
GENERAL COMMENTS - ALL LOCATIONS																		
	NY						✓	✓							✓		Wants additional improvements including crosswalks, designated bike lanes/buffered bike lanes, bike boxes, and bike detectors.	1
	NY						✓	✓							✓		Wants additional improvements including designated bike lanes and bike detectors.	1
	NY						✓			✓				✓			Stated in general, NYSDOT should use this opportunity to enhance bicycle facilities along the existing NYS-designated bike routes on NY 25 and NY 114 to at least a buffered bike lane.	1
Elmsford	NY	10523					✓			✓					✓		Reviewed plans on behalf of Town of East Hampton residents. Requested Attachment T-1 Traffic Data.	2
	NY						✓			✓		✓		✓			Suggested including designated bike lanes with signing, as well as bike boxes and bike detectors.	1
	NY						✓	✓				✓					Asked when this study and the names of property owners on the maps were last updated. Asked when the project will go out to bid, and if money had already been allocated for these improvements. Also asked when the utility poles would be moved and if that work was aligned with the construction schedule to minimize delays. Questioned whether the rights-of-way are sufficient to allow for emergency vehicles to pass traffic if the intersections are congested. Said she will reach out to NYSDOT Real Estate Acquisitions manager for this project to find out when the appraisal process will start.	3

5. Construction Phase

PI Objective During Construction:

Inform and maintain contact with affected residents/businesses/other stakeholders concerning construction activity schedule and impacts.

5.1 Issues requiring continued public outreach:

Maintenance and protection of traffic (MPT): To be determined
Public education for operational features (e. g., roundabout): To be determined
Minimizing community economic impacts during construction: Work closely with local businesses.
Post-construction community feedback
Other issues

5.2 Communication Methods to be Used:

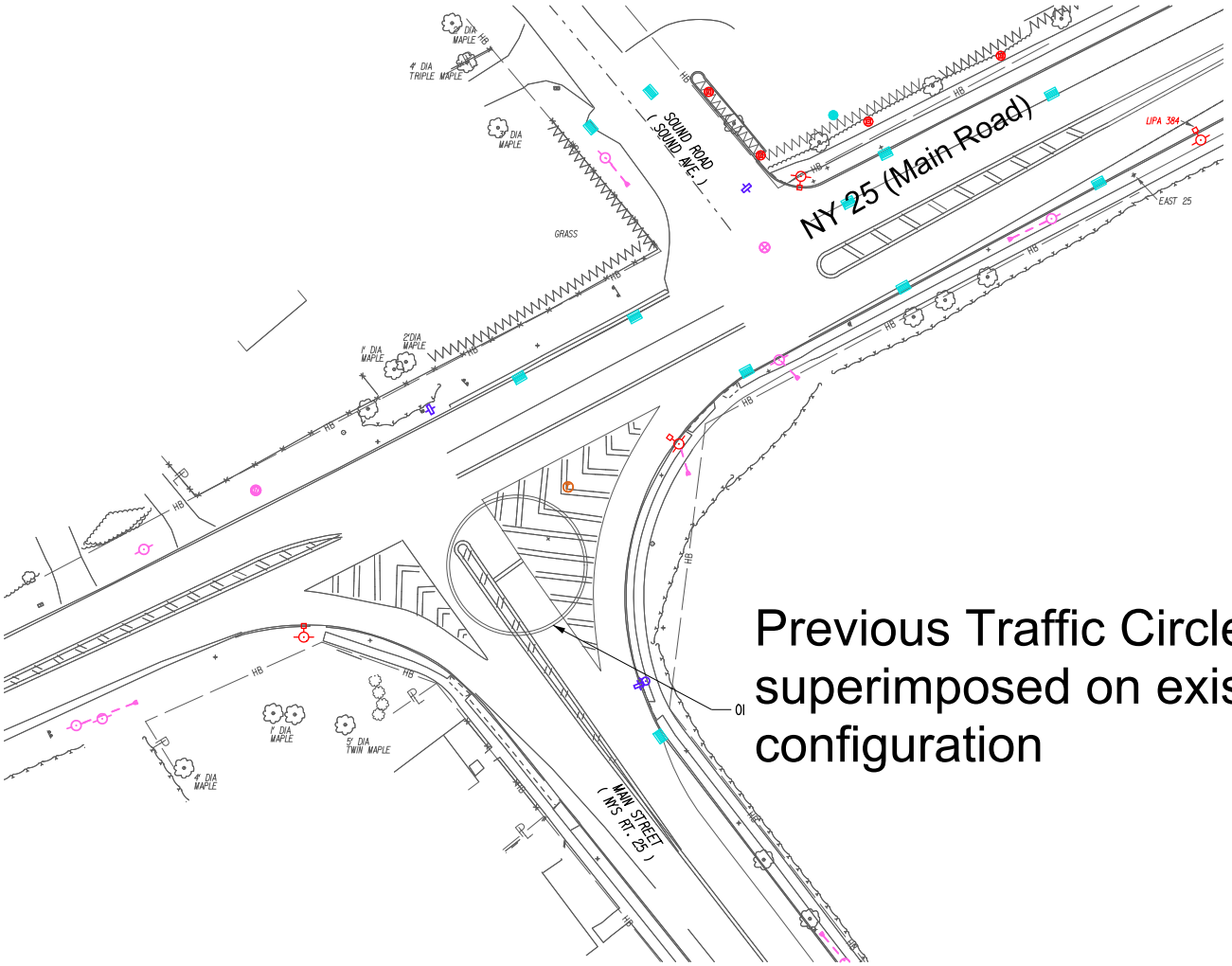
Media advertising
Highway message signs
Project Webpage on the NYSDOT Website

5.3 Schedule for Public Involvement Activities: Keep the public informed on the proposed construction schedule and impacts through the media, use of highway message signs, and project webpage on the NYSDOT website.

NYS Route 25 @ CR 48 - Previous Traffic Circle



Aerial Photograph circa 1984 (Before Removal)



Previous Traffic Circle superimposed on existing configuration

Appendix H
Right-of-Way Information

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

FILE NAME = 08100101_CPH_ARM_ARM01-01.DGN
DATE/TIME = 4/15/2022 8:15:24 AM
USER = tbunch

TABLE OF AFFECTED PROPERTIES FOR LOCATION 1 - NY 25 AND EDWARDS AVENUE PIN 08101.01

TRN	DISTRICT	SECTION	BLOCK	LOT	LIBER	PAGE	CONFIRMED REPUTED OWNER (DEED)	EXISTING PROPERTY AREA			FEE TAKING				TEMPORARY EASEMENT AREAS				PERMANENT EASEMENT AREAS			
								SF	ACRES	HECTARES	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL
1	0600	099.00	01.00	006.000	D00012710	804	GINERIC 88 LLC	1,240,653	28.481	11.526	11,992	0.275	0.111	0.97%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
2	0600	099.00	02.00	008.000	D00012518	187	3726 MIDDLE COUNTRY LLC	118,012	2.709	1.096	6,462	0.148	0.060	5.46%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
3	0600	099.00	02.00	007.000	D00012518	185	30 RILEY AVENUE LLC	280,091	6.430	2.602	1,644	0.038	0.015	0.59%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
4	0600	099.00	01.00	018.000	D00013043	429	MICHAEL DELEA JR 2009 REVOCABLE TRUST	42,262	0.970	0.393	2,589	0.059	0.024	6.08%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
5	0600	117.00	01.00	004.001	D00013091	751	TERMINAL LOGISTICS II EDWARDS AVENUE SPE, LLC	457,727	10.508	4.252	20,784	0.477	0.193	4.54%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
6	0600	099.00	02.00	027.000	D00012829	445	EP EQUITY HOLDINGS THREE LLC	32,561	0.747	0.302	1,770	0.041	0.017	5.49%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
7	0600	099.00	02.00	030.000	D00013088	998	1998 PECONIC LLC	91,263	2.095	0.848	2,513	0.058	0.023	2.77%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%

TABLE OF AFFECTED PROPERTIES FOR LOCATION 2 - NY 114 AND STEPHEN HANDS PATH PIN 08101.01

TRN	DISTRICT	SECTION	BLOCK	LOT	LIBER	PAGE	CONFIRMED REPUTED OWNER (DEED)	EXISTING PROPERTY AREA			FEE TAKING				TEMPORARY EASEMENT AREAS				PERMANENT EASEMENT AREAS			
								SF	ACRES	HECTARES	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL
8	0300	157.00	02.00	014.001	D00012733	265	JOAN E. SCHWENK	199,378	4.577	1.852	1,738	0.040	0.016	0.87%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
9	0300	157.00	03.00	025.002	D00012672	098	BUCKHOUT FAMILY 2011 IRREVOCABLE TRUST	59,357	1.363	0.552	3,450	0.079	0.032	5.80%	0	0.000	0.000	0.00%	1,551	0.036	0.015	2.64%
10	0300	157.00	03.00	010.009	D00009959	182	HENRY G. AND MARION M. SCHWENK	44,132	1.013	0.410	2,680	0.062	0.025	6.12%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
11	0300	157.00	03.00	010.002	D00012733	267	GEOFFREY G. AND KATHERINE SCHWENK	1,122,585	25.771	10.429	1,181	0.027	0.011	0.10%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
12	0300	184.00	01.00	002.000	D00011961	700	TOWN OF EAST HAMPTON	4,523,706	103.850	42.027	6,760	0.155	0.063	0.15%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
13	0300	157.00	03.00	015.000	D00011711	436	WALTER DONWAY	50,228	1.153	0.467	2,084	0.048	0.019	4.16%	0	0.000	0.000	0.00%	2,009	0.046	0.019	3.99%
14	0300	157.00	03.00	021.000	D00007306	312	TOWN OF EAST HAMPTON	23,120	0.531	0.215	292	0.007	0.003	1.32%	0	0.000	0.000	0.00%	229	0.005	0.002	0.94%

AFFIX SEAL: ON:	ALTERED BY: ON:

PREPARED BY

GdB Geospatial

GdBGeospatial.com

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, AND SOUTHOLD COUNTY: SUFFOLK REGION: 10	PIN 081001.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED ABSTRACT REQUEST TABLES LOCATION 1 - NY 25 & EDWARDS AVENUE LOCATION 2 - NY 114 & STEPHEN HANDS PATH	CONTRACT NUMBER DRAWING NO. TBL_01_02 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

TABLE OF AFFECTED PROPERTIES FOR LOCATION 4 - NY 25 AND CR 48 PIN 08101.01

TRN	DISTRICT	SECTION	BLOCK	LOT	LIBER	PAGE	CONFIRMED REPUTED OWNER (DEED)	EXISTING PROPERTY AREA			FEE TAKING				TEMPORARY EASEMENT AREAS				PERMANENT EASEMENT AREAS			
								SF	ACRES	HECTARES	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL	SF	ACRES	HECTARES	PERCENTAGE OF TOTAL
15	1000	035.00	01.00	004.002	D00012803	343	ISODOROS KORDAS & JENNIFER KWON	71,569	1.643	0.665	617	0.014	0.006	0.85%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
16	1000	035.00	01.00	007.000	D00012349	52	TAMMI & TIMOTHY GRATTAN	15,899	0.365	0.148	526	0.012	0.005	3.29%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
17	1000	035.00	01.00	008.000	D00012668	833	ROBERTA EISENBERG	21,083	0.484	0.196	690	0.016	0.007	3.31%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
18	1000	035.00	01.00	021.000	D00013018	713	5 PAST 40 LLC	81,022	1.860	0.753	2,029	0.047	0.019	2.53%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%
19	1000	034.00	02.00	001.000	D00010814	149	160 ROUTE 25 LLC	204,296	4.690	1.898	4,343	0.100	0.041	2.13%	0	0.000	0.000	0.00%	0	0.000	0.000	0.00%

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

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AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, AND SOUTHOLD COUNTY: SUFFOLK REGION: 10	PIN 081001.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED ABSTRACT REQUEST TABLE LOCATION 4 - NY 25 & CR 48	CONTRACT NUMBER DRAWING NO. TBL_01_02 SHEET NO.

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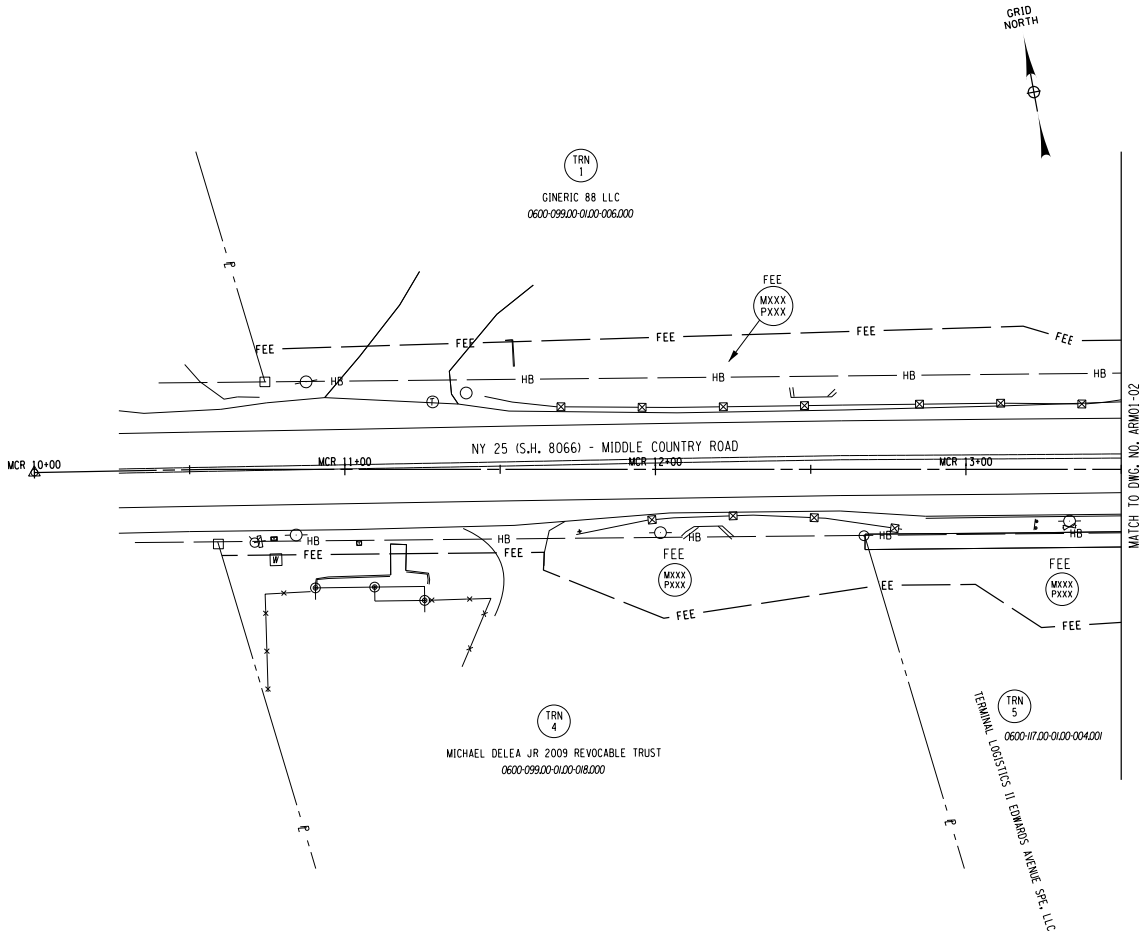

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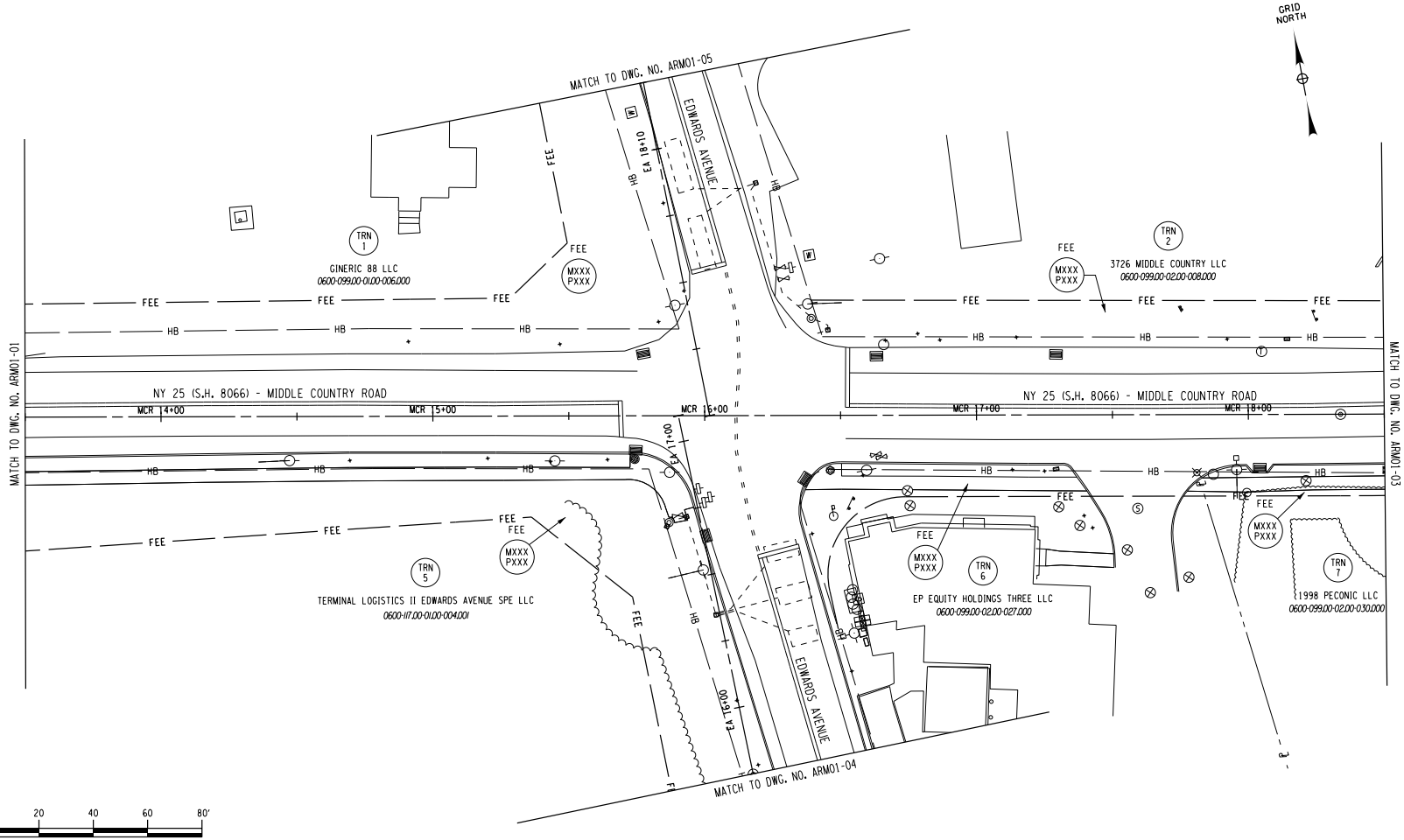

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AND SOUTHOLD

COUNTY: SUFFOLK REGION: 10

PIN 081001.01

BRIDGES

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ABSTRACT REQUEST MAPS
LOC 1 - NY 25 AND EDWARDS AVENUE

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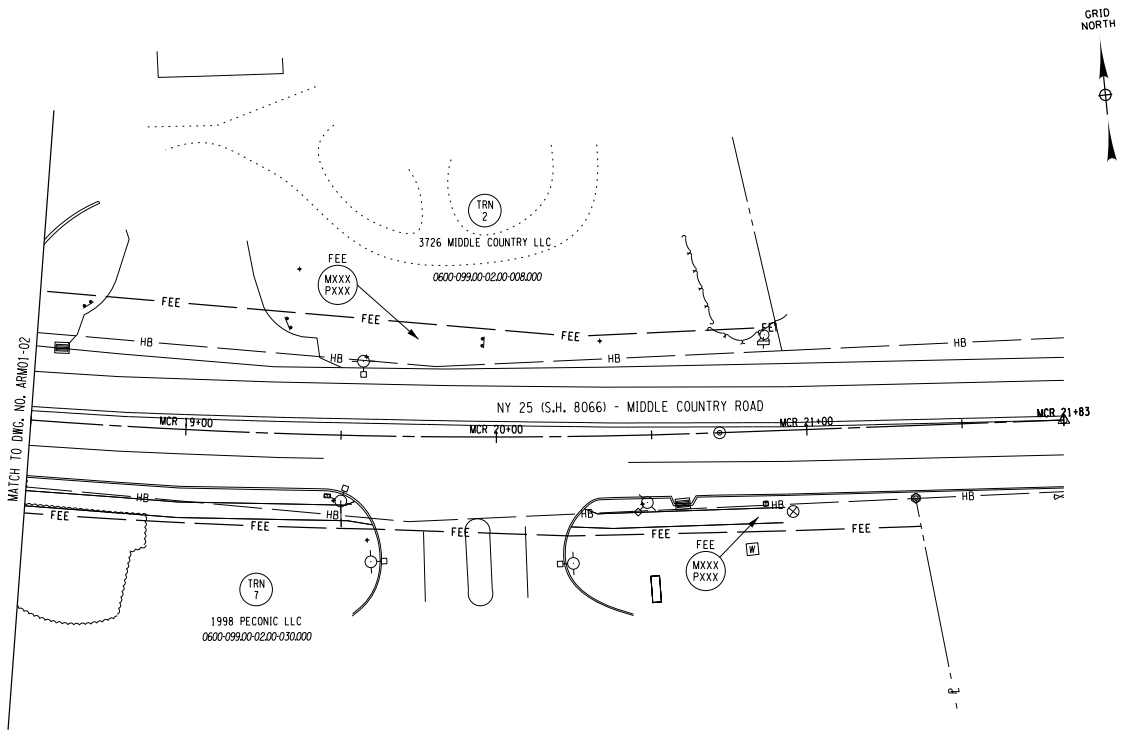

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1" = 40'

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ABSTRACT REQUEST MAPS
LOC 1 - NY 25 AND EDWARDS AVENUE

CONTRACT NUMBER

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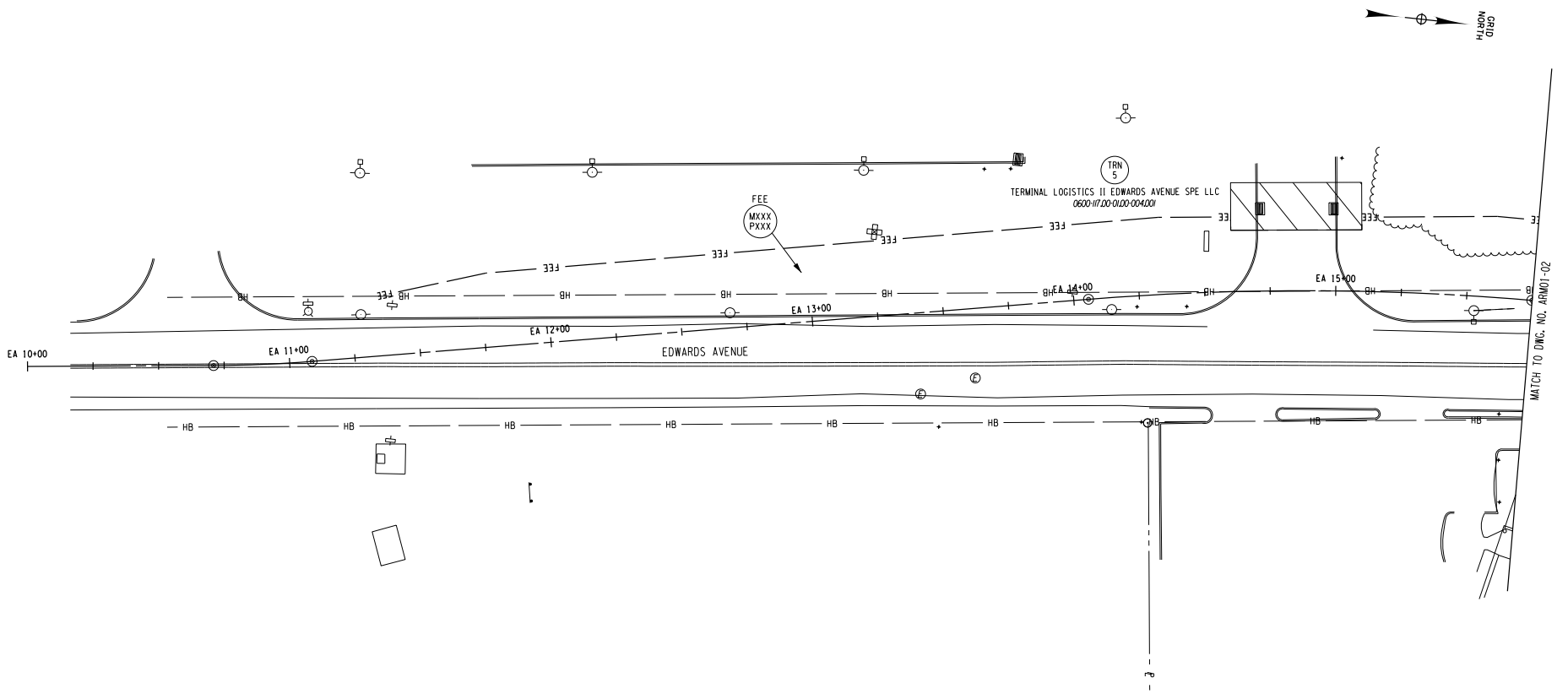

20 0 20 40 60 80'

1" = 40'

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LOC 1 - NY 25 AND EDWARDS AVENUE

CONTRACT NUMBER

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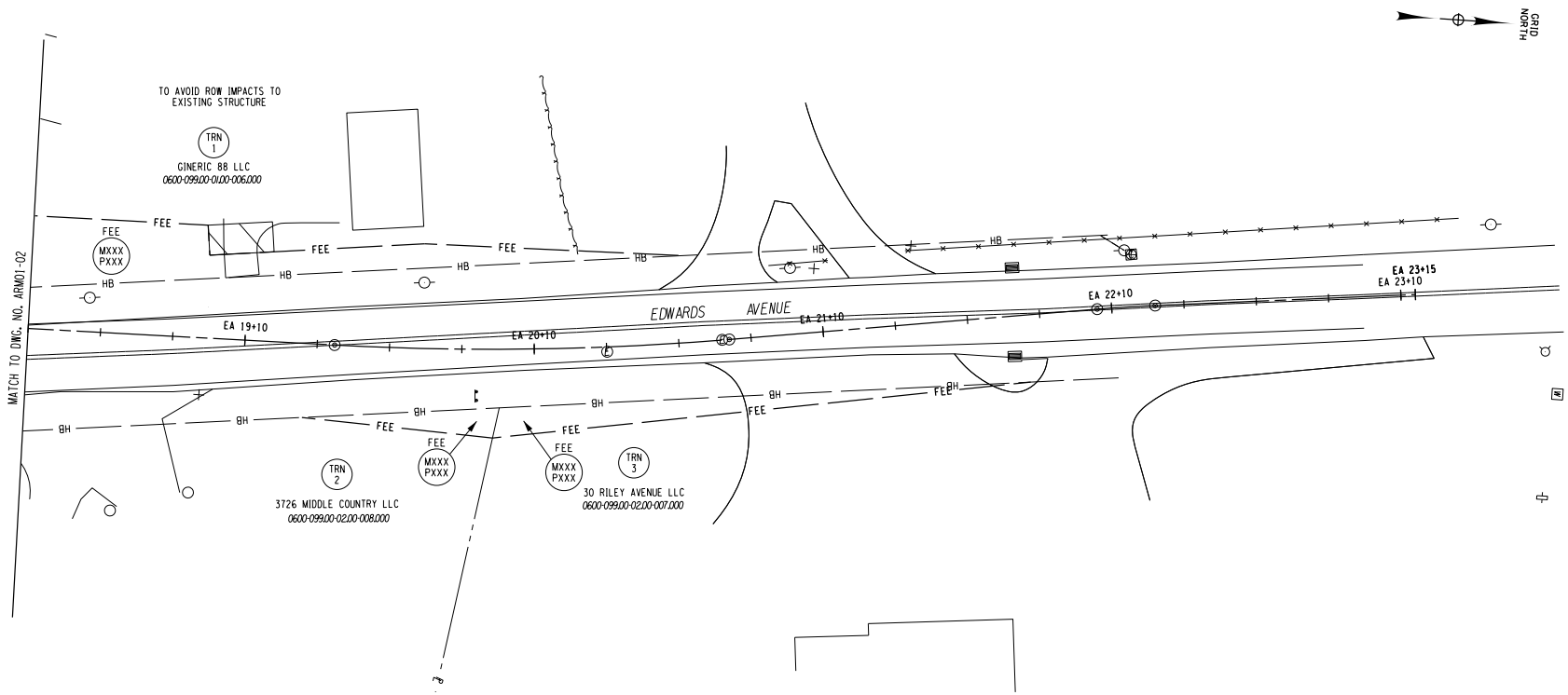

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1" = 40'

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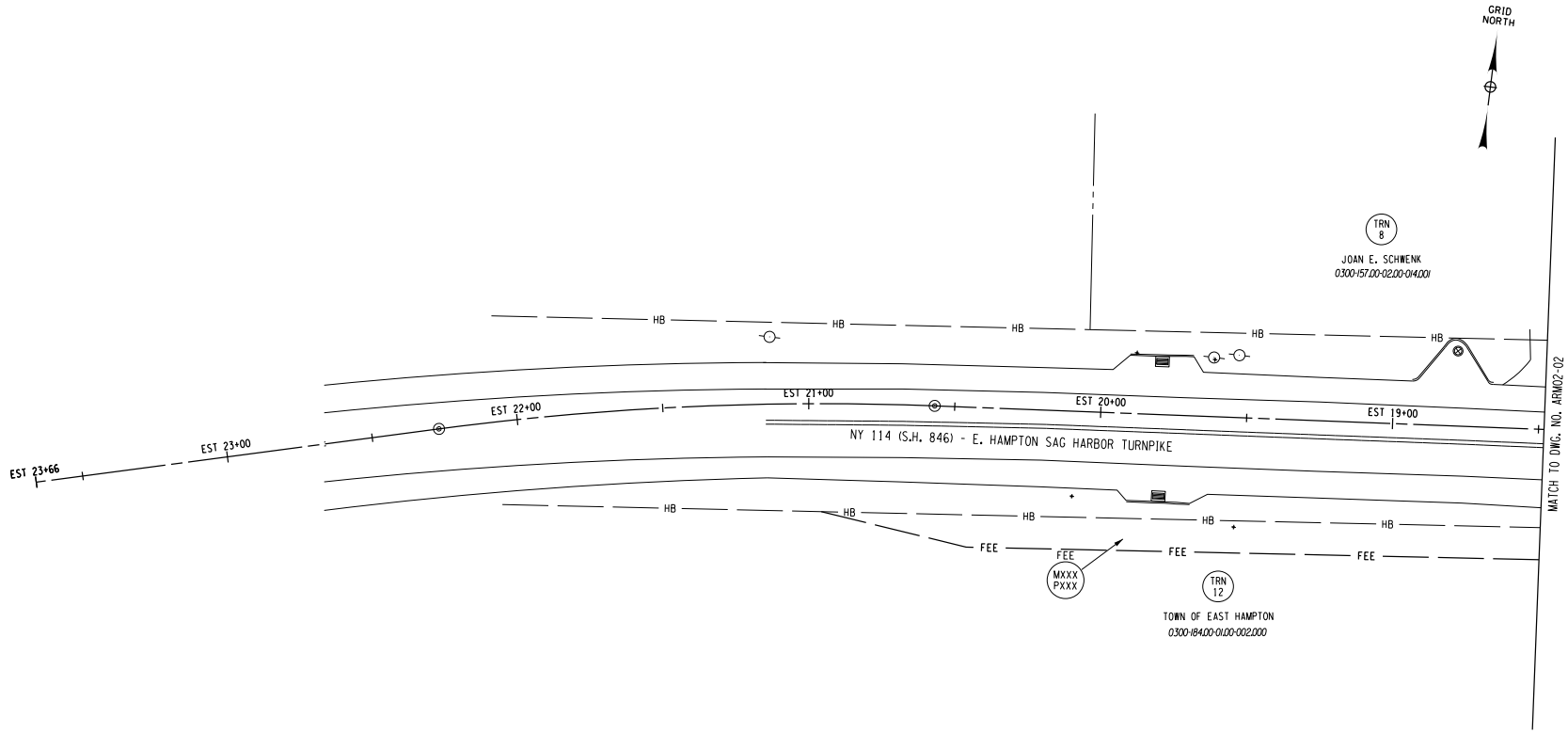

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1" = 40'

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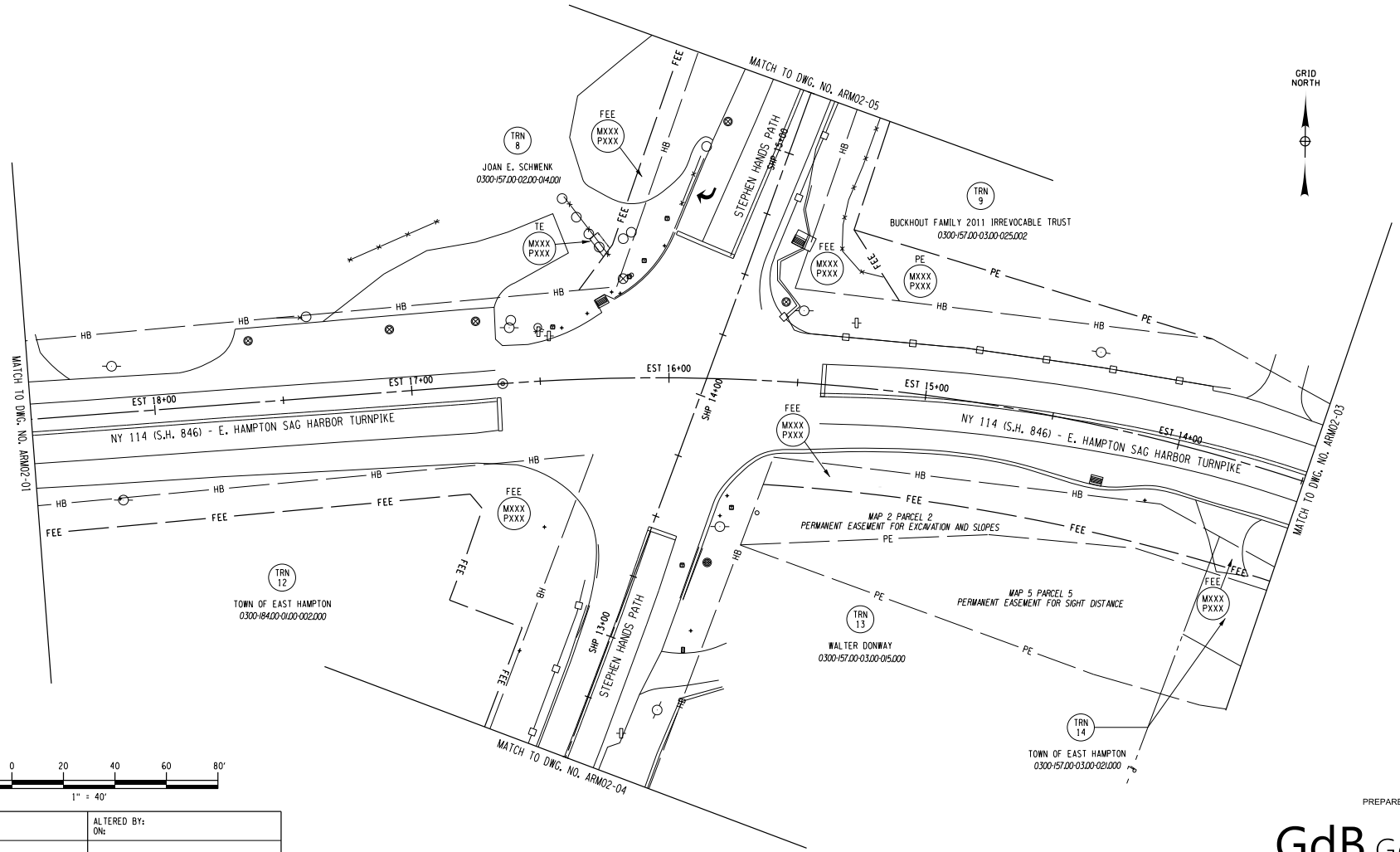

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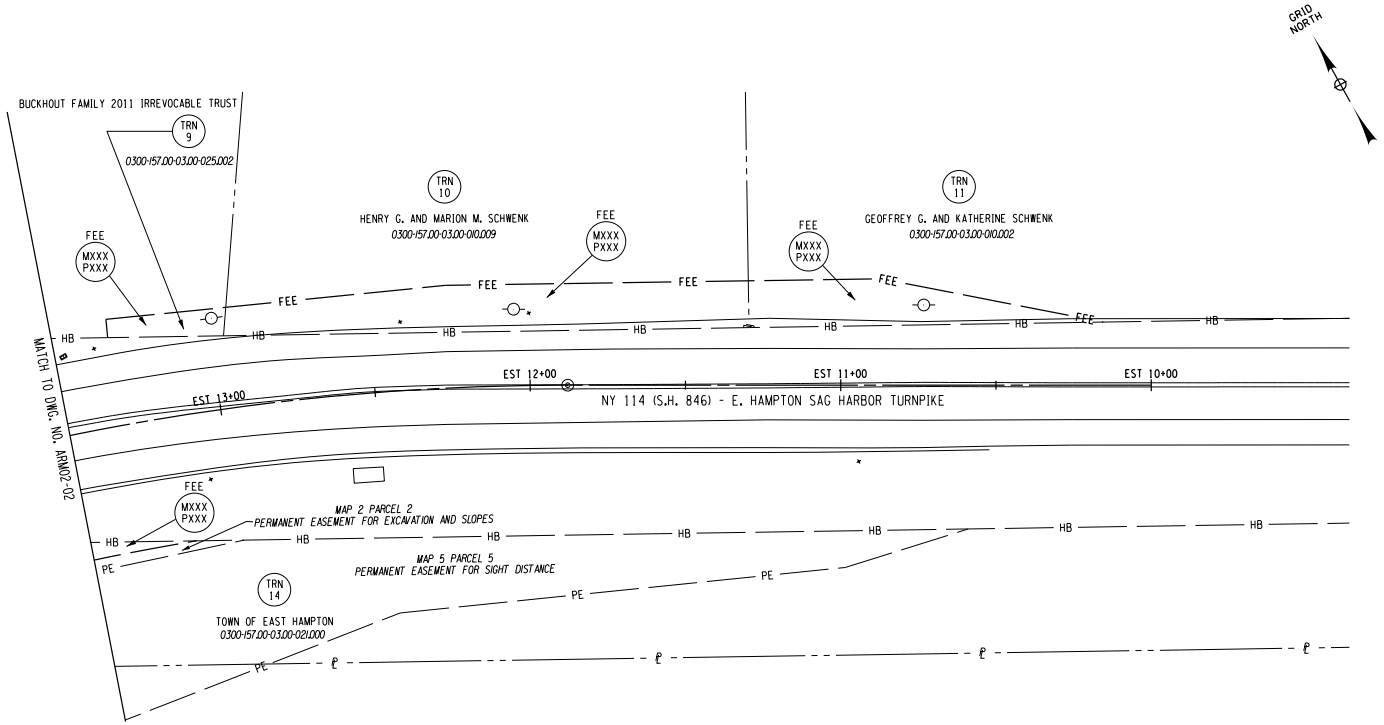

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1" = 40′

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SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
AND SOUTHOLD

COUNTY: SUFFOLK REGION: 10

PIN 081001.01

BRIDGES

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ABSTRACT REQUEST MAPS
LOC 2 - NY 114 AND STEPHEN HANDS PATH

CONTRACT NUMBER

DRAWING NO. ARM02-03

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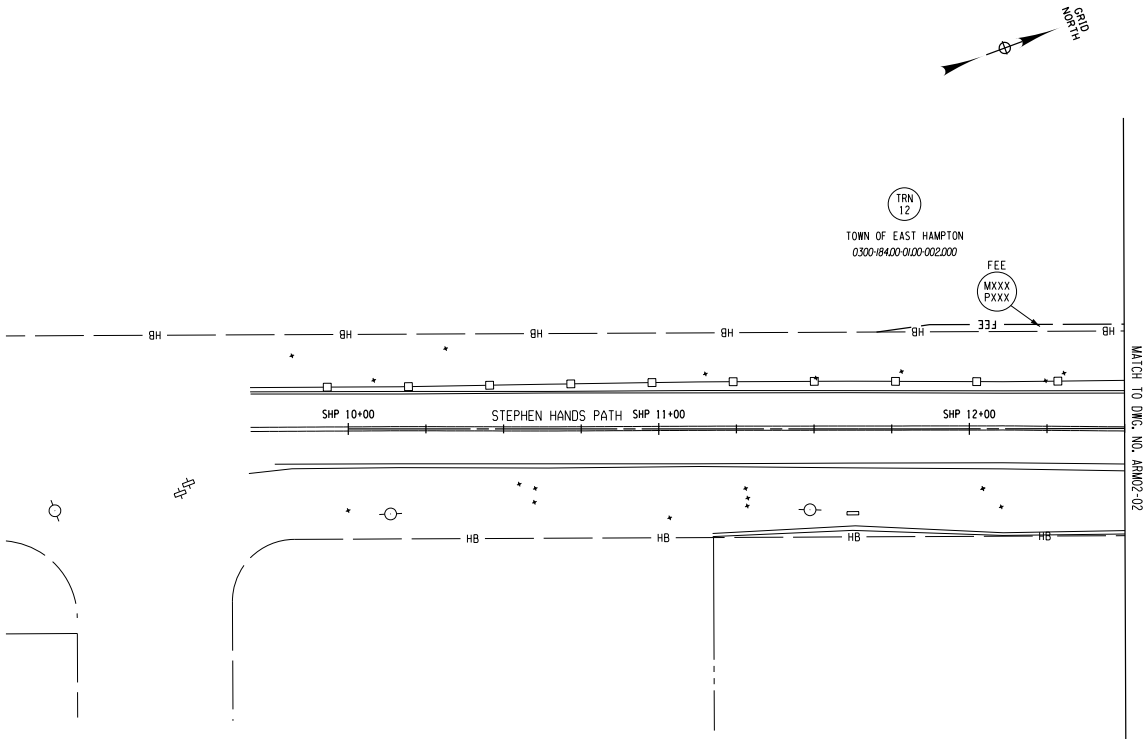

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DESIGN SUPERVISOR

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TOWNS OF RIVERHEAD, EAST HAMPTON,
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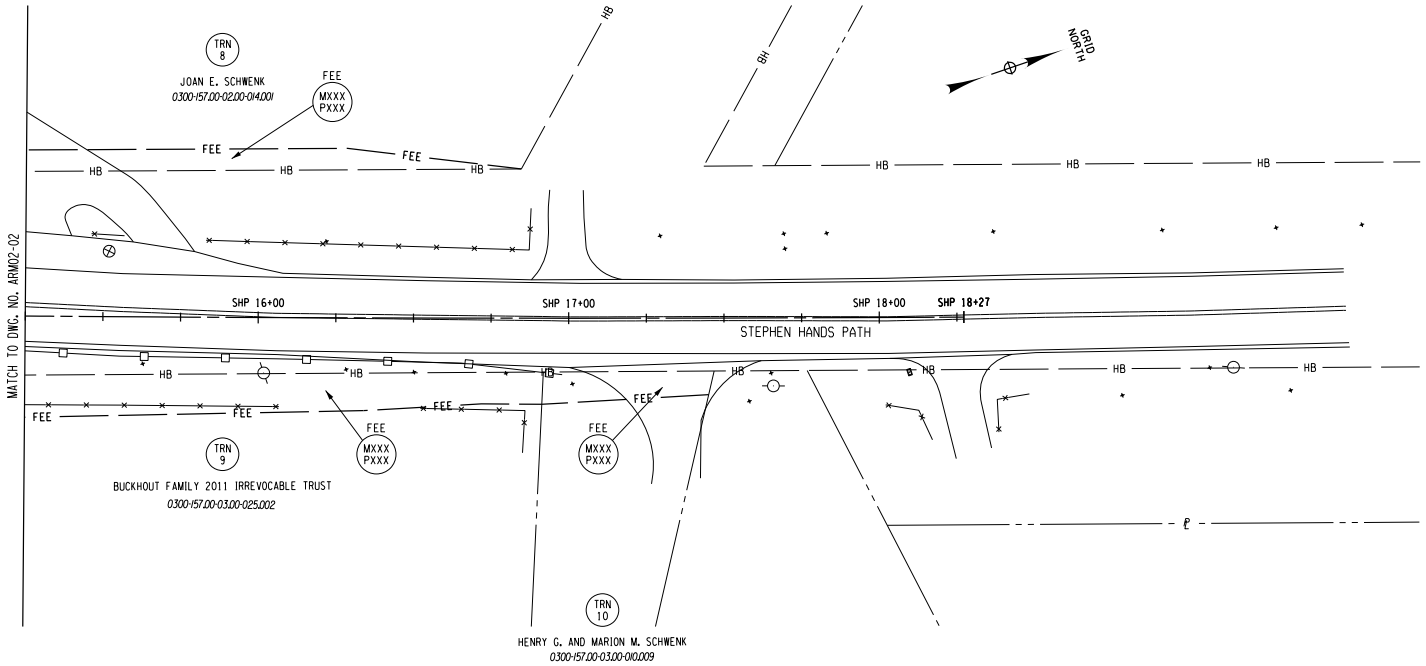

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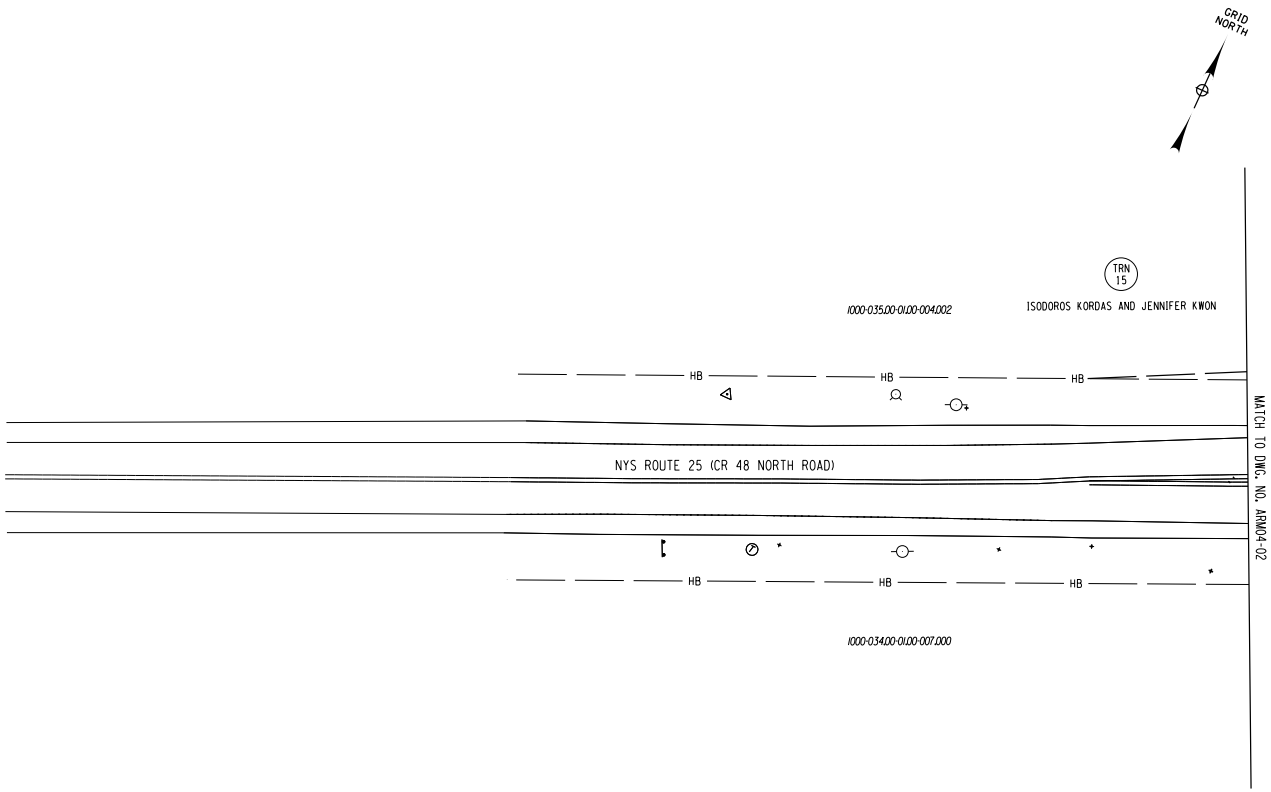

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USER = tbunch

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LOC 4 - NY 25 AND CR 48

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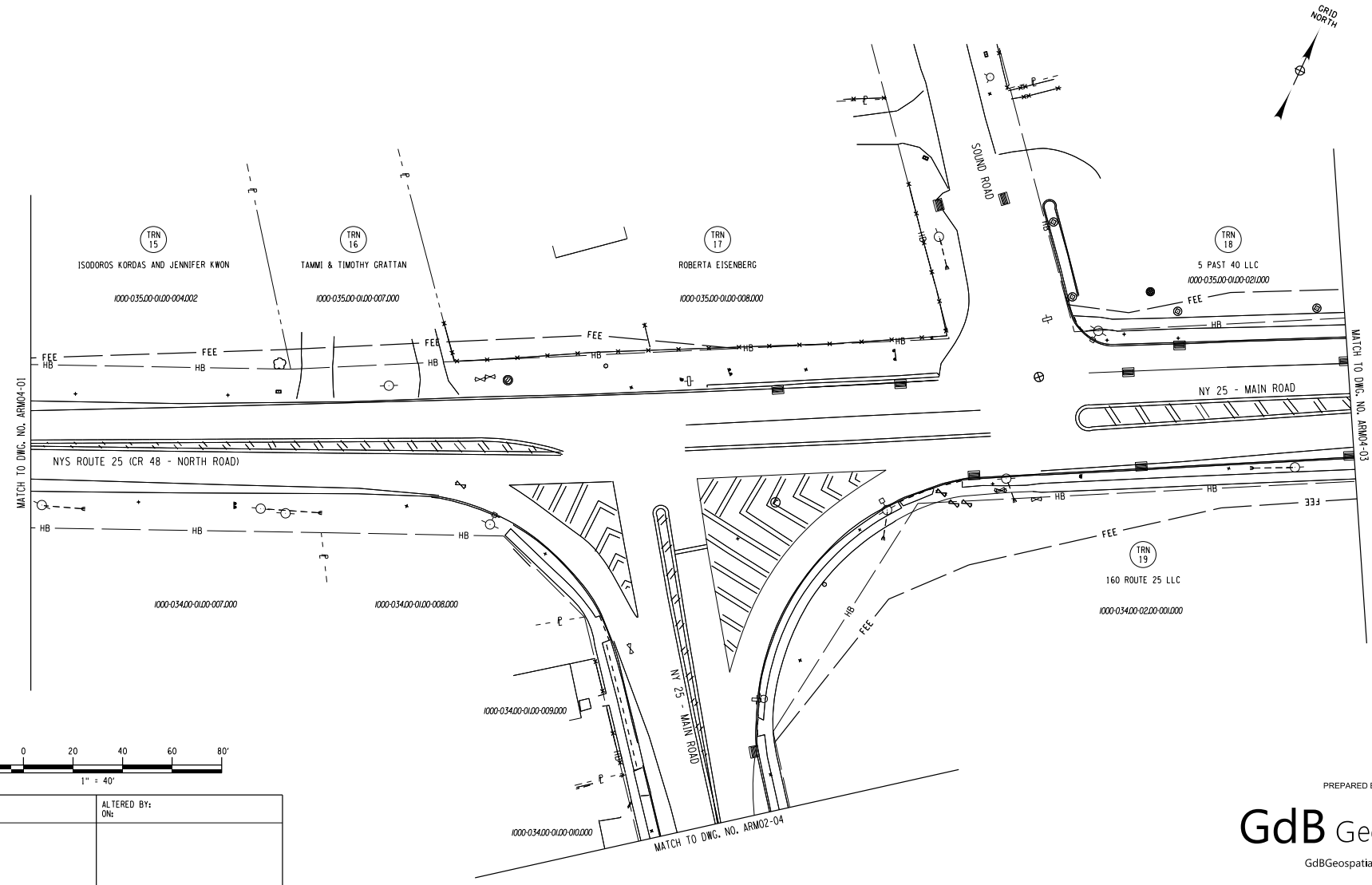

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DESCRIPTION OF ALTERATIONS:

SAFETY IMPROVEMENTS - VARIOUS LOCATIONS
TOWNS OF RIVERHEAD, EAST HAMPTON,
AND SOUTHOLD

COUNTY: SUFFOLK REGION: 10

PIN 081001.01

BRIDGES

CULVERTS

ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED

ABSTRACT REQUEST MAPS
LOC 4 - NY 25 AND CR 48

CONTRACT NUMBER

DRAWING NO. ARM04-02

SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

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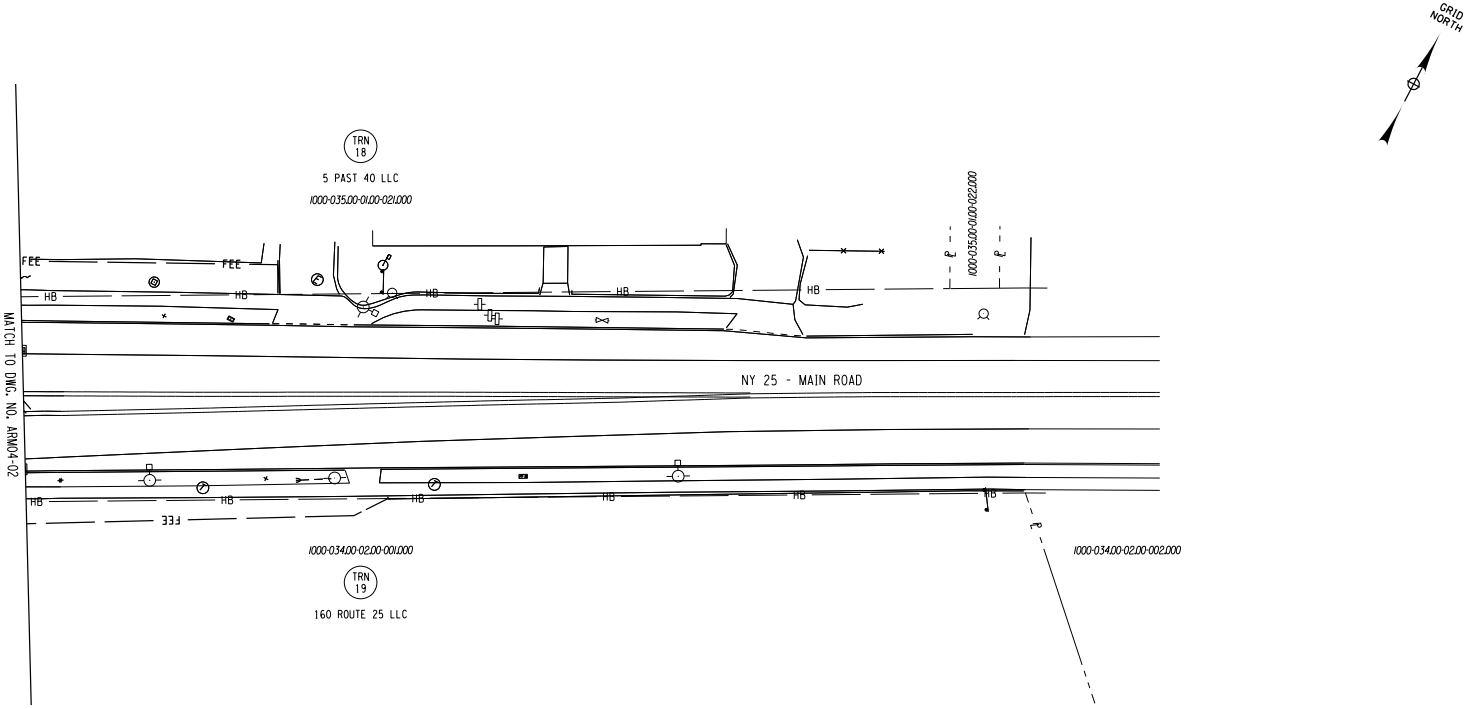

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1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

PREPARED BY

GdB Geospatial

GdBGeospatial.com

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, AND SOUTHOLD COUNTY: SUFFOLK REGION: 10	PIN 081001.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED ABSTRACT REQUEST MAPS LOC 4 - NY 25 AND CR 48	CONTRACT NUMBER DRAWING NO. ARM04-03 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

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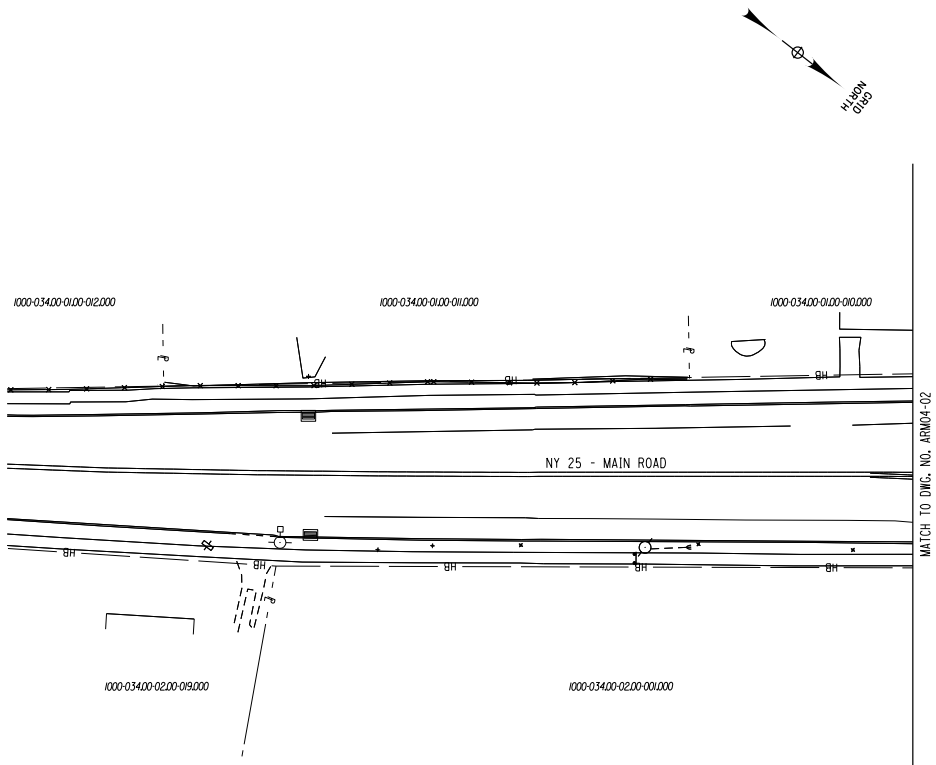

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1" = 40'

AFFIX SEAL: ON:	ALTERED BY: ON:

PREPARED BY

GdB Geospatial

GdBGeospatial.com

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	SAFETY IMPROVEMENTS - VARIOUS LOCATIONS TOWNS OF RIVERHEAD, EAST HAMPTON, AND SOUTHOLD COUNTY: SUFFOLK REGION: 10	PIN 081001.01	BRIDGES	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED ABSTRACT REQUEST MAPS LOC 4 - NY 25 AND CR 48	CONTRACT NUMBER DRAWING NO. ARM04-04 SHEET NO.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

PROJECT MANAGER | CHECK | DRAFTING | CHECK | DESIGN | JOB MANAGER | DESIGN SUPERVISOR

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Appendix I
Miscellaneous

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** (18A-4)

PIN:	0810.01	**Project Location:**	NY25 @ Edwards Avenue, Riverhead, Suffolk County
Context:	◉ **Urban / Village** ○ **Suburban** ○ **Rural**		
Project Title:	Safety Enhancements - Various Locations Towns of Riverhead, East Hampton, and Southold Suffolk County		

STEP 1- APPLICABILITY OF CHECKLIST

1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	○ **Yes** ◉ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.*	○ **Yes** ◉ **No**
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	○ **Yes** ○ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	○ **Yes** ◉ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.***	○ **Yes** ◉ **No**

STEP 1 prepared by: Lanny Wexler (7.6.18), Updated by GPI Date: 11.23.2020

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	**Comment / Action**

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** (18A-5)

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	◉ **Yes** ○ **No**	Suffolk County Complete Streets Policy
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	◉ **Yes** ○ **No**	Bike Route 25, S62 and S58 Bus Stops
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	◉ **Yes** ○ **No** ◉ **Yes** ○ **No**	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	◉ **Yes** ○ **No**	Bike Route 25
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	○ **Yes** ◉ **No**	
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	◉ **Yes** ○ **No**	Splish Splash Amusement Park
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	○ **Yes** ◉ **No**	

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	○ **Yes** ◉ **No**	

STEP 2 prepared by: Lanny Wexler (7.6.18), updated by GPI Date: 11.23.2020

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ◉ **Yes** ○ **No**

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment / Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	○ **Yes** ◉ **No**	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	○ **Yes** ◉ **No**	0 pedestrian / bike crashes in 2016-2019
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	◉ **Yes** ○ **No**	Curb ramps and detectable warnings are not available at all corners, sidewalk is only available on south side.
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	○ **Yes** ◉ **No**	50mph, shoulder width - approx 6 feet
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	○ **Yes** ◉ **No**	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	○ **Yes** ◉ **No**	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	○ **Yes** ◉ **No**	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	○ **Yes** ○ **No**	Not Applicable

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	○ **Yes** ◉ **No**	Splish Splash - 0.6 miles east of intersection, Bike Route 25 provides bike connectivity.
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	◉ **Yes** ○ **No**	No pullout or bus shelter available. Only a pole with the bus sign. No crosswalks.
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	○ **Yes** ◉ **No**	
3.12	Is the project on a “local delivery” route and/or do area businesses rely upon truck deliveries that need to be considered in design?	◉ **Yes** ○ **No**	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	○ **Yes** ◉ **No**	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	○ **Yes** ◉ **No**	

STEP 3 prepared by: GPI Date: 11.23.2020

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** (18A-4)

PIN:	0810.01	**Project Location:**	NY114 @ Stephens Path, East Hampton,Suffolk
Context:	◉ **Urban / Village** ○ **Suburban** ○ **Rural**		
Project Title:	Safety Enhancements - Various Locations Towns of Riverhead, East Hampton, and Southold Suffolk County		

STEP 1- APPLICABILITY OF CHECKLIST		
1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	○ **Yes** ◉ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.*	○ **Yes** ◉ **No**
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	○ **Yes** ○ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	○ **Yes** ◉ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.*** [ ]	○ **Yes** ◉ **No**

STEP 1 prepared by: Lanny Wexler (7.6.18), Updated by GPI Date: 11.23.2020

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	**Comment / Action**

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	(●) **Yes** ( ) **No**	Suffolk County Complete Streets Policy
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	(●) **Yes** ( ) **No**	Bike Route 114, S92 Bus Stops
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	(●) **Yes** ( ) **No** (●) **Yes** ( ) **No**	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	(●) **Yes** ( ) **No**	Bike Route 114
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	( ) **Yes** (●) **No**	
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	( ) **Yes** (●) **No**	
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	(●) **Yes** ( ) **No**	

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	○ **Yes** ◉ **No**	

STEP 2 prepared by: Lanny Wexler Date: 07.06.18

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ◉ **Yes** ○ **No**

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment / Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	○ **Yes** ◉ **No**	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	○ **Yes** ◉ **No**	0 pedestrian / bike crashes in 2016-2019
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	◉ **Yes** ○ **No**	Curb ramps and detectable warnings are not available, sidewalk is not available.
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	○ **Yes** ◉ **No**	45mph, shoulder width - approx 8-10 feet
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	○ **Yes** ◉ **No**	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	○ **Yes** ◉ **No**	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	○ **Yes** ◉ **No**	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	○ **Yes** ○ **No**	Not Applicable

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	○ **Yes** ◉ **No**	.
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	◉ **Yes** ○ **No**	No pullout or bus shelter available. Only a pole with the bus sign. No crosswalks.
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	○ **Yes** ◉ **No**	
3.12	Is the project on a “local delivery” route and/or do area businesses rely upon truck deliveries that need to be considered in design?	◉ **Yes** ○ **No**	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	○ **Yes** ◉ **No**	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	○ **Yes** ◉ **No**	

STEP 3 prepared by: GPI Date: 11.23.2020

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** (18A-4)

PIN:	0810.01	**Project Location:**	NY114@Goodfriend Drive,East Hampton,Suffolk
Context:	◉ **Urban / Village** ○ **Suburban** ○ **Rural**		
Project Title:	Safety Enhancements - Various Locations Towns of Riverhead, East Hampton, and Southold Suffolk County		

STEP 1- APPLICABILITY OF CHECKLIST

1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	○ **Yes** ◉ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.*	○ **Yes** ◉ **No**
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	○ **Yes** ○ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	○ **Yes** ◉ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.***	○ **Yes** ◉ **No**

STEP 1 prepared by: Lanny Wexler (7.6.18), Updated by GPI Date: 11.23.2020

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	**Comment / Action**

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	(•) **Yes** ( ) **No**	Suffolk County Complete Streets Policy
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	(•) **Yes** ( ) **No**	Bike Route 114
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	(•) **Yes** ( ) **No** (•) **Yes** ( ) **No**	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	(•) **Yes** ( ) **No**	Bike Route 114
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	( ) **Yes** (•) **No**	
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	( ) **Yes** (•) **No**	
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	(•) **Yes** ( ) **No**	

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	○ **Yes** ◉ **No**	

STEP 2 prepared by: Lanny Wexler Date: 7.6.18

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ◉ **Yes** ○ **No**

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment / Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	○ **Yes** ◉ **No**	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	○ **Yes** ◉ **No**	0 pedestrian / bike crashes in 2016-2019
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	◉ **Yes** ○ **No**	Curb ramps and detectable warnings are not available. Sidewalk is not available.
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	○ **Yes** ◉ **No**	45mph, shoulder width - approx 13 feet
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	○ **Yes** ◉ **No**	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	○ **Yes** ◉ **No**	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	○ **Yes** ◉ **No**	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	○ **Yes** ○ **No**	Not Applicable

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	○ **Yes** ◉ **No**	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	○ **Yes** ◉ **No**	Not applicable. No bus stop is located at this location.
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	○ **Yes** ◉ **No**	
3.12	Is the project on a “local delivery” route and/or do area businesses rely upon truck deliveries that need to be considered in design?	◉ **Yes** ○ **No**	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	○ **Yes** ◉ **No**	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	○ **Yes** ◉ **No**	

STEP 3 prepared by: GPI Date: 11.23.2020

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

Chapter 18, Appendix A - CAPITAL PROJECTS **COMPLETE STREETS CHECKLIST** (18A-4)

PIN:	0810.01	**Project Location:**	NY25 @ CR48, Southold, Suffolk County
Context:	◉ **Urban / Village** ○ **Suburban** ○ **Rural**		
Project Title:	Safety Enhancements - Various Locations Towns of Riverhead, East Hampton, and Southold Suffolk County		

STEP 1- APPLICABILITY OF CHECKLIST

1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? *If **no**, continue to question 1.2. If **yes**, stop here.*	○ **Yes** ◉ **No**
1.2	a. Is this project a 1R* Maintenance project? *If **no**, continue to question 1.3. If **yes**, go to part b of this question.*	○ **Yes** ◉ **No**
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing *Document opportunities or deficiencies in the IPP and **stop here.*** ** Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.*	○ **Yes** ○ **No**
1.3	Is this project a Cyclical Pavement Marking project? *If **no**, continue to question 1.4. If **yes**, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:* • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists *Document opportunities or deficiencies in the IPP and **stop here.*** ** EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".*	○ **Yes** ◉ **No**
1.4	Is this a Maintenance project *(as described in the "Definitions" section of this checklist)* and different from 1.2 and 1.3 projects? *If **no**, continue to Step 2. If **yes,** the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and **stop here.***	○ **Yes** ◉ **No**

STEP 1 prepared by: Lanny Wexler (7.6.18), Updated by GPI Date: 11.23.2020

STEP 2 - IPP LEVEL QUESTIONS (At Initiation)	**Comment / Action**

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? *Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.*	(•) **Yes** ( ) **No**	Suffolk County Complete Streets Policy
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	(•) **Yes** ( ) **No**	Bike Route 25
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? *If **no**, proceed to question 2.4. If **yes**, go to part b of this question.* b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * *Contact Regional Bicycle/Pedestrian Coordinator* ** Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.*	(•) **Yes** ( ) **No** (•) **Yes** ( ) **No**	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	(•) **Yes** ( ) **No**	Bike Route 25
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? *Contact Regional Traffic and Safety*	( ) **Yes** (•) **No**	
2.6	Are there existing or proposed generators within the project area (*refer to the "Guidance" section*) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? *Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.*	( ) **Yes** (•) **No**	
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? *If **yes**, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.*	(•) **Yes** ( ) **No**	

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	○ **Yes** ◉ **No**	

STEP 2 prepared by: Lanny Wexler Date: 7.6.18

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ◉ **Yes** ○ **No**

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			**Comment / Action**
3.1	Is there an identified need for bicycle/pedestrian/ transit or "way finding" signs that could be incorporated into the project?	○ **Yes** ◉ **No**	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	○ **Yes** ◉ **No**	0 pedestrian / bike crashes in 2016-2019
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18?	◉ **Yes** ○ **No**	Curb ramps and detectable warnings are not available at all corners, sidewalk is only available on south side.
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? *Refer to EI 13-021.*	○ **Yes** ◉ **No**	45mph, shoulder width - approx 8-10 feet
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	○ **Yes** ◉ **No**	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	○ **Yes** ◉ **No**	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	○ **Yes** ◉ **No**	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	○ **Yes** ○ **No**	Not Applicable

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? *Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)*	○ **Yes** ◉ **No**	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) *Consult with Traffic and Safety and transit operator, as appropriate*	○ **Yes** ◉ **No**	Not Applicable. There are no bus stops at this intersection.
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	○ **Yes** ◉ **No**	
3.12	Is the project on a “local delivery” route and/or do area businesses rely upon truck deliveries that need to be considered in design?	◉ **Yes** ○ **No**	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	○ **Yes** ◉ **No**	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	○ **Yes** ◉ **No**	

STEP 3 prepared by: GPI Date: 11.23.2020

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

Prepared By: GPI | Ankita Rathi, AICP

Smart Growth Screening Tool (STEP 1)

NYSDOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to Smart Growth Guidance document.

Title of Proposed Project: Safety Enhancements

Location of Project: Various Locations - Towns of Riverhead, East Hampton, and Southold

Brief Description: The purpose of this project is to provide safety improvements at the four (4) intersections, to improve traffic flow and decrease the potential for crashes.

A. Infrastructure:

Addresses SG Law criterion a. –
(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes ☒ **No** ☐ **N/A** ☐

Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

Loc. No. 1 - NYS Route 25 at Edwards Avenue, Town of Riverhead, Suffolk County - Widening the intersection and adding turn lanes on all approaches

Loc. No. 2 - NYS Route 114 at Stephens Hands Path, Town of East Hampton, Suffolk County - Widening the intersection and adding turn lanes on all approaches

Loc. No. 3 - NYS Route 114 at Goodfriend Drive, Town of East Hampton, Suffolk County - Widening the intersection and adding turn lane on northbound approach

Loc. No. 4 – NYS Route 25 at County Road 48, Town of Southold, Suffolk County - Construction of a Roundabout OR Traffic Signal Installation.

Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:** https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm

- Shoulder rehabilitation and/or repair;
- Upgrade sign(s) and/or traffic signals;
- Park & ride lot rehabilitation;
- 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

b. For all other maintenance projects, **STOP here.** Attach this document to the programmatic Smart Growth Impact Statement and signed Attestation for Maintenance projects.

For all other projects (other than maintenance), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j **:** to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

   Yes ☒ **No** ☐ **N/A** ☐

2. Will the project reduce greenhouse gas emissions?

   Yes ☐ **No** ☒ **N/A** ☐

   Explain: (use this space to expand on your answers above)

This project will improve traffic flow and decrease the potential for crashes at the 4 intersections listed in A1. It will offer safer vehicular access at all locations and safer accessible pedestrian access at Loc. No. 1 and Loc. No. 4.

C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c**:** to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

   Yes ☒ **No** ☐ **N/A** ☐

2. Is the project located in a municipal center?

   Yes ☐ **No** ☒ **N/A** ☐

3. Will this project foster downtown revitalization?

   Yes ☐ **No** ☒ **N/A** ☐

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

   Yes ☐ **No** ☒ **N/A** ☐

Explain: (use this space to expand on your answers above)

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

   Yes ☐ **No** ☒ **N/A** ☐

2. Will the project foster brownfield redevelopment?

   Yes ☐ **No** ☒ **N/A** ☐

3. Will this project foster enhancement of beauty in public spaces?

   Yes ☐ **No** ☒ **N/A** ☐

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

   Yes ☐ **No** ☒ **N/A** ☐

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

   Yes ☐ **No** ☒ **N/A** ☐

6. Will this project foster integration of all income groups and/or age groups?

   Yes ☐ **No** ☐ **N/A** ☒

7. Will the project ensure predictability in land use codes?

   Yes ☐ **No** ☐ **N/A** ☒

8. Will the project ensure predictability in building codes?

   Yes ☐ **No** ☐ **N/A** ☒

Explain: (use this space to expand on your answers above)

E. Transportation and Access:

NYSDOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

1. Will this project provide public transit?

   Yes ☐ **No** ☒ **N/A** ☐

2. Will this project enable reduced automobile dependency?

   Yes ☐ **No** ☒ **N/A** ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

   Yes ☒ **No** ☐ **N/A** ☐

   (Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

   Explain: (use this space to expand on your answers above)

This project proposes new sidewalks and crosswalks at Loc. No. 1 and Loc. No. 4.

F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

Yes ☐ No ☒ N/A ☐

2. Is the project consistent with local plans?

Yes ☒ No ☐ N/A ☐

3. Is the project consistent with county, regional, and state plans?

Yes ☒ No ☐ N/A ☐

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes ☐ No ☒ N/A ☐

Explain: (use this space to expand on your answers above)

The safety enhancements proposed at Loc. No. 1 within the Town of Riverhead is consistent with the town's local planning goals. The Town of Riverhead in its Comprehensive Plan completed in 2003 encouraged NYSDOT to conduct a study of the Route 25 corridor between the Brookhaven border and the LIE. The plan's goal included enhancing traffic safety as a priority and working on it as an ongoing work.

The safety enhancements proposed at Loc. No. 2 and Loc. No. 3, within the Town of East Hampton are consistent with the local planning goals. The Town of East Hampton in its Comprehensive Plan completed in 2005 identified traffic safety as one of their objectives.

The safety enhancements proposed at Loc. No. 4 are consistent with the local planning goals. The Town of Southold recently had a Comprehensive Plan completed in February 2020 which identified this intersection as a high-crash location.

G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

Yes ☐ No ☐ N/A ☒

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

Yes ☐ No ☐ N/A ☒

3. Will the project protect, preserve, and/or enhance air quality?

Yes ☐ No ☐ N/A ☒

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

Yes ☐ No ☐ N/A ☒

5. Will the project protect, preserve, and/or enhance scenic areas?

Yes ☐ No ☐ N/A ☒

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

Yes ☐ No ☐ N/A ☒

Explain: (use this space to expand on your answers above)

Smart Growth Impact Statement (STEP 2)

NYSDOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are **not** responsible for completing a Smart Growth Impact Statement. Proceed to **Step 3**.

Smart Growth Impact Statement

PIN: 0810.01

Project Name: Safety Enhancements - Various Locations - Towns of Riverhead, East Hampton, and Southold, Suffolk County

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

- Improves overall traffic conditions using cost effective methods
- Addresses geometric deficiencies to improve traffic flow and facilitate traffic operations.
- Decreases the potential for crashes
- proposes all enhancements on predominately the existing alignment, and doesnot required acquisition or relocation of any occupied uses.
-
-

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

Review & Attestation Instructions (STEP 3)

Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement **(Section A)** to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed **(Section B.2).** For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box **(Section B.1)** is checked, and the attestation is signed (Section B.2).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, *to the best of my knowledge, all of the above to be true and correct.*

Preparer of this document:

Frank Pearson — Signature

6/9/2022 — Date

Director of Transportation Safety — Title

FRANK PEARSON — Printed Name

Responsible Local Official (for local projects):

Signature

Date

Title

Printed Name

B. ATTESTATION (NYSDOT)

1. ***I HEREBY:***

☑ *Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act*

☐ *Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):*

(Attach additional sheets as needed)

☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. ***NOW THEREFORE,*** pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

Glenn R. Murrell

Signature

6-10-22

Date

Regional Planning & Program Manager

Title

Glenn R. Murrell

Printed Name

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0

Please fill in all yellow highlighted cells *and follow all instructions in* red text.

Project: **EAST HAMPTON, AND SOUTHOLD, SUFFOLK COUNTY** *Element Specific?*

PIN: **810.01** *Type:* **8 - Intersection Improvement**

Contact Name: *Ph #:*

CATEGORY	ID	DESCRIPTION	POINTS Available	POINTS Scored	INSTRUCTIONS	EXPLANATION OR COMMENTS *(optional)*
Sustainable Sites (S) — S-1 *Alignment Selection*	S-1a	Avoidance of previously undeveloped lands (open spaces or "greenfields").	2	0		
	S-1b	Selecting an alignment that establishes a minimum 100-foot buffer zone between the edge of pavement and a natural watercourse or significantly sized natural wetland to serve the purpose of stormwater filtration.	2	0		
	S-1c	Alignments which minimize overall construction "footprint." Examples: use of retaining walls, selecting design option with minimal footprint.	2	0		
	S-1d	Design vertical alignments which minimize total earthwork. (Applicable only for projects modifying existing vertical alignments.)	1	0		
	S-1e	Adjust alignment to avoid or minimize impacts to social/environmental resources (avoidance of parklands, wetlands, historic sites, farmlands, residential and commercial buildings, etc.).	1	0		
	S-1f	Alignments that optimize benefits among competing constraints. (The goal is not always the minimum-length alignment, but the one with the best benefit overall.)	1	0		
	S-1g	Micro-adjustments that do not compromise safety or operation but make the difference in providing sufficient clear area for tree planting.	1	0		
	S-1h	Clear zones seeded with seed mixtures that help to reduce maintenance needs and increase carbon sequestration.	1	0		
	S-1i	Provide a depressed roadway alignment.	1	0		
	S-1j	Use of launched soil nails as a more cost effective option to stabilize a slope rather than, for example, closing a road to construct a retaining wall which may negatively affect traffic flow and neighboring properties.	1	0		
S-2 *Context Sensitive Solutions*	S-2a	Adjust or incorporate highway features to respond to the unique character or sense of place (both natural and built) of the area ("Unique character" means whatever identifiable elements make a place distinctive, memorable, important to the community, etc. - landmarks, views, historic bridges & buildings, parkways, characteristic use of materials, a notable stand of trees, etc.).	2	0		
	S-2b	Incorporate local or natural materials for substantial visual elements (e.g., bridge fascia, retaining walls).	2	0		
	S-2c	Visual enhancements (screening objectionable views, strategic placement of vegetation, enhancing scenic views, burying utilities, etc.).	2	0		
	S-2d	Period street furniture/lighting/appurtenances.	1	0		
	S-2e	Inclusion of visually-contrasting (colored and/or textured) pedestrian crosswalk treatments.	1	1	*Please enter comments (or <spacebar> for none) =>*	
	S-2g	Incorporates guidance from *Section 23 - Aesthetics* of the NYS Bridge Manual.	1	0		
	S-2h	Site materials selection & detailing to reduce overall urban "heat island" effect.	1	0		
	S-2i	Permanently protect viewsheds via environmental or conservation easements.	1	0		
	S-2j	Color anodizing of aluminum elements (ITS cabinets, non-decorative light poles, etc.)	1	0		
	S-2k	Decorative bridge fencing (in lieu of standard chain link).	1	0		
	S-2l	Use of concrete form liners (for bridge approach barriers, parapet walls, retaining walls, noise walls, bridge piers & abutments, etc.)	1	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0

Please fill in all yellow highlighted cells *and follow all instructions in* red text.

Project: EAST HAMPTON, AND SOUTHOLI

PIN: 810.01 Type: 8 - Intersection Im

Contact Name:

CATEGORY	ID	DESCRIPTION	POINTS Available	POINTS Scored	INSTRUCTIONS	EXPLAN
Sustainable Sites (S)	S-2m	Imprinted concrete/asphalt mow strips, gores and/or snow storage areas.	1	0		
S-3 *Land Use/ Community Planning*	S-3a	Use of more engaging public participation techniques (e.g. charette, task force).	2	0		
	S-3b	Enhanced outreach efforts (e.g. newsletters, project-specific Web page, communications issued in multiple languages).	2	2		Project specific web two languages - eng
	S-3c	Projects better enabling use of public transit (e.g. bus shelters, 'Park &Ride').	2	0		
	S-3d	Projects applying “Walkable Communities” and/or “Complete Streets” concepts.	2	2		Proposed enhancem No. 1 and 4, and wil
	S-3e	Projects that increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities or the use of unit trains to remove trucks from highways and conserve fuel.	2	0		
	S-3f	Project-specific formal agreement with public or private entities enabling environmental betterment, technological advancement, or financial assistance or relief to the Department.	2	0		
	S-3g	Project is consistent with local and regional plans beyond those generated by the MPO; (e.g., waterfront revitalization plans, greenway plans, the Scenic Byway program, and other statewide non-transportation plans with regional components) and/or local Smart Growth-based master/comprehensive plans.	2	2		Proposed safety enh planning goals.
	S-3h	Project reports and community outreach materials available online other than the standard project specific web page.	1	0		
	S-3j	Establishment of a new recreational access facility (trailhead parking, car top boat launch, info/map kiosk).	2	0		
	S-3k	Establishment of a new recreational facility (pocket park, roadside overlook, roadside picnic rest area, etc.).	2	0		
	S-3l	Enhancement of an existing recreational facility or enhancement of an existing recreational facility access.	1	0		
S-4 *Protect, Enhance or Restore Wildlife Habitat*	S-4a	Mitigation of habitat fragmentation through use of significant techniques such as consolidated stream, wetland or ecological mitigation areas, or creation of dedicated “eco viaducts.” (Raised roadways that serve to avoid impacts to ecologically important areas such as rare plant communities, diminishing habitats and wildlife migration corridors.).	3	0		
	S-4b	Providing for enhancements to existing wildlife habitat (e.g. bird & bat houses, nesting boxes, osprey poles, turtle nesting areas, avoiding piping plover habitat).	2	0		
	S-4c	Partial mitigation of habitat fragmentation through techniques (United States Army Corp of Engineers (USACE) regional conditions) such as over-sizing culverts to	2	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0 *Please fill in all* yellow highlighted cells *and follow all instructions in* red text.				POINTS		*Project:* EAST HAMPTON, AND SOUTHOLI *PIN:* 810.01 *Type:* 8 - Intersection Im *Contact Name:*	
CATEGORY		ID	DESCRIPTION	Available	Scored	INSTRUCTIONS	EXPLAN
Sustainable Sites (S)		S-4h	Use of wildlife mortality reduction measures such as right-of -way fence, moose signs, etc.	1	0		
		S-4k	Stream restoration/enhancement.	1	0		
		S-4l	Installation of mowing markers to protect natural areas and wetlands.	1	1		Mowing Markers ar
		S-4m	Inclusion of scheduling and logistic requirements to avoid disrupting wildlife nesting or breeding activities.	1	1		Construction Plans v requirements as nee
		S-4n	Permanently protects the new or expanded habitat through an environmental or conservation easement.	1	0		
	S-5 *Protect, Plant or Mitigate for Removal of Trees & Plant Communities*	S-5a	Avoidance/protection of significant contiguous stands of established, desirable trees/veg communities, especially those showing signs of self-regeneration.	2	0		
		S-5b	Designs which demonstrate, through a combination of preservation and new planting, an anticipated ultimate (new trees at projected maturity) net increase in tree canopy cover within the project limits.	2	0		
		S-5c	Re-establishment or expansion of native vegetation into reclaimed work areas or abandoned roadway alignments. (e.g. native seed mixes, “re-forestation” approach w/ multiple seedlings rather than traditional large nursery stock, etc.).	2	0		
		S-5d	Use of trees, large shrubs or other suitable vegetation (beach rose, honeysuckle & shrub willows) as living snow fences.	2	0		
		S-5e	Use of native species for seed mixes and other plantings.	1		<= Please enter 0 or 1	Will be addressed in
		S-5f	Avoidance/protection of individual significant trees and localized areas of established desirable vegetation.	1		<= Please enter 0 or 1	Will be addressed in
		S-5g	Designs which demonstrate, through a combination of preservation and new planting, no ultimate (new trees at projected maturity) net loss of tree canopy within the project limits (minimum one-to-one replacement of trees lost) or, if overall available planting area has been reduced, mitigation with trees to the extent possible (either on or off-site) for trees lost.	1	0		
		S-5h	Planting trees, shrubs and/or plant material in lieu of traditional turf grass.	1		<= Please enter 0 or 1	Will be addressed in
		S-5i	Removal of undesirable plant species, in particular removal/burial of invasive species, to preserve desirable overall species diversity.	1		<= Please enter 0 or 1	Will be addressed in
		S-5j	Preserving, replacing, or enhancing vegetation associated with historic properties or districts, or which maintain the character of unique areas.	1	0		
	W-1 *Stormwater Management*	W-1a	Improve water quality and/or nearby habitat through the use of stormwater retrofitting, stormwater crediting strategies, stream restoration, additional wetland protection, and inclusion of permanent stormwater mgt practices.	2	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0

Please fill in all yellow highlighted cells *and follow all instructions in* red text.

Project: EAST HAMPTON, AND SOUTHOLI

PIN: 810.01 *Type:* 8 - Intersection Im

Contact Name:

CATEGORY		ID	DESCRIPTION	POINTS Available	POINTS Scored	INSTRUCTIONS	EXPLAN
Water Quality (W)		W-1g	Detecting and documenting non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the right-of-way or flows that ultimately discharge to the right-of-way but which cannot be eliminated for reasons beyond our control.	1	0		
	W-2 *Best Management Practices (BMPs)*	W-2a	Design features that make use of highly permeable soils to remove surface pollutants from runoff through infiltration trenches or basins, bioretention cells or rain gardens, grass buffers and stormwater wetlands that treat water quality and water quantity requirements in accordance with NYSDOT Highway Design Manual Chapter 8, Appendix B, subsections 2.3.2 and 2.3.3.	2		<= Please enter 0 or 2	Will be addressed in
		W-2b	Use of other structural BMPs including wet or dry swales, sand filters, filter bags, stormwater treatment sys (e.g., oil/grit separators and hydrodynamic devices), underground detention systems or catch basin inserts.	2		<= Please enter 0 or 2	Will be addressed in
		W-2c	Inclusion of “permeable pavement” such as grid pavers where practical.	2	0		
		W-2d	Minimize the project's overall impervious surface area increase.	1	0		
		W-2e	Include grass channels, where appropriate.	1	1	Please enter comments (or <spacebar> for none) =>	
		W-2f	Designate qualified environmental construction monitor to provide construction oversight in sensitive environmental areas.	2		<= Please enter 0 or 2	Will be addressed in
s (M)	M-1 *Reuse of Materials*	M-1a	Specify that 75% or more of topsoil removed for grading is reused on site.	2		<= Please enter 0 or 2	Will be addressed in
		M-1b	Design the project so that “cut-and-fills” are balanced to within 10 percent.	2		<= Please enter 0 or 2	Will be addressed in
		M-1c	Reuse of excess fill (“spoil”) within the project corridor to minimize project site material in and material out.	2		<= Please enter 0 or 2	Will be addressed in
		M-1d	Specify rubblizing or crack and seating of Portland Cement Concrete pavement.	2		<= Please enter 0 or 2	Will be addressed in
		M-1e	Reuse of previous pavement as subbase during full-depth reconstruction projects.	2		<= Please enter 0 or 2	Will be addressed in
		M-1f	Arranging for the reuse of excess excavated material, asphalt pavement millings, or demolished concrete by another municipality or state agency.	2		<= Please enter 0 or 2	Will be addressed in
		M-1g	Specify the processing of demolished concrete to reclaim scrap metals and to create a usable aggregate material.	2		<= Please enter 0 or 2	Will be addressed in
		M-1h	Salvaging removed trees for lumber or similar uses other than standard wood-chipping (e.g. - milling valuable heartwood from ash trees whose outer wood was infected by ash borers, necessitating removal).	2		<= Please enter 0 or 2	Will be addressed in
		M-1i	Use surplus excavated material on nearby state highways for slope flattening to eliminate guide rail or as fill in areas designated by Park officials as acceptable for	2	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0

Please fill in all yellow highlighted cells *and follow all instructions in* red text.

Project: EAST HAMPTON, AND SOUTHOLI

PIN: 810.01 Type: 8 - Intersection Im

Contact Name:

CATEGORY		ID	DESCRIPTION	POINTS Available	POINTS Scored	INSTRUCTIONS	EXPLAN
Materials & Resources (M)		M-1n	Reuse of elements of the previous structure (stone veneer, decorative railing, etc.).	1	0		
		M-1o	Designing an on-site location for chipped wood waste disposal from clearing and grubbing operations.	1		<= Please enter 0 or 1	Will be addressed in
		M-1p	Specifying the recycling of chipped untreated wood waste for use as mulch and/or ground cover. (Pressure/preservative-treated or painted/coated wood cannot be used as mulch and must be disposed properly).	1		<= Please enter 0 or 1	Will be addressed in
		M-1q	Project documents make scrap metals available for reuse or recycling.	1		<= Please enter 0 or 1	Will be addressed in
		M-1r	Identify approved, environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material.	1		<= Please enter 0 or 1	Will be addressed in
		M-1s	Obtain and implement a project specific DEC Beneficial Use Determination for the innovative re-use of otherwise waste material from a location within NYS.	1		<= Please enter 0 or 1	Will be addressed in
		M-1t	Specify the salvage/moving of houses rather than demo for disposal in landfills.	1	0		
		M-1u	Reuse of major structural elements such as bridge piers, bridge structure, etc. if warranted and appropriate and does not compromise the feature life cycle.	2	0		
	M-2 *Recycled Content*	M-2a	Use tire shreds in embankments.	2		<= Please enter 0 or 2	Will be addressed in
		M-2b	Use recycled plastic extruded lumber or recycled tire rubber (e.g. for noise barriers).	2		<= Please enter 0 or 2	Will be addressed in
		M-2c	Specify hot-in-place or cold-in-place recycling of hot mix asphalt pavements.	2		<= Please enter 0 or 2	Will be addressed in
		M-2d	Specify use of recycled glass in pavements and embankments, as drainage material or filter media where adequate local sources can be obtained.	2		<= Please enter 0 or 2	Will be addressed in
		M-2e	Specify asphalt pavement mixes containing Recycled Asphalt Pavement (RAP).	2		<= Please enter 0 or 2	Will be addressed in
		M-2f	Specify PCC pavement mixes containing Recycled Concrete Aggregate (RCA).	2		<= Please enter 0 or 2	Will be addressed in
		M-2g	Use crumb rubber or recycled plastic for noise barrier material.	2		<= Please enter 0 or 2	Will be addressed in
		M-2h	Use of porous pavement systems in light duty situations (e.g. sidewalks, truck turnarounds, rest stops, parking lots, police turnarounds).	2		<= Please enter 0 or 2	Will be addressed in
	M-3 *Local Materials*	M-3a	Specify locally available natural light weight fill. Contact Geotechnical staff to help in locating these materials.	2		<= Please enter 0 or 2	Will be addressed in
		M-3b	Specify local seed stock and plants.	2		<= Please enter 0 or 2	Will be addressed in
	M-4 *Bio-*	M-4a	Project designs that utilize soil bioengineering treatments (the reliance on plant material for slope protection, rebuilding, stabilization, and erosion control) along water	2		<= Please enter 0 or 2	Will be addressed in

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0

Please fill in all yellow highlighted cells *and follow all instructions in* red text.

				POINTS			
				Available	Scored	Project: EAST HAMPTON, AND SOUTHOLI	
						PIN: 810.01	Type: 8 - Intersection Im
						Contact Name:	
CATEGORY		ID	DESCRIPTION			INSTRUCTIONS	EXPLAN
Materials & Resources (M)		M-4d	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) NOT along water bodies or wetlands. Examples include vegetated: crib walls, gabions, Geosynthetic Reinforced Earth Systems (GRES), geocells, and mats.	1		<= Please enter 0 or 1	Will be addressed in
		M-4e	Project designs that utilize soil bioengineering treatments or soil biotechnical engineering treatments in upland areas.	1		<= Please enter 0 or 1	Will be addressed in
	M-5 *Hazardous Material Minimization*	M-5a	Project design substantially minimizes the need to use hazardous materials (e.g. steel or conc RR ties instead of treated wood), or increases the interval before reconstruction must be performed using hazardous or toxic materials, or improves durability of components containing hazardous substances.	2		<= Please enter 0 or 2	Will be addressed in
		M-5b	Project design specifies less hazardous materials or avoids generating contaminated wastes by reducing the volatile organic compounds (VOCs) or hazardous air pollutants (HAPs) emitted during project construction (e.g., use of non-solvent traffic or bridge paints, lower VOC/nonhazardous air pollutant bridge deck sealers) and by eliminating or reducing toxic metals/components.	2		<= Please enter 0 or 2	Will be addressed in
		M-5c	Removing and disposing of contaminated soils beyond what is necessary for project construction.	2		<= Please enter 0 or 2	Will be addressed in
& Atmosphere (E)	E-1 *Improved Traffic Flow*	E-1a	Special use lane (HOV/Reversible/Bus Express).	3	0		
		E-1b	Innovative interchange design and/or elimination of freeway bottlenecks (diverging diamond, single point urban).	3	0		
		E-1c	Specify new roundabout(s).	3	3		A new mini-roundab
		E-1d	Implementation of a robust Traffic Management Center / Traveler Information System operation (e.g., TMC, CCTV, VMS freeway detection, ramp metering, road weather info system and/or weigh in motion devices, travel time signs).	3	0		
		E-1e	Installation of a closed-loop coordinated signal system.	2	0		
		E-1f	Installation of a transit express system (queue jumper, pre-emptive signals, etc)	2	0		
		E-1g	Expansion of a Traffic Management Center / Traveler Information System operation; for example increasing system coverage significantly (installation of new CCTV, VMS, freeway detection, ramp metering, road weather information system and/or weigh in motion devices, travel time signs, etc.).	2	0		
		E-1h	Implementation of a corridor-wide access management plan.	2	0		
		E-1i	Limiting/consolidating access points along highway.	1	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0 *Please fill in all* yellow highlighted cells *and follow all instructions in* red text.				POINTS		*Project:* EAST HAMPTON, AND SOUTHOLI *PIN:* 810.01 *Type:* 8 - Intersection Im *Contact Name:*	
CATEGORY		ID	DESCRIPTION	Available	Scored	INSTRUCTIONS	EXPLAN
Energy & Atmosphere (E)		E-1n	Inclusion of an integrated traffic/incident management/traveler information systems or strategies to manage traffic during construction (queue or speed warning, VMS with real time construction information, tow/HELP vehicles on site/standby, CCTV monitoring of construction zone, etc.).	1	0		
		E-1o	Installation of isolated systems to provide for spot warning (queue warning, truck rollover, low bridge, no trucks allowed, etc.).	1	0		
		E-1p	Road Diet (reduction of travel lanes to incoporate a single bidirectional center turn lane and wider right-hand lanes to accommodate bicycles).	2	0		
	E-2 *Reduce Electrical Consumption*	E-2a	Solar/battery powered street lighting or warning signs.	2	0		
		E-2b	Replace overhead sign lighting with higher type retro-reflective sign panels.	2	0		
		E-2c	Use of LED street lighting.	2	0		
		E-2d	Solar bus stops.	2	0		
		E-2e	Use of LED warning signs/flashing beacons	1	0		
		E-2e	Retrofit existing street/sign lighting with high efficiency types.	1	0		
	E-3 *Reduce Petroleum Consumption*	E-3a	Provide new Park & Ride lots.	3	0		
		E-3b	Provide new intermodal connections.	3	0		
		E-3c	Increase bicycle amenities at Park & Rides and transit stations (bike lockers/shelters, Web-based reservations system for lockers, providing showers or partnering with health clubs for these services).	2	0		
		E-3e	Operational improvements of an existing Park & Ride lot.	1	0		
		E-3f	Improve an existing intermodal connection (e.g. add BRT station, kiosks, etc.).	1	0		
		E-3g	Reduce mowing areas outside of the clear zone, reestablishing natural ground cover and/or seeding with low maintenance seed species. Example: Incorporation of Conservation Alternative Mowing Practices (CAMPS) techniques/guidance into design plans.	1	0		
		E-3h	Use of warm mix asphalt.	1	0		
		E-3i	Documented analysis proving the project design reduces either the Department's or the local community's carbon footprint (Send analysis to the GreenLITES Program	1	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0

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Project: EAST HAMPTON, AND SOUTHOLI

PIN: 810.01 *Type:* 8 - Intersection Im

Contact Name:

CATEGORY		ID	DESCRIPTION	POINTS Available	POINTS Scored	INSTRUCTIONS	EXPLAN
Energy & Atmosphere (E)	*Facilities*	E-4c	New separated bike path or shoulder widening to provide for on-road bike lane.	2	0		
		E-4d	Create new or extend existing sidewalks.	2	2		Proposed enhancem
		E-4e	New pedestrian signals.	2	2	*Please enter comments (or <spacebar> for none) =>*	
		E-4f	Align roadway and other highway features/structures within ROW as to enable future development of separated multi-use paths or other bike/ped facilities.	2	0		
		E-4g	Work with local communities to create parallel bike routes where state roads are not suitable for less experienced cyclists.	2	0		
		E-4h	Sidewalk or bikeway rehabilitation, widening, realignment or repair.	1	0		
		E-4i	Upgrading pedestrian signals - inclusion of pedestrian buttons and/or addition of audible signal, countdown timers.	1	1	*Please enter comments (or <spacebar> for none) =>*	
		E-4j	Installation of bikeway signs, "Share the Road" signs, and/or *Sharrow* (shared lane) pavement markings.	1	1	*Please enter comments (or <spacebar> for none) =>*	
		E-4k	Shoulder restoration for bicycling.	1	1	*Please enter comments (or <spacebar> for none) =>*	
		E-4l	Inclusion of five-rail bridge rail system for bicyclists.	1	0		
		E-4m	Installation of permanent bicycle racks.	1	0		
		E-4n	New crosswalks.	1	1		Proposed enhancem
		E-4o	New curb bulb-outs.	1	1	*Please enter comments (or <spacebar> for none) =>*	
		E-4p	New raised medians/pedestrian refuge islands.	1	0		
		E-4q	New speed hump/speed table/raised intersection.	1	0		
		E-4r	New curbing (where none previously existed), to better define the edge of a roadway and to provide vertical separation of pedestrian facilities; does not include flush, mountable or bridge curbing.	1	0		
		E-4s	New or relocated highway barrier or repeating vertical elements (trees, lampposts, bollards, rural mailboxes, etc) between roadway & walk/bikeway to better separate/delineate motorized and non-motorized travel ways.	1	0		
		E-4t	Installation of bicycle detectors (quadrupoles) at signalized intersections.	1	0		
		E-4u	"All Stop" phase programmed into a traffic signal and/or button actuated "No Turn on	1	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0

Please fill in all yellow highlighted cells *and follow all instructions in* red text.

Project: EAST HAMPTON, AND SOUTHOLI

PIN: 810.01 *Type:* 8 - Intersection Im

Contact Name:

	CATEGORY	ID	DESCRIPTION	POINTS Available	POINTS Scored	INSTRUCTIONS	EXPLAN
Energy & Atmosphere (E)		E-4z	Use of durable cast iron detectible warning units embedded in concrete (rather than surface applied polyurethane, stamped concrete, concrete brick, etc.).	1	1	*Please enter comments (or <spacebar> for none) =>*	
		E-4aa	Add/replace crosswalks with high visibility, reduced wear, staggered ladder bar crosswalks (a modified Type L which avoids wheel paths, and is sometimes referred to as a 'piano key' type crosswalk).	1	1	*Please enter comments (or <spacebar> for none) =>*	
	E-5 *Noise Abatement*	E-5a	Construction of a new noise barrier.	2	0		
		E-5b	Incorporate traffic system management techniques to reduce prior noise levels (e.g. use of truck routes, progressive traffic signals, lowering speeds).	2	0		
		E-5c	Provide a buffer zone for adjacent receptors.	2	0		
		E-5d	Provide sound insulation to public schools.	2	0		
		E-5e	Diamond grinding of existing Portland Cement Concrete (PCC) pavement.	1	0		
		E-5f	Rehabilitation of an existing noise wall.	1	0		
		E-5g	Berms designed to reduce noise.	1	0		
		E-5h	Provide planting to improve perceived noise impacts.	1	0		
	E-6 *Stray Light Reduction*	E-6a	Retrofit existing light heads with full cut-offs.	2	0		
		E-6c	Use cut-offs on new light heads.	1	0		
n/Unlisted (I)	Incorporation of *new or improved* ways to provide a more environmentally, economically and/or socially sustainable transportation system (subject to review by **GreenLITES** R						
	I-1 *Innovation*	I-1a		4	0		
	Incorporation of items/methods into the project which might contribute to sustainability *but are not specifically listed above* (subject to review by **GreenLITES** Review Team). *Up*						
	I-2 *Unlisted*	I-2a		2	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0

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			POINTS			
			Available	Scored	Project: EAST HAMPTON, AND SOUTHOLI	
					PIN: 810.01	Type: 8 - Intersection Im
						Contact Name:
CATEGORY	ID	DESCRIPTION			INSTRUCTIONS	EXPLAN
Street Design Manual						
		Total points scored:		**26**	***Please finish entering data***	

G

LOS Definitions

Level of Service Definitions

Signal Controlled Intersections

The evaluation criteria used to analyze signalized intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual* (HCM)[1].

The level of service (LOS) of a signalized intersection can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

Level of service A – This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of service B – This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Level of service C – This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of service D – This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of service E - This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

[1] Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016.

Level of Service F - This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The following lists the LOS thresholds established for motorized vehicle mode at a signalized intersection.

CONTROL DELAY (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	≤1.0	≥1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

[a] For approach-based and intersection wide assessments, LOS is defined solely by control delay.

Two Way Stop Controlled Intersections

The evaluation criteria used to analyze Two-Way Stop Controlled (TWSC) intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual* (HCM)[1].

Level of service (LOS) for a TWSC intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor street movement (or shared movement), as well as the major -street left turns, by using the criteria given in the Table below. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask LOS deficiencies for minor movements. LOS F is assigned to a movement if its volume-to-capacity ratio exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections differ somewhat from the criteria for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

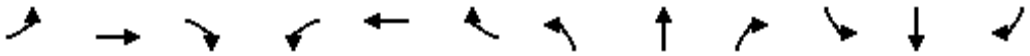
The following thresholds are used to determine TWSC levels of service:

CONTROL DELAY (s/veh)	LOS by Volume-to-Capacity Ratio[a]	
	v/c≤1.0	v/c≥1.0
≤10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

[a] The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

H

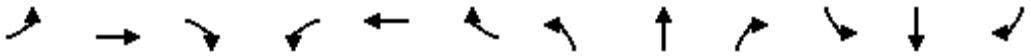
Capacity Analysis Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	528	199	25	282	32	75	115	20	37	137	43
Future Volume (veh/h)	31	528	199	25	282	32	75	115	20	37	137	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1470	1767	1796	1693	1663	1693	1699	1806	1467	1722	1796	1618
Adj Flow Rate, veh/h	34	587	208	28	313	30	83	128	22	41	152	47
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	29	9	7	14	16	14	18	11	33	12	7	19
Cap, veh/h	77	747	257	93	847	78	154	180	27	98	224	64
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	35	1210	417	60	1373	126	428	929	142	189	1160	328
Grp Volume(v), veh/h	829	0	0	371	0	0	233	0	0	240	0	0
Grp Sat Flow(s),veh/h/ln	1663	0	0	1559	0	0	1499	0	0	1677	0	0
Q Serve(g_s), s	5.6	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.6	0.0	0.0	7.7	0.0	0.0	10.1	0.0	0.0	9.1	0.0	0.0
Prop In Lane	0.04		0.25	0.08		0.08	0.36		0.09	0.17		0.20
Lane Grp Cap(c), veh/h	1081	0	0	1018	0	0	361	0	0	386	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.36	0.00	0.00	0.65	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	1743	0	0	1605	0	0	722	0	0	777	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	6.5	0.0	0.0	26.2	0.0	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.5	0.0	0.0	1.9	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	0.0	0.0	3.3	0.0	0.0	6.2	0.0	0.0	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	7.0	0.0	0.0	28.1	0.0	0.0	27.6	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		829			371			233			240	
Approach Delay, s/veh		12.4			7.0			28.1			27.6	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.3		19.3		49.3		19.3				
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s		70.0		30.0		70.0		30.0				
Max Q Clear Time (g_c+I1), s		27.6		11.1		9.7		12.1				
Green Ext Time (p_c), s		14.7		1.2		5.1		1.1				

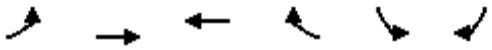
Intersection Summary												
HCM 6th Ctrl Delay			15.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	479	20	22	283	34	2	1	6	73	1	48
Future Volume (veh/h)	45	479	20	22	283	34	2	1	6	73	1	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1781	1737	1900	1707	1648	1900	1976	1900	1622	1976	1575
Adj Flow Rate, veh/h	47	499	21	23	295	28	2	1	5	76	1	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	8	11	0	13	17	0	0	0	23	0	26
Cap, veh/h	593	685	29	363	852	81	149	37	107	265	1	46
Arrive On Green	0.40	0.40	0.40	0.02	0.55	0.55	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	990	1697	71	1810	1535	146	289	387	1126	1069	14	478
Grp Volume(v), veh/h	47	0	520	23	0	323	8	0	0	111	0	0
Grp Sat Flow(s),veh/h/ln	990	0	1769	1810	0	1681	1802	0	0	1561	0	0
Q Serve(g_s), s	1.1	0.0	9.2	0.3	0.0	3.9	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	9.2	0.3	0.0	3.9	0.2	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.09	0.25		0.62	0.68		0.31
Lane Grp Cap(c), veh/h	593	0	714	363	0	933	293	0	0	312	0	0
V/C Ratio(X)	0.08	0.00	0.73	0.06	0.00	0.35	0.03	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1791	0	2854	1792	0	2713	1241	0	0	1204	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	0.0	9.4	6.9	0.0	4.6	15.3	0.0	0.0	16.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.1	0.0	1.0	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	3.7	0.1	0.0	1.1	0.1	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.0	10.8	7.1	0.0	5.6	15.3	0.0	0.0	17.0	0.0	0.0
LnGrp LOS	A	A	B	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		567			346			8			111	
Approach Delay, s/veh		10.5			5.7			15.3			17.0	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.6	22.0		9.5		27.6		9.5				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	11.2		4.6		5.9		2.2				
Green Ext Time (p_c), s	0.1	3.5		0.4		6.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	35	291	159	22	8	12
Future Volume (veh/h)	35	291	159	22	8	12
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1737	1722	1737	1693	1633
Adj Flow Rate, veh/h	39	327	179	0	9	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	11	12	11	14	18
Cap, veh/h	576	1108	718		17	
Arrive On Green	0.03	0.64	0.42	0.00	0.01	0.00
Sat Flow, veh/h	1668	1737	1722	1472	1451	1384
Grp Volume(v), veh/h	39	327	179	0	9	0
Grp Sat Flow(s),veh/h/ln	1668	1737	1722	1472	1451	1384
Q Serve(g_s), s	0.0	3.0	2.4	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	3.0	2.4	0.0	0.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	576	1108	718		17	
V/C Ratio(X)	0.07	0.30	0.25		0.52	
Avail Cap(c_a), veh/h	1226	2413	2392		1007	
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	8.6	2.9	6.8	0.0	17.7	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	0.0	22.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.4	1.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.6	3.2	7.2	0.0	39.6	0.0
LnGrp LOS	A	A	A		D	
Approach Vol, veh/h		366	179		9	
Approach Delay, s/veh		3.8	7.2		39.6	
Approach LOS		A	A		D	

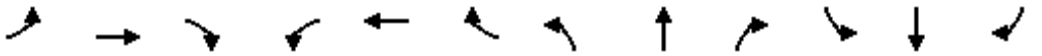
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.0		6.0	8.0	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		5.0		2.2	2.0	4.4
Green Ext Time (p_c), s		4.2		0.0	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	5.5
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1413	24	31	552	11	16	9	29	0	0	24
Future Volume (vph)	36	1413	24	31	552	11	16	9	29	0	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00			1.00
Satd. Flow (prot)	1639	3406	1561	1805	3312	1310	1603	1749	1442			1644
Flt Permitted	0.38	1.00	1.00	0.10	1.00	1.00	0.95	0.99	1.00			1.00
Satd. Flow (perm)	658	3406	1561	190	3312	1310	1603	1749	1442			1644
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	43	1682	29	37	657	13	19	11	35	0	0	29
RTOR Reduction (vph)	0	0	9	0	0	4	0	0	0	0	0	0
Lane Group Flow (vph)	43	1682	20	37	657	9	15	15	35	0	0	29
Confl. Peds. (#/hr)	6					6	2					2
Heavy Vehicles (%)	10%	6%	0%	0%	9%	20%	7%	0%	12%	0%	0%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	74.7	69.7	69.7	71.5	67.4	67.4	3.9	3.9	100.0			5.0
Effective Green, g (s)	74.7	69.7	69.7	71.5	67.4	67.4	3.9	3.9	100.0			5.0
Actuated g/C Ratio	0.75	0.70	0.70	0.72	0.67	0.67	0.04	0.04	1.00			0.05
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	540	2373	1088	202	2232	882	62	68	1442			82
v/s Ratio Prot	0.00	c0.49		c0.01	0.20		c0.01	0.01				c0.02
v/s Ratio Perm	0.06		0.01	0.12		0.01			c0.02			
v/c Ratio	0.08	0.71	0.02	0.18	0.29	0.01	0.24	0.22	0.02			0.35
Uniform Delay, d1	3.4	9.1	4.7	6.6	6.6	5.3	46.6	46.6	0.0			45.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.0	1.8	0.0	0.2	0.3	0.0	0.7	0.6	0.0			1.0
Delay (s)	3.4	10.9	4.7	6.7	7.0	5.4	47.4	47.2	0.0			46.9
Level of Service	A	B	A	A	A	A	D	D	A			D
Approach Delay (s)		10.6			6.9			21.8			46.9	
Approach LOS		B			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	311	0	0	327	167	412
Future Vol, veh/h	311	0	0	327	167	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	8	15	2
Mvmt Flow	338	0	0	355	182	448

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	516	169
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	178	-
Critical Hdwy	-	-	-	-	7.1	6.94
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	6.1	-
Follow-up Hdwy	-	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	-	0	0	-	458	845
Stage 1	-	0	0	-	657	-
Stage 2	-	0	0	-	797	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	458	845
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	797	-

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

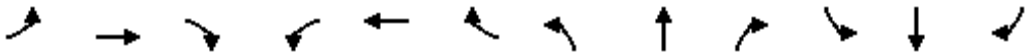
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	458	845	-	-
HCM Lane V/C Ratio	0.396	0.53	-	-
HCM Control Delay (s)	17.9	14	-	-
HCM Lane LOS	C	B	-	-
HCM 95th %tile Q(veh)	1.9	3.2	-	-



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	311	141	208	286	0	0
Future Volume (Veh/h)	311	141	208	286	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	346	157	231	318	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			346		1046	252
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			346		1046	252
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			80		100	100
cM capacity (veh/h)			1181		183	754

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	231	272	231	159	159
Volume Left	0	0	231	0	0
Volume Right	0	157	0	0	0
cSH	1700	1700	1181	1700	1700
Volume to Capacity	0.14	0.16	0.20	0.09	0.09
Queue Length 95th (ft)	0	0	18	0	0
Control Delay (s)	0.0	0.0	8.8	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.7		
Approach LOS					

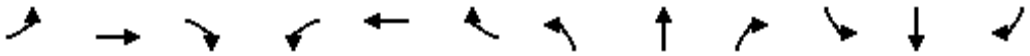
Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	440	109	53	653	54	131	169	25	37	176	51
Future Volume (veh/h)	34	440	109	53	653	54	131	169	25	37	176	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1796	1796	1885	1841	1899	1945	1976	1826	1811	1841
Adj Flow Rate, veh/h	36	468	110	56	695	39	139	180	24	39	187	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	7	7	1	4	5	2	0	5	6	4
Cap, veh/h	82	757	172	97	892	49	212	229	28	94	330	85
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	55	1368	311	81	1613	88	528	844	103	143	1218	313
Grp Volume(v), veh/h	614	0	0	790	0	0	343	0	0	278	0	0
Grp Sat Flow(s),veh/h/ln	1734	0	0	1782	0	0	1476	0	0	1674	0	0
Q Serve(g_s), s	0.0	0.0	0.0	8.1	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.1	0.0	0.0	25.2	0.0	0.0	16.5	0.0	0.0	10.4	0.0	0.0
Prop In Lane	0.06		0.18	0.07		0.05	0.41		0.07	0.14		0.19
Lane Grp Cap(c), veh/h	1011	0	0	1038	0	0	468	0	0	509	0	0
V/C Ratio(X)	0.61	0.00	0.00	0.76	0.00	0.00	0.73	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	1663	0	0	1719	0	0	676	0	0	730	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	12.8	0.0	0.0	25.6	0.0	0.0	23.3	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	2.5	0.0	0.0	2.4	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	0.0	0.0	12.7	0.0	0.0	9.3	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	0.0	0.0	15.3	0.0	0.0	27.9	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		614			790			343			278	
Approach Delay, s/veh		12.5			15.3			27.9			24.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.8		26.0		47.8		26.0				
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s		70.0		30.0		70.0		30.0				
Max Q Clear Time (g_c+I1), s		19.1		12.4		27.2		18.5				
Green Ext Time (p_c), s		9.7		1.4		13.6		1.5				

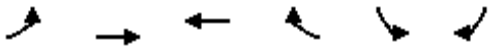
Intersection Summary												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	431	13	38	599	92	41	9	297	141	5	93
Future Volume (veh/h)	63	431	13	38	599	92	41	9	297	141	5	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1900	1900	1870	1781	1900	1976	1885	1961	1976	1945
Adj Flow Rate, veh/h	68	468	13	41	651	68	45	10	308	153	5	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	2	0	0	2	8	0	0	1	1	0	2
Cap, veh/h	296	843	23	404	933	97	96	31	390	257	20	58
Arrive On Green	0.47	0.47	0.47	0.02	0.56	0.56	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	698	1811	50	1810	1665	174	151	122	1527	658	78	228
Grp Volume(v), veh/h	68	0	481	41	0	719	363	0	0	207	0	0
Grp Sat Flow(s),veh/h/ln	698	0	1861	1810	0	1839	1800	0	0	965	0	0
Q Serve(g_s), s	5.5	0.0	13.1	0.8	0.0	19.9	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	18.7	0.0	13.1	0.8	0.0	19.9	13.1	0.0	0.0	15.3	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.09	0.12		0.85	0.74		0.24
Lane Grp Cap(c), veh/h	296	0	867	404	0	1030	517	0	0	335	0	0
V/C Ratio(X)	0.23	0.00	0.55	0.10	0.00	0.70	0.70	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	566	0	1586	1133	0	1567	681	0	0	458	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	0.0	13.6	10.1	0.0	11.2	24.6	0.0	0.0	25.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.2	0.0	3.9	2.2	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	7.9	0.5	0.0	11.1	9.5	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	0.0	14.1	10.2	0.0	15.1	26.7	0.0	0.0	27.1	0.0	0.0
LnGrp LOS	C	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		549			760			363			207	
Approach Delay, s/veh		14.9			14.8			26.7			27.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.7	39.8		24.0		46.4		24.0				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.8	20.7		17.3		21.9		15.1				
Green Ext Time (p_c), s	0.1	3.5		0.7		17.6		1.7				

Intersection Summary												
HCM 6th Ctrl Delay			18.5									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	86	275	323	94	45	90
Future Volume (veh/h)	86	275	323	94	45	90
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1841	1885	1870	1885
Adj Flow Rate, veh/h	88	281	330	0	46	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	4	1	2	1
Cap, veh/h	491	1171	720		81	
Arrive On Green	0.05	0.62	0.39	0.00	0.05	0.00
Sat Flow, veh/h	1795	1885	1841	1598	1603	1598
Grp Volume(v), veh/h	88	281	330	0	46	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1841	1598	1603	1598
Q Serve(g_s), s	0.0	2.5	5.1	0.0	1.1	0.0
Cycle Q Clear(g_c), s	0.0	2.5	5.1	0.0	1.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	491	1171	720		81	
V/C Ratio(X)	0.18	0.24	0.46		0.57	
Avail Cap(c_a), veh/h	1108	2457	2399		1045	
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	11.7	3.2	8.7	0.0	17.8	0.0
Incr Delay (d2), s/veh	0.1	0.2	1.0	0.0	6.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.5	2.6	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.7	3.5	9.6	0.0	23.9	0.0
LnGrp LOS	B	A	A		C	
Approach Vol, veh/h		369	330		46	
Approach Delay, s/veh		5.4	9.6		23.9	
Approach LOS		A	A		C	

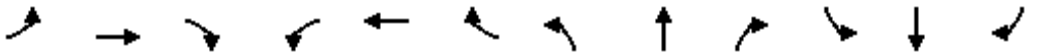
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.8		7.5	8.8	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		4.5		3.1	2.0	7.1
Green Ext Time (p_c), s		3.4		0.1	0.1	4.1

Intersection Summary	
HCM 6th Ctrl Delay	8.4
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	882	82	113	1209	23	207	40	196	0	0	94
Future Volume (vph)	46	882	82	113	1209	23	207	40	196	0	0	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (prot)	1770	3539	1541	1805	3505	1615	1698	1734	1595			1808
Flt Permitted	0.14	1.00	1.00	0.27	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (perm)	257	3539	1541	513	3505	1615	1698	1734	1595			1808
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	48	919	85	118	1259	24	216	42	204	0	0	98
RTOR Reduction (vph)	0	0	36	0	0	11	0	0	0	0	0	0
Lane Group Flow (vph)	48	919	49	118	1259	13	127	131	204	0	0	98
Confl. Peds. (#/hr)			1	1			5		1	1		5
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	1%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	65.0	57.3	57.3	64.0	55.3	55.3	11.7	11.7	100.0			7.7
Effective Green, g (s)	65.0	57.3	57.3	64.0	55.3	55.3	11.7	11.7	100.0			7.7
Actuated g/C Ratio	0.65	0.57	0.57	0.64	0.55	0.55	0.12	0.12	1.00			0.08
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	283	2027	882	440	1938	893	198	202	1595			139
v/s Ratio Prot	0.01	0.26		0.02	c0.36		0.07	c0.08				c0.05
v/s Ratio Perm	0.10		0.03	0.15		0.01			c0.13			
v/c Ratio	0.17	0.45	0.06	0.27	0.65	0.01	0.64	0.65	0.13			0.71
Uniform Delay, d1	8.9	12.3	9.4	7.3	15.6	10.1	42.1	42.2	0.0			45.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	0.7	0.1	0.1	1.7	0.0	5.2	5.3	0.2			12.5
Delay (s)	9.0	13.1	9.5	7.4	17.3	10.1	47.4	47.5	0.2			57.5
Level of Service	A	B	A	A	B	B	D	D	A			E
Approach Delay (s)		12.6			16.3			26.6			57.5	
Approach LOS		B			B			C			E	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	208	0	0	732	150	261
Future Vol, veh/h	208	0	0	732	150	261
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	4	3	2
Mvmt Flow	226	0	0	796	163	284

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	624	113
Stage 1	-	-	-	-	226	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	-	-	-	-	6.86	6.94
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.53	3.32
Pot Cap-1 Maneuver	-	0	0	-	415	918
Stage 1	-	0	0	-	787	-
Stage 2	-	0	0	-	644	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	415	918
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

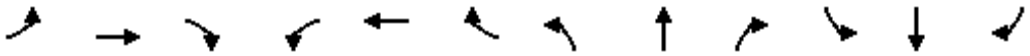
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	415	918	-	-
HCM Lane V/C Ratio	0.393	0.309	-	-
HCM Control Delay (s)	19.2	10.7	-	-
HCM Lane LOS	C	B	-	-
HCM 95th %tile Q(veh)	1.8	1.3	-	-



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	208	247	483	399	0	0
Future Volume (Veh/h)	208	247	483	399	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	226	268	525	434	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			226		1627	247
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			226		1627	247
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			61		100	100
cM capacity (veh/h)			1340		58	759

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	151	343	525	217	217
Volume Left	0	0	525	0	0
Volume Right	0	268	0	0	0
cSH	1700	1700	1340	1700	1700
Volume to Capacity	0.09	0.20	0.39	0.13	0.13
Queue Length 95th (ft)	0	0	47	0	0
Control Delay (s)	0.0	0.0	9.4	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		5.2		
Approach LOS					

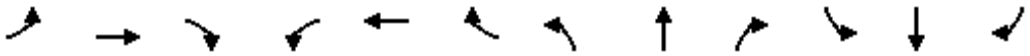
Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	47.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	628	102	36	527	76	102	219	44	71	173	46
Future Volume (veh/h)	34	628	102	36	527	76	102	219	44	71	173	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1885	1856	1870	1900	1930	1945	1899	1856	1826	1856
Adj Flow Rate, veh/h	35	641	104	37	538	68	104	223	45	72	177	45
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	3	1	3	2	0	3	2	5	3	5	3
Cap, veh/h	74	818	129	82	840	103	161	281	52	132	273	62
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	43	1481	234	55	1521	186	363	1030	192	264	999	228
Grp Volume(v), veh/h	780	0	0	643	0	0	372	0	0	294	0	0
Grp Sat Flow(s),veh/h/ln	1758	0	0	1763	0	0	1585	0	0	1490	0	0
Q Serve(g_s), s	7.5	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.9	0.0	0.0	18.0	0.0	0.0	16.7	0.0	0.0	13.0	0.0	0.0
Prop In Lane	0.04		0.13	0.06		0.11	0.28		0.12	0.24		0.15
Lane Grp Cap(c), veh/h	1021	0	0	1024	0	0	495	0	0	467	0	0
V/C Ratio(X)	0.76	0.00	0.00	0.63	0.00	0.00	0.75	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	1688	0	0	1678	0	0	707	0	0	666	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.1	0.0	0.0	11.5	0.0	0.0	25.5	0.0	0.0	24.0	0.0	0.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.4	0.0	0.0	2.8	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	0.0	9.7	0.0	0.0	10.0	0.0	0.0	7.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	0.0	12.8	0.0	0.0	28.3	0.0	0.0	25.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		780			643			372			294	
Approach Delay, s/veh		15.7			12.8			28.3			25.4	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.1		26.3		48.1		26.3				
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s		70.0		30.0		70.0		30.0				
Max Q Clear Time (g_c+I1), s		27.9		15.0		20.0		18.7				
Green Ext Time (p_c), s		13.2		1.4		10.3		1.6				

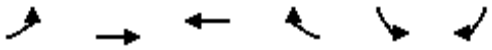
Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	610	25	277	509	166	16	3	44	87	7	78
Future Volume (veh/h)	71	610	25	277	509	166	16	3	44	87	7	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1900	1870	1811	1900	1976	1856	1899	1976	1976
Adj Flow Rate, veh/h	75	642	26	292	536	155	17	3	40	92	7	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	0	0	2	6	0	0	3	5	0	0
Cap, veh/h	453	784	32	461	918	265	116	33	137	228	15	50
Arrive On Green	0.44	0.44	0.44	0.13	0.66	0.66	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	746	1785	72	1810	1395	403	307	282	1176	1059	130	433
Grp Volume(v), veh/h	75	0	668	292	0	691	60	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	746	0	1857	1810	0	1798	1765	0	0	1622	0	0
Q Serve(g_s), s	3.6	0.0	18.2	4.4	0.0	12.3	0.0	0.0	0.0	2.7	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	18.2	4.4	0.0	12.3	1.8	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.22	0.28		0.67	0.68		0.27
Lane Grp Cap(c), veh/h	453	0	816	461	0	1183	286	0	0	294	0	0
V/C Ratio(X)	0.17	0.00	0.82	0.63	0.00	0.58	0.21	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	901	0	1931	1162	0	1869	796	0	0	775	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	0.0	14.2	10.6	0.0	5.5	23.3	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.1	2.0	0.0	2.1	0.4	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	9.9	2.0	0.0	4.7	1.3	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	16.3	12.7	0.0	7.6	23.7	0.0	0.0	25.5	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		743			983			60			135	
Approach Delay, s/veh		15.7			9.1			23.7			25.5	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.6	32.3		12.7		45.0		12.7				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	6.4	20.2		6.5		14.3		3.8				
Green Ext Time (p_c), s	1.3	5.2		0.6		18.3		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	383	228	176	73	95
Future Volume (veh/h)	184	383	228	176	73	95
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1841	1856	1885	1900	1900
Adj Flow Rate, veh/h	190	395	235	0	75	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	3	1	0	0
Cap, veh/h	568	1132	695		115	
Arrive On Green	0.07	0.61	0.37	0.00	0.07	0.00
Sat Flow, veh/h	1795	1841	1856	1598	1629	1610
Grp Volume(v), veh/h	190	395	235	0	75	0
Grp Sat Flow(s),veh/h/ln	1795	1841	1856	1598	1629	1610
Q Serve(g_s), s	0.0	4.2	3.6	0.0	1.8	0.0
Cycle Q Clear(g_c), s	0.0	4.2	3.6	0.0	1.8	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	568	1132	695		115	
V/C Ratio(X)	0.33	0.35	0.34		0.65	
Avail Cap(c_a), veh/h	1122	2297	2315		1016	
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	11.8	3.8	9.0	0.0	18.1	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.6	0.0	6.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	1.1	2.0	0.0	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	4.2	9.6	0.0	24.2	0.0
LnGrp LOS	B	A	A		C	
Approach Vol, veh/h		585	235		75	
Approach Delay, s/veh		6.7	9.6		24.2	
Approach LOS		A	A		C	

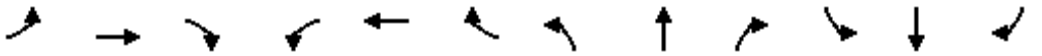
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.6		8.4	9.6	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		6.2		3.8	2.0	5.6
Green Ext Time (p_c), s		5.2		0.2	0.2	2.8

Intersection Summary	
HCM 6th Ctrl Delay	8.9
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	1220	158	227	894	29	180	62	321	0	0	108
Future Volume (vph)	88	1220	158	227	894	29	180	62	321	0	0	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00			1.00
Satd. Flow (prot)	1805	3539	1561	1805	3539	1553	1698	1753	1615			1808
Flt Permitted	0.23	1.00	1.00	0.14	1.00	1.00	0.95	0.98	1.00			1.00
Satd. Flow (perm)	444	3539	1561	271	3539	1553	1698	1753	1615			1808
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	91	1258	163	234	922	30	186	64	331	0	0	111
RTOR Reduction (vph)	0	0	58	0	0	14	0	0	0	0	0	0
Lane Group Flow (vph)	91	1258	105	234	922	16	123	127	331	0	0	111
Confl. Peds. (#/hr)							6					6
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	1%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	70.4	59.9	59.9	73.1	57.9	57.9	12.6	12.6	110.0			10.5
Effective Green, g (s)	70.4	59.9	59.9	73.1	57.9	57.9	12.6	12.6	110.0			10.5
Actuated g/C Ratio	0.64	0.54	0.54	0.66	0.53	0.53	0.11	0.11	1.00			0.10
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	414	1927	850	392	1862	817	194	200	1615			172
v/s Ratio Prot	0.02	c0.36		c0.08	0.26		0.07	c0.07				c0.06
v/s Ratio Perm	0.12		0.07	0.31		0.01			c0.20			
v/c Ratio	0.22	0.65	0.12	0.60	0.50	0.02	0.63	0.64	0.20			0.65
Uniform Delay, d1	8.7	17.7	12.2	11.5	16.7	12.5	46.5	46.5	0.0			48.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	1.7	0.3	1.6	0.9	0.0	4.9	4.8	0.3			6.1
Delay (s)	8.8	19.4	12.5	13.1	17.6	12.5	51.4	51.3	0.3			54.0
Level of Service	A	B	B	B	B	B	D	D	A			D
Approach Delay (s)		18.1			16.6			22.3			54.0	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	11.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	208	0	0	412	287	644
Future Vol, veh/h	208	0	0	412	287	644
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	4	1
Mvmt Flow	221	0	0	438	305	685

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	440	111
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	-	-	-	-	6.88	6.92
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	-	-	3.54	3.31
Pot Cap-1 Maneuver	-	0	0	-	540	924
Stage 1	-	0	0	-	789	-
Stage 2	-	0	0	-	790	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	540	924
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.4
HCM LOS			C

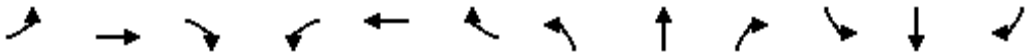
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	540	924	-	-
HCM Lane V/C Ratio	0.565	0.741	-	-
HCM Control Delay (s)	20	19.2	-	-
HCM Lane LOS	C	C	-	-
HCM 95th %tile Q(veh)	3.5	7	-	-



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	208	216	270	429	0	0
Future Volume (Veh/h)	208	216	270	429	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	224	232	290	461	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			224		1150	228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			224		1150	228
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			78		100	100
cM capacity (veh/h)			1335		152	781

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	149	307	290	230	230
Volume Left	0	0	290	0	0
Volume Right	0	232	0	0	0
cSH	1700	1700	1335	1700	1700
Volume to Capacity	0.09	0.18	0.22	0.14	0.14
Queue Length 95th (ft)	0	0	21	0	0
Control Delay (s)	0.0	0.0	8.4	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.3		
Approach LOS					

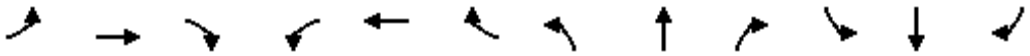
Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	629	213	35	289	37	92	127	63	44	165	46
Future Volume (veh/h)	28	629	213	35	289	37	92	127	63	44	165	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1485	1767	1737	1381	1604	1589	1529	1683	1529	1752	1796	1678
Adj Flow Rate, veh/h	28	635	212	35	292	33	93	128	64	44	167	44
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	28	9	11	35	20	21	29	19	29	10	7	15
Cap, veh/h	60	753	246	94	693	75	142	164	73	92	275	66
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	28	1239	405	81	1140	123	358	673	298	179	1131	273
Grp Volume(v), veh/h	875	0	0	360	0	0	285	0	0	255	0	0
Grp Sat Flow(s),veh/h/ln	1672	0	0	1343	0	0	1329	0	0	1583	0	0
Q Serve(g_s), s	12.2	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	37.2	0.0	0.0	10.1	0.0	0.0	18.1	0.0	0.0	12.3	0.0	0.0
Prop In Lane	0.03		0.24	0.10		0.09	0.33		0.22	0.17		0.17
Lane Grp Cap(c), veh/h	1059	0	0	862	0	0	378	0	0	433	0	0
V/C Ratio(X)	0.83	0.00	0.00	0.42	0.00	0.00	0.75	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	1379	0	0	1121	0	0	514	0	0	593	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.9	0.0	0.0	8.7	0.0	0.0	31.7	0.0	0.0	29.5	0.0	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.0	0.7	0.0	0.0	4.2	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.4	0.0	0.0	5.1	0.0	0.0	9.8	0.0	0.0	8.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	0.0	9.4	0.0	0.0	36.0	0.0	0.0	30.7	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	D	A	A	C	A	A
Approach Vol, veh/h		875			360			285			255	
Approach Delay, s/veh		18.6			9.4			36.0			30.7	
Approach LOS		B			A			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.1		27.2		60.1		27.2				
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s		70.0		30.0		70.0		30.0				
Max Q Clear Time (g_c+I1), s		39.2		14.3		12.1		20.1				
Green Ext Time (p_c), s		13.9		1.2		5.0		1.1				

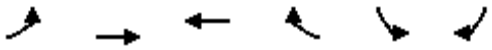
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	710	7	11	367	45	2	0	2	68	0	64
Future Volume (veh/h)	52	710	7	11	367	45	2	0	2	68	0	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1767	1900	1900	1663	1752	1900	1976	1900	1668	1976	1544
Adj Flow Rate, veh/h	58	789	8	12	408	44	2	0	1	76	0	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	20	9	0	0	16	10	0	0	0	20	0	28
Cap, veh/h	552	945	10	269	955	103	214	23	60	213	2	57
Arrive On Green	0.54	0.54	0.54	0.01	0.65	0.65	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	805	1746	18	1810	1475	159	973	225	599	975	23	564
Grp Volume(v), veh/h	58	0	797	12	0	452	3	0	0	119	0	0
Grp Sat Flow(s),veh/h/ln	805	0	1763	1810	0	1634	1797	0	0	1562	0	0
Q Serve(g_s), s	2.0	0.0	19.5	0.1	0.0	7.0	0.0	0.0	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	19.5	0.1	0.0	7.0	0.1	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10	0.67		0.33	0.64		0.36
Lane Grp Cap(c), veh/h	552	0	955	269	0	1058	297	0	0	272	0	0
V/C Ratio(X)	0.11	0.00	0.83	0.04	0.00	0.43	0.01	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	1052	0	2049	1304	0	1899	877	0	0	868	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	0.0	9.9	9.0	0.0	4.4	20.9	0.0	0.0	22.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.0	0.1	0.0	1.3	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	8.1	0.1	0.0	2.1	0.1	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.0	11.9	9.0	0.0	5.7	20.9	0.0	0.0	23.7	0.0	0.0
LnGrp LOS	A	A	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		855			464			3			119	
Approach Delay, s/veh		11.6			5.8			20.9			23.7	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.5	34.9		11.2		40.4		11.2				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.1	21.5		5.8		9.0		2.1				
Green Ext Time (p_c), s	0.0	6.4		0.5		10.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		10.7	
HCM 6th LOS		B	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	381	200	10	6	13
Future Volume (veh/h)	34	381	200	10	6	13
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1752	1663	1574	1900	1900
Adj Flow Rate, veh/h	37	410	215	0	6	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	10	16	22	0	0
Cap, veh/h	576	1121	696		13	
Arrive On Green	0.03	0.64	0.42	0.00	0.01	0.00
Sat Flow, veh/h	1810	1752	1663	1334	1629	1610
Grp Volume(v), veh/h	37	410	215	0	6	0
Grp Sat Flow(s),veh/h/ln	1810	1752	1663	1334	1629	1610
Q Serve(g_s), s	0.0	3.9	3.1	0.0	0.1	0.0
Cycle Q Clear(g_c), s	0.0	3.9	3.1	0.0	0.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	576	1121	696		13	
V/C Ratio(X)	0.06	0.37	0.31		0.46	
Avail Cap(c_a), veh/h	1287	2446	2322		1137	
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	9.0	3.0	6.9	0.0	17.7	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.0	22.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.4	1.3	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.0	3.5	7.5	0.0	40.3	0.0
LnGrp LOS	A	A	A		D	
Approach Vol, veh/h		447	215		6	
Approach Delay, s/veh		3.9	7.5		40.3	
Approach LOS		A	A		D	

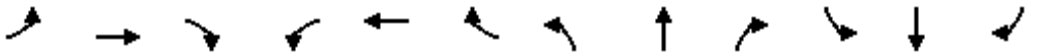
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		29.9		5.9	7.9	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		5.9		2.1	2.0	5.1
Green Ext Time (p_c), s		5.5		0.0	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	5.4
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1429	20	11	548	9	6	1	18	0	0	20
Future Volume (vph)	32	1429	20	11	548	9	6	1	18	0	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (prot)	1752	3438	1473	1805	3282	1292	1715	1740	1412			1706
Flt Permitted	0.41	1.00	1.00	0.14	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (perm)	763	3438	1473	268	3282	1292	1715	1740	1412			1706
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	34	1537	22	12	589	10	6	1	19	0	0	22
RTOR Reduction (vph)	0	0	6	0	0	3	0	0	0	0	0	0
Lane Group Flow (vph)	34	1537	17	12	589	7	3	4	19	0	0	22
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	5%	6%	0%	10%	25%	0%	0%	13%	0%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	78.7	75.0	75.0	73.7	72.2	72.2	1.2	1.2	100.0			3.7
Effective Green, g (s)	78.7	75.0	75.0	73.7	72.2	72.2	1.2	1.2	100.0			3.7
Actuated g/C Ratio	0.79	0.75	0.75	0.74	0.72	0.72	0.01	0.01	1.00			0.04
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	637	2578	1104	220	2369	932	20	20	1412			63
v/s Ratio Prot	0.00	c0.45		0.00	0.18		0.00	c0.00				c0.01
v/s Ratio Perm	0.04		0.01	0.04		0.01			c0.01			
v/c Ratio	0.05	0.60	0.01	0.05	0.25	0.01	0.15	0.20	0.01			0.35
Uniform Delay, d1	2.4	5.7	3.2	4.1	4.7	3.9	48.9	48.9	0.0			47.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.0	1.0	0.0	0.0	0.3	0.0	1.3	1.8	0.0			1.2
Delay (s)	2.4	6.7	3.2	4.2	5.0	3.9	50.2	50.7	0.0			48.2
Level of Service	A	A	A	A	A	A	D	D	A			D
Approach Delay (s)		6.5			4.9			13.6			48.2	
Approach LOS		A			A			B			D	

Intersection Summary			
HCM 2000 Control Delay	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	9.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	0	0	429	231	457
Future Vol, veh/h	390	0	0	429	231	457
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	0	0	9	16	5
Mvmt Flow	415	0	0	456	246	486

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	643	208
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	-	-	7.12	7
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	-	-	-	-	3.66	3.35
Pot Cap-1 Maneuver	-	0	0	-	376	789
Stage 1	-	0	0	-	595	-
Stage 2	-	0	0	-	748	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	376	789
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.4
HCM LOS			C

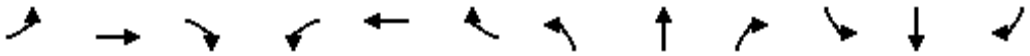
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	376	789	-	-
HCM Lane V/C Ratio	0.654	0.616	-	-
HCM Control Delay (s)	30.9	16.6	-	-
HCM Lane LOS	D	C	-	-
HCM 95th %tile Q(veh)	4.4	4.3	-	-



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	390	171	230	430	0	0
Future Volume (Veh/h)	390	171	230	430	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	406	178	240	448	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			406		1199	292
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			406		1199	292
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			79		100	100
cM capacity (veh/h)			1128		142	710

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	271	313	240	224	224
Volume Left	0	0	240	0	0
Volume Right	0	178	0	0	0
cSH	1700	1700	1128	1700	1700
Volume to Capacity	0.16	0.18	0.21	0.13	0.13
Queue Length 95th (ft)	0	0	20	0	0
Control Delay (s)	0.0	0.0	9.1	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.2		
Approach LOS					

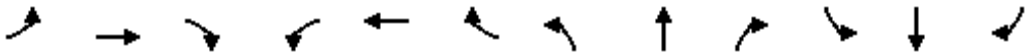
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	432	117	41	634	33	148	98	41	34	230	36
Future Volume (veh/h)	35	432	117	41	634	33	148	98	41	34	230	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1781	1604	1870	1856	1899	1961	1930	1811	1737	1856
Adj Flow Rate, veh/h	36	450	119	43	660	26	154	102	42	35	240	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	8	20	2	3	5	1	3	6	11	3
Cap, veh/h	83	730	186	85	908	35	235	139	49	85	371	55
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	56	1337	341	61	1662	64	580	503	178	109	1344	201
Grp Volume(v), veh/h	605	0	0	729	0	0	298	0	0	313	0	0
Grp Sat Flow(s),veh/h/ln	1734	0	0	1787	0	0	1261	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.9	0.0	0.0	22.0	0.0	0.0	16.9	0.0	0.0	12.2	0.0	0.0
Prop In Lane	0.06		0.20	0.06		0.04	0.52		0.14	0.11		0.12
Lane Grp Cap(c), veh/h	999	0	0	1028	0	0	423	0	0	511	0	0
V/C Ratio(X)	0.61	0.00	0.00	0.71	0.00	0.00	0.70	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	1676	0	0	1739	0	0	611	0	0	726	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	12.4	0.0	0.0	25.3	0.0	0.0	23.5	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.9	0.0	0.0	2.2	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	0.0	0.0	11.5	0.0	0.0	8.2	0.0	0.0	7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.7	0.0	0.0	14.4	0.0	0.0	27.5	0.0	0.0	24.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		605			729			298			313	
Approach Delay, s/veh		12.7			14.4			27.5			24.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.0		26.2		47.0		26.2				
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s		70.0		30.0		70.0		30.0				
Max Q Clear Time (g_c+I1), s		18.9		14.2		24.0		18.9				
Green Ext Time (p_c), s		9.4		1.5		12.0		1.3				

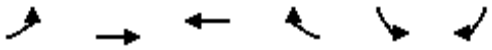
Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	474	0	1	625	72	2	1	3	123	1	82
Future Volume (veh/h)	57	474	0	1	625	72	2	1	3	123	1	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1900	1900	1856	1811	1900	435	1900	1945	1976	1899
Adj Flow Rate, veh/h	62	515	0	1	679	75	2	1	2	134	1	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	2	0	0	3	6	0	100	0	2	0	5
Cap, veh/h	369	1023	0	463	1039	115	102	19	23	280	4	52
Arrive On Green	0.55	0.55	0.00	0.00	0.63	0.63	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	659	1870	0	1810	1642	181	110	130	160	1180	25	357
Grp Volume(v), veh/h	62	515	0	1	0	754	5	0	0	175	0	0
Grp Sat Flow(s),veh/h/ln	659	1870	0	1810	0	1823	399	0	0	1561	0	0
Q Serve(g_s), s	3.8	10.1	0.0	0.0	0.0	15.2	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	13.9	10.1	0.0	0.0	0.0	15.2	0.6	0.0	0.0	6.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.10	0.40		0.40	0.77		0.23
Lane Grp Cap(c), veh/h	369	1023	0	463	0	1154	144	0	0	335	0	0
V/C Ratio(X)	0.17	0.50	0.00	0.00	0.00	0.65	0.03	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	683	1914	0	1386	0	1865	243	0	0	766	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	8.3	0.0	6.4	0.0	6.7	21.7	0.0	0.0	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.0	2.9	0.1	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	4.8	0.0	0.0	0.0	6.8	0.1	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	8.7	0.0	6.4	0.0	9.6	21.8	0.0	0.0	25.3	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		577			755			5			175	
Approach Delay, s/veh		9.1			9.6			21.8			25.3	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.0	39.1		14.5		44.1		14.5				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	15.9		8.3		17.2		2.6				
Green Ext Time (p_c), s	0.0	3.8		0.7		19.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	54	259	369	74	47	84
Future Volume (veh/h)	54	259	369	74	47	84
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1856	1841	1856	1900	1885
Adj Flow Rate, veh/h	57	273	388	0	49	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	3	4	3	0	1
Cap, veh/h	425	1141	727		87	
Arrive On Green	0.04	0.62	0.40	0.00	0.05	0.00
Sat Flow, veh/h	1725	1856	1841	1572	1629	1598
Grp Volume(v), veh/h	57	273	388	0	49	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1841	1572	1629	1598
Q Serve(g_s), s	0.0	2.5	6.1	0.0	1.1	0.0
Cycle Q Clear(g_c), s	0.0	2.5	6.1	0.0	1.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	425	1141	727		87	
V/C Ratio(X)	0.13	0.24	0.53		0.57	
Avail Cap(c_a), veh/h	1045	2443	2424		1072	
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	12.4	3.3	8.8	0.0	17.6	0.0
Incr Delay (d2), s/veh	0.1	0.2	1.3	0.0	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.6	3.2	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.4	3.5	10.1	0.0	23.2	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		330	388		49	
Approach Delay, s/veh		5.1	10.1		23.2	
Approach LOS		A	B		C	

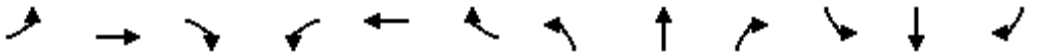
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.4		7.6	8.4	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		4.5		3.1	2.0	8.1
Green Ext Time (p_c), s		3.3		0.1	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	8.8
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	776	54	129	1133	21	143	20	156	0	0	74
Future Volume (vph)	51	776	54	129	1133	21	143	20	156	0	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (prot)	1805	3539	1561	1805	3505	1575	1715	1739	1564			1790
Flt Permitted	0.18	1.00	1.00	0.33	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (perm)	350	3539	1561	633	3505	1575	1715	1739	1564			1790
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	52	784	55	130	1144	21	144	20	158	0	0	75
RTOR Reduction (vph)	0	0	22	0	0	9	0	0	0	0	0	0
Lane Group Flow (vph)	52	784	33	130	1144	12	82	82	158	0	0	75
Confl. Peds. (#/hr)	4					4	5		1	1		5
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	2%	0%	0%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	67.9	60.7	60.7	67.8	59.1	59.1	8.3	8.3	100.0			7.2
Effective Green, g (s)	67.9	60.7	60.7	67.8	59.1	59.1	8.3	8.3	100.0			7.2
Actuated g/C Ratio	0.68	0.61	0.61	0.68	0.59	0.59	0.08	0.08	1.00			0.07
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	342	2148	947	531	2071	930	142	144	1564			128
v/s Ratio Prot	0.01	0.22		0.02	c0.33		c0.05	0.05				c0.04
v/s Ratio Perm	0.09		0.02	0.14		0.01			c0.10			
v/c Ratio	0.15	0.36	0.04	0.24	0.55	0.01	0.58	0.57	0.10			0.59
Uniform Delay, d1	6.7	9.9	7.9	5.7	12.4	8.4	44.2	44.1	0.0			45.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	0.5	0.1	0.1	1.1	0.0	3.5	3.1	0.1			4.4
Delay (s)	6.8	10.4	8.0	5.8	13.5	8.5	47.7	47.2	0.1			49.3
Level of Service	A	B	A	A	B	A	D	D	A			D
Approach Delay (s)		10.0			12.6			24.2			49.3	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	219	0	0	896	97	238
Future Vol, veh/h	219	0	0	896	97	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	0	0	4	8	4
Mvmt Flow	241	0	0	985	107	262

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	734	121
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	-	-	6.96	6.98
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	-	-	-	-	3.58	3.34
Pot Cap-1 Maneuver	-	0	0	-	343	901
Stage 1	-	0	0	-	759	-
Stage 2	-	0	0	-	562	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	343	901
Mov Cap-2 Maneuver	-	-	-	-	343	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.4
HCM LOS			B

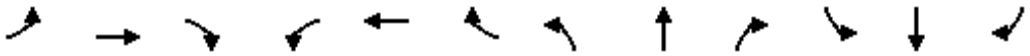
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	343	901	-	-
HCM Lane V/C Ratio	0.311	0.29	-	-
HCM Control Delay (s)	20.2	10.6	-	-
HCM Lane LOS	C	B	-	-
HCM 95th %tile Q(veh)	1.3	1.2	-	-



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	219	305	588	405	0	0
Future Volume (Veh/h)	219	305	588	405	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	241	335	646	445	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			241		1923	288
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			241		1923	288
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			51		100	100
cM capacity (veh/h)			1330		31	715

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	161	415	646	222	222
Volume Left	0	0	646	0	0
Volume Right	0	335	0	0	0
cSH	1700	1700	1330	1700	1700
Volume to Capacity	0.09	0.24	0.49	0.13	0.13
Queue Length 95th (ft)	0	0	69	0	0
Control Delay (s)	0.0	0.0	10.2	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		6.1		
Approach LOS					

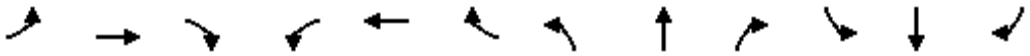
Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	55.1%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	637	93	43	590	76	129	355	35	57	212	46
Future Volume (veh/h)	70	637	93	43	590	76	129	355	35	57	212	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1841	1826	1885	1900	1914	1945	1930	1870	1856	1826
Adj Flow Rate, veh/h	72	657	96	44	608	77	133	366	36	59	219	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	3	4	5	1	0	4	2	3	2	3	5
Cap, veh/h	98	757	108	73	817	101	136	291	28	95	304	60
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	104	1308	186	62	1413	174	313	989	94	179	1035	205
Grp Volume(v), veh/h	825	0	0	729	0	0	535	0	0	325	0	0
Grp Sat Flow(s),veh/h/ln	1598	0	0	1649	0	0	1395	0	0	1419	0	0
Q Serve(g_s), s	14.2	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	46.2	0.0	0.0	31.9	0.0	0.0	30.0	0.0	0.0	20.3	0.0	0.0
Prop In Lane	0.09		0.12	0.06		0.11	0.25		0.07	0.18		0.14
Lane Grp Cap(c), veh/h	962	0	0	991	0	0	455	0	0	459	0	0
V/C Ratio(X)	0.86	0.00	0.00	0.74	0.00	0.00	1.18	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	1137	0	0	1174	0	0	455	0	0	459	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	15.2	0.0	0.0	37.9	0.0	0.0	31.8	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.0	0.0	2.9	0.0	0.0	100.4	0.0	0.0	4.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.5	0.0	0.0	15.9	0.0	0.0	35.0	0.0	0.0	11.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	0.0	0.0	18.1	0.0	0.0	138.4	0.0	0.0	36.8	0.0	0.0
LnGrp LOS	C	A	A	B	A	A	F	A	A	D	A	A
Approach Vol, veh/h		825			729			535			325	
Approach Delay, s/veh		25.4			18.1			138.4			36.8	
Approach LOS		C			B			F			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.0		36.0		66.0		36.0				
Change Period (Y+Rc), s		7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s		70.0		30.0		70.0		30.0				
Max Q Clear Time (g_c+I1), s		48.2		22.3		33.9		32.0				
Green Ext Time (p_c), s		10.8		1.1		11.4		0.0				

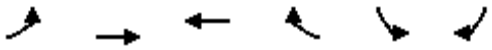
Intersection Summary												
HCM 6th Ctrl Delay			49.8									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	591	1	5	598	216	1	1	5	88	0	64
Future Volume (veh/h)	75	591	1	5	598	216	1	1	5	88	0	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1885	1900	1900	1885	1856	1900	1976	1900	1930	1976	1914
Adj Flow Rate, veh/h	80	629	0	5	636	212	1	1	4	94	0	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	1	0	0	1	3	0	0	0	3	0	4
Cap, veh/h	369	1128	0	445	924	308	79	52	127	222	2	43
Arrive On Green	0.60	0.60	0.00	0.00	0.68	0.68	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	629	1885	0	1810	1353	451	106	481	1174	1125	18	401
Grp Volume(v), veh/h	80	629	0	5	0	848	6	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	629	1885	0	1810	0	1804	1761	0	0	1545	0	0
Q Serve(g_s), s	5.4	12.5	0.0	0.1	0.0	17.5	0.0	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	17.6	12.5	0.0	0.1	0.0	17.5	0.2	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.25	0.17		0.67	0.74		0.26
Lane Grp Cap(c), veh/h	369	1128	0	445	0	1232	258	0	0	267	0	0
V/C Ratio(X)	0.22	0.56	0.00	0.01	0.00	0.69	0.02	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	600	1820	0	1311	0	1742	751	0	0	719	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	7.5	0.0	5.9	0.0	5.9	24.8	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.4	0.0	0.0	0.0	3.2	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	5.6	0.0	0.0	0.0	6.8	0.1	0.0	0.0	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	8.0	0.0	5.9	0.0	9.0	24.9	0.0	0.0	28.2	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		709			853			6			127	
Approach Delay, s/veh		8.5			9.0			24.9			28.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.2	44.2		12.7		49.4		12.7				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.1	19.6		7.0		19.5		2.2				
Green Ext Time (p_c), s	0.0	5.0		0.5		23.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		10.3	
HCM 6th LOS		B	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	162	454	224	163	98	84
Future Volume (veh/h)	162	454	224	163	98	84
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1885	1900	1856
Adj Flow Rate, veh/h	176	493	243	0	107	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	3	1	0	3
Cap, veh/h	551	1139	684		140	
Arrive On Green	0.06	0.60	0.37	0.00	0.09	0.00
Sat Flow, veh/h	1810	1885	1856	1598	1629	1572
Grp Volume(v), veh/h	176	493	243	0	107	0
Grp Sat Flow(s),veh/h/ln	1810	1885	1856	1598	1629	1572
Q Serve(g_s), s	0.0	5.7	3.9	0.0	2.6	0.0
Cycle Q Clear(g_c), s	0.0	5.7	3.9	0.0	2.6	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	551	1139	684		140	
V/C Ratio(X)	0.32	0.43	0.36		0.76	
Avail Cap(c_a), veh/h	1103	2316	2280		1000	
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	12.2	4.3	9.3	0.0	18.2	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.7	0.0	8.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	1.7	2.1	0.0	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	4.9	10.0	0.0	26.4	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		669	243		107	
Approach Delay, s/veh		6.8	10.0		26.4	
Approach LOS		A	B		C	

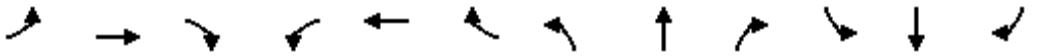
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.6		9.1	9.6	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		7.7		4.6	2.0	5.9
Green Ext Time (p_c), s		6.8		0.2	0.2	2.9

Intersection Summary	
HCM 6th Ctrl Delay	9.6
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1146	149	266	935	41	159	46	321	0	0	87
Future Volume (vph)	40	1146	149	266	935	41	159	46	321	0	0	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (prot)	1752	3574	1561	1805	3505	1515	1698	1747	1578			1808
Flt Permitted	0.20	1.00	1.00	0.12	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (perm)	372	3574	1561	236	3505	1515	1698	1747	1578			1808
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	44	1259	164	292	1027	45	175	51	353	0	0	96
RTOR Reduction (vph)	0	0	62	0	0	22	0	0	0	0	0	0
Lane Group Flow (vph)	44	1259	102	292	1027	23	112	114	353	0	0	96
Confl. Peds. (#/hr)	11					11	6		4	4		6
Heavy Vehicles (%)	3%	1%	0%	0%	3%	3%	1%	0%	1%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	66.4	56.7	56.7	76.1	57.2	57.2	12.1	12.1	110.0			9.7
Effective Green, g (s)	66.4	56.7	56.7	76.1	57.2	57.2	12.1	12.1	110.0			9.7
Actuated g/C Ratio	0.60	0.52	0.52	0.69	0.52	0.52	0.11	0.11	1.00			0.09
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	346	1842	804	432	1822	787	186	192	1578			159
v/s Ratio Prot	0.01	c0.35		c0.12	0.29		c0.07	0.07				0.05
v/s Ratio Perm	0.07		0.07	0.35		0.02			c0.22			
v/c Ratio	0.13	0.68	0.13	0.68	0.56	0.03	0.60	0.59	0.22			0.60
Uniform Delay, d1	10.1	19.9	13.8	18.5	17.9	12.9	46.7	46.6	0.0			48.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	2.1	0.3	3.3	1.3	0.1	3.7	3.3	0.3			4.4
Delay (s)	10.1	22.0	14.1	21.7	19.2	12.9	50.4	49.9	0.3			52.7
Level of Service	B	C	B	C	B	B	D	D	A			D
Approach Delay (s)		20.8			19.5			19.8			52.7	
Approach LOS		C			B			B			D	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	31.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	184	0	0	509	385	848
Future Vol, veh/h	184	0	0	509	385	848
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	3	3	2
Mvmt Flow	204	0	0	566	428	942

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	487	102
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	-	-	6.86	6.94
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.53	3.32
Pot Cap-1 Maneuver	-	0	0	-	507	~ 933
Stage 1	-	0	0	-	807	-
Stage 2	-	0	0	-	737	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	507	~ 933
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	48.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	507	933	-	-
HCM Lane V/C Ratio	0.844	1.01	-	-
HCM Control Delay (s)	39.6	53	-	-
HCM Lane LOS	E	F	-	-
HCM 95th %tile Q(veh)	8.6	19.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	184	215	347	547	0	0
Future Volume (Veh/h)	184	215	347	547	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	202	236	381	601	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			202		1382	219
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			202		1382	219
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			72		100	100
cM capacity (veh/h)			1375		99	791

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	135	303	381	300	300
Volume Left	0	0	381	0	0
Volume Right	0	236	0	0	0
cSH	1700	1700	1375	1700	1700
Volume to Capacity	0.08	0.18	0.28	0.18	0.18
Queue Length 95th (ft)	0	0	28	0	0
Control Delay (s)	0.0	0.0	8.6	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.3		
Approach LOS					

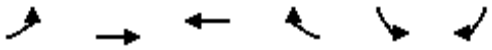
Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	88.6%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	614	246	28	336	35	181	127	22	41	152	48
Future Volume (veh/h)	34	614	246	28	336	35	181	127	22	41	152	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1470	1767	1796	1693	1663	1693	1633	1737	1411	1722	1796	1618
Adj Flow Rate, veh/h	38	682	260	31	373	33	201	141	24	46	169	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	29	9	7	14	16	14	18	11	33	12	7	19
Cap, veh/h	405	678	258	89	838	74	221	409	70	268	210	65
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.06	0.28	0.28	0.16	0.16	0.16
Sat Flow, veh/h	770	1218	465	538	1506	133	1555	1446	246	1124	1318	405
Grp Volume(v), veh/h	38	0	942	31	0	406	201	0	165	46	0	221
Grp Sat Flow(s),veh/h/ln	770	0	1683	538	0	1639	1555	0	1693	1124	0	1723
Q Serve(g_s), s	2.5	0.0	45.0	0.0	0.0	11.8	5.0	0.0	6.3	2.9	0.0	10.0
Cycle Q Clear(g_c), s	14.3	0.0	45.0	45.0	0.0	11.8	5.0	0.0	6.3	2.9	0.0	10.0
Prop In Lane	1.00		0.28	1.00		0.08	1.00		0.15	1.00		0.24
Lane Grp Cap(c), veh/h	405	0	936	89	0	912	221	0	479	268	0	275
V/C Ratio(X)	0.09	0.00	1.01	0.35	0.00	0.45	0.91	0.00	0.34	0.17	0.00	0.80
Avail Cap(c_a), veh/h	405	0	936	89	0	912	221	0	670	395	0	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	17.9	40.4	0.0	10.6	31.9	0.0	23.0	29.8	0.0	32.8
Incr Delay (d2), s/veh	0.2	0.0	30.9	4.9	0.0	0.7	36.5	0.0	0.4	0.3	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	21.1	0.7	0.0	3.5	3.9	0.0	2.3	0.8	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	48.9	45.4	0.0	11.3	68.4	0.0	23.5	30.1	0.0	38.3
LnGrp LOS	B	A	F	D	A	B	E	A	C	C	A	D
Approach Vol, veh/h		980			437			366			267	
Approach Delay, s/veh		47.6			13.7			48.1			36.9	
Approach LOS		D			B			D			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		52.0	10.0	18.9		52.0		28.9				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		45.0	5.0	22.0		45.0		32.0				
Max Q Clear Time (g_c+I1), s		47.0	7.0	12.0		47.0		8.3				
Green Ext Time (p_c), s		0.0	0.0	0.9		0.0		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			39.1									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	531	22	24	316	91	2	1	0	99	1	63
Future Volume (veh/h)	75	531	22	24	316	91	2	1	0	99	1	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1781	1737	1900	1707	1648	1900	1976	1900	1622	1976	1575
Adj Flow Rate, veh/h	78	553	23	25	329	88	2	1	0	103	1	50
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	8	11	0	13	17	0	0	0	23	0	26
Cap, veh/h	543	721	30	327	727	195	274	111	0	276	5	67
Arrive On Green	0.42	0.42	0.42	0.02	0.56	0.56	0.13	0.13	0.00	0.13	0.13	0.13
Sat Flow, veh/h	908	1698	71	1810	1298	347	994	833	0	1014	39	506
Grp Volume(v), veh/h	78	0	576	25	0	417	3	0	0	154	0	0
Grp Sat Flow(s),veh/h/ln	908	0	1769	1810	0	1645	1827	0	0	1560	0	0
Q Serve(g_s), s	2.3	0.0	11.8	0.3	0.0	6.3	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	11.8	0.3	0.0	6.3	0.1	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.21	0.67		0.00	0.67		0.32
Lane Grp Cap(c), veh/h	543	0	750	327	0	922	384	0	0	349	0	0
V/C Ratio(X)	0.14	0.00	0.77	0.08	0.00	0.45	0.01	0.00	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	1444	0	2505	1576	0	2330	1105	0	0	1059	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.0	0.0	10.4	7.9	0.0	5.5	16.0	0.0	0.0	17.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.1	0.0	1.6	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.9	0.1	0.0	1.2	0.0	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.2	0.0	12.1	8.0	0.0	7.1	16.0	0.0	0.0	18.5	0.0	0.0
LnGrp LOS	A	A	B	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		654			442			3			154	
Approach Delay, s/veh		11.6			7.1			16.0			18.5	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.8	25.0		11.6		30.7		11.6				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	13.8		6.0		8.3		2.1				
Green Ext Time (p_c), s	0.1	4.2		0.7		9.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		10.9	
HCM 6th LOS		B	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	323	181	24	9	13
Future Volume (veh/h)	39	323	181	24	9	13
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1737	1722	1737	1693	1633
Adj Flow Rate, veh/h	44	363	203	0	10	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	11	12	11	14	18
Cap, veh/h	559	1109	715		19	
Arrive On Green	0.03	0.64	0.41	0.00	0.01	0.00
Sat Flow, veh/h	1668	1737	1722	1472	1451	1384
Grp Volume(v), veh/h	44	363	203	0	10	0
Grp Sat Flow(s),veh/h/ln	1668	1737	1722	1472	1451	1384
Q Serve(g_s), s	0.0	3.5	2.8	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	3.5	2.8	0.0	0.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	559	1109	715		19	
V/C Ratio(X)	0.08	0.33	0.28		0.52	
Avail Cap(c_a), veh/h	1202	2403	2382		1003	
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	8.9	3.0	7.0	0.0	17.7	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.0	20.2	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	0.2	0.7	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.0	3.4	7.5	0.0	37.9	0.0
LnGrp LOS	A	A	A		D	
Approach Vol, veh/h		407	203		10	
Approach Delay, s/veh		4.0	7.5		37.9	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.1		6.1	8.1	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		5.5		2.2	2.0	4.8
Green Ext Time (p_c), s		4.7		0.0	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	5.7
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1564	27	34	616	12	18	10	32	0	0	27
Future Volume (vph)	40	1564	27	34	616	12	18	10	32	0	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00			1.00
Satd. Flow (prot)	1640	3406	1561	1805	3312	1310	1603	1743	1442			1644
Flt Permitted	0.35	1.00	1.00	0.07	1.00	1.00	0.95	0.99	1.00			1.00
Satd. Flow (perm)	601	3406	1561	137	3312	1310	1603	1743	1442			1644
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	48	1862	32	40	733	14	21	12	38	0	0	32
RTOR Reduction (vph)	0	0	10	0	0	5	0	0	0	0	0	0
Lane Group Flow (vph)	48	1862	22	40	733	9	16	17	38	0	0	32
Confl. Peds. (#/hr)	6					6	2					2
Heavy Vehicles (%)	10%	6%	0%	0%	9%	20%	7%	0%	12%	0%	0%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	75.3	70.1	70.1	71.4	67.7	67.7	3.9	3.9	100.0			5.2
Effective Green, g (s)	75.3	70.1	70.1	71.4	67.7	67.7	3.9	3.9	100.0			5.2
Actuated g/C Ratio	0.75	0.70	0.70	0.71	0.68	0.68	0.04	0.04	1.00			0.05
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	506	2387	1094	159	2242	886	62	67	1442			85
v/s Ratio Prot	0.00	c0.55		c0.01	0.22		c0.01	0.01				c0.02
v/s Ratio Perm	0.07		0.01	0.17		0.01			c0.03			
v/c Ratio	0.09	0.78	0.02	0.25	0.33	0.01	0.26	0.25	0.03			0.38
Uniform Delay, d1	3.3	9.9	4.5	8.6	6.7	5.3	46.6	46.6	0.0			45.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.0	2.6	0.0	0.3	0.4	0.0	0.8	0.7	0.0			1.0
Delay (s)	3.3	12.5	4.6	8.9	7.1	5.3	47.5	47.4	0.0			46.9
Level of Service	A	B	A	A	A	A	D	D	A			D
Approach Delay (s)		12.1			7.1			22.1			46.9	
Approach LOS		B			A			C			D	

Intersection Summary

HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	10.8					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	346	0	0	378	267	456
Future Vol, veh/h	346	0	0	378	267	456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	0	0	8	15	2
Mvmt Flow	376	0	0	411	290	496

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	582	188
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	-	-	-	-	7.1	6.94
Critical Hdwy Stg 1	-	-	-	-	6.1	-
Critical Hdwy Stg 2	-	-	-	-	6.1	-
Follow-up Hdwy	-	-	-	-	3.65	3.32
Pot Cap-1 Maneuver	-	0	0	-	414	822
Stage 1	-	0	0	-	627	-
Stage 2	-	0	0	-	771	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	414	822
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	414	822	-	-
HCM Lane V/C Ratio	0.701	0.603	-	-
HCM Control Delay (s)	31.7	15.8	-	-
HCM Lane LOS	D	C	-	-
HCM 95th %tile Q(veh)	5.3	4.1	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	346	180	230	414	0	0
Future Volume (Veh/h)	346	180	230	414	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	384	200	256	460	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			584		1226	292
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			584		1226	292
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			73		100	100
cM capacity (veh/h)			960		127	710

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	256	328	256	230	230
Volume Left	0	0	256	0	0
Volume Right	0	200	0	0	0
cSH	1700	1700	960	1700	1700
Volume to Capacity	0.15	0.19	0.27	0.14	0.14
Queue Length 95th (ft)	0	0	27	0	0
Control Delay (s)	0.0	0.0	10.1	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		3.6		
Approach LOS					

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	514	218	59	753	60	172	187	28	41	195	56
Future Volume (veh/h)	38	514	218	59	753	60	172	187	28	41	195	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1796	1796	1885	1841	1826	1870	1900	1826	1811	1841
Adj Flow Rate, veh/h	40	547	226	63	801	46	183	199	27	44	207	58
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	7	7	1	4	5	2	0	5	6	4
Cap, veh/h	182	664	274	201	940	54	236	495	67	295	249	70
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.06	0.31	0.31	0.18	0.18	0.18
Sat Flow, veh/h	645	1247	515	669	1765	101	1739	1612	219	1127	1361	381
Grp Volume(v), veh/h	40	0	773	63	0	847	183	0	226	44	0	265
Grp Sat Flow(s),veh/h/ln	645	0	1762	669	0	1867	1739	0	1831	1127	0	1742
Q Serve(g_s), s	4.6	0.0	29.5	7.0	0.0	31.4	5.0	0.0	7.9	2.7	0.0	11.8
Cycle Q Clear(g_c), s	36.0	0.0	29.5	36.5	0.0	31.4	5.0	0.0	7.9	2.7	0.0	11.8
Prop In Lane	1.00		0.29	1.00		0.05	1.00		0.12	1.00		0.22
Lane Grp Cap(c), veh/h	182	0	938	201	0	994	236	0	562	295	0	319
V/C Ratio(X)	0.22	0.00	0.82	0.31	0.00	0.85	0.77	0.00	0.40	0.15	0.00	0.83
Avail Cap(c_a), veh/h	198	0	981	217	0	1040	236	0	725	396	0	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	0.0	15.7	31.0	0.0	16.2	28.7	0.0	22.1	28.1	0.0	31.8
Incr Delay (d2), s/veh	1.3	0.0	6.4	1.9	0.0	7.5	14.7	0.0	0.5	0.2	0.0	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	10.9	1.1	0.0	12.5	2.0	0.0	3.2	0.7	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	22.2	32.8	0.0	23.7	43.4	0.0	22.6	28.3	0.0	39.5
LnGrp LOS	C	A	C	C	A	C	D	A	C	C	A	D
Approach Vol, veh/h		813			910			409			309	
Approach Delay, s/veh		22.7			24.3			31.9			37.9	
Approach LOS		C			C			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		50.0	10.0	20.8		50.0		30.8				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		45.0	5.0	22.0		45.0		32.0				
Max Q Clear Time (g_c+I1), s		38.0	7.0	13.8		38.5		9.9				
Green Ext Time (p_c), s		4.4	0.0	1.0		4.5		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			26.8									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	480	14	42	664	125	45	10	0	207	6	129
Future Volume (veh/h)	81	480	14	42	664	125	45	10	0	207	6	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1870	1900	1900	1870	1781	1900	1976	1885	1961	1976	1945
Adj Flow Rate, veh/h	88	522	14	46	722	104	49	11	0	225	7	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	2	0	0	2	8	0	0	1	1	0	2
Cap, veh/h	265	929	25	415	961	138	356	72	0	338	8	101
Arrive On Green	0.51	0.51	0.51	0.02	0.60	0.60	0.23	0.23	0.00	0.23	0.23	0.23
Sat Flow, veh/h	632	1813	49	1810	1599	230	1174	313	0	1117	35	437
Grp Volume(v), veh/h	88	0	536	46	0	826	60	0	0	320	0	0
Grp Sat Flow(s),veh/h/ln	632	0	1862	1810	0	1829	1487	0	0	1588	0	0
Q Serve(g_s), s	9.1	0.0	15.3	0.9	0.0	25.5	0.0	0.0	0.0	12.6	0.0	0.0
Cycle Q Clear(g_c), s	27.8	0.0	15.3	0.9	0.0	25.5	2.4	0.0	0.0	14.9	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.13	0.82		0.00	0.70		0.27
Lane Grp Cap(c), veh/h	265	0	954	415	0	1099	429	0	0	447	0	0
V/C Ratio(X)	0.33	0.00	0.56	0.11	0.00	0.75	0.14	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	429	0	1438	1070	0	1413	560	0	0	586	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	0.0	13.0	9.7	0.0	11.3	23.8	0.0	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.5	0.2	0.0	4.7	0.1	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	5.2	0.3	0.0	8.7	0.9	0.0	0.0	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	13.5	9.8	0.0	16.0	23.9	0.0	0.0	31.3	0.0	0.0
LnGrp LOS	C	A	B	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		624			872			60			320	
Approach Delay, s/veh		15.1			15.7			23.9			31.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.9	46.8		24.0		53.7		24.0				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.9	29.8		16.9		27.5		4.4				
Green Ext Time (p_c), s	0.1	4.1		1.0		19.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	310	358	104	50	100
Future Volume (veh/h)	95	310	358	104	50	100
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1841	1885	1870	1885
Adj Flow Rate, veh/h	97	316	365	0	51	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	4	1	2	1
Cap, veh/h	466	1168	714		87	
Arrive On Green	0.05	0.62	0.39	0.00	0.05	0.00
Sat Flow, veh/h	1795	1885	1841	1598	1603	1598
Grp Volume(v), veh/h	97	316	365	0	51	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1841	1598	1603	1598
Q Serve(g_s), s	0.0	3.0	5.8	0.0	1.2	0.0
Cycle Q Clear(g_c), s	0.0	3.0	5.8	0.0	1.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	466	1168	714		87	
V/C Ratio(X)	0.21	0.27	0.51		0.58	
Avail Cap(c_a), veh/h	1073	2439	2381		1037	
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	12.5	3.4	9.0	0.0	17.8	0.0
Incr Delay (d2), s/veh	0.1	0.3	1.2	0.0	6.0	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	0.5	0.4	1.7	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	3.6	10.2	0.0	23.9	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		413	365		51	
Approach Delay, s/veh		5.7	10.2		23.9	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.9		7.7	8.9	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		5.0		3.2	2.0	7.8
Green Ext Time (p_c), s		3.9		0.1	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	8.8
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	982	91	125	1339	25	229	44	217	0	0	104
Future Volume (vph)	51	982	91	125	1339	25	229	44	217	0	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (prot)	1770	3539	1541	1805	3505	1615	1698	1734	1595			1808
Flt Permitted	0.10	1.00	1.00	0.23	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (perm)	178	3539	1541	443	3505	1615	1698	1734	1595			1808
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	53	1023	95	130	1395	26	239	46	226	0	0	108
RTOR Reduction (vph)	0	0	41	0	0	12	0	0	0	0	0	0
Lane Group Flow (vph)	53	1023	54	130	1395	14	141	144	226	0	0	108
Confl. Peds. (#/hr)			1	1			5		1	1		5
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	1%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	65.7	56.6	56.6	62.2	53.5	53.5	12.4	12.4	100.0			9.1
Effective Green, g (s)	65.7	56.6	56.6	62.2	53.5	53.5	12.4	12.4	100.0			9.1
Actuated g/C Ratio	0.66	0.57	0.57	0.62	0.54	0.54	0.12	0.12	1.00			0.09
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	261	2003	872	394	1875	864	210	215	1595			164
v/s Ratio Prot	0.02	0.29		0.03	c0.40		0.08	c0.08				c0.06
v/s Ratio Perm	0.11		0.03	0.18		0.01			c0.14			
v/c Ratio	0.20	0.51	0.06	0.33	0.74	0.02	0.67	0.67	0.14			0.66
Uniform Delay, d1	10.9	13.2	9.8	8.2	18.0	10.9	41.9	41.8	0.0			43.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	0.9	0.1	0.2	2.7	0.0	6.5	6.0	0.2			7.1
Delay (s)	11.0	14.2	9.9	8.4	20.7	10.9	48.3	47.8	0.2			51.0
Level of Service	B	B	A	A	C	B	D	D	A			D
Approach Delay (s)		13.7			19.5			26.9			51.0	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	5.4					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	245	0	0	814	189	289
Future Vol, veh/h	245	0	0	814	189	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	4	3	2
Mvmt Flow	266	0	0	885	205	314

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	709	133
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	443	-
Critical Hdwy	-	-	-	-	6.86	6.94
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.53	3.32
Pot Cap-1 Maneuver	-	0	0	-	366	892
Stage 1	-	0	0	-	751	-
Stage 2	-	0	0	-	611	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	366	892
Mov Cap-2 Maneuver	-	-	-	-	366	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	366	892	-	-
HCM Lane V/C Ratio	0.561	0.352	-	-
HCM Control Delay (s)	26.7	11.2	-	-
HCM Lane LOS	D	B	-	-
HCM 95th %tile Q(veh)	3.3	1.6	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	245	355	534	468	0	0
Future Volume (Veh/h)	245	355	534	468	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	266	386	580	509	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			652		1874	326
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			652		1874	326
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			38		100	100
cM capacity (veh/h)			930		24	676

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	177	475	580	254	254
Volume Left	0	0	580	0	0
Volume Right	0	386	0	0	0
cSH	1700	1700	930	1700	1700
Volume to Capacity	0.10	0.28	0.62	0.15	0.15
Queue Length 95th (ft)	0	0	113	0	0
Control Delay (s)	0.0	0.0	15.0	0.0	0.0
Lane LOS			C		
Approach Delay (s)	0.0		8.0		
Approach LOS					

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	706	194	40	590	84	152	242	49	79	191	51
Future Volume (veh/h)	38	706	194	40	590	84	152	242	49	79	191	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1885	1856	1870	1900	1856	1870	1826	1856	1826	1856
Adj Flow Rate, veh/h	39	720	198	41	602	76	155	247	50	81	195	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	3	1	3	2	0	3	2	5	3	5	3
Cap, veh/h	281	751	207	116	873	110	237	461	93	270	240	62
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.06	0.31	0.31	0.17	0.17	0.17
Sat Flow, veh/h	731	1401	385	604	1628	206	1767	1510	306	1074	1402	359
Grp Volume(v), veh/h	39	0	918	41	0	678	155	0	297	81	0	245
Grp Sat Flow(s),veh/h/ln	731	0	1786	604	0	1833	1767	0	1815	1074	0	1761
Q Serve(g_s), s	3.4	0.0	40.2	3.8	0.0	22.3	5.0	0.0	11.1	5.6	0.0	11.0
Cycle Q Clear(g_c), s	25.7	0.0	40.2	44.0	0.0	22.3	5.0	0.0	11.1	5.7	0.0	11.0
Prop In Lane	1.00		0.22	1.00		0.11	1.00		0.17	1.00		0.20
Lane Grp Cap(c), veh/h	281	0	958	116	0	983	237	0	554	270	0	301
V/C Ratio(X)	0.14	0.00	0.96	0.35	0.00	0.69	0.65	0.00	0.54	0.30	0.00	0.81
Avail Cap(c_a), veh/h	281	0	958	116	0	983	237	0	730	374	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	0.0	18.1	39.7	0.0	14.0	27.7	0.0	23.7	30.6	0.0	32.7
Incr Delay (d2), s/veh	0.5	0.0	20.0	3.9	0.0	2.7	6.3	0.0	0.8	0.6	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	18.1	0.9	0.0	8.0	2.7	0.0	4.5	1.4	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	0.0	38.1	43.7	0.0	16.7	34.0	0.0	24.5	31.2	0.0	38.7
LnGrp LOS	C	A	D	D	A	B	C	A	C	C	A	D
Approach Vol, veh/h		957			719			452			326	
Approach Delay, s/veh		37.5			18.2			27.7			36.8	
Approach LOS		D			B			C			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		51.0	11.0	20.0		51.0		31.0				
Change Period (Y+Rc), s		7.0	6.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		44.0	5.0	22.0		44.0		33.0				
Max Q Clear Time (g_c+I1), s		42.2	7.0	13.0		46.0		13.1				
Green Ext Time (p_c), s		1.4	0.0	1.1		0.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.0									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	675	28	306	563	204	18	3	0	106	8	97
Future Volume (veh/h)	89	675	28	306	563	204	18	3	0	106	8	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1900	1870	1811	1900	1976	1856	1899	1976	1976
Adj Flow Rate, veh/h	94	711	29	322	593	195	19	3	0	112	8	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	0	0	2	6	0	0	3	5	0	0
Cap, veh/h	382	839	34	416	899	296	278	37	0	223	18	72
Arrive On Green	0.47	0.47	0.47	0.12	0.67	0.67	0.14	0.14	0.00	0.14	0.14	0.14
Sat Flow, veh/h	682	1784	73	1810	1347	443	1260	263	0	958	127	506
Grp Volume(v), veh/h	94	0	740	322	0	788	22	0	0	176	0	0
Grp Sat Flow(s),veh/h/ln	682	0	1857	1810	0	1791	1523	0	0	1590	0	0
Q Serve(g_s), s	6.5	0.0	23.9	5.6	0.0	17.9	0.0	0.0	0.0	6.5	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	23.9	5.6	0.0	17.9	0.8	0.0	0.0	7.2	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.25	0.86		0.00	0.64		0.32
Lane Grp Cap(c), veh/h	382	0	873	416	0	1194	315	0	0	313	0	0
V/C Ratio(X)	0.25	0.00	0.85	0.77	0.00	0.66	0.07	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	661	0	1634	989	0	1575	645	0	0	663	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	15.9	13.3	0.0	6.8	25.4	0.0	0.0	28.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.4	3.1	0.0	2.9	0.1	0.0	0.0	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	8.3	2.2	0.0	4.5	0.3	0.0	0.0	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	18.3	16.4	0.0	9.6	25.5	0.0	0.0	29.7	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		834			1110			22			176	
Approach Delay, s/veh		17.9			11.6			25.5			29.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.4	39.1		15.7		52.5		15.7				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	7.6	25.9		9.2		19.9		2.8				
Green Ext Time (p_c), s	0.9	6.1		0.7		20.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		15.7	
HCM 6th LOS		B	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	204	425	254	195	81	105
Future Volume (veh/h)	204	425	254	195	81	105
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1841	1856	1885	1900	1900
Adj Flow Rate, veh/h	210	438	262	0	84	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	3	1	0	0
Cap, veh/h	545	1127	690		123	
Arrive On Green	0.07	0.61	0.37	0.00	0.08	0.00
Sat Flow, veh/h	1795	1841	1856	1598	1629	1610
Grp Volume(v), veh/h	210	438	262	0	84	0
Grp Sat Flow(s),veh/h/ln	1795	1841	1856	1598	1629	1610
Q Serve(g_s), s	0.0	4.9	4.2	0.0	2.0	0.0
Cycle Q Clear(g_c), s	0.0	4.9	4.2	0.0	2.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	545	1127	690		123	
V/C Ratio(X)	0.38	0.39	0.38		0.68	
Avail Cap(c_a), veh/h	1092	2280	2298		1009	
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	12.6	4.0	9.3	0.0	18.2	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.7	0.0	6.5	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	1.2	0.7	1.3	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	4.5	10.0	0.0	24.7	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		648	262		84	
Approach Delay, s/veh		7.2	10.0		24.7	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.7		8.7	9.7	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		6.9		4.0	2.0	6.2
Green Ext Time (p_c), s		5.9		0.2	0.2	3.2

Intersection Summary	
HCM 6th Ctrl Delay	9.4
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	1351	175	251	991	32	199	69	355	0	0	119
Future Volume (vph)	97	1351	175	251	991	32	199	69	355	0	0	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	4.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00			1.00
Satd. Flow (prot)	1805	3539	1561	1805	3539	1553	1698	1753	1615			1808
Flt Permitted	0.20	1.00	1.00	0.10	1.00	1.00	0.95	0.98	1.00			1.00
Satd. Flow (perm)	373	3539	1561	194	3539	1553	1698	1753	1615			1808
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	100	1393	180	259	1022	33	205	71	366	0	0	123
RTOR Reduction (vph)	0	0	59	0	0	16	0	0	0	0	0	0
Lane Group Flow (vph)	100	1393	121	259	1022	17	135	141	366	0	0	123
Confl. Peds. (#/hr)							6					6
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	1%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	69.9	58.9	58.9	73.7	57.2	57.2	13.3	13.3	110.0			11.0
Effective Green, g (s)	69.9	58.9	58.9	73.7	57.2	57.2	13.3	13.3	110.0			11.0
Actuated g/C Ratio	0.64	0.54	0.54	0.67	0.52	0.52	0.12	0.12	1.00			0.10
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	380	1894	835	371	1840	807	205	211	1615			180
v/s Ratio Prot	0.03	c0.39		c0.10	0.29		0.08	c0.08				c0.07
v/s Ratio Perm	0.14		0.08	0.36		0.01			c0.23			
v/c Ratio	0.26	0.74	0.14	0.70	0.56	0.02	0.66	0.67	0.23			0.68
Uniform Delay, d1	9.5	19.6	12.9	21.6	17.8	12.8	46.2	46.2	0.0			47.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	2.6	0.4	4.6	1.2	0.0	5.7	6.1	0.3			8.2
Delay (s)	9.6	22.2	13.2	26.2	19.0	12.9	51.9	52.3	0.3			56.1
Level of Service	A	C	B	C	B	B	D	D	A			E
Approach Delay (s)		20.5			20.3			22.6			56.1	
Approach LOS		C			C			C			E	

Intersection Summary

HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	16.9					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	0	0	463	350	713
Future Vol, veh/h	244	0	0	463	350	713
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	4	1
Mvmt Flow	260	0	0	493	372	759

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	507	130
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	-	-	-	-	6.88	6.92
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	-	-	3.54	3.31
Pot Cap-1 Maneuver	-	0	0	-	490	899
Stage 1	-	0	0	-	754	-
Stage 2	-	0	0	-	765	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	490	899
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	28.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	490	899	-	-
HCM Lane V/C Ratio	0.76	0.844	-	-
HCM Control Delay (s)	32	26.3	-	-
HCM Lane LOS	D	D	-	-
HCM 95th %tile Q(veh)	6.6	10.2	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	244	306	299	514	0	0
Future Volume (Veh/h)	244	306	299	514	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	262	329	322	553	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			591		1347	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			591		1347	296
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			67		100	100
cM capacity (veh/h)			974		97	707

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	175	416	322	276	276
Volume Left	0	0	322	0	0
Volume Right	0	329	0	0	0
cSH	1700	1700	974	1700	1700
Volume to Capacity	0.10	0.24	0.33	0.16	0.16
Queue Length 95th (ft)	0	0	36	0	0
Control Delay (s)	0.0	0.0	10.5	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		3.9		
Approach LOS					

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	83.5%	ICU Level of Service	E	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	726	262	39	344	41	200	141	70	49	183	51
Future Volume (veh/h)	31	726	262	39	344	41	200	141	70	49	183	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1485	1767	1737	1381	1604	1589	1529	1683	1529	1752	1796	1678
Adj Flow Rate, veh/h	31	733	262	39	347	37	202	142	71	49	185	50
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	28	9	11	35	20	21	29	19	29	10	7	15
Cap, veh/h	398	670	239	88	768	82	211	319	160	271	227	61
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.06	0.30	0.30	0.17	0.17	0.17
Sat Flow, veh/h	793	1243	444	418	1424	152	1456	1059	529	1094	1362	368
Grp Volume(v), veh/h	31	0	995	39	0	384	202	0	213	49	0	235
Grp Sat Flow(s),veh/h/ln	793	0	1687	418	0	1576	1456	0	1588	1094	0	1730
Q Serve(g_s), s	2.0	0.0	44.0	0.0	0.0	12.1	5.0	0.0	8.8	3.2	0.0	10.7
Cycle Q Clear(g_c), s	14.1	0.0	44.0	44.0	0.0	12.1	5.0	0.0	8.8	3.2	0.0	10.7
Prop In Lane	1.00		0.26	1.00		0.10	1.00		0.33	1.00		0.21
Lane Grp Cap(c), veh/h	398	0	909	88	0	850	211	0	479	271	0	289
V/C Ratio(X)	0.08	0.00	1.09	0.44	0.00	0.45	0.96	0.00	0.44	0.18	0.00	0.81
Avail Cap(c_a), veh/h	398	0	909	88	0	850	211	0	642	383	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	18.8	40.8	0.0	11.5	32.6	0.0	23.0	29.7	0.0	32.8
Incr Delay (d2), s/veh	0.2	0.0	58.9	7.3	0.0	0.8	49.8	0.0	0.6	0.3	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	39.4	1.6	0.0	6.4	8.3	0.0	5.6	1.5	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	0.0	77.7	48.1	0.0	12.3	82.3	0.0	23.6	30.0	0.0	38.5
LnGrp LOS	B	A	F	D	A	B	F	A	C	C	A	D
Approach Vol, veh/h		1026			423			415			284	
Approach Delay, s/veh		75.9			15.6			52.2			37.0	
Approach LOS		E			B			D			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		51.0	11.0	19.6		51.0		30.6				
Change Period (Y+Rc), s		7.0	6.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		44.0	5.0	22.0		44.0		33.0				
Max Q Clear Time (g_c+I1), s		46.0	7.0	12.7		46.0		10.8				
Green Ext Time (p_c), s		0.0	0.0	0.9		0.0		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			54.3									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	787	8	12	409	103	2	0	0	93	0	81
Future Volume (veh/h)	83	787	8	12	409	103	2	0	0	93	0	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1767	1900	1900	1663	1752	1900	1976	1900	1668	1976	1544
Adj Flow Rate, veh/h	92	874	9	13	454	108	2	0	0	103	0	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	20	9	0	0	16	10	0	0	0	20	0	28
Cap, veh/h	462	1005	10	225	861	205	310	0	0	215	8	80
Arrive On Green	0.58	0.58	0.58	0.01	0.66	0.66	0.14	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	727	1745	18	1810	1298	309	1469	0	0	922	61	592
Grp Volume(v), veh/h	92	0	883	13	0	562	2	0	0	165	0	0
Grp Sat Flow(s),veh/h/ln	727	0	1763	1810	0	1607	1470	0	0	1575	0	0
Q Serve(g_s), s	4.8	0.0	27.4	0.2	0.0	11.7	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	27.4	0.2	0.0	11.7	0.1	0.0	0.0	6.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.19	1.00		0.00	0.62		0.38
Lane Grp Cap(c), veh/h	462	0	1015	225	0	1066	310	0	0	304	0	0
V/C Ratio(X)	0.20	0.00	0.87	0.06	0.00	0.53	0.01	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	720	0	1642	1050	0	1496	668	0	0	698	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	11.6	11.6	0.0	5.6	24.1	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	3.1	0.2	0.0	1.9	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	12.1	0.1	0.0	4.5	0.0	0.0	0.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	14.7	11.8	0.0	7.5	24.1	0.0	0.0	28.4	0.0	0.0
LnGrp LOS	B	A	B	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		975			575			2			165	
Approach Delay, s/veh		14.3			7.6			24.1			28.4	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.6	44.1		14.7		49.7		14.7				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.2	29.4		8.5		13.7		2.1				
Green Ext Time (p_c), s	0.0	7.7		0.7		13.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	423	226	11	7	14
Future Volume (veh/h)	38	423	226	11	7	14
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1752	1663	1574	1900	1900
Adj Flow Rate, veh/h	41	455	243	0	8	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	10	16	22	0	0
Cap, veh/h	553	1120	693		17	
Arrive On Green	0.03	0.64	0.42	0.00	0.01	0.00
Sat Flow, veh/h	1810	1752	1663	1334	1629	1610
Grp Volume(v), veh/h	41	455	243	0	8	0
Grp Sat Flow(s),veh/h/ln	1810	1752	1663	1334	1629	1610
Q Serve(g_s), s	0.0	4.6	3.6	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	4.6	3.6	0.0	0.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	553	1120	693		17	
V/C Ratio(X)	0.07	0.41	0.35		0.46	
Avail Cap(c_a), veh/h	1256	2434	2310		1131	
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	3.2	7.2	0.0	17.7	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.6	0.0	17.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.6	1.5	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	3.7	7.8	0.0	35.5	0.0
LnGrp LOS	A	A	A		D	
Approach Vol, veh/h		496	243		8	
Approach Delay, s/veh		4.1	7.8		35.5	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.0		6.0	8.0	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		6.6		2.2	2.0	5.6
Green Ext Time (p_c), s		6.2		0.0	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	5.7
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1582	22	12	611	10	7	1	20	0	0	22
Future Volume (vph)	35	1582	22	12	611	10	7	1	20	0	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (prot)	1752	3438	1473	1805	3282	1292	1715	1736	1412			1706
Flt Permitted	0.38	1.00	1.00	0.11	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (perm)	702	3438	1473	215	3282	1292	1715	1736	1412			1706
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	38	1701	24	13	657	11	8	1	22	0	0	24
RTOR Reduction (vph)	0	0	6	0	0	3	0	0	0	0	0	0
Lane Group Flow (vph)	38	1701	18	13	657	8	4	5	22	0	0	24
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	5%	6%	0%	10%	25%	0%	0%	13%	0%	0%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	80.0	75.3	75.3	72.7	71.5	71.5	1.2	1.2	100.0			4.7
Effective Green, g (s)	80.0	75.3	75.3	72.7	71.5	71.5	1.2	1.2	100.0			4.7
Actuated g/C Ratio	0.80	0.75	0.75	0.73	0.72	0.72	0.01	0.01	1.00			0.05
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	610	2588	1109	175	2346	923	20	20	1412			80
v/s Ratio Prot	0.00	c0.49		0.00	0.20		0.00	c0.00				c0.01
v/s Ratio Perm	0.05		0.01	0.05		0.01			c0.02			
v/c Ratio	0.06	0.66	0.02	0.07	0.28	0.01	0.20	0.25	0.02			0.30
Uniform Delay, d1	2.1	6.0	3.1	4.8	5.1	4.1	48.9	49.0	0.0			46.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.0	1.3	0.0	0.1	0.3	0.0	1.8	2.4	0.0			0.8
Delay (s)	2.1	7.4	3.1	4.9	5.4	4.1	50.7	51.3	0.0			46.8
Level of Service	A	A	A	A	A	A	D	D	A			D
Approach Delay (s)		7.2			5.3			14.8			46.8	
Approach LOS		A			A			B			D	

Intersection Summary

HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	26.8					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	434	0	0	491	338	506
Future Vol, veh/h	434	0	0	491	338	506
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	11	0	0	9	16	5
Mvmt Flow	462	0	0	522	360	538

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	723	231
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	-	-	7.12	7
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	-	-	-	-	3.66	3.35
Pot Cap-1 Maneuver	-	0	0	-	~ 332	762
Stage 1	-	0	0	-	562	-
Stage 2	-	0	0	-	719	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 332	762
Mov Cap-2 Maneuver	-	-	-	-	~ 332	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	56.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	332	762	-	-
HCM Lane V/C Ratio	1.083	0.706	-	-
HCM Control Delay (s)	109.6	20.3	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	13.5	6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

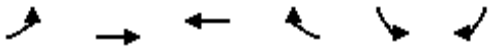
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	434	213	254	574	0	0
Future Volume (Veh/h)	434	213	254	574	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	452	222	265	598	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			452		1392	337
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			452		1392	337
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			76		100	100
cM capacity (veh/h)			1084		102	665

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	301	373	265	299	299
Volume Left	0	0	265	0	0
Volume Right	0	222	0	0	0
cSH	1700	1700	1084	1700	1700
Volume to Capacity	0.18	0.22	0.24	0.18	0.18
Queue Length 95th (ft)	0	0	24	0	0
Control Delay (s)	0.0	0.0	9.4	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		2.9		
Approach LOS					

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	505	226	45	731	37	191	108	45	38	254	40
Future Volume (veh/h)	39	505	226	45	731	37	191	108	45	38	254	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1781	1604	1870	1856	1899	1961	1930	1811	1737	1856
Adj Flow Rate, veh/h	41	526	232	47	761	31	199	112	46	40	265	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	8	20	2	3	5	1	3	6	11	3
Cap, veh/h	179	613	271	163	897	37	233	451	185	336	307	49
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.06	0.34	0.34	0.21	0.21	0.21
Sat Flow, veh/h	696	1220	538	606	1785	73	1809	1321	542	1190	1463	232
Grp Volume(v), veh/h	41	0	758	47	0	792	199	0	158	40	0	307
Grp Sat Flow(s),veh/h/ln	696	0	1759	606	0	1857	1809	0	1863	1190	0	1695
Q Serve(g_s), s	4.5	0.0	31.5	6.1	0.0	30.9	5.0	0.0	5.1	2.3	0.0	14.6
Cycle Q Clear(g_c), s	35.4	0.0	31.5	37.6	0.0	30.9	5.0	0.0	5.1	2.3	0.0	14.6
Prop In Lane	1.00		0.31	1.00		0.04	1.00		0.29	1.00		0.14
Lane Grp Cap(c), veh/h	179	0	884	163	0	933	233	0	637	336	0	356
V/C Ratio(X)	0.23	0.00	0.86	0.29	0.00	0.85	0.85	0.00	0.25	0.12	0.00	0.86
Avail Cap(c_a), veh/h	187	0	906	170	0	957	233	0	759	414	0	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	0.0	18.1	34.6	0.0	18.0	29.5	0.0	19.8	27.0	0.0	31.8
Incr Delay (d2), s/veh	1.4	0.0	8.9	2.1	0.0	7.9	25.3	0.0	0.2	0.2	0.0	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	18.3	1.7	0.0	18.6	5.5	0.0	3.7	1.1	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	27.0	36.6	0.0	25.9	54.8	0.0	20.0	27.1	0.0	44.1
LnGrp LOS	C	A	C	D	A	C	D	A	B	C	A	D
Approach Vol, veh/h		799			839			357			347	
Approach Delay, s/veh		27.4			26.5			39.4			42.1	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		49.0	11.0	23.5		49.0		34.5				
Change Period (Y+Rc), s		7.0	6.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		43.0	5.0	23.0		43.0		34.0				
Max Q Clear Time (g_c+I1), s		37.4	7.0	16.6		39.6		7.1				
Green Ext Time (p_c), s		3.6	0.0	0.9		2.4		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			31.1									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	527	0	1	693	103	2	1	0	187	1	117
Future Volume (veh/h)	74	527	0	1	693	103	2	1	0	187	1	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1870	1900	1900	1856	1811	1900	435	1900	1945	1976	1899
Adj Flow Rate, veh/h	80	573	0	1	753	109	2	1	0	203	1	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	2	0	0	3	6	0	100	0	2	0	5
Cap, veh/h	258	1040	0	402	984	142	123	29	0	317	1	91
Arrive On Green	0.56	0.56	0.00	0.00	0.62	0.62	0.21	0.21	0.00	0.21	0.21	0.21
Sat Flow, veh/h	596	1870	0	1810	1585	229	217	135	0	1118	6	429
Grp Volume(v), veh/h	80	573	0	1	0	862	3	0	0	282	0	0
Grp Sat Flow(s),veh/h/ln	596	1870	0	1810	0	1814	352	0	0	1552	0	0
Q Serve(g_s), s	8.7	15.3	0.0	0.0	0.0	26.8	0.0	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear(g_c), s	30.4	15.3	0.0	0.0	0.0	26.8	0.4	0.0	0.0	13.6	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.13	0.67		0.00	0.72		0.28
Lane Grp Cap(c), veh/h	258	1040	0	402	0	1127	152	0	0	409	0	0
V/C Ratio(X)	0.31	0.55	0.00	0.00	0.00	0.77	0.02	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	385	1439	0	1095	0	1396	189	0	0	576	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.5	11.1	0.0	8.7	0.0	10.7	24.4	0.0	0.0	29.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.5	0.0	0.0	0.0	5.0	0.1	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	8.6	0.0	0.0	0.0	13.7	0.1	0.0	0.0	8.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	11.5	0.0	8.7	0.0	15.6	24.4	0.0	0.0	31.6	0.0	0.0
LnGrp LOS	C	B	A	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		653			863			3			282	
Approach Delay, s/veh		13.1			15.6			24.4			31.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.1	50.4		22.6		55.4		22.6				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	32.4		15.6		28.8		2.4				
Green Ext Time (p_c), s	0.0	4.3		1.0		19.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	293	409	82	52	93
Future Volume (veh/h)	60	293	409	82	52	93
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1856	1841	1856	1900	1885
Adj Flow Rate, veh/h	63	308	431	0	55	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	3	4	3	0	1
Cap, veh/h	397	1137	721		94	
Arrive On Green	0.04	0.61	0.39	0.00	0.06	0.00
Sat Flow, veh/h	1725	1856	1841	1572	1629	1598
Grp Volume(v), veh/h	63	308	431	0	55	0
Grp Sat Flow(s),veh/h/ln	1725	1856	1841	1572	1629	1598
Q Serve(g_s), s	0.0	2.9	7.1	0.0	1.3	0.0
Cycle Q Clear(g_c), s	0.0	2.9	7.1	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	397	1137	721		94	
V/C Ratio(X)	0.16	0.27	0.60		0.58	
Avail Cap(c_a), veh/h	1006	2424	2404		1064	
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	13.4	3.4	9.2	0.0	17.6	0.0
Incr Delay (d2), s/veh	0.1	0.3	1.7	0.0	5.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.7	3.8	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.5	3.7	10.9	0.0	23.2	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		371	431		55	
Approach Delay, s/veh		5.4	10.9		23.2	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.5		7.8	8.5	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		4.9		3.3	2.0	9.1
Green Ext Time (p_c), s		3.8		0.1	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	9.3
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	865	60	143	1255	23	158	22	173	0	0	82
Future Volume (vph)	56	865	60	143	1255	23	158	22	173	0	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (prot)	1805	3539	1561	1805	3505	1575	1715	1739	1564			1790
Flt Permitted	0.14	1.00	1.00	0.29	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (perm)	272	3539	1561	551	3505	1575	1715	1739	1564			1790
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	57	874	61	144	1268	23	160	22	175	0	0	83
RTOR Reduction (vph)	0	0	25	0	0	10	0	0	0	0	0	0
Lane Group Flow (vph)	57	874	36	144	1268	13	91	91	175	0	0	83
Confl. Peds. (#/hr)	4					4	5		1	1		5
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	2%	0%	0%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	66.3	58.7	58.7	66.2	57.1	57.1	9.9	9.9	100.0			7.6
Effective Green, g (s)	66.3	58.7	58.7	66.2	57.1	57.1	9.9	9.9	100.0			7.6
Actuated g/C Ratio	0.66	0.59	0.59	0.66	0.57	0.57	0.10	0.10	1.00			0.08
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	296	2077	916	478	2001	899	169	172	1564			136
v/s Ratio Prot	0.01	0.25		c0.03	c0.36		c0.05	0.05				c0.05
v/s Ratio Perm	0.11		0.02	0.17		0.01			c0.11			
v/c Ratio	0.19	0.42	0.04	0.30	0.63	0.01	0.54	0.53	0.11			0.61
Uniform Delay, d1	8.3	11.3	8.7	6.4	14.4	9.3	42.9	42.8	0.0			44.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	0.6	0.1	0.1	1.5	0.0	1.7	1.4	0.1			5.6
Delay (s)	8.4	12.0	8.8	6.6	16.0	9.3	44.5	44.2	0.1			50.3
Level of Service	A	B	A	A	B	A	D	D	A			D
Approach Delay (s)		11.6			14.9			22.7			50.3	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	4					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	257	0	0	995	130	263
Future Vol, veh/h	257	0	0	995	130	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	0	0	4	8	4
Mvmt Flow	282	0	0	1093	143	289

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	829	141
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	-	-	-	-	6.96	6.98
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	-	-	-	-	3.58	3.34
Pot Cap-1 Maneuver	-	0	0	-	297	875
Stage 1	-	0	0	-	723	-
Stage 2	-	0	0	-	527	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	297	875
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	297	875	-	-
HCM Lane V/C Ratio	0.481	0.33	-	-
HCM Control Delay (s)	27.9	11.1	-	-
HCM Lane LOS	D	B	-	-
HCM 95th %tile Q(veh)	2.5	1.5	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	257	419	651	475	0	0
Future Volume (Veh/h)	257	419	651	475	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	282	460	715	522	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			282		2203	371
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			282		2203	371
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			44		100	100
cM capacity (veh/h)			1285		17	632

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	188	554	715	261	261
Volume Left	0	0	715	0	0
Volume Right	0	460	0	0	0
cSH	1700	1700	1285	1700	1700
Volume to Capacity	0.11	0.33	0.56	0.15	0.15
Queue Length 95th (ft)	0	0	90	0	0
Control Delay (s)	0.0	0.0	11.3	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		6.5		
Approach LOS					

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	716	184	48	660	84	182	393	39	63	235	51
Future Volume (veh/h)	77	716	184	48	660	84	182	393	39	63	235	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1856	1841	1826	1885	1900	1914	1945	1930	1870	1856	1826
Adj Flow Rate, veh/h	79	738	190	49	680	86	188	405	40	65	242	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	3	4	5	1	0	4	2	3	2	3	5
Cap, veh/h	210	742	191	89	855	108	233	565	56	199	286	63
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.32	0.32	0.19	0.19	0.19
Sat Flow, veh/h	685	1423	366	589	1640	207	1823	1742	172	945	1474	323
Grp Volume(v), veh/h	79	0	928	49	0	766	188	0	445	65	0	295
Grp Sat Flow(s),veh/h/ln	685	0	1790	589	0	1848	1823	0	1914	945	0	1797
Q Serve(g_s), s	9.0	0.0	43.5	0.5	0.0	28.6	5.0	0.0	17.3	5.5	0.0	13.4
Cycle Q Clear(g_c), s	37.6	0.0	43.5	44.0	0.0	28.6	5.0	0.0	17.3	11.8	0.0	13.4
Prop In Lane	1.00		0.20	1.00		0.11	1.00		0.09	1.00		0.18
Lane Grp Cap(c), veh/h	210	0	933	89	0	964	233	0	621	199	0	349
V/C Ratio(X)	0.38	0.00	0.99	0.55	0.00	0.79	0.81	0.00	0.72	0.33	0.00	0.85
Avail Cap(c_a), veh/h	210	0	933	89	0	964	233	0	749	262	0	469
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	20.1	42.2	0.0	16.5	29.9	0.0	25.1	35.1	0.0	32.8
Incr Delay (d2), s/veh	2.4	0.0	28.0	12.1	0.0	5.3	18.5	0.0	2.6	1.0	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	29.2	2.3	0.0	16.6	4.3	0.0	12.1	2.2	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	48.1	54.3	0.0	21.8	48.4	0.0	27.7	36.0	0.0	43.1
LnGrp LOS	C	A	D	D	A	C	D	A	C	D	A	D
Approach Vol, veh/h		1007			815			633			360	
Approach Delay, s/veh		47.0			23.8			33.8			41.8	
Approach LOS		D			C			C			D	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		51.0	11.0	22.4		51.0		33.4				
Change Period (Y+Rc), s		7.0	6.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		44.0	5.0	22.0		44.0		33.0				
Max Q Clear Time (g_c+I1), s		45.5	7.0	15.4		46.0		19.3				
Green Ext Time (p_c), s		0.0	0.0	1.0		0.0		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			36.7									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	654	1	6	662	259	1	1	0	107	0	82
Future Volume (veh/h)	93	654	1	6	662	259	1	1	0	107	0	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1885	1900	1900	1885	1856	1900	1976	1900	1930	1976	1914
Adj Flow Rate, veh/h	99	696	0	6	704	258	1	1	0	114	0	52
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	1	0	0	1	3	0	0	0	3	0	4
Cap, veh/h	285	1164	0	405	908	333	167	146	0	221	5	66
Arrive On Green	0.62	0.62	0.00	0.00	0.69	0.69	0.13	0.13	0.00	0.13	0.00	0.13
Sat Flow, veh/h	565	1885	0	1810	1316	482	702	1087	0	1032	38	488
Grp Volume(v), veh/h	99	696	0	6	0	962	2	0	0	166	0	0
Grp Sat Flow(s),veh/h/ln	565	1885	0	1810	0	1798	1788	0	0	1557	0	0
Q Serve(g_s), s	10.5	16.6	0.0	0.1	0.0	26.4	0.0	0.0	0.0	7.3	0.0	0.0
Cycle Q Clear(g_c), s	31.5	16.6	0.0	0.1	0.0	26.4	0.1	0.0	0.0	7.6	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.27	0.50		0.00	0.69		0.31
Lane Grp Cap(c), veh/h	285	1164	0	405	0	1240	314	0	0	292	0	0
V/C Ratio(X)	0.35	0.60	0.00	0.01	0.00	0.78	0.01	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	395	1530	0	1131	0	1459	651	0	0	607	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.0	8.6	0.0	6.9	0.0	7.7	27.7	0.0	0.0	31.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.5	0.0	0.0	0.0	4.8	0.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	8.2	0.0	0.0	0.0	11.4	0.1	0.0	0.0	5.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	9.1	0.0	6.9	0.0	12.4	27.7	0.0	0.0	32.7	0.0	0.0
LnGrp LOS	C	A	A	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		795			968			2			166	
Approach Delay, s/veh		10.5			12.4			27.7			32.7	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.3	52.6		15.9		58.0		15.9				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.1	33.5		9.6		28.4		2.1				
Green Ext Time (p_c), s	0.0	5.7		0.7		22.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		13.4	
HCM 6th LOS		B	

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	179	503	250	180	108	93
Future Volume (veh/h)	179	503	250	180	108	93
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1885	1900	1856
Adj Flow Rate, veh/h	195	547	272	0	117	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	3	1	0	3
Cap, veh/h	526	1133	678		151	
Arrive On Green	0.07	0.60	0.37	0.00	0.09	0.00
Sat Flow, veh/h	1810	1885	1856	1598	1629	1572
Grp Volume(v), veh/h	195	547	272	0	117	0
Grp Sat Flow(s),veh/h/ln	1810	1885	1856	1598	1629	1572
Q Serve(g_s), s	0.0	6.7	4.5	0.0	2.9	0.0
Cycle Q Clear(g_c), s	0.0	6.7	4.5	0.0	2.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	526	1133	678		151	
V/C Ratio(X)	0.37	0.48	0.40		0.78	
Avail Cap(c_a), veh/h	1069	2295	2259		991	
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	13.1	4.6	9.7	0.0	18.2	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.8	0.0	8.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	2.0	2.5	0.0	2.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	5.3	10.5	0.0	26.5	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		742	272		117	
Approach Delay, s/veh		7.4	10.5		26.5	
Approach LOS		A	B		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.7		9.4	9.7	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		8.7		4.9	2.0	6.5
Green Ext Time (p_c), s		7.8		0.3	0.2	3.3

Intersection Summary	
HCM 6th Ctrl Delay	10.1
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1269	165	294	1037	45	176	51	355	0	0	96
Future Volume (vph)	44	1269	165	294	1037	45	176	51	355	0	0	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (prot)	1752	3574	1561	1805	3505	1515	1698	1747	1578			1808
Flt Permitted	0.18	1.00	1.00	0.07	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (perm)	334	3574	1561	135	3505	1515	1698	1747	1578			1808
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	48	1395	181	323	1140	49	193	56	390	0	0	105
RTOR Reduction (vph)	0	0	68	0	0	24	0	0	0	0	0	0
Lane Group Flow (vph)	48	1395	113	323	1140	25	124	125	390	0	0	105
Confl. Peds. (#/hr)	11					11	6		4	4		6
Heavy Vehicles (%)	3%	1%	0%	0%	3%	3%	1%	0%	1%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	61.1	50.9	50.9	80.5	57.0	57.0	12.7	12.7	110.0			10.2
Effective Green, g (s)	61.1	50.9	50.9	80.5	57.0	57.0	12.7	12.7	110.0			10.2
Actuated g/C Ratio	0.56	0.46	0.46	0.73	0.52	0.52	0.12	0.12	1.00			0.09
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	317	1653	722	464	1816	785	196	201	1578			167
v/s Ratio Prot	0.01	c0.39		c0.15	0.33		c0.07	0.07				0.06
v/s Ratio Perm	0.07		0.07	0.36		0.02			0.25			
v/c Ratio	0.15	0.84	0.16	0.70	0.63	0.03	0.63	0.62	0.25			0.63
Uniform Delay, d1	12.2	26.0	17.1	29.3	18.9	13.0	46.4	46.4	0.0			48.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	5.5	0.5	3.7	1.7	0.1	4.8	4.3	0.4			5.2
Delay (s)	12.2	31.5	17.6	33.0	20.6	13.1	51.2	50.6	0.4			53.3
Level of Service	B	C	B	C	C	B	D	D	A			D
Approach Delay (s)		29.4			23.0			20.1			53.3	
Approach LOS		C			C			C			D	

Intersection Summary

HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	64.6					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	218	0	0	570	458	938
Future Vol, veh/h	218	0	0	570	458	938
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	3	3	2
Mvmt Flow	242	0	0	633	509	1042

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	559	121
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	-	-	6.86	6.94
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.53	3.32
Pot Cap-1 Maneuver	-	0	0	-	~ 457	~ 908
Stage 1	-	0	0	-	773	-
Stage 2	-	0	0	-	708	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 457	~ 908
Mov Cap-2 Maneuver	-	-	-	-	~ 457	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	101
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	457	908	-	-
HCM Lane V/C Ratio	1.114	1.148	-	-
HCM Control Delay (s)	106.2	98.4	-	-
HCM Lane LOS	F	F	-	-
HCM 95th %tile Q(veh)	17.4	29.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	218	305	384	644	0	0
Future Volume (Veh/h)	218	305	384	644	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	240	335	422	708	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			240		1606	288
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			240		1606	288
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			68		100	100
cM capacity (veh/h)			1331		67	715

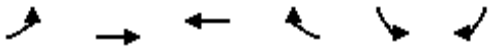
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	160	415	422	354	354
Volume Left	0	0	422	0	0
Volume Right	0	335	0	0	0
cSH	1700	1700	1331	1700	1700
Volume to Capacity	0.09	0.24	0.32	0.21	0.21
Queue Length 95th (ft)	0	0	34	0	0
Control Delay (s)	0.0	0.0	9.0	0.0	0.0
Lane LOS			A		
Approach Delay (s)	0.0		3.3		
Approach LOS					

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	684	246	40	353	35	181	127	74	41	152	48
Future Volume (veh/h)	34	684	246	40	353	35	181	127	74	41	152	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1544	1811	1826	1604	1722	1737	1796	1767	1781	1752	1826	1678
Adj Flow Rate, veh/h	38	760	260	44	392	39	201	141	80	46	169	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	24	6	5	20	12	11	7	9	8	10	5	15
Cap, veh/h	410	719	246	89	859	85	235	298	169	260	211	65
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.06	0.28	0.28	0.16	0.16	0.16
Sat Flow, veh/h	790	1290	441	474	1541	153	1711	1058	600	1086	1340	412
Grp Volume(v), veh/h	38	0	1020	44	0	431	201	0	221	46	0	221
Grp Sat Flow(s),veh/h/ln	790	0	1732	474	0	1695	1711	0	1659	1086	0	1752
Q Serve(g_s), s	2.4	0.0	45.0	0.0	0.0	12.2	5.0	0.0	8.9	3.0	0.0	9.8
Cycle Q Clear(g_c), s	14.6	0.0	45.0	45.0	0.0	12.2	5.0	0.0	8.9	3.0	0.0	9.8
Prop In Lane	1.00		0.25	1.00		0.09	1.00		0.36	1.00		0.24
Lane Grp Cap(c), veh/h	410	0	965	89	0	945	235	0	467	260	0	276
V/C Ratio(X)	0.09	0.00	1.06	0.49	0.00	0.46	0.85	0.00	0.47	0.18	0.00	0.80
Avail Cap(c_a), veh/h	410	0	965	89	0	945	235	0	657	385	0	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	17.9	40.4	0.0	10.6	31.0	0.0	24.0	29.9	0.0	32.8
Incr Delay (d2), s/veh	0.2	0.0	45.1	8.8	0.0	0.7	25.1	0.0	0.7	0.3	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	25.5	1.1	0.0	4.3	3.1	0.0	3.3	0.8	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	63.0	49.1	0.0	11.3	56.1	0.0	24.8	30.2	0.0	38.1
LnGrp LOS	B	A	F	D	A	B	E	A	C	C	A	D
Approach Vol, veh/h		1058			475			422			267	
Approach Delay, s/veh		61.3			14.8			39.7			36.8	
Approach LOS		E			B			D			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		52.0	10.0	18.7		52.0		28.7				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		45.0	5.0	22.0		45.0		32.0				
Max Q Clear Time (g_c+I1), s		47.0	7.0	11.8		47.0		10.9				
Green Ext Time (p_c), s		0.0	0.0	0.9		0.0		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			44.3									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	574	22	24	500	91	2	1	0	99	1	79
Future Volume (veh/h)	79	574	22	24	500	91	2	1	0	99	1	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1752	1767	1900	1752	1811	1900	1976	1900	1745	1976	1693
Adj Flow Rate, veh/h	82	598	23	25	521	88	2	1	0	103	1	82
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	10	9	0	10	6	0	0	0	15	0	14
Cap, veh/h	423	776	30	312	850	144	276	117	0	237	14	109
Arrive On Green	0.46	0.46	0.46	0.02	0.58	0.58	0.16	0.16	0.00	0.16	0.16	0.16
Sat Flow, veh/h	793	1676	64	1810	1461	247	996	752	0	798	93	703
Grp Volume(v), veh/h	82	0	621	25	0	609	3	0	0	186	0	0
Grp Sat Flow(s),veh/h/ln	793	0	1740	1810	0	1707	1748	0	0	1594	0	0
Q Serve(g_s), s	3.7	0.0	14.7	0.3	0.0	11.5	0.0	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	14.7	0.3	0.0	11.5	0.1	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.14	0.67		0.00	0.55		0.44
Lane Grp Cap(c), veh/h	423	0	806	312	0	993	393	0	0	361	0	0
V/C Ratio(X)	0.19	0.00	0.77	0.08	0.00	0.61	0.01	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	1017	0	2110	1377	0	2070	932	0	0	911	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	0.0	11.1	8.7	0.0	6.7	17.7	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.6	0.2	0.0	2.8	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	4.7	0.1	0.0	2.6	0.0	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.9	0.0	12.7	8.8	0.0	9.5	17.7	0.0	0.0	21.1	0.0	0.0
LnGrp LOS	B	A	B	A	A	A	B	A	A	C	A	A
Approach Vol, veh/h		703			634			3			186	
Approach Delay, s/veh		12.6			9.5			17.7			21.1	
Approach LOS		B			A			B			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.9	29.9		13.7		35.8		13.7				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	16.7		7.5		13.5		2.1				
Green Ext Time (p_c), s	0.1	5.8		0.8		15.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	39	332	220	24	9	13
Future Volume (veh/h)	39	332	220	24	9	13
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1767	1737	1678
Adj Flow Rate, veh/h	44	373	247	0	10	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	8	8	8	9	11	15
Cap, veh/h	536	1137	739		20	
Arrive On Green	0.03	0.64	0.41	0.00	0.01	0.00
Sat Flow, veh/h	1697	1781	1781	1497	1489	1422
Grp Volume(v), veh/h	44	373	247	0	10	0
Grp Sat Flow(s),veh/h/ln	1697	1781	1781	1497	1489	1422
Q Serve(g_s), s	0.0	3.5	3.4	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	3.5	3.4	0.0	0.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	536	1137	739		20	
V/C Ratio(X)	0.08	0.33	0.33		0.51	
Avail Cap(c_a), veh/h	1190	2464	2464		1030	
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	3.0	7.2	0.0	17.7	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.6	0.0	18.8	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	0.2	0.8	0.0	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	3.3	7.7	0.0	36.5	0.0
LnGrp LOS	A	A	A		D	
Approach Vol, veh/h		417	247		10	
Approach Delay, s/veh		4.0	7.7		36.5	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.1		6.1	8.1	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		5.5		2.2	2.0	5.4
Green Ext Time (p_c), s		4.9		0.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	5.8
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1566	27	34	622	12	18	10	32	0	0	27
Future Volume (vph)	40	1566	27	34	622	12	18	10	32	0	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00			1.00
Satd. Flow (prot)	1670	3438	1561	1805	3374	1343	1618	1748	1468			1674
Flt Permitted	0.35	1.00	1.00	0.07	1.00	1.00	0.95	0.99	1.00			1.00
Satd. Flow (perm)	607	3438	1561	137	3374	1343	1618	1748	1468			1674
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	48	1864	32	40	740	14	21	12	38	0	0	32
RTOR Reduction (vph)	0	0	10	0	0	5	0	0	0	0	0	0
Lane Group Flow (vph)	48	1864	22	40	740	9	16	17	38	0	0	32
Confl. Peds. (#/hr)	6					6	2					2
Heavy Vehicles (%)	8%	5%	0%	0%	7%	17%	6%	0%	10%	0%	0%	8%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	75.3	70.1	70.1	71.4	67.7	67.7	3.9	3.9	100.0			5.2
Effective Green, g (s)	75.3	70.1	70.1	71.4	67.7	67.7	3.9	3.9	100.0			5.2
Actuated g/C Ratio	0.75	0.70	0.70	0.71	0.68	0.68	0.04	0.04	1.00			0.05
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	512	2410	1094	159	2284	909	63	68	1468			87
v/s Ratio Prot	0.00	c0.54		c0.01	0.22		c0.01	0.01				c0.02
v/s Ratio Perm	0.07		0.01	0.17		0.01			c0.03			
v/c Ratio	0.09	0.77	0.02	0.25	0.32	0.01	0.25	0.25	0.03			0.37
Uniform Delay, d1	3.3	9.8	4.5	8.6	6.7	5.3	46.6	46.6	0.0			45.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.0	2.5	0.0	0.3	0.4	0.0	0.8	0.7	0.0			1.0
Delay (s)	3.3	12.3	4.6	8.9	7.1	5.3	47.4	47.3	0.0			46.8
Level of Service	A	B	A	A	A	A	D	D	A			D
Approach Delay (s)		11.9			7.1			22.0			46.8	
Approach LOS		B			A			C			D	

Intersection Summary

HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	13.2					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	346	0	0	378	319	456
Future Vol, veh/h	346	0	0	378	319	456
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	0	6	7	2
Mvmt Flow	376	0	0	411	347	496

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	582	188
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	-	-	-	-	6.94	6.94
Critical Hdwy Stg 1	-	-	-	-	5.94	-
Critical Hdwy Stg 2	-	-	-	-	5.94	-
Follow-up Hdwy	-	-	-	-	3.57	3.32
Pot Cap-1 Maneuver	-	0	0	-	432	822
Stage 1	-	0	0	-	650	-
Stage 2	-	0	0	-	794	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	432	822
Mov Cap-2 Maneuver	-	-	-	-	432	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	25.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	432	822	-	-
HCM Lane V/C Ratio	0.803	0.603	-	-
HCM Control Delay (s)	39.5	15.8	-	-
HCM Lane LOS	E	C	-	-
HCM 95th %tile Q(veh)	7.3	4.1	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	346	192	230	466	0	0
Future Volume (Veh/h)	346	192	230	466	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	384	213	256	518	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			597		1262	298
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			597		1262	298
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			73		100	100
cM capacity (veh/h)			955		121	704

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	256	341	256	259	259
Volume Left	0	0	256	0	0
Volume Right	0	213	0	0	0
cSH	1700	1700	955	1700	1700
Volume to Capacity	0.15	0.20	0.27	0.15	0.15
Queue Length 95th (ft)	0	0	27	0	0
Control Delay (s)	0.0	0.0	10.1	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		3.4		
Approach LOS					

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	628	122	200	381	29	46
Future Vol, veh/h	628	122	200	381	29	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	1	10	17	21	43
Mvmt Flow	683	133	217	414	32	50

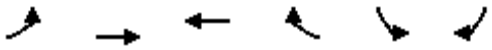
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	816	0	1598	750
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	848	-
Critical Hdwy	-	-	4.2	-	6.61	6.63
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	-	-	2.29	-	3.689	3.687
Pot Cap-1 Maneuver	-	-	778	-	105	352
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	390	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	778	-	76	352
Mov Cap-2 Maneuver	-	-	-	-	76	-
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	281	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	42.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	76	352	-	-	778	-
HCM Lane V/C Ratio	0.415	0.142	-	-	0.279	-
HCM Control Delay (s)	82.5	16.9	-	-	11.4	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	1.6	0.5	-	-	1.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	533	218	109	821	60	172	187	42	41	195	56
Future Volume (veh/h)	38	533	218	109	821	60	172	187	42	41	195	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1767	1885	1841	1841	1870	1900	1826	1826	1841
Adj Flow Rate, veh/h	40	567	226	116	873	64	183	199	45	44	207	58
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	2	3	9	1	4	4	2	0	5	5	4
Cap, veh/h	133	689	275	199	940	69	231	445	101	287	248	70
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.06	0.30	0.30	0.18	0.18	0.18
Sat Flow, veh/h	593	1272	507	646	1735	127	1753	1476	334	1109	1372	384
Grp Volume(v), veh/h	40	0	793	116	0	937	183	0	244	44	0	265
Grp Sat Flow(s),veh/h/ln	593	0	1779	646	0	1862	1753	0	1810	1109	0	1757
Q Serve(g_s), s	5.5	0.0	30.6	14.4	0.0	38.5	5.0	0.0	9.0	2.8	0.0	12.1
Cycle Q Clear(g_c), s	44.0	0.0	30.6	45.0	0.0	38.5	5.0	0.0	9.0	2.8	0.0	12.1
Prop In Lane	1.00		0.28	1.00		0.07	1.00		0.18	1.00		0.22
Lane Grp Cap(c), veh/h	133	0	964	199	0	1009	231	0	545	287	0	318
V/C Ratio(X)	0.30	0.00	0.82	0.58	0.00	0.93	0.79	0.00	0.45	0.15	0.00	0.83
Avail Cap(c_a), veh/h	133	0	964	199	0	1009	231	0	698	381	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.8	0.0	15.7	34.5	0.0	17.5	29.9	0.0	23.4	29.0	0.0	32.8
Incr Delay (d2), s/veh	2.7	0.0	6.5	6.7	0.0	14.6	16.9	0.0	0.6	0.2	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	11.4	2.7	0.0	18.6	2.2	0.0	3.6	0.7	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	0.0	22.2	41.3	0.0	32.2	46.9	0.0	24.0	29.2	0.0	41.1
LnGrp LOS	D	A	C	D	A	C	D	A	C	C	A	D
Approach Vol, veh/h		833			1053			427			309	
Approach Delay, s/veh		23.1			33.2			33.8			39.4	
Approach LOS		C			C			C			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		52.0	10.0	21.0		52.0		31.0				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		45.0	5.0	22.0		45.0		32.0				
Max Q Clear Time (g_c+I1), s		46.0	7.0	14.1		47.0		11.0				
Green Ext Time (p_c), s		0.0	0.0	0.9		0.0		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			30.8									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	656	14	42	713	125	45	10	0	207	6	134
Future Volume (veh/h)	97	656	14	42	713	125	45	10	0	207	6	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1900	1900	1841	1811	1900	1976	1885	1961	1976	1870
Adj Flow Rate, veh/h	105	713	15	46	775	104	49	11	0	225	7	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	0	0	4	6	0	0	1	1	0	2
Cap, veh/h	222	949	20	282	968	130	330	68	0	303	8	157
Arrive On Green	0.53	0.53	0.53	0.02	0.61	0.61	0.25	0.25	0.00	0.25	0.25	0.25
Sat Flow, veh/h	616	1782	37	1810	1589	213	1032	269	0	957	30	621
Grp Volume(v), veh/h	105	0	728	46	0	879	60	0	0	378	0	0
Grp Sat Flow(s),veh/h/ln	616	0	1819	1810	0	1802	1300	0	0	1607	0	0
Q Serve(g_s), s	14.8	0.0	29.4	1.0	0.0	35.1	0.0	0.0	0.0	18.4	0.0	0.0
Cycle Q Clear(g_c), s	42.7	0.0	29.4	1.0	0.0	35.1	3.2	0.0	0.0	21.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.12	0.82		0.00	0.60		0.39
Lane Grp Cap(c), veh/h	222	0	969	282	0	1098	398	0	0	468	0	0
V/C Ratio(X)	0.47	0.00	0.75	0.16	0.00	0.80	0.15	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	286	0	1157	814	0	1146	415	0	0	486	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.1	0.0	17.2	14.2	0.0	14.1	27.4	0.0	0.0	34.1	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	2.3	0.4	0.0	6.2	0.2	0.0	0.0	9.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	12.0	0.4	0.0	12.9	1.1	0.0	0.0	9.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	19.5	14.6	0.0	20.2	27.6	0.0	0.0	43.6	0.0	0.0
LnGrp LOS	C	A	B	B	A	C	C	A	A	D	A	A
Approach Vol, veh/h		833			925			60			378	
Approach Delay, s/veh		21.4			20.0			27.6			43.6	
Approach LOS		C			B			C			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.2	57.3		29.9		64.5		29.9				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	3.0	44.7		23.6		37.1		5.2				
Green Ext Time (p_c), s	0.1	5.6		0.3		16.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			24.8									
HCM 6th LOS			C									

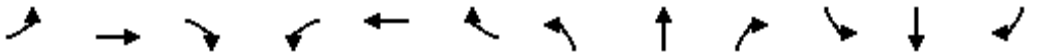


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	347	368	104	50	100
Future Volume (veh/h)	95	347	368	104	50	100
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1856	1885	1870	1885
Adj Flow Rate, veh/h	97	354	376	0	51	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	3	1	2	1
Cap, veh/h	460	1168	720		87	
Arrive On Green	0.05	0.62	0.39	0.00	0.05	0.00
Sat Flow, veh/h	1795	1885	1856	1598	1603	1598
Grp Volume(v), veh/h	97	354	376	0	51	0
Grp Sat Flow(s),veh/h/ln	1795	1885	1856	1598	1603	1598
Q Serve(g_s), s	0.0	3.4	6.0	0.0	1.2	0.0
Cycle Q Clear(g_c), s	0.0	3.4	6.0	0.0	1.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	460	1168	720		87	
V/C Ratio(X)	0.21	0.30	0.52		0.58	
Avail Cap(c_a), veh/h	1067	2439	2400		1037	
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	12.6	3.4	9.1	0.0	17.8	0.0
Incr Delay (d2), s/veh	0.1	0.3	1.3	0.0	6.0	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	0.5	0.4	1.8	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.7	3.8	10.3	0.0	23.9	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		451	376		51	
Approach Delay, s/veh		5.7	10.3		23.9	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.9		7.7	8.9	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		5.4		3.2	2.0	8.0
Green Ext Time (p_c), s		4.5		0.1	0.1	4.8

Intersection Summary	
HCM 6th Ctrl Delay	8.7
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	988	91	125	1341	25	229	44	217	0	0	104
Future Volume (vph)	51	988	91	125	1341	25	229	44	217	0	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (prot)	1770	3574	1541	1805	3539	1615	1715	1746	1595			1808
Flt Permitted	0.09	1.00	1.00	0.23	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (perm)	177	3574	1541	439	3539	1615	1715	1746	1595			1808
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	53	1029	95	130	1397	26	239	46	226	0	0	108
RTOR Reduction (vph)	0	0	41	0	0	12	0	0	0	0	0	0
Lane Group Flow (vph)	53	1029	54	130	1397	14	141	144	226	0	0	108
Confl. Peds. (#/hr)			1	1			5		1	1		5
Heavy Vehicles (%)	2%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	65.7	56.6	56.6	62.2	53.5	53.5	12.4	12.4	100.0			9.1
Effective Green, g (s)	65.7	56.6	56.6	62.2	53.5	53.5	12.4	12.4	100.0			9.1
Actuated g/C Ratio	0.66	0.57	0.57	0.62	0.54	0.54	0.12	0.12	1.00			0.09
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	261	2022	872	391	1893	864	212	216	1595			164
v/s Ratio Prot	0.02	0.29		0.03	c0.39		0.08	c0.08				c0.06
v/s Ratio Perm	0.12		0.03	0.18		0.01			c0.14			
v/c Ratio	0.20	0.51	0.06	0.33	0.74	0.02	0.67	0.67	0.14			0.66
Uniform Delay, d1	10.9	13.2	9.8	8.2	17.9	10.9	41.8	41.8	0.0			43.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	0.9	0.1	0.2	2.6	0.0	6.0	5.9	0.2			7.1
Delay (s)	11.0	14.1	9.9	8.4	20.5	10.9	47.8	47.7	0.2			51.0
Level of Service	B	B	A	A	C	B	D	D	A			D
Approach Delay (s)		13.7			19.3			26.7			51.0	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	5.8					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	245	0	0	814	203	289
Future Vol, veh/h	245	0	0	814	203	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	4	2	2
Mvmt Flow	266	0	0	885	221	314

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	709	133
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	443	-
Critical Hdwy	-	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	0	0	-	369	892
Stage 1	-	0	0	-	754	-
Stage 2	-	0	0	-	614	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	369	892
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	614	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	369	892	-	-
HCM Lane V/C Ratio	0.598	0.352	-	-
HCM Control Delay (s)	28.3	11.2	-	-
HCM Lane LOS	D	B	-	-
HCM 95th %tile Q(veh)	3.7	1.6	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	245	405	534	482	0	0
Future Volume (Veh/h)	245	405	534	482	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	266	440	580	524	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			706		1908	353
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			706		1908	353
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			35		100	100
cM capacity (veh/h)			888		21	649

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	177	529	580	262	262
Volume Left	0	0	580	0	0
Volume Right	0	440	0	0	0
cSH	1700	1700	888	1700	1700
Volume to Capacity	0.10	0.31	0.65	0.15	0.15
Queue Length 95th (ft)	0	0	125	0	0
Control Delay (s)	0.0	0.0	16.3	0.0	0.0
Lane LOS			C		
Approach Delay (s)	0.0		8.6		
Approach LOS					

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	21.4					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	575	33	54	838	118	192
Future Vol, veh/h	575	33	54	838	118	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	31	4	6	11
Mvmt Flow	625	36	59	911	128	209

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	661	0	1672	643
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	1029	-
Critical Hdwy	-	-	4.41	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.479	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	804	-	~ 103	458
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	339	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	804	-	~ 95	458
Mov Cap-2 Maneuver	-	-	-	-	~ 95	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	314	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	123.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	95	458	-	-	804	-
HCM Lane V/C Ratio	1.35	0.456	-	-	0.073	-
HCM Control Delay (s)	292.6	19.3	-	-	9.8	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	9.3	2.3	-	-	0.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	743	194	96	667	84	152	242	75	79	191	51
Future Volume (veh/h)	38	743	194	96	667	84	152	242	75	79	191	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1885	1856	1870	1900	1856	1870	1826	1856	1826	1856
Adj Flow Rate, veh/h	39	758	198	98	681	86	155	247	77	81	195	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	3	1	3	2	0	3	2	5	3	5	3
Cap, veh/h	224	761	199	90	873	110	237	417	130	247	240	62
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.06	0.31	0.31	0.17	0.17	0.17
Sat Flow, veh/h	673	1418	370	583	1628	206	1767	1367	426	1047	1402	359
Grp Volume(v), veh/h	39	0	956	98	0	767	155	0	324	81	0	245
Grp Sat Flow(s),veh/h/ln	673	0	1789	583	0	1833	1767	0	1794	1047	0	1761
Q Serve(g_s), s	4.0	0.0	43.7	0.3	0.0	27.4	5.0	0.0	12.6	5.8	0.0	11.0
Cycle Q Clear(g_c), s	31.4	0.0	43.7	44.0	0.0	27.4	5.0	0.0	12.6	7.4	0.0	11.0
Prop In Lane	1.00		0.21	1.00		0.11	1.00		0.24	1.00		0.20
Lane Grp Cap(c), veh/h	224	0	959	90	0	983	237	0	548	247	0	302
V/C Ratio(X)	0.17	0.00	1.00	1.09	0.00	0.78	0.65	0.00	0.59	0.33	0.00	0.81
Avail Cap(c_a), veh/h	224	0	959	90	0	983	237	0	721	349	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	19.0	41.0	0.0	15.2	27.7	0.0	24.2	32.0	0.0	32.7
Incr Delay (d2), s/veh	0.8	0.0	28.2	120.8	0.0	4.7	6.2	0.0	1.0	0.8	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	21.5	4.8	0.0	11.4	2.7	0.0	5.0	1.4	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	47.1	161.9	0.0	19.9	34.0	0.0	25.2	32.7	0.0	38.7
LnGrp LOS	C	A	D	F	A	B	C	A	C	C	A	D
Approach Vol, veh/h		995			865			479			326	
Approach Delay, s/veh		46.4			36.0			28.0			37.2	
Approach LOS		D			D			C			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		51.0	11.0	20.1		51.0		31.1				
Change Period (Y+Rc), s		7.0	6.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		44.0	5.0	22.0		44.0		33.0				
Max Q Clear Time (g_c+I1), s		45.7	7.0	13.0		46.0		14.6				
Green Ext Time (p_c), s		0.0	0.0	1.1		0.0		1.6				
Intersection Summary												
HCM 6th Ctrl Delay			38.6									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	874	28	306	657	204	18	3	0	106	8	105
Future Volume (veh/h)	106	874	28	306	657	204	18	3	0	106	8	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1900	1870	1811	1900	1976	1856	1899	1976	1900
Adj Flow Rate, veh/h	112	920	29	322	692	195	19	3	0	112	8	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	0	0	2	6	0	0	3	5	0	0
Cap, veh/h	345	948	30	358	1014	286	216	30	0	169	15	126
Arrive On Green	0.53	0.53	0.53	0.15	0.72	0.72	0.16	0.16	0.00	0.16	0.16	0.16
Sat Flow, veh/h	622	1803	57	1810	1404	396	964	186	0	747	92	777
Grp Volume(v), veh/h	112	0	949	322	0	887	22	0	0	231	0	0
Grp Sat Flow(s),veh/h/ln	622	0	1860	1810	0	1799	1150	0	0	1616	0	0
Q Serve(g_s), s	13.6	0.0	55.8	14.5	0.0	30.5	0.0	0.0	0.0	14.0	0.0	0.0
Cycle Q Clear(g_c), s	21.9	0.0	55.8	14.5	0.0	30.5	1.7	0.0	0.0	15.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.22	0.86		0.00	0.48		0.48
Lane Grp Cap(c), veh/h	345	0	978	358	0	1299	247	0	0	310	0	0
V/C Ratio(X)	0.32	0.00	0.97	0.90	0.00	0.68	0.09	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	348	0	988	563	0	1299	329	0	0	404	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.7	0.0	26.0	35.9	0.0	8.6	40.2	0.0	0.0	46.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	21.7	11.6	0.0	2.9	0.2	0.0	0.0	5.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	29.1	9.5	0.0	9.7	0.5	0.0	0.0	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	47.6	47.6	0.0	11.5	40.4	0.0	0.0	51.4	0.0	0.0
LnGrp LOS	C	A	D	D	A	B	D	A	A	D	A	A
Approach Vol, veh/h		1061			1209			22			231	
Approach Delay, s/veh		44.8			21.1			40.4			51.4	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	22.2	66.3		24.4		88.6		24.4				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	16.5	57.8		17.7		32.5		3.7				
Green Ext Time (p_c), s	0.8	1.5		0.6		18.6		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			34.0									
HCM 6th LOS			C									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	204	467	274	195	81	105
Future Volume (veh/h)	204	467	274	195	81	105
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1841	1856	1885	1900	1900
Adj Flow Rate, veh/h	210	481	282	0	84	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	4	3	1	0	0
Cap, veh/h	531	1127	690		123	
Arrive On Green	0.07	0.61	0.37	0.00	0.08	0.00
Sat Flow, veh/h	1795	1841	1856	1598	1629	1610
Grp Volume(v), veh/h	210	481	282	0	84	0
Grp Sat Flow(s),veh/h/ln	1795	1841	1856	1598	1629	1610
Q Serve(g_s), s	0.0	5.5	4.5	0.0	2.0	0.0
Cycle Q Clear(g_c), s	0.0	5.5	4.5	0.0	2.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	531	1127	690		123	
V/C Ratio(X)	0.40	0.43	0.41		0.68	
Avail Cap(c_a), veh/h	1077	2280	2298		1009	
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	13.0	4.1	9.4	0.0	18.2	0.0
Incr Delay (d2), s/veh	0.2	0.5	0.8	0.0	6.5	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	1.3	0.8	1.4	0.0	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	4.7	10.2	0.0	24.7	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		691	282		84	
Approach Delay, s/veh		7.3	10.2		24.7	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.7		8.7	9.7	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		7.5		4.0	2.0	6.5
Green Ext Time (p_c), s		6.6		0.2	0.2	3.4

Intersection Summary

HCM 6th Ctrl Delay	9.4
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	1358	175	251	994	32	199	69	355	0	0	119
Future Volume (vph)	97	1358	175	251	994	32	199	69	355	0	0	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	4.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00			1.00
Satd. Flow (prot)	1805	3539	1561	1805	3539	1553	1698	1753	1615			1808
Flt Permitted	0.20	1.00	1.00	0.10	1.00	1.00	0.95	0.98	1.00			1.00
Satd. Flow (perm)	371	3539	1561	190	3539	1553	1698	1753	1615			1808
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	100	1400	180	259	1025	33	205	71	366	0	0	123
RTOR Reduction (vph)	0	0	59	0	0	16	0	0	0	0	0	0
Lane Group Flow (vph)	100	1400	121	259	1025	17	135	141	366	0	0	123
Confl. Peds. (#/hr)							6					6
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	1%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	69.8	58.8	58.8	73.8	57.2	57.2	13.3	13.3	110.0			11.0
Effective Green, g (s)	69.8	58.8	58.8	73.8	57.2	57.2	13.3	13.3	110.0			11.0
Actuated g/C Ratio	0.63	0.53	0.53	0.67	0.52	0.52	0.12	0.12	1.00			0.10
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	378	1891	834	371	1840	807	205	211	1615			180
v/s Ratio Prot	0.03	c0.40		c0.11	0.29		0.08	c0.08				c0.07
v/s Ratio Perm	0.14		0.08	0.36		0.01			c0.23			
v/c Ratio	0.26	0.74	0.14	0.70	0.56	0.02	0.66	0.67	0.23			0.68
Uniform Delay, d1	9.5	19.7	12.9	22.2	17.8	12.8	46.2	46.2	0.0			47.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	2.7	0.4	4.6	1.2	0.0	5.7	6.1	0.3			8.2
Delay (s)	9.7	22.4	13.3	26.7	19.1	12.9	51.9	52.3	0.3			56.1
Level of Service	A	C	B	C	B	B	D	D	A			E
Approach Delay (s)		20.6			20.4			22.6			56.1	
Approach LOS		C			C			C			E	

Intersection Summary

HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	18.3					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	0	0	463	376	713
Future Vol, veh/h	244	0	0	463	376	713
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	4	1
Mvmt Flow	260	0	0	493	400	759

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	507	130
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	-	-	-	-	6.88	6.92
Critical Hdwy Stg 1	-	-	-	-	5.88	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	-	-	3.54	3.31
Pot Cap-1 Maneuver	-	0	0	-	490	899
Stage 1	-	0	0	-	754	-
Stage 2	-	0	0	-	765	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	490	899
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	30.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	490	899	-	-
HCM Lane V/C Ratio	0.816	0.844	-	-
HCM Control Delay (s)	37.4	26.3	-	-
HCM Lane LOS	E	D	-	-
HCM 95th %tile Q(veh)	7.9	10.2	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	244	362	299	540	0	0
Future Volume (Veh/h)	244	362	299	540	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	262	389	322	581	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			651		1391	326
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			651		1391	326
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			65		100	100
cM capacity (veh/h)			925		88	676

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	175	476	322	290	290
Volume Left	0	0	322	0	0
Volume Right	0	389	0	0	0
cSH	1700	1700	925	1700	1700
Volume to Capacity	0.10	0.28	0.35	0.17	0.17
Queue Length 95th (ft)	0	0	39	0	0
Control Delay (s)	0.0	0.0	11.0	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		3.9		
Approach LOS					

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	47.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	792	63	102	678	133	216
Future Vol, veh/h	792	63	102	678	133	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	861	68	111	737	145	235

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	929	0	1854	895
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	959	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	736	-	~ 81	339
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	372	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	736	-	~ 69	339
Mov Cap-2 Maneuver	-	-	-	-	~ 69	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	316	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	264.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	339	-	-	736	-
HCM Lane V/C Ratio	2.095	0.693	-	-	0.151	-
HCM Control Delay (s)	$ 635.1	36.4	-	-	10.8	-
HCM Lane LOS	F	E	-	-	B	-
HCM 95th %tile Q(veh)	13.5	4.9	-	-	0.5	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	796	262	51	361	41	200	141	122	49	183	51
Future Volume (veh/h)	31	796	262	51	361	41	200	141	122	49	183	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1559	1811	1781	1441	1678	1648	1722	1678	1707	1781	1811	1722
Adj Flow Rate, veh/h	31	804	262	52	365	37	202	142	123	49	185	50
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	23	6	8	31	15	17	12	15	13	8	6	12
Cap, veh/h	422	722	235	88	827	84	227	239	207	239	228	62
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.06	0.29	0.29	0.17	0.17	0.17
Sat Flow, veh/h	819	1308	426	408	1498	152	1640	830	719	1061	1373	371
Grp Volume(v), veh/h	31	0	1066	52	0	402	202	0	265	49	0	235
Grp Sat Flow(s),veh/h/ln	819	0	1734	408	0	1650	1640	0	1548	1061	0	1744
Q Serve(g_s), s	1.9	0.0	45.0	0.0	0.0	11.8	5.0	0.0	12.0	3.4	0.0	10.6
Cycle Q Clear(g_c), s	13.7	0.0	45.0	45.0	0.0	11.8	5.0	0.0	12.0	5.4	0.0	10.6
Prop In Lane	1.00		0.25	1.00		0.09	1.00		0.46	1.00		0.21
Lane Grp Cap(c), veh/h	422	0	957	88	0	911	227	0	447	239	0	289
V/C Ratio(X)	0.07	0.00	1.11	0.59	0.00	0.44	0.89	0.00	0.59	0.21	0.00	0.81
Avail Cap(c_a), veh/h	422	0	957	88	0	911	227	0	608	349	0	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	18.3	40.8	0.0	10.8	31.5	0.0	24.9	31.5	0.0	32.8
Incr Delay (d2), s/veh	0.2	0.0	65.5	15.1	0.0	0.7	32.2	0.0	1.3	0.4	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	31.0	1.4	0.0	4.0	3.6	0.0	4.2	0.8	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.0	83.7	55.8	0.0	11.5	63.8	0.0	26.2	31.9	0.0	38.2
LnGrp LOS	B	A	F	E	A	B	E	A	C	C	A	D
Approach Vol, veh/h		1097			454			467			284	
Approach Delay, s/veh		81.8			16.6			42.4			37.1	
Approach LOS		F			B			D			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		52.0	10.0	19.5		52.0		29.5				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		45.0	5.0	22.0		45.0		32.0				
Max Q Clear Time (g_c+I1), s		47.0	7.0	12.6		47.0		14.0				
Green Ext Time (p_c), s		0.0	0.0	0.9		0.0		1.3				

Intersection Summary	
HCM 6th Ctrl Delay	55.4
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	830	8	12	593	103	2	0	2	93	0	97
Future Volume (veh/h)	87	830	8	12	593	103	2	0	2	93	0	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1767	1900	1900	1722	1841	1900	1976	1900	1776	1976	1663
Adj Flow Rate, veh/h	97	922	9	13	659	108	2	0	2	103	0	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	11	9	0	0	12	4	0	0	0	13	0	16
Cap, veh/h	364	1050	10	210	979	160	170	24	121	196	10	101
Arrive On Green	0.60	0.60	0.60	0.01	0.68	0.68	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	651	1747	17	1810	1443	237	668	165	833	825	68	693
Grp Volume(v), veh/h	97	0	931	13	0	767	4	0	0	183	0	0
Grp Sat Flow(s),veh/h/ln	651	0	1764	1810	0	1680	1667	0	0	1586	0	0
Q Serve(g_s), s	7.6	0.0	32.9	0.2	0.0	19.9	0.0	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear(g_c), s	21.8	0.0	32.9	0.2	0.0	19.9	0.1	0.0	0.0	8.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.14	0.50		0.50	0.56		0.44
Lane Grp Cap(c), veh/h	364	0	1060	210	0	1140	315	0	0	306	0	0
V/C Ratio(X)	0.27	0.00	0.88	0.06	0.00	0.67	0.01	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	502	0	1435	929	0	1367	610	0	0	611	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	0.0	12.4	13.3	0.0	7.0	27.0	0.0	0.0	30.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	5.0	0.2	0.0	3.2	0.0	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	11.9	0.1	0.0	4.9	0.1	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	17.4	13.5	0.0	10.2	27.0	0.0	0.0	32.3	0.0	0.0
LnGrp LOS	B	A	B	B	A	B	C	A	A	C	A	A
Approach Vol, veh/h		1028			780			4			183	
Approach Delay, s/veh		17.3			10.2			27.0			32.3	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.7	51.3		16.7		57.0		16.7				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.2	34.9		10.2		21.9		2.1				
Green Ext Time (p_c), s	0.0	9.5		0.7		19.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	432	265	11	7	14
Future Volume (veh/h)	38	432	265	11	7	14
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1781	1737	1633	1900	1900
Adj Flow Rate, veh/h	41	465	285	0	8	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	8	11	18	0	0
Cap, veh/h	525	1139	724		17	
Arrive On Green	0.03	0.64	0.42	0.00	0.01	0.00
Sat Flow, veh/h	1810	1781	1737	1384	1629	1610
Grp Volume(v), veh/h	41	465	285	0	8	0
Grp Sat Flow(s),veh/h/ln	1810	1781	1737	1384	1629	1610
Q Serve(g_s), s	0.0	4.6	4.1	0.0	0.2	0.0
Cycle Q Clear(g_c), s	0.0	4.6	4.1	0.0	0.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	525	1139	724		17	
V/C Ratio(X)	0.08	0.41	0.39		0.46	
Avail Cap(c_a), veh/h	1228	2475	2413		1131	
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	9.8	3.2	7.3	0.0	17.7	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.7	0.0	17.8	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	0.3	1.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	3.7	8.1	0.0	35.5	0.0
LnGrp LOS	A	A	A		D	
Approach Vol, veh/h		506	285		8	
Approach Delay, s/veh		4.2	8.1		35.5	
Approach LOS		A	A		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.0		6.0	8.0	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		6.6		2.2	2.0	6.1
Green Ext Time (p_c), s		6.4		0.0	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	5.9
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1584	22	12	617	10	7	1	20	0	0	22
Future Volume (vph)	35	1584	22	12	617	10	7	1	20	0	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (prot)	1752	3471	1487	1805	3343	1346	1715	1736	1450			1722
Flt Permitted	0.38	1.00	1.00	0.11	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (perm)	697	3471	1487	215	3343	1346	1715	1736	1450			1722
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	38	1703	24	13	663	11	8	1	22	0	0	24
RTOR Reduction (vph)	0	0	6	0	0	3	0	0	0	0	0	0
Lane Group Flow (vph)	38	1703	18	13	663	8	4	5	22	0	0	24
Confl. Peds. (#/hr)									1			
Heavy Vehicles (%)	3%	4%	5%	0%	8%	20%	0%	0%	10%	0%	0%	5%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	80.0	75.3	75.3	72.7	71.5	71.5	1.2	1.2	100.0			4.7
Effective Green, g (s)	80.0	75.3	75.3	72.7	71.5	71.5	1.2	1.2	100.0			4.7
Actuated g/C Ratio	0.80	0.75	0.75	0.73	0.72	0.72	0.01	0.01	1.00			0.05
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	607	2613	1119	175	2390	962	20	20	1450			80
v/s Ratio Prot	0.00	c0.49		0.00	0.20		0.00	c0.00				c0.01
v/s Ratio Perm	0.05		0.01	0.05		0.01			c0.02			
v/c Ratio	0.06	0.65	0.02	0.07	0.28	0.01	0.20	0.25	0.02			0.30
Uniform Delay, d1	2.1	6.0	3.1	4.8	5.1	4.1	48.9	49.0	0.0			46.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.0	1.3	0.0	0.1	0.3	0.0	1.8	2.4	0.0			0.8
Delay (s)	2.2	7.3	3.1	4.9	5.4	4.1	50.7	51.3	0.0			46.8
Level of Service	A	A	A	A	A	A	D	D	A			D
Approach Delay (s)		7.1			5.3			14.8			46.8	
Approach LOS		A			A			B			D	

Intersection Summary

HCM 2000 Control Delay	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	36.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	434	0	0	491	390	506
Future Vol, veh/h	434	0	0	491	390	506
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	9	0	0	7	8	4
Mvmt Flow	462	0	0	522	415	538

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	723	231
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	-	-	6.96	6.98
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	-	-	-	-	3.58	3.34
Pot Cap-1 Maneuver	-	0	0	-	~ 348	765
Stage 1	-	0	0	-	584	-
Stage 2	-	0	0	-	741	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 348	765
Mov Cap-2 Maneuver	-	-	-	-	~ 348	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	74.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	348	765	-	-
HCM Lane V/C Ratio	1.192	0.704	-	-
HCM Control Delay (s)	144.7	20.1	-	-
HCM Lane LOS	F	C	-	-
HCM 95th %tile Q(veh)	17.3	5.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	434	225	254	626	0	0
Future Volume (Veh/h)	434	225	254	626	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	452	234	265	652	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			686		1425	343
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			686		1425	343
tC, single (s)			4.2		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			70		100	100
cM capacity (veh/h)			890		90	659

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	301	385	265	326	326
Volume Left	0	0	265	0	0
Volume Right	0	234	0	0	0
cSH	1700	1700	890	1700	1700
Volume to Capacity	0.18	0.23	0.30	0.19	0.19
Queue Length 95th (ft)	0	0	31	0	0
Control Delay (s)	0.0	0.0	10.7	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		3.1		
Approach LOS					

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	878	122	200	492	29	46
Future Vol, veh/h	878	122	200	492	29	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	1	10	18	24	43
Mvmt Flow	954	133	217	535	32	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1087	0	1990	1021
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	969	-
Critical Hdwy	-	-	4.2	-	6.64	6.63
Critical Hdwy Stg 1	-	-	-	-	5.64	-
Critical Hdwy Stg 2	-	-	-	-	5.64	-
Follow-up Hdwy	-	-	2.29	-	3.716	3.687
Pot Cap-1 Maneuver	-	-	613	-	58	240
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	336	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	613	-	37	240
Mov Cap-2 Maneuver	-	-	-	-	37	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	217	-

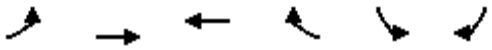
Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	117.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	37	240	-	-	613	-
HCM Lane V/C Ratio	0.852	0.208	-	-	0.355	-
HCM Control Delay (s)	265	23.9	-	-	14.1	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	3.1	0.8	-	-	1.6	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	524	226	95	799	37	191	108	59	38	254	40
Future Volume (veh/h)	39	524	226	95	799	37	191	108	59	38	254	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1841	1678	1870	1856	1841	1885	1870	1826	1752	1856
Adj Flow Rate, veh/h	41	546	232	99	832	31	199	112	60	40	265	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	4	15	2	3	4	1	2	5	10	3
Cap, veh/h	158	649	276	177	941	35	221	373	200	328	304	48
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.06	0.32	0.32	0.21	0.21	0.21
Sat Flow, veh/h	651	1236	525	622	1792	67	1753	1155	619	1184	1476	234
Grp Volume(v), veh/h	41	0	778	99	0	863	199	0	172	40	0	307
Grp Sat Flow(s),veh/h/ln	651	0	1761	622	0	1858	1753	0	1774	1184	0	1710
Q Serve(g_s), s	5.1	0.0	32.2	12.8	0.0	35.3	5.0	0.0	6.2	2.4	0.0	14.9
Cycle Q Clear(g_c), s	40.4	0.0	32.2	45.0	0.0	35.3	5.0	0.0	6.2	2.4	0.0	14.9
Prop In Lane	1.00		0.30	1.00		0.04	1.00		0.35	1.00		0.14
Lane Grp Cap(c), veh/h	158	0	925	177	0	976	221	0	573	328	0	353
V/C Ratio(X)	0.26	0.00	0.84	0.56	0.00	0.88	0.90	0.00	0.30	0.12	0.00	0.87
Avail Cap(c_a), veh/h	158	0	925	177	0	976	221	0	663	388	0	439
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	17.3	36.8	0.0	18.0	31.2	0.0	21.7	27.9	0.0	32.9
Incr Delay (d2), s/veh	1.8	0.0	7.7	6.6	0.0	10.3	35.2	0.0	0.3	0.2	0.0	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	12.4	2.4	0.0	16.3	3.8	0.0	2.4	0.6	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	25.0	43.4	0.0	28.3	66.4	0.0	22.0	28.1	0.0	47.4
LnGrp LOS	D	A	C	D	A	C	E	A	C	C	A	D
Approach Vol, veh/h		819			962			371			347	
Approach Delay, s/veh		25.6			29.9			45.8			45.2	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		52.0	10.0	23.7		52.0		33.7				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		45.0	5.0	22.0		45.0		32.0				
Max Q Clear Time (g_c+I1), s		42.4	7.0	16.9		47.0		8.2				
Green Ext Time (p_c), s		1.8	0.0	0.8		0.0		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	703	0	1	742	103	2	1	3	187	1	122
Future Volume (veh/h)	90	703	0	1	742	103	2	1	3	187	1	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1841	1900	1900	1826	1841	1900	435	1900	1961	1976	1856
Adj Flow Rate, veh/h	98	764	0	1	807	109	2	1	3	203	1	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	4	0	0	5	4	0	100	0	1	0	3
Cap, veh/h	232	1057	0	282	999	135	78	20	40	306	1	97
Arrive On Green	0.57	0.57	0.00	0.00	0.63	0.63	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	586	1841	0	1810	1575	213	98	92	191	1102	5	456
Grp Volume(v), veh/h	98	764	0	1	0	916	6	0	0	288	0	0
Grp Sat Flow(s),veh/h/ln	586	1841	0	1810	0	1788	381	0	0	1564	0	0
Q Serve(g_s), s	12.7	25.5	0.0	0.0	0.0	32.4	0.0	0.0	0.0	13.9	0.0	0.0
Cycle Q Clear(g_c), s	40.1	25.5	0.0	0.0	0.0	32.4	1.0	0.0	0.0	15.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.12	0.33		0.50	0.70		0.29
Lane Grp Cap(c), veh/h	232	1057	0	282	0	1134	138	0	0	404	0	0
V/C Ratio(X)	0.42	0.72	0.00	0.00	0.00	0.81	0.04	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	312	1309	0	923	0	1271	167	0	0	534	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.5	13.1	0.0	11.3	0.0	11.6	26.6	0.0	0.0	32.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.5	0.0	0.0	0.0	6.2	0.1	0.0	0.0	3.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.7	0.0	0.0	0.0	10.9	0.1	0.0	0.0	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	14.6	0.0	11.3	0.0	17.8	26.7	0.0	0.0	35.0	0.0	0.0
LnGrp LOS	C	B	A	B	A	B	C	A	A	D	A	A
Approach Vol, veh/h		862			917			6			288	
Approach Delay, s/veh		16.3			17.8			26.7			35.0	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.1	55.4		23.9		60.5		23.9				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.0	42.1		17.0		34.4		3.0				
Green Ext Time (p_c), s	0.0	6.3		0.9		18.1		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

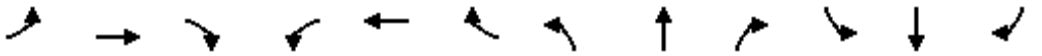


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	330	419	82	52	93
Future Volume (veh/h)	60	330	419	82	52	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1826	1870	1841	1856	1900	1900
Adj Flow Rate, veh/h	63	347	441	0	55	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	2	4	3	0	0
Cap, veh/h	395	1151	727		94	
Arrive On Green	0.04	0.62	0.40	0.00	0.06	0.00
Sat Flow, veh/h	1739	1870	1841	1572	1629	1610
Grp Volume(v), veh/h	63	347	441	0	55	0
Grp Sat Flow(s),veh/h/ln	1739	1870	1841	1572	1629	1610
Q Serve(g_s), s	0.0	3.4	7.3	0.0	1.3	0.0
Cycle Q Clear(g_c), s	0.0	3.4	7.3	0.0	1.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	395	1151	727		94	
V/C Ratio(X)	0.16	0.30	0.61		0.58	
Avail Cap(c_a), veh/h	1006	2428	2389		1057	
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	13.5	3.5	9.3	0.0	17.7	0.0
Incr Delay (d2), s/veh	0.1	0.3	1.7	0.0	5.7	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	0.4	2.2	0.0	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	3.8	11.0	0.0	23.4	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		410	441		55	
Approach Delay, s/veh		5.3	11.0		23.4	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.7		7.8	8.5	22.2
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		5.4		3.3	2.0	9.3
Green Ext Time (p_c), s		4.4		0.1	0.0	5.9

Intersection Summary	
HCM 6th Ctrl Delay	9.2
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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	871	60	143	1257	23	158	22	173	0	0	82
Future Volume (vph)	56	871	60	143	1257	23	158	22	173	0	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	5.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (prot)	1805	3539	1561	1805	3505	1575	1715	1739	1564			1790
Flt Permitted	0.14	1.00	1.00	0.29	1.00	1.00	0.95	0.96	1.00			1.00
Satd. Flow (perm)	271	3539	1561	547	3505	1575	1715	1739	1564			1790
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	57	880	61	144	1270	23	160	22	175	0	0	83
RTOR Reduction (vph)	0	0	25	0	0	10	0	0	0	0	0	0
Lane Group Flow (vph)	57	880	36	144	1270	13	91	91	175	0	0	83
Confl. Peds. (#/hr)	4					4	5		1	1		5
Heavy Vehicles (%)	0%	2%	0%	0%	3%	0%	0%	0%	2%	0%	0%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	66.3	58.7	58.7	66.2	57.1	57.1	9.9	9.9	100.0			7.6
Effective Green, g (s)	66.3	58.7	58.7	66.2	57.1	57.1	9.9	9.9	100.0			7.6
Actuated g/C Ratio	0.66	0.59	0.59	0.66	0.57	0.57	0.10	0.10	1.00			0.08
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	296	2077	916	476	2001	899	169	172	1564			136
v/s Ratio Prot	0.01	0.25		c0.03	c0.36		c0.05	0.05				c0.05
v/s Ratio Perm	0.11		0.02	0.17		0.01			c0.11			
v/c Ratio	0.19	0.42	0.04	0.30	0.63	0.01	0.54	0.53	0.11			0.61
Uniform Delay, d1	8.3	11.4	8.7	6.5	14.4	9.3	42.9	42.8	0.0			44.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	0.6	0.1	0.1	1.5	0.0	1.7	1.4	0.1			5.6
Delay (s)	8.4	12.0	8.8	6.6	16.0	9.3	44.5	44.2	0.1			50.3
Level of Service	A	B	A	A	B	A	D	D	A			D
Approach Delay (s)		11.6			14.9			22.7			50.3	
Approach LOS		B			B			C			D	

Intersection Summary

HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	4.3					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	257	0	0	995	144	263
Future Vol, veh/h	257	0	0	995	144	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	0	0	4	5	4
Mvmt Flow	282	0	0	1093	158	289

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	829	141
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	-	-	-	-	6.9	6.98
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	-	-	3.55	3.34
Pot Cap-1 Maneuver	-	0	0	-	303	875
Stage 1	-	0	0	-	732	-
Stage 2	-	0	0	-	535	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	303	875
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	535	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	303	875	-	-
HCM Lane V/C Ratio	0.522	0.33	-	-
HCM Control Delay (s)	29.2	11.1	-	-
HCM Lane LOS	D	B	-	-
HCM 95th %tile Q(veh)	2.8	1.5	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	257	469	651	489	0	0
Future Volume (Veh/h)	257	469	651	489	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	282	515	715	537	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			797		2238	398
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			797		2238	398
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			14		100	100
cM capacity (veh/h)			827		5	607

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	188	609	715	268	268
Volume Left	0	0	715	0	0
Volume Right	0	515	0	0	0
cSH	1700	1700	827	1700	1700
Volume to Capacity	0.11	0.36	0.86	0.16	0.16
Queue Length 95th (ft)	0	0	270	0	0
Control Delay (s)	0.0	0.0	30.0	0.0	0.0
Lane LOS			D		
Approach Delay (s)	0.0		17.2		
Approach LOS					

Intersection Summary			
Average Delay	10.5		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	21.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	601	33	54	812	118	192
Future Vol, veh/h	601	33	54	812	118	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	31	5	6	11
Mvmt Flow	653	36	59	883	128	209

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	689	0	1672	671
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	1001	-
Critical Hdwy	-	-	4.41	-	6.46	6.31
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.479	-	3.554	3.399
Pot Cap-1 Maneuver	-	-	784	-	~ 103	441
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	349	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	784	-	~ 95	441
Mov Cap-2 Maneuver	-	-	-	-	~ 95	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	323	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	123.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	95	441	-	-	784	-
HCM Lane V/C Ratio	1.35	0.473	-	-	0.075	-
HCM Control Delay (s)	292.6	20.3	-	-	10	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	9.3	2.5	-	-	0.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	753	184	104	737	84	182	393	65	63	235	51
Future Volume (veh/h)	77	753	184	104	737	84	182	393	65	63	235	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1841	1678	1870	1856	1841	1885	1870	1826	1752	1856
Adj Flow Rate, veh/h	79	776	190	107	760	86	188	405	67	65	242	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	3	4	15	2	3	4	1	2	5	10	3
Cap, veh/h	150	740	181	84	849	96	227	526	87	177	286	63
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.06	0.33	0.33	0.21	0.21	0.21
Sat Flow, veh/h	661	1440	352	522	1650	187	1753	1577	261	900	1392	305
Grp Volume(v), veh/h	79	0	966	107	0	846	188	0	472	65	0	295
Grp Sat Flow(s),veh/h/ln	661	0	1792	522	0	1837	1753	0	1838	900	0	1697
Q Serve(g_s), s	8.5	0.0	44.0	0.0	0.0	35.5	5.0	0.0	19.7	6.0	0.0	14.3
Cycle Q Clear(g_c), s	44.0	0.0	44.0	44.0	0.0	35.5	5.0	0.0	19.7	14.7	0.0	14.3
Prop In Lane	1.00		0.20	1.00		0.10	1.00		0.14	1.00		0.18
Lane Grp Cap(c), veh/h	150	0	922	84	0	945	227	0	613	177	0	348
V/C Ratio(X)	0.53	0.00	1.05	1.27	0.00	0.90	0.83	0.00	0.77	0.37	0.00	0.85
Avail Cap(c_a), veh/h	150	0	922	84	0	945	227	0	709	224	0	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	0.0	20.8	42.8	0.0	18.7	30.4	0.0	25.5	37.1	0.0	32.7
Incr Delay (d2), s/veh	6.4	0.0	43.0	187.4	0.0	11.6	21.8	0.0	4.5	1.3	0.0	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	25.7	6.1	0.0	16.6	2.7	0.0	8.5	1.3	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	0.0	63.8	230.2	0.0	30.3	52.2	0.0	30.0	38.3	0.0	44.7
LnGrp LOS	D	A	F	F	A	C	D	A	C	D	A	D
Approach Vol, veh/h		1045			953			660			360	
Approach Delay, s/veh		62.4			52.8			36.3			43.6	
Approach LOS		E			D			D			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		51.0	11.0	23.6		51.0		34.6				
Change Period (Y+Rc), s		7.0	6.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		44.0	5.0	22.0		44.0		33.0				
Max Q Clear Time (g_c+I1), s		46.0	7.0	16.7		46.0		21.7				
Green Ext Time (p_c), s		0.0	0.0	0.9		0.0		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			51.4									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	853	1	6	756	259	1	1	6	107	0	90
Future Volume (veh/h)	110	853	1	6	756	259	1	1	6	107	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1885	1900	1900	1885	1856	1900	1976	1900	1930	1976	1841
Adj Flow Rate, veh/h	117	907	0	6	804	258	1	1	6	114	0	61
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	1	0	0	1	3	0	0	0	3	0	4
Cap, veh/h	237	1220	0	292	971	312	58	50	182	204	5	75
Arrive On Green	0.65	0.65	0.00	0.00	0.71	0.71	0.14	0.14	0.14	0.14	0.00	0.14
Sat Flow, veh/h	514	1885	0	1810	1367	439	79	360	1318	978	37	543
Grp Volume(v), veh/h	117	907	0	6	0	1062	8	0	0	175	0	0
Grp Sat Flow(s),veh/h/ln	514	1885	0	1810	0	1806	1757	0	0	1558	0	0
Q Serve(g_s), s	17.7	28.0	0.0	0.1	0.0	35.4	0.0	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	47.8	28.0	0.0	0.1	0.0	35.4	0.3	0.0	0.0	9.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.24	0.12		0.75	0.65		0.35
Lane Grp Cap(c), veh/h	237	1220	0	292	0	1283	290	0	0	285	0	0
V/C Ratio(X)	0.49	0.74	0.00	0.02	0.00	0.83	0.03	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	264	1320	0	917	0	1283	546	0	0	523	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.4	10.3	0.0	9.9	0.0	8.7	32.0	0.0	0.0	35.8	0.0	0.0
Incr Delay (d2), s/veh	1.6	2.1	0.0	0.0	0.0	6.3	0.0	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	10.4	0.0	0.0	0.0	10.3	0.1	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	12.4	0.0	9.9	0.0	15.0	32.0	0.0	0.0	38.0	0.0	0.0
LnGrp LOS	C	B	A	A	A	B	C	A	A	D	A	A
Approach Vol, veh/h		1024			1068			8			175	
Approach Delay, s/veh		14.3			15.0			32.0			38.0	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.4	62.4		17.8		67.8		17.8				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	30.0	60.0		25.0		60.0		25.0				
Max Q Clear Time (g_c+I1), s	2.1	49.8		11.3		37.4		2.3				
Green Ext Time (p_c), s	0.0	5.6		0.7		18.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	179	545	270	180	108	93
Future Volume (veh/h)	179	545	270	180	108	93
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	0.90	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1856	1885	1900	1856
Adj Flow Rate, veh/h	195	592	293	0	117	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	3	1	0	3
Cap, veh/h	511	1133	678		151	
Arrive On Green	0.07	0.60	0.37	0.00	0.09	0.00
Sat Flow, veh/h	1810	1885	1856	1598	1629	1572
Grp Volume(v), veh/h	195	592	293	0	117	0
Grp Sat Flow(s),veh/h/ln	1810	1885	1856	1598	1629	1572
Q Serve(g_s), s	0.0	7.5	4.9	0.0	2.9	0.0
Cycle Q Clear(g_c), s	0.0	7.5	4.9	0.0	2.9	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	511	1133	678		151	
V/C Ratio(X)	0.38	0.52	0.43		0.78	
Avail Cap(c_a), veh/h	1054	2295	2259		991	
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	13.6	4.8	9.8	0.0	18.2	0.0
Incr Delay (d2), s/veh	0.2	0.8	0.9	0.0	8.3	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	1.2	1.3	1.5	0.0	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.7	5.6	10.8	0.0	26.5	0.0
LnGrp LOS	B	A	B		C	
Approach Vol, veh/h		787	293		117	
Approach Delay, s/veh		7.6	10.8		26.5	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		31.7		9.4	9.7	22.0
Change Period (Y+Rc), s		7.0		5.6	7.0	* 7
Max Green Setting (Gmax), s		50.0		25.0	15.0	* 50
Max Q Clear Time (g_c+I1), s		9.5		4.9	2.0	6.9
Green Ext Time (p_c), s		8.7		0.3	0.2	3.6

Intersection Summary	
HCM 6th Ctrl Delay	10.2
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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1276	165	294	1040	45	176	51	355	0	0	96
Future Volume (vph)	44	1276	165	294	1040	45	176	51	355	0	0	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	12	12	12	12	12	15	15	15
Total Lost time (s)	5.5	6.5	6.5	4.5	6.5	6.5	5.8	5.8	4.0			5.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00			1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85			0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (prot)	1752	3574	1561	1805	3505	1515	1698	1747	1578			1808
Flt Permitted	0.17	1.00	1.00	0.08	1.00	1.00	0.95	0.97	1.00			1.00
Satd. Flow (perm)	314	3574	1561	146	3505	1515	1698	1747	1578			1808
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	48	1402	181	323	1143	49	193	56	390	0	0	105
RTOR Reduction (vph)	0	0	64	0	0	23	0	0	0	0	0	0
Lane Group Flow (vph)	48	1402	117	323	1143	26	124	125	390	0	0	105
Confl. Peds. (#/hr)	11					11	6		4	4		6
Heavy Vehicles (%)	3%	1%	0%	0%	3%	3%	1%	0%	1%	0%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Free			Over
Protected Phases	5	2		1 7	6		8	8				5
Permitted Phases	2		2	6		6			Free			
Actuated Green, G (s)	65.1	54.9	54.9	78.6	57.5	57.5	12.7	12.7	110.0			10.2
Effective Green, g (s)	65.1	54.9	54.9	78.6	57.5	57.5	12.7	12.7	110.0			10.2
Actuated g/C Ratio	0.59	0.50	0.50	0.71	0.52	0.52	0.12	0.12	1.00			0.09
Clearance Time (s)	5.5	6.5	6.5		6.5	6.5	5.8	5.8				5.5
Vehicle Extension (s)	1.5	0.2	0.2		0.2	0.2	2.0	2.0				1.5
Lane Grp Cap (vph)	319	1783	779	422	1832	791	196	201	1578			167
v/s Ratio Prot	0.01	0.39		c0.15	0.33		c0.07	0.07				0.06
v/s Ratio Perm	0.07		0.08	c0.40		0.02			c0.25			
v/c Ratio	0.15	0.79	0.15	0.77	0.62	0.03	0.63	0.62	0.25			0.63
Uniform Delay, d1	10.9	22.7	14.9	29.7	18.6	12.7	46.4	46.4	0.0			48.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.1	3.6	0.4	7.3	1.6	0.1	4.8	4.3	0.4			5.2
Delay (s)	11.0	26.3	15.3	37.0	20.2	12.8	51.2	50.6	0.4			53.3
Level of Service	B	C	B	D	C	B	D	D	A			D
Approach Delay (s)		24.6			23.5			20.1			53.3	
Approach LOS		C			C			C			D	

Intersection Summary

HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.3
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection						
Int Delay, s/veh	69.9					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↰	↱
Traffic Vol, veh/h	218	0	0	570	484	938
Future Vol, veh/h	218	0	0	570	484	938
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	320	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	3	3	2
Mvmt Flow	242	0	0	633	538	1042

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	559	121
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	-	-	6.86	6.94
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.53	3.32
Pot Cap-1 Maneuver	-	0	0	-	~ 457	~ 908
Stage 1	-	0	0	-	773	-
Stage 2	-	0	0	-	708	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	~ 457	~ 908
Mov Cap-2 Maneuver	-	-	-	-	~ 457	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	108.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBT
Capacity (veh/h)	457	908	-	-
HCM Lane V/C Ratio	1.177	1.148	-	-
HCM Control Delay (s)	128.5	98.4	-	-
HCM Lane LOS	F	F	-	-
HCM 95th %tile Q(veh)	20.1	29.9	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	218	361	384	670	0	0
Future Volume (Veh/h)	218	361	384	670	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	240	397	422	736	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			637		1650	318
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			637		1650	318
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			56		100	100
cM capacity (veh/h)			949		51	683

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	160	477	422	368	368
Volume Left	0	0	422	0	0
Volume Right	0	397	0	0	0
cSH	1700	1700	949	1700	1700
Volume to Capacity	0.09	0.28	0.44	0.22	0.22
Queue Length 95th (ft)	0	0	58	0	0
Control Delay (s)	0.0	0.0	11.8	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		4.3		
Approach LOS					

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	101.5%	ICU Level of Service	G
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	48.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	748	63	102	745	133	216
Future Vol, veh/h	748	63	102	745	133	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	813	68	111	810	145	235

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	881	0	1879	847
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	1032	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	767	-	~ 78	362
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	344	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	767	-	~ 67	362
Mov Cap-2 Maneuver	-	-	-	-	~ 67	-
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	294	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	273.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	67	362	-	-	767	-
HCM Lane V/C Ratio	2.158	0.649	-	-	0.145	-
HCM Control Delay (s)	$ 665.7	31.6	-	-	10.5	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	13.7	4.3	-	-	0.5	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	684	246	40	353	35	181	127	74	41	152	48
Future Volume (veh/h)	34	684	246	40	353	35	181	127	74	41	152	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1544	1811	1826	1604	1722	1737	1796	1767	1781	1752	1826	1678
Adj Flow Rate, veh/h	38	760	260	44	392	39	201	141	80	46	169	52
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.92	0.90	0.90	0.90
Percent Heavy Veh, %	24	6	5	20	12	11	7	9	8	10	5	15
Cap, veh/h	372	937	801	173	797	79	290	333	189	266	213	66
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.09	0.31	0.31	0.16	0.16	0.16
Sat Flow, veh/h	790	1811	1547	474	1541	153	1711	1058	600	1086	1340	412
Grp Volume(v), veh/h	38	760	260	44	0	431	201	0	221	46	0	221
Grp Sat Flow(s),veh/h/ln	790	1811	1547	474	0	1695	1711	0	1659	1086	0	1752
Q Serve(g_s), s	2.5	27.0	7.5	6.6	0.0	12.7	7.0	0.0	8.1	2.9	0.0	9.4
Cycle Q Clear(g_c), s	15.3	27.0	7.5	33.6	0.0	12.7	7.0	0.0	8.1	2.9	0.0	9.4
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.36	1.00		0.24
Lane Grp Cap(c), veh/h	372	937	801	173	0	877	290	0	522	266	0	279
V/C Ratio(X)	0.10	0.81	0.32	0.25	0.00	0.49	0.69	0.00	0.42	0.17	0.00	0.79
Avail Cap(c_a), veh/h	403	1007	861	191	0	942	290	0	729	402	0	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	15.5	10.8	29.5	0.0	12.1	24.6	0.0	21.0	28.5	0.0	31.3
Incr Delay (d2), s/veh	0.3	5.7	0.5	1.6	0.0	0.9	6.9	0.0	0.5	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	15.3	4.0	1.4	0.0	8.1	5.9	0.0	5.2	1.3	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	21.2	11.3	31.1	0.0	13.0	31.5	0.0	21.5	28.8	0.0	36.3
LnGrp LOS	B	C	B	C	A	B	C	A	C	C	A	D
Approach Vol, veh/h		1058			475			422			267	
Approach Delay, s/veh		18.6			14.7			26.3			35.0	
Approach LOS		B			B			C			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		47.0	12.0	18.3		47.0		30.3				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		43.0	7.0	22.0		43.0		34.0				
Max Q Clear Time (g_c+I1), s		29.0	9.0	11.4		35.6		10.1				
Green Ext Time (p_c), s		8.6	0.0	0.9		3.0		1.1				
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	574	22	24	500	91	2	1	0	99	1	79
Future Volume (veh/h)	79	574	22	24	500	91	2	1	0	99	1	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1752	1767	1900	1752	1811	1900	1976	1900	1745	1976	1693
Adj Flow Rate, veh/h	82	598	23	25	521	88	2	1	0	103	1	82
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	10	9	0	10	6	0	0	0	15	0	14
Cap, veh/h	492	1463	56	466	1022	895	208	77	0	332	2	185
Arrive On Green	0.45	0.45	0.45	0.02	0.58	0.58	0.11	0.11	0.00	0.11	0.11	0.11
Sat Flow, veh/h	793	3268	126	1810	1752	1535	601	686	0	1321	20	1657
Grp Volume(v), veh/h	82	304	317	25	521	88	3	0	0	103	0	83
Grp Sat Flow(s),veh/h/ln	793	1664	1729	1810	1752	1535	1288	0	0	1321	0	1678
Q Serve(g_s), s	2.9	5.3	5.3	0.3	7.5	1.1	0.0	0.0	0.0	0.7	0.0	2.0
Cycle Q Clear(g_c), s	4.7	5.3	5.3	0.3	7.5	1.1	2.0	0.0	0.0	2.6	0.0	2.0
Prop In Lane	1.00		0.07	1.00		1.00	0.67		0.00	1.00		0.99
Lane Grp Cap(c), veh/h	492	745	774	466	1022	895	284	0	0	332	0	187
V/C Ratio(X)	0.17	0.41	0.41	0.05	0.51	0.10	0.01	0.00	0.00	0.31	0.00	0.44
Avail Cap(c_a), veh/h	1477	2815	2924	646	3374	2956	1018	0	0	961	0	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	7.9	7.9	5.8	5.3	3.9	16.8	0.0	0.0	17.9	0.0	17.7
Incr Delay (d2), s/veh	0.2	0.4	0.3	0.1	1.8	0.2	0.0	0.0	0.0	0.5	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	2.6	2.7	0.1	2.4	0.3	0.0	0.0	0.0	1.5	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	8.3	8.3	5.8	7.1	4.1	16.9	0.0	0.0	18.5	0.0	19.3
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	B
Approach Vol, veh/h		703			634			3			186	
Approach Delay, s/veh		8.3			6.6			16.9			18.8	
Approach LOS		A			A			B			B	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.8	26.1		10.7		31.8		10.7				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	5.0	72.0		25.0		82.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	7.3		4.6		9.5		4.0				
Green Ext Time (p_c), s	0.0	5.2		0.7		15.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	346	0	0	378	319	456
Future Volume (veh/h)	346	0	0	378	319	456
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	0	0	1811	1868	1945
Adj Flow Rate, veh/h	376	0	0	411	347	496
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	0	0	6	7	2
Cap, veh/h	1249	0	0	1249	681	631
Arrive On Green	0.36	0.00	0.00	0.36	0.38	0.38
Sat Flow, veh/h	3622	0	0	3622	1779	1648
Grp Volume(v), veh/h	376	0	0	411	347	496
Grp Sat Flow(s),veh/h/ln	1721	0	0	1721	1779	1648
Q Serve(g_s), s	3.2	0.0	0.0	3.6	6.2	11.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	3.6	6.2	11.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1249	0	0	1249	681	631
V/C Ratio(X)	0.30	0.00	0.00	0.33	0.51	0.79
Avail Cap(c_a), veh/h	1665	0	0	1665	1270	1177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	9.5	9.8	11.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	0.0	1.7	3.4	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.5	0.0	0.0	9.7	10.4	13.5
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	376			411	843	
Approach Delay, s/veh	9.5			9.7	12.2	
Approach LOS	A			A	B	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	21.0				21.0	20.3
Change Period (Y+Rc), s	6.0				6.0	4.5
Max Green Setting (Gmax), s	20.0				20.0	29.5
Max Q Clear Time (g_c+I1), s	5.2				5.6	13.0
Green Ext Time (p_c), s	1.9				2.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	628	122	200	381	29	46		
Future Volume (veh/h)	628	122	200	381	29	46		
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	1781	1885	1752	1648	1589	1263		
Adj Flow Rate, veh/h	683	133	217	414	32	50		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	8	1	10	17	21	43		
Cap, veh/h	1088	212	484	1023	110	78		
Arrive On Green	0.38	0.38	0.12	0.62	0.07	0.07		
Sat Flow, veh/h	2914	550	1668	1648	1513	1070		
Grp Volume(v), veh/h	409	407	217	414	32	50		
Grp Sat Flow(s),veh/h/ln	1692	1682	1668	1648	1513	1070		
Q Serve(g_s), s	8.3	8.3	2.9	5.4	0.8	1.9		
Cycle Q Clear(g_c), s	8.3	8.3	2.9	5.4	0.8	1.9		
Prop In Lane		0.33	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	651	648	484	1023	110	78		
V/C Ratio(X)	0.63	0.63	0.45	0.40	0.29	0.64		
Avail Cap(c_a), veh/h	1636	1626	1153	2642	321	227		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.6	10.6	6.9	4.1	18.6	19.1		
Incr Delay (d2), s/veh	1.0	1.0	0.6	0.3	1.4	8.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	4.6	4.5	1.2	1.7	0.6	1.1		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	11.6	11.6	7.5	4.3	20.0	27.5		
LnGrp LOS	B	B	A	A	C	C		
Approach Vol, veh/h	816			631	82			
Approach Delay, s/veh	11.6			5.4	24.6			
Approach LOS	B			A	C			
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	10.0	23.3				33.3	9.1	
Change Period (Y+Rc), s	5.0	7.0				7.0	6.0	
Max Green Setting (Gmax), s	22.0	41.0				68.0	9.0	
Max Q Clear Time (g_c+I1), s	4.9	10.3				7.4	3.9	
Green Ext Time (p_c), s	0.6	6.0				3.0	0.1	
Intersection Summary								
HCM 6th Ctrl Delay			9.7					
HCM 6th LOS			A					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	533	218	109	821	60	172	187	42	41	195	56
Future Volume (veh/h)	38	533	218	109	821	60	172	187	42	41	195	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1856	1767	1885	1841	1841	1870	1900	1826	1826	1841
Adj Flow Rate, veh/h	40	567	226	116	873	64	183	199	45	44	207	58
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	2	3	9	1	4	4	2	0	5	5	4
Cap, veh/h	133	1014	852	360	940	69	231	445	101	287	248	70
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.06	0.30	0.30	0.18	0.18	0.18
Sat Flow, veh/h	593	1870	1571	797	1735	127	1753	1476	334	1109	1372	384
Grp Volume(v), veh/h	40	567	226	116	0	937	183	0	244	44	0	265
Grp Sat Flow(s),veh/h/ln	593	1870	1571	797	0	1862	1753	0	1810	1109	0	1757
Q Serve(g_s), s	5.5	16.5	6.4	9.3	0.0	38.5	5.0	0.0	9.0	2.8	0.0	12.1
Cycle Q Clear(g_c), s	44.0	16.5	6.4	25.8	0.0	38.5	5.0	0.0	9.0	2.8	0.0	12.1
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.18	1.00		0.22
Lane Grp Cap(c), veh/h	133	1014	852	360	0	1009	231	0	545	287	0	318
V/C Ratio(X)	0.30	0.56	0.27	0.32	0.00	0.93	0.79	0.00	0.45	0.15	0.00	0.83
Avail Cap(c_a), veh/h	133	1014	852	360	0	1009	231	0	698	381	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.8	12.5	10.2	21.0	0.0	17.5	29.9	0.0	23.4	29.0	0.0	32.8
Incr Delay (d2), s/veh	2.7	1.2	0.4	1.1	0.0	14.6	16.9	0.0	0.6	0.2	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	9.8	3.5	3.2	0.0	25.7	4.0	0.0	6.5	1.3	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	13.7	10.5	22.1	0.0	32.2	46.9	0.0	24.0	29.2	0.0	41.1
LnGrp LOS	D	B	B	C	A	C	D	A	C	C	A	D
Approach Vol, veh/h		833			1053			427			309	
Approach Delay, s/veh		14.1			31.1			33.8			39.4	
Approach LOS		B			C			C			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		52.0	10.0	21.0		52.0		31.0				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		45.0	5.0	22.0		45.0		32.0				
Max Q Clear Time (g_c+I1), s		46.0	7.0	14.1		40.5		11.0				
Green Ext Time (p_c), s		0.0	0.0	0.9		3.7		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			27.1									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	656	14	42	713	125	45	10	0	207	6	134
Future Volume (veh/h)	97	656	14	42	713	125	45	10	0	207	6	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1900	1900	1841	1811	1900	1976	1885	1961	1976	1870
Adj Flow Rate, veh/h	105	713	15	46	775	104	49	11	0	225	7	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	0	0	4	6	0	0	1	1	0	2
Cap, veh/h	347	1837	39	452	1155	963	210	39	0	393	14	294
Arrive On Green	0.53	0.53	0.53	0.03	0.63	0.63	0.18	0.18	0.00	0.18	0.18	0.18
Sat Flow, veh/h	679	3474	73	1810	1841	1535	628	212	0	1471	77	1609
Grp Volume(v), veh/h	105	356	372	46	775	104	60	0	0	225	0	153
Grp Sat Flow(s),veh/h/ln	679	1735	1813	1810	1841	1535	840	0	0	1471	0	1686
Q Serve(g_s), s	8.0	8.3	8.3	0.7	18.5	1.9	2.1	0.0	0.0	1.3	0.0	5.6
Cycle Q Clear(g_c), s	19.8	8.3	8.3	0.7	18.5	1.9	7.7	0.0	0.0	9.0	0.0	5.6
Prop In Lane	1.00		0.04	1.00		1.00	0.82		0.00	1.00		0.95
Lane Grp Cap(c), veh/h	347	917	958	452	1155	963	249	0	0	393	0	308
V/C Ratio(X)	0.30	0.39	0.39	0.10	0.67	0.11	0.24	0.00	0.00	0.57	0.00	0.50
Avail Cap(c_a), veh/h	534	1395	1458	485	1696	1414	890	0	0	1071	0	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	9.6	9.6	6.9	8.2	5.1	27.2	0.0	0.0	26.5	0.0	25.1
Incr Delay (d2), s/veh	0.5	0.3	0.3	0.1	3.1	0.2	0.5	0.0	0.0	1.3	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	5.0	5.2	0.4	9.2	0.8	1.6	0.0	0.0	5.9	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	9.8	9.8	7.1	11.3	5.3	27.7	0.0	0.0	27.8	0.0	26.4
LnGrp LOS	B	A	A	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		833			925			60			378	
Approach Delay, s/veh		10.8			10.4			27.7			27.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.7	43.2		18.5		49.9		18.5				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	3.0	55.0		44.0		63.0		44.0				
Max Q Clear Time (g_c+I1), s	2.7	21.8		11.0		20.5		9.7				
Green Ext Time (p_c), s	0.0	6.3		1.5		22.4		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	245	0	0	814	203	289
Future Volume (veh/h)	245	0	0	814	203	289
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	0	0	1841	1945	1945
Adj Flow Rate, veh/h	266	0	0	885	221	314
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	0	0	4	2	2
Cap, veh/h	1539	0	0	1503	499	444
Arrive On Green	0.43	0.00	0.00	0.43	0.27	0.27
Sat Flow, veh/h	3770	0	0	3681	1853	1648
Grp Volume(v), veh/h	266	0	0	885	221	314
Grp Sat Flow(s),veh/h/ln	1791	0	0	1749	1853	1648
Q Serve(g_s), s	1.6	0.0	0.0	6.7	3.5	6.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	6.7	3.5	6.0
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1539	0	0	1503	499	444
V/C Ratio(X)	0.17	0.00	0.00	0.59	0.44	0.71
Avail Cap(c_a), veh/h	3079	0	0	3006	1035	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.1	0.0	0.0	7.6	10.6	11.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.6	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	2.5	2.1	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.2	0.0	0.0	8.0	11.2	13.6
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	266			885	535	
Approach Delay, s/veh	6.2			8.0	12.6	
Approach LOS	A			A	B	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	21.0				21.0	13.9
Change Period (Y+Rc), s	6.0				6.0	4.5
Max Green Setting (Gmax), s	30.0				30.0	19.5
Max Q Clear Time (g_c+I1), s	3.6				8.7	8.0
Green Ext Time (p_c), s	1.6				6.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	575	33	54	838	118	192		
Future Volume (veh/h)	575	33	54	838	118	192		
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	1856	1441	1841	1811	1737		
Adj Flow Rate, veh/h	625	36	59	911	128	209		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	3	3	31	4	6	11		
Cap, veh/h	1526	88	393	1088	313	267		
Arrive On Green	0.45	0.45	0.05	0.59	0.18	0.18		
Sat Flow, veh/h	3481	195	1372	1841	1725	1472		
Grp Volume(v), veh/h	325	336	59	911	128	209		
Grp Sat Flow(s),veh/h/ln	1763	1820	1372	1841	1725	1472		
Q Serve(g_s), s	7.1	7.1	1.2	22.9	3.7	7.7		
Cycle Q Clear(g_c), s	7.1	7.1	1.2	22.9	3.7	7.7		
Prop In Lane		0.11	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	794	820	393	1088	313	267		
V/C Ratio(X)	0.41	0.41	0.15	0.84	0.41	0.78		
Avail Cap(c_a), veh/h	1543	1593	440	1933	513	438		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.6	10.6	7.2	9.5	20.7	22.3		
Incr Delay (d2), s/veh	0.3	0.3	0.2	1.8	0.9	5.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	4.3	4.5	0.5	11.4	2.6	5.1		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	10.9	10.9	7.3	11.2	21.5	27.3		
LnGrp LOS	B	B	A	B	C	C		
Approach Vol, veh/h	661			970	337			
Approach Delay, s/veh	10.9			11.0	25.1			
Approach LOS	B			B	C			
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	8.0	32.7				40.8	16.4	
Change Period (Y+Rc), s	5.0	7.0				7.0	6.0	
Max Green Setting (Gmax), s	5.0	50.0				60.0	17.0	
Max Q Clear Time (g_c+I1), s	3.2	9.1				24.9	9.7	
Green Ext Time (p_c), s	0.0	4.7				8.9	0.7	
Intersection Summary								
HCM 6th Ctrl Delay			13.4					
HCM 6th LOS			B					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	743	194	96	667	84	152	242	75	79	191	51
Future Volume (veh/h)	38	743	194	96	667	84	152	242	75	79	191	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1856	1885	1856	1870	1900	1856	1870	1826	1856	1826	1856
Adj Flow Rate, veh/h	39	758	198	98	681	86	155	247	77	81	195	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	3	1	3	2	0	3	2	5	3	5	3
Cap, veh/h	217	981	844	232	860	109	243	423	132	254	241	62
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.06	0.31	0.31	0.17	0.17	0.17
Sat Flow, veh/h	673	1856	1598	701	1628	206	1767	1367	426	1047	1402	359
Grp Volume(v), veh/h	39	758	198	98	0	767	155	0	324	81	0	245
Grp Sat Flow(s),veh/h/ln	673	1856	1598	701	0	1833	1767	0	1794	1047	0	1761
Q Serve(g_s), s	4.0	26.1	5.3	10.4	0.0	27.2	5.0	0.0	12.2	5.7	0.0	10.7
Cycle Q Clear(g_c), s	31.2	26.1	5.3	36.5	0.0	27.2	5.0	0.0	12.2	6.9	0.0	10.7
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.24	1.00		0.20
Lane Grp Cap(c), veh/h	217	981	844	232	0	969	243	0	555	254	0	303
V/C Ratio(X)	0.18	0.77	0.23	0.42	0.00	0.79	0.64	0.00	0.58	0.32	0.00	0.81
Avail Cap(c_a), veh/h	231	1018	877	246	0	1006	243	0	738	361	0	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	15.1	10.2	29.6	0.0	15.3	26.6	0.0	23.3	30.9	0.0	31.9
Incr Delay (d2), s/veh	0.8	4.3	0.3	2.6	0.0	5.0	5.4	0.0	1.0	0.7	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	15.0	2.9	3.4	0.0	16.9	4.6	0.0	8.4	2.5	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	19.4	10.5	32.2	0.0	20.3	32.1	0.0	24.3	31.6	0.0	37.2
LnGrp LOS	C	B	B	C	A	C	C	A	C	C	A	D
Approach Vol, veh/h		995			865			479			326	
Approach Delay, s/veh		18.0			21.7			26.8			35.8	
Approach LOS		B			C			C			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		49.4	11.0	19.8		49.4		30.8				
Change Period (Y+Rc), s		7.0	6.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		44.0	5.0	22.0		44.0		33.0				
Max Q Clear Time (g_c+I1), s		33.2	7.0	12.7		38.5		14.2				
Green Ext Time (p_c), s		6.8	0.0	1.1		3.9		1.6				
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	874	28	306	657	204	18	3	0	106	8	105
Future Volume (veh/h)	106	874	28	306	657	204	18	3	0	106	8	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1900	1900	1870	1811	1900	1976	1856	1899	1976	1900
Adj Flow Rate, veh/h	112	920	29	322	692	195	19	3	0	112	8	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	0	0	2	6	0	0	3	5	0	0
Cap, veh/h	444	1832	58	513	1080	886	130	15	0	263	12	163
Arrive On Green	0.06	0.52	0.52	0.12	0.58	0.58	0.10	0.10	0.00	0.10	0.10	0.10
Sat Flow, veh/h	1767	3516	111	1810	1870	1535	417	144	0	1435	114	1578
Grp Volume(v), veh/h	112	465	484	322	692	195	22	0	0	112	0	119
Grp Sat Flow(s),veh/h/ln	1767	1777	1850	1810	1870	1535	561	0	0	1435	0	1692
Q Serve(g_s), s	2.2	13.0	13.0	6.0	19.1	4.7	0.7	0.0	0.0	0.0	0.0	5.2
Cycle Q Clear(g_c), s	2.2	13.0	13.0	6.0	19.1	4.7	5.9	0.0	0.0	4.8	0.0	5.2
Prop In Lane	1.00		0.06	1.00		1.00	0.86		0.00	1.00		0.93
Lane Grp Cap(c), veh/h	444	926	964	513	1080	886	145	0	0	263	0	175
V/C Ratio(X)	0.25	0.50	0.50	0.63	0.64	0.22	0.15	0.00	0.00	0.43	0.00	0.68
Avail Cap(c_a), veh/h	477	1225	1276	917	1776	1458	384	0	0	507	0	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	11.9	11.9	8.6	10.9	7.9	34.1	0.0	0.0	33.1	0.0	33.2
Incr Delay (d2), s/veh	0.3	0.4	0.4	1.3	2.9	0.6	0.5	0.0	0.0	1.1	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	8.3	8.6	3.1	10.8	2.3	0.7	0.0	0.0	3.5	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	12.4	12.3	9.8	13.8	8.4	34.6	0.0	0.0	34.2	0.0	37.8
LnGrp LOS	A	B	B	A	B	A	C	A	A	C	A	D
Approach Vol, veh/h		1061			1209			22			231	
Approach Delay, s/veh		12.0			11.9			34.6			36.1	
Approach LOS		B			B			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.9	47.0		13.9	11.5	51.4		13.9				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0		6.0				
Max Green Setting (Gmax), s	26.0	53.0		21.0	6.0	73.0		21.0				
Max Q Clear Time (g_c+I1), s	8.0	15.0		7.2	4.2	21.1		7.9				
Green Ext Time (p_c), s	0.8	7.4		0.7	0.0	23.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	244	0	0	463	376	713
Future Volume (veh/h)	244	0	0	463	376	713
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	1841	0	0	1856	1914	1961
Adj Flow Rate, veh/h	260	0	0	493	400	759
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	0	0	3	4	1
Cap, veh/h	765	0	0	771	978	891
Arrive On Green	0.22	0.00	0.00	0.22	0.54	0.54
Sat Flow, veh/h	3681	0	0	3711	1823	1662
Grp Volume(v), veh/h	260	0	0	493	400	759
Grp Sat Flow(s),veh/h/ln	1749	0	0	1763	1823	1662
Q Serve(g_s), s	2.7	0.0	0.0	5.4	5.6	16.7
Cycle Q Clear(g_c), s	2.7	0.0	0.0	5.4	5.6	16.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	765	0	0	771	978	891
V/C Ratio(X)	0.34	0.00	0.00	0.64	0.41	0.85
Avail Cap(c_a), veh/h	1290	0	0	1301	1435	1307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	15.2	5.9	8.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.9	0.3	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	0.0	0.0	3.2	2.6	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	0.0	0.0	16.1	6.2	12.2
LnGrp LOS	B	A	A	B	A	B
Approach Vol, veh/h	260			493	1159	
Approach Delay, s/veh	14.4			16.1	10.2	
Approach LOS	B			B	B	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	15.4			15.4	27.5
Change Period (Y+Rc), s	6.0			6.0	4.5
Max Green Setting (Gmax), s	15.8			15.8	33.7
Max Q Clear Time (g_c+I1), s	4.7			7.4	18.7
Green Ext Time (p_c), s	1.1			1.9	4.3

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	792	63	102	678	133	216		
Future Volume (veh/h)	792	63	102	678	133	216		
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	1870	1870	1870	1870		
Adj Flow Rate, veh/h	861	68	111	737	145	235		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	3	2	2	2	2	2		
Cap, veh/h	1275	101	375	1041	349	310		
Arrive On Green	0.39	0.39	0.08	0.56	0.20	0.20		
Sat Flow, veh/h	3403	261	1781	1870	1781	1585		
Grp Volume(v), veh/h	459	470	111	737	145	235		
Grp Sat Flow(s),veh/h/ln	1763	1808	1781	1870	1781	1585		
Q Serve(g_s), s	11.4	11.4	1.7	15.1	3.7	7.4		
Cycle Q Clear(g_c), s	11.4	11.4	1.7	15.1	3.7	7.4		
Prop In Lane		0.14	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	679	696	375	1041	349	310		
V/C Ratio(X)	0.68	0.68	0.30	0.71	0.42	0.76		
Avail Cap(c_a), veh/h	1410	1446	544	1994	712	634		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	13.4	13.4	9.1	8.5	18.5	19.9		
Incr Delay (d2), s/veh	1.2	1.2	0.4	0.9	0.8	3.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.2	7.4	1.0	8.1	2.7	5.0		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	14.6	14.6	9.5	9.4	19.3	23.7		
LnGrp LOS	B	B	A	A	B	C		
Approach Vol, veh/h	929			848	380			
Approach Delay, s/veh	14.6			9.4	22.0			
Approach LOS	B			A	C			
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	9.0	27.2				36.2	16.3	
Change Period (Y+Rc), s	5.0	7.0				7.0	6.0	
Max Green Setting (Gmax), s	9.0	42.0				56.0	21.0	
Max Q Clear Time (g_c+I1), s	3.7	13.4				17.1	9.4	
Green Ext Time (p_c), s	0.1	6.9				6.3	1.0	
Intersection Summary								
HCM 6th Ctrl Delay			13.9					
HCM 6th LOS			B					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	796	262	51	361	41	200	141	122	49	183	51
Future Volume (veh/h)	31	796	262	51	361	41	200	141	122	49	183	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1559	1811	1781	1441	1678	1648	1722	1678	1707	1781	1811	1722
Adj Flow Rate, veh/h	31	804	262	52	365	37	202	142	123	49	185	50
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	23	6	8	31	15	17	12	15	13	8	6	12
Cap, veh/h	396	955	796	149	790	80	267	260	225	265	228	62
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.09	0.31	0.31	0.17	0.17	0.17
Sat Flow, veh/h	819	1811	1510	408	1498	152	1640	830	719	1061	1373	371
Grp Volume(v), veh/h	31	804	262	52	0	402	202	0	265	49	0	235
Grp Sat Flow(s),veh/h/ln	819	1811	1510	408	0	1650	1640	0	1548	1061	0	1744
Q Serve(g_s), s	2.0	30.7	8.1	10.1	0.0	12.4	7.0	0.0	11.6	3.3	0.0	10.6
Cycle Q Clear(g_c), s	14.4	30.7	8.1	40.9	0.0	12.4	7.0	0.0	11.6	3.3	0.0	10.6
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.46	1.00		0.21
Lane Grp Cap(c), veh/h	396	955	796	149	0	870	267	0	485	265	0	289
V/C Ratio(X)	0.08	0.84	0.33	0.35	0.00	0.46	0.76	0.00	0.55	0.19	0.00	0.81
Avail Cap(c_a), veh/h	396	956	797	150	0	871	267	0	646	375	0	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.5	16.4	11.0	33.8	0.0	12.0	27.2	0.0	23.2	29.7	0.0	32.7
Incr Delay (d2), s/veh	0.2	7.5	0.5	2.9	0.0	0.8	11.6	0.0	1.0	0.3	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	17.7	4.3	2.0	0.0	7.8	6.8	0.0	7.1	1.5	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	23.9	11.5	36.7	0.0	12.9	38.8	0.0	24.1	30.0	0.0	38.2
LnGrp LOS	B	C	B	D	A	B	D	A	C	C	A	D
Approach Vol, veh/h		1097			454			467			284	
Approach Delay, s/veh		20.8			15.6			30.5			36.8	
Approach LOS		C			B			C			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		49.9	12.0	19.5		49.9		31.5				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		43.0	7.0	22.0		43.0		34.0				
Max Q Clear Time (g_c+I1), s		32.7	9.0	12.6		42.9		13.6				
Green Ext Time (p_c), s		7.0	0.0	0.9		0.1		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			23.7									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	830	8	12	593	103	2	0	2	93	0	97
Future Volume (veh/h)	87	830	8	12	593	103	2	0	2	93	0	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1767	1900	1900	1722	1841	1900	1976	1900	1776	1976	1663
Adj Flow Rate, veh/h	97	922	9	13	659	108	2	0	2	103	0	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	11	9	0	0	12	4	0	0	0	13	0	16
Cap, veh/h	423	1894	18	389	1133	1026	143	29	72	286	0	172
Arrive On Green	0.56	0.56	0.56	0.01	0.66	0.66	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	651	3406	33	1810	1722	1560	427	278	705	1343	0	1675
Grp Volume(v), veh/h	97	454	477	13	659	108	4	0	0	103	0	80
Grp Sat Flow(s),veh/h/ln	651	1678	1761	1810	1722	1560	1410	0	0	1343	0	1675
Q Serve(g_s), s	5.3	9.0	9.0	0.2	11.5	1.4	0.0	0.0	0.0	0.9	0.0	2.4
Cycle Q Clear(g_c), s	11.3	9.0	9.0	0.2	11.5	1.4	2.4	0.0	0.0	3.4	0.0	2.4
Prop In Lane	1.00		0.02	1.00		1.00	0.50		0.50	1.00		1.00
Lane Grp Cap(c), veh/h	423	933	979	389	1133	1026	244	0	0	286	0	172
V/C Ratio(X)	0.23	0.49	0.49	0.03	0.58	0.11	0.02	0.00	0.00	0.36	0.00	0.46
Avail Cap(c_a), veh/h	995	2410	2528	471	2726	2469	676	0	0	667	0	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	7.3	7.3	5.4	5.1	3.4	21.9	0.0	0.0	23.3	0.0	23.0
Incr Delay (d2), s/veh	0.3	0.4	0.4	0.0	2.2	0.2	0.0	0.0	0.0	0.8	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	4.5	4.7	0.1	3.8	0.4	0.1	0.0	0.0	2.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	7.7	7.7	5.5	7.3	3.6	21.9	0.0	0.0	24.1	0.0	24.9
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		1028			780			4			183	
Approach Delay, s/veh		7.9			6.8			21.9			24.4	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.5	37.2		11.6		42.7		11.6				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	3.0	78.0		21.0		86.0		21.0				
Max Q Clear Time (g_c+I1), s	2.2	13.3		5.4		13.5		4.4				
Green Ext Time (p_c), s	0.0	9.1		0.6		22.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	434	0	0	491	390	506
Future Volume (veh/h)	434	0	0	491	390	506
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	1767	0	0	1796	1853	1914
Adj Flow Rate, veh/h	462	0	0	522	415	538
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	9	0	0	7	8	4
Cap, veh/h	1159	0	0	1179	728	670
Arrive On Green	0.35	0.00	0.00	0.35	0.41	0.41
Sat Flow, veh/h	3533	0	0	3593	1764	1622
Grp Volume(v), veh/h	462	0	0	522	415	538
Grp Sat Flow(s),veh/h/ln	1678	0	0	1706	1764	1622
Q Serve(g_s), s	4.5	0.0	0.0	5.1	7.8	12.7
Cycle Q Clear(g_c), s	4.5	0.0	0.0	5.1	7.8	12.7
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1159	0	0	1179	728	670
V/C Ratio(X)	0.40	0.00	0.00	0.44	0.57	0.80
Avail Cap(c_a), veh/h	1468	0	0	1493	1239	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	11.0	9.8	11.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.7	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	0.0	2.6	4.3	6.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.0	0.0	0.0	11.2	10.5	13.5
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h	462			522	953	
Approach Delay, s/veh	11.0			11.2	12.2	
Approach LOS	B			B	B	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	21.0			21.0	22.4
Change Period (Y+Rc), s	6.0			6.0	4.5
Max Green Setting (Gmax), s	19.0			19.0	30.5
Max Q Clear Time (g_c+I1), s	6.5			7.1	14.7
Green Ext Time (p_c), s	2.3			2.5	3.3

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	878	122	200	492	29	46
Future Volume (veh/h)	878	122	200	492	29	46
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	1781	1885	1752	1633	1544	1263
Adj Flow Rate, veh/h	954	133	217	535	32	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	1	10	18	24	43
Cap, veh/h	1369	191	421	1087	101	73
Arrive On Green	0.46	0.46	0.10	0.67	0.07	0.07
Sat Flow, veh/h	3072	416	1668	1633	1471	1070
Grp Volume(v), veh/h	541	546	217	535	32	50
Grp Sat Flow(s),veh/h/ln	1692	1707	1668	1633	1471	1070
Q Serve(g_s), s	12.4	12.4	2.9	8.0	1.0	2.2
Cycle Q Clear(g_c), s	12.4	12.4	2.9	8.0	1.0	2.2
Prop In Lane		0.24	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	776	783	421	1087	101	73
V/C Ratio(X)	0.70	0.70	0.52	0.49	0.32	0.68
Avail Cap(c_a), veh/h	1294	1305	861	2017	499	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	10.5	8.2	4.1	21.7	22.2
Incr Delay (d2), s/veh	1.1	1.1	1.0	0.3	1.8	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	6.9	1.3	2.6	0.7	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.7	11.7	9.2	4.4	23.5	32.7
LnGrp LOS	B	B	A	A	C	C
Approach Vol, veh/h	1087			752	82	
Approach Delay, s/veh	11.7			5.8	29.1	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.1	29.4				39.5	9.4
Change Period (Y+Rc), s	5.0	7.0				7.0	6.0
Max Green Setting (Gmax), s	18.0	37.4				60.4	16.6
Max Q Clear Time (g_c+I1), s	4.9	14.4				10.0	4.2
Green Ext Time (p_c), s	0.5	8.0				4.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	524	226	95	799	37	191	108	59	38	254	40
Future Volume (veh/h)	39	524	226	95	799	37	191	108	59	38	254	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1841	1678	1870	1856	1841	1885	1870	1826	1752	1856
Adj Flow Rate, veh/h	41	546	232	99	832	31	199	112	60	40	265	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	3	4	15	2	3	4	1	2	5	10	3
Cap, veh/h	154	966	812	333	933	35	224	376	201	330	305	48
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.33	0.33	0.21	0.21	0.21
Sat Flow, veh/h	651	1856	1560	772	1792	67	1753	1155	619	1184	1476	234
Grp Volume(v), veh/h	41	546	232	99	0	863	199	0	172	40	0	307
Grp Sat Flow(s),veh/h/ln	651	1856	1560	772	0	1858	1753	0	1774	1184	0	1710
Q Serve(g_s), s	5.1	16.9	7.1	8.4	0.0	35.1	5.0	0.0	6.1	2.3	0.0	14.7
Cycle Q Clear(g_c), s	40.2	16.9	7.1	25.3	0.0	35.1	5.0	0.0	6.1	2.3	0.0	14.7
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.35	1.00		0.14
Lane Grp Cap(c), veh/h	154	966	812	333	0	967	224	0	577	330	0	354
V/C Ratio(X)	0.27	0.57	0.29	0.30	0.00	0.89	0.89	0.00	0.30	0.12	0.00	0.87
Avail Cap(c_a), veh/h	162	989	832	343	0	991	224	0	672	394	0	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	13.7	11.4	22.3	0.0	18.1	30.5	0.0	21.3	27.5	0.0	32.4
Incr Delay (d2), s/veh	2.0	1.2	0.4	1.1	0.0	10.8	31.9	0.0	0.3	0.2	0.0	13.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	10.1	3.9	2.8	0.0	23.0	6.3	0.0	4.3	1.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	15.0	11.8	23.4	0.0	28.9	62.4	0.0	21.6	27.6	0.0	46.2
LnGrp LOS	D	B	B	C	A	C	E	A	C	C	A	D
Approach Vol, veh/h		819			962			371			347	
Approach Delay, s/veh		15.2			28.4			43.4			44.1	
Approach LOS		B			C			D			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		50.9	10.0	23.5		50.9		33.5				
Change Period (Y+Rc), s		7.0	5.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		45.0	5.0	22.0		45.0		32.0				
Max Q Clear Time (g_c+I1), s		42.2	7.0	16.7		37.1		8.1				
Green Ext Time (p_c), s		1.8	0.0	0.8		5.8		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			28.5									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	703	0	1	742	103	2	1	3	187	1	122
Future Volume (veh/h)	90	703	0	1	742	103	2	1	3	187	1	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1841	1900	1900	1826	1841	1900	435	1900	1961	1976	1856
Adj Flow Rate, veh/h	98	764	0	1	807	109	2	1	3	203	1	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	4	0	0	5	4	0	100	0	1	0	3
Cap, veh/h	351	2079	0	441	1208	1032	77	17	30	346	3	275
Arrive On Green	0.59	0.59	0.00	0.00	0.66	0.66	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	648	3589	0	1810	1826	1560	83	99	182	1481	20	1658
Grp Volume(v), veh/h	98	764	0	1	807	109	6	0	0	203	0	85
Grp Sat Flow(s),veh/h/ln	648	1749	0	1810	1826	1560	364	0	0	1481	0	1678
Q Serve(g_s), s	8.1	8.5	0.0	0.0	20.2	1.9	0.0	0.0	0.0	8.7	0.0	3.4
Cycle Q Clear(g_c), s	23.3	8.5	0.0	0.0	20.2	1.9	1.0	0.0	0.0	9.7	0.0	3.4
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.50	1.00		0.99
Lane Grp Cap(c), veh/h	351	2079	0	441	1208	1032	124	0	0	346	0	279
V/C Ratio(X)	0.28	0.37	0.00	0.00	0.67	0.11	0.05	0.00	0.00	0.59	0.00	0.31
Avail Cap(c_a), veh/h	576	3293	0	511	1913	1634	196	0	0	650	0	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	7.9	0.0	6.1	7.7	4.6	26.6	0.0	0.0	30.2	0.0	27.6
Incr Delay (d2), s/veh	0.4	0.1	0.0	0.0	2.9	0.2	0.2	0.0	0.0	1.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	5.0	0.0	0.0	9.7	0.8	0.2	0.0	0.0	6.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	8.0	0.0	6.1	10.7	4.9	26.8	0.0	0.0	31.7	0.0	28.2
LnGrp LOS	B	A	A	A	B	A	C	A	A	C	A	C
Approach Vol, veh/h		862			917			6			288	
Approach Delay, s/veh		9.0			10.0			26.8			30.7	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.1	51.8		18.5		56.9		18.5				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	3.0	71.0		28.0		79.0		28.0				
Max Q Clear Time (g_c+I1), s	2.0	25.3		11.7		22.2		3.0				
Green Ext Time (p_c), s	0.0	7.8		0.9		27.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.5									
HCM 6th LOS			B									

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	257	0	0	995	144	263
Future Volume (veh/h)	257	0	0	995	144	263
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	1841	0	0	1841	1899	1914
Adj Flow Rate, veh/h	282	0	0	1093	158	289
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	0	0	4	5	4
Cap, veh/h	1714	0	0	1714	432	387
Arrive On Green	0.49	0.00	0.00	0.49	0.24	0.24
Sat Flow, veh/h	3681	0	0	3681	1809	1622
Grp Volume(v), veh/h	282	0	0	1093	158	289
Grp Sat Flow(s),veh/h/ln	1749	0	0	1749	1809	1622
Q Serve(g_s), s	1.7	0.0	0.0	9.0	2.8	6.4
Cycle Q Clear(g_c), s	1.7	0.0	0.0	9.0	2.8	6.4
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	1714	0	0	1714	432	387
V/C Ratio(X)	0.16	0.00	0.00	0.64	0.37	0.75
Avail Cap(c_a), veh/h	3071	0	0	3071	724	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	0.0	7.3	12.3	13.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.0	3.2	1.8	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	0.0	0.0	7.7	12.8	16.5
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	282			1093	447	
Approach Delay, s/veh	5.5			7.7	15.2	
Approach LOS	A			A	B	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	25.0			25.0	13.7
Change Period (Y+Rc), s	6.0			6.0	4.5
Max Green Setting (Gmax), s	34.0			34.0	15.5
Max Q Clear Time (g_c+I1), s	3.7			11.0	8.4
Green Ext Time (p_c), s	1.7			8.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Traffic Volume (veh/h)	601	33	54	812	118	192		
Future Volume (veh/h)	601	33	54	812	118	192		
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	1856	1441	1826	1811	1737		
Adj Flow Rate, veh/h	653	36	59	883	128	209		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	3	3	31	5	6	11		
Cap, veh/h	1480	82	379	1059	319	272		
Arrive On Green	0.44	0.44	0.05	0.58	0.18	0.18		
Sat Flow, veh/h	3490	187	1372	1826	1725	1472		
Grp Volume(v), veh/h	339	350	59	883	128	209		
Grp Sat Flow(s),veh/h/ln	1763	1822	1372	1826	1725	1472		
Q Serve(g_s), s	7.4	7.4	1.2	21.7	3.6	7.5		
Cycle Q Clear(g_c), s	7.4	7.4	1.2	21.7	3.6	7.5		
Prop In Lane		0.10	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	768	794	379	1059	319	272		
V/C Ratio(X)	0.44	0.44	0.16	0.83	0.40	0.77		
Avail Cap(c_a), veh/h	1505	1556	429	1890	618	527		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.9	10.9	7.4	9.4	19.8	21.4		
Incr Delay (d2), s/veh	0.4	0.4	0.2	1.8	0.8	4.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	4.5	4.7	0.5	10.9	2.5	4.8		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	11.3	11.3	7.6	11.2	20.7	26.0		
LnGrp LOS	B	B	A	B	C	C		
Approach Vol, veh/h	689			942	337			
Approach Delay, s/veh	11.3			11.0	24.0			
Approach LOS	B			B	C			
Timer - Assigned Phs	1	2				6	8	
Phs Duration (G+Y+Rc), s	8.0	31.1				39.1	16.2	
Change Period (Y+Rc), s	5.0	7.0				7.0	6.0	
Max Green Setting (Gmax), s	5.0	47.2				57.2	19.8	
Max Q Clear Time (g_c+I1), s	3.2	9.4				23.7	9.5	
Green Ext Time (p_c), s	0.0	4.9				8.3	0.8	
Intersection Summary								
HCM 6th Ctrl Delay			13.3					
HCM 6th LOS			B					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	753	184	104	737	84	182	393	65	63	235	51
Future Volume (veh/h)	77	753	184	104	737	84	182	393	65	63	235	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1841	1678	1870	1856	1841	1885	1870	1826	1752	1856
Adj Flow Rate, veh/h	79	776	190	107	760	86	188	405	67	65	242	53
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	3	4	15	2	3	4	1	2	5	10	3
Cap, veh/h	150	954	802	187	849	96	227	526	87	177	286	63
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.06	0.33	0.33	0.21	0.21	0.21
Sat Flow, veh/h	661	1856	1560	623	1650	187	1753	1577	261	900	1392	305
Grp Volume(v), veh/h	79	776	190	107	0	846	188	0	472	65	0	295
Grp Sat Flow(s),veh/h/ln	661	1856	1560	623	0	1837	1753	0	1838	900	0	1697
Q Serve(g_s), s	8.5	29.9	5.8	14.1	0.0	35.5	5.0	0.0	19.7	6.0	0.0	14.3
Cycle Q Clear(g_c), s	44.0	29.9	5.8	44.0	0.0	35.5	5.0	0.0	19.7	14.7	0.0	14.3
Prop In Lane	1.00		1.00	1.00		0.10	1.00		0.14	1.00		0.18
Lane Grp Cap(c), veh/h	150	954	802	187	0	945	227	0	613	177	0	348
V/C Ratio(X)	0.53	0.81	0.24	0.57	0.00	0.90	0.83	0.00	0.77	0.37	0.00	0.85
Avail Cap(c_a), veh/h	150	954	802	187	0	945	227	0	709	224	0	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	17.3	11.5	36.0	0.0	18.7	30.4	0.0	25.5	37.1	0.0	32.7
Incr Delay (d2), s/veh	6.4	6.1	0.3	6.7	0.0	11.6	21.8	0.0	4.5	1.3	0.0	12.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	17.6	3.2	4.6	0.0	23.3	4.9	0.0	13.3	2.3	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	23.5	11.8	42.7	0.0	30.3	52.2	0.0	30.0	38.3	0.0	44.7
LnGrp LOS	D	C	B	D	A	C	D	A	C	D	A	D
Approach Vol, veh/h		1045			953			660			360	
Approach Delay, s/veh		23.0			31.7			36.3			43.6	
Approach LOS		C			C			D			D	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		51.0	11.0	23.6		51.0		34.6				
Change Period (Y+Rc), s		7.0	6.0	6.0		7.0		6.0				
Max Green Setting (Gmax), s		44.0	5.0	22.0		44.0		33.0				
Max Q Clear Time (g_c+I1), s		46.0	7.0	16.7		46.0		21.7				
Green Ext Time (p_c), s		0.0	0.0	0.9		0.0		2.1				
Intersection Summary												
HCM 6th Ctrl Delay			31.1									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	853	1	6	756	259	1	1	6	107	0	90
Future Volume (veh/h)	110	853	1	6	756	259	1	1	6	107	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1885	1900	1900	1885	1856	1900	1976	1900	1930	1976	1841
Adj Flow Rate, veh/h	117	907	0	6	804	258	1	1	6	114	0	61
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	1	0	0	1	3	0	0	0	3	0	4
Cap, veh/h	429	2296	0	432	1347	1124	63	38	136	255	0	177
Arrive On Green	0.64	0.64	0.00	0.00	0.71	0.71	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	656	3676	0	1810	1885	1572	69	360	1288	1453	0	1675
Grp Volume(v), veh/h	117	907	0	6	804	258	8	0	0	114	0	61
Grp Sat Flow(s),veh/h/ln	656	1791	0	1810	1885	1572	1717	0	0	1453	0	1675
Q Serve(g_s), s	7.8	8.8	0.0	0.1	15.4	4.1	0.0	0.0	0.0	5.1	0.0	2.4
Cycle Q Clear(g_c), s	17.9	8.8	0.0	0.1	15.4	4.1	0.3	0.0	0.0	5.4	0.0	2.4
Prop In Lane	1.00		0.00	1.00		1.00	0.12		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	429	2296	0	432	1347	1124	238	0	0	255	0	177
V/C Ratio(X)	0.27	0.40	0.00	0.01	0.60	0.23	0.03	0.00	0.00	0.45	0.00	0.34
Avail Cap(c_a), veh/h	714	3856	0	499	2237	1866	545	0	0	522	0	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	6.3	0.0	4.7	5.1	3.5	29.1	0.0	0.0	31.4	0.0	30.1
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.0	2.0	0.5	0.1	0.0	0.0	1.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	4.8	0.0	0.0	6.2	1.3	0.2	0.0	0.0	3.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	6.4	0.0	4.7	7.1	4.0	29.2	0.0	0.0	32.6	0.0	31.2
LnGrp LOS	B	A	A	A	A	A	C	A	A	C	A	C
Approach Vol, veh/h		1024			1068			8			175	
Approach Delay, s/veh		6.9			6.3			29.2			32.1	
Approach LOS		A			A			C			C	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.3	53.4		13.7		58.8		13.7				
Change Period (Y+Rc), s	5.0	7.0		6.0		7.0		6.0				
Max Green Setting (Gmax), s	3.0	78.0		21.0		86.0		21.0				
Max Q Clear Time (g_c+I1), s	2.1	19.9		7.4		17.4		2.3				
Green Ext Time (p_c), s	0.0	10.0		0.4		34.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	218	0	0	570	484	938
Future Volume (veh/h)	218	0	0	570	484	938
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	0	0	1856	1930	1945
Adj Flow Rate, veh/h	242	0	0	633	538	1042
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	0	3	3	2
Cap, veh/h	888	0	0	881	1057	948
Arrive On Green	0.25	0.00	0.00	0.25	0.57	0.57
Sat Flow, veh/h	3741	0	0	3711	1838	1648
Grp Volume(v), veh/h	242	0	0	633	538	1042
Grp Sat Flow(s),veh/h/ln	1777	0	0	1763	1838	1648
Q Serve(g_s), s	3.3	0.0	0.0	9.8	10.6	34.5
Cycle Q Clear(g_c), s	3.3	0.0	0.0	9.8	10.6	34.5
Prop In Lane		0.00	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	888	0	0	881	1057	948
V/C Ratio(X)	0.27	0.00	0.00	0.72	0.51	1.10
Avail Cap(c_a), veh/h	888	0	0	881	1057	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	0.0	20.6	7.7	12.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.8	0.4	60.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	0.0	7.0	5.9	36.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.3	0.0	0.0	23.4	8.1	73.0
LnGrp LOS	B	A	A	C	A	F
Approach Vol, veh/h	242			633	1580	
Approach Delay, s/veh	18.3			23.4	50.9	
Approach LOS	B			C	D	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	21.0			21.0	39.0
Change Period (Y+Rc), s	6.0			6.0	4.5
Max Green Setting (Gmax), s	15.0			15.0	34.5
Max Q Clear Time (g_c+I1), s	5.3			11.8	36.5
Green Ext Time (p_c), s	0.9			1.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	748	63	102	745	133	216
Future Volume (veh/h)	748	63	102	745	133	216
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	1870	1870	1870	1870
Adj Flow Rate, veh/h	813	68	111	810	145	235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	2	2	2	2	2
Cap, veh/h	1219	102	383	1021	354	315
Arrive On Green	0.37	0.37	0.08	0.55	0.20	0.20
Sat Flow, veh/h	3386	275	1781	1870	1781	1585
Grp Volume(v), veh/h	435	446	111	810	145	235
Grp Sat Flow(s),veh/h/ln	1763	1806	1781	1870	1781	1585
Q Serve(g_s), s	10.5	10.5	1.7	17.7	3.6	7.1
Cycle Q Clear(g_c), s	10.5	10.5	1.7	17.7	3.6	7.1
Prop In Lane		0.15	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	652	668	383	1021	354	315
V/C Ratio(X)	0.67	0.67	0.29	0.79	0.41	0.75
Avail Cap(c_a), veh/h	1378	1412	559	1976	812	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	13.4	9.0	9.3	17.8	19.2
Incr Delay (d2), s/veh	1.2	1.2	0.4	1.4	0.8	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	6.8	1.0	9.3	2.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.6	14.6	9.4	10.7	18.6	22.7
LnGrp LOS	B	B	A	B	B	C
Approach Vol, veh/h	881			921	380	
Approach Delay, s/veh	14.6			10.5	21.1	
Approach LOS	B			B	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.0	25.8				34.8	16.1
Change Period (Y+Rc), s	5.0	7.0				7.0	6.0
Max Green Setting (Gmax), s	9.0	39.8				53.8	23.2
Max Q Clear Time (g_c+I1), s	3.7	12.5				19.7	9.1
Green Ext Time (p_c), s	0.1	6.3				7.2	1.1

Intersection Summary			
HCM 6th Ctrl Delay		14.0	
HCM 6th LOS		B	

Signal Warrant Analysis

Traffic Volume Development

COVID Adjustment Factor 1.00 Assume 1.0 even though AM has 1.13

Using the Volumes from Intersection 5- Edwards Avenue at LIE Off Ramp

Project:	Ostad	Project No:	
Calc by:	CJL	Date:	2/20/2023
Check by:	JWD	Date:	3/2/2023
Analysis Condition:	2022 Existing - Using Fall Volumes		
		Posted Spee	40

NYSDOT RIS VIEWER SHOWS POSTED SPEED AS 55 MPH AND 2017 85TH OVER 60 MPH

Time	Mainline			Weekday Site Traffic							
	Edwards Avenue			LIE Off Ramp			Driveway				
	EB	WB	Total	NB	Dist %	volume	Total	% left	% right	less rt	DW vol
12:00 AM						0	0	0	0	0	0
1:00 AM						0	0	0	0	0	0
2:00 AM						0	0	0	0	0	0
3:00 AM						0	0	0	0	0	0
4:00 AM						0	0	0	0	0	0
5:00 AM						0	0	0	0	0	0
6:00 AM						0	0	0	0	0	0
7:00 AM	284	402	686	510		0	510	0	0	0	510
8:00 AM	352	331	683	718		0	718	0	0	0	718
9:00 AM						0	0	0	0	0	0
10:00 AM						0	0	0	0	0	0
11:00 AM						0	0	0	0	0	0
12:00 PM						0	0	0	0	0	0
1:00 PM						0	0	0	0	0	0
2:00 PM	206	540	746	395		0	395	0	0	0	395
3:00 PM	203	706	909	365		0	365	0	0	0	365
4:00 PM	187	914	1101	301		0	301	0	0	0	301
5:00 PM	189	682	871	332		0	332	0	0	0	332
6:00 PM						0	0	0	0	0	0
7:00 PM						0	0	0	0	0	0
8:00 PM						0	0	0	0	0	0
9:00 PM						0	0	0	0	0	0
10:00 PM						0	0	0	0	0	0
11:00 PM						0	0	0	0	0	0
Totals	1421	3575	4996	2621	0%	0	2621	0	0	0	2621

Warrant 1, Eight-Hour Vehicular Volume

Project:	Ostad	Project No:	0
Calc by:	CJL	Date:	2/20/2023
Check by:	JWD	Date:	3/2/2023
Analysis Condition:	2022 Existing - Using Fall Volumes		

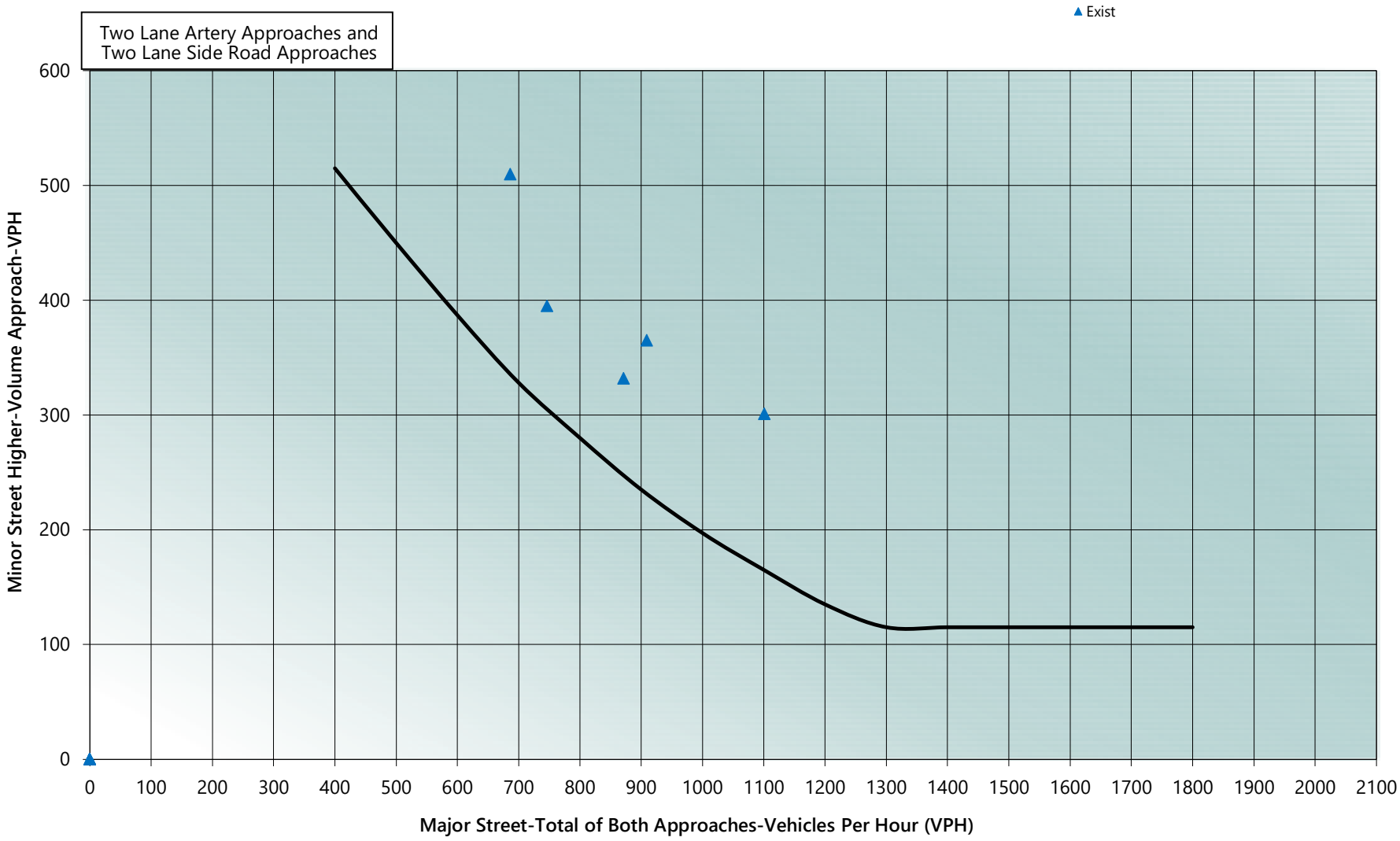
Lane Configuration: Main 2, Side 2 | 3

Warrant 1, Eight-Hour Vehicular Volume
2022 Existing - 100% Threshold

Hour Beginning	Mainline Edwards Avenue	Minor LIE Off Ramp	Minor Site Driveway	Condition A												Condition B											
				100%: Basic minimum hourly volume				80%: Used for combination of Conditions A and B after trial of other measures				70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				56%: Combination of A and B and speed or population reduction				100%: Basic minimum hourly volume				80%: Used for combination of Conditions A and B after trial of other measures				70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				56%: Combination of A and B and speed or population reduction			
				Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall
12:00 AM	0	0																													
1:00 AM	0	0																													
2:00 AM	0	0																													
3:00 AM	0	0																													
4:00 AM	0	0																													
5:00 AM	0	0																													
6:00 AM	0	0																													
7:00 AM	686	510		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y				Y			Y	Y		1	Y	Y		1
8:00 AM	683	718		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y				Y			Y	Y		1	Y	Y		1
9:00 AM	0	0																													
10:00 AM	0	0																													
11:00 AM	0	0																													
12:00 PM	0	0																													
1:00 PM	0	0																													
2:00 PM	746	395		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
3:00 PM	909	365		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
4:00 PM	1101	301		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
5:00 PM	871	332		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
6:00 PM	0	0																													
7:00 PM	0	0																													
8:00 PM	0	0																													
9:00 PM	0	0																													
10:00 PM	0	0																													
11:00 PM	0	0																													
Threshold				600	200	200		480	160	160		420	140	140		336	112	112		900	100	100		720	80	80		630	70	70		504	56	56	
Hours Met							6				6				6				6				2				4				6				6
							8				8				8				8				8				8				8				8
Warrant Met?							No				No				**No**				No				No				No				No				No

Reference: Federal Manual on Uniform Traffic Control Devices, Revisions 1 and 2 - 2009 Edition
New York State Supplement to the MUTCD 2009 Edition

Figure 4C-1 Four-Hour Vehicular Volume Warrant
Source: Federal MUTCD
Exist Conditions



Warrant 3, Peak Hour

Project:	Ostad	Project No:	0
Calc by:	CJL	Date:	2/20/2023
Check by:	JWD	Date:	3/2/2023
Analysis Condition:	2022 Existing - Using Fall Volumes		

From:
Fed MUTCD
Signal Warrant 3 - Peak Hour Volume
Figure 4C-3 Peak Hour Volume Warrant

3 Leg, Main 2, Side 2 ▼ 7

User Inputed Volumes

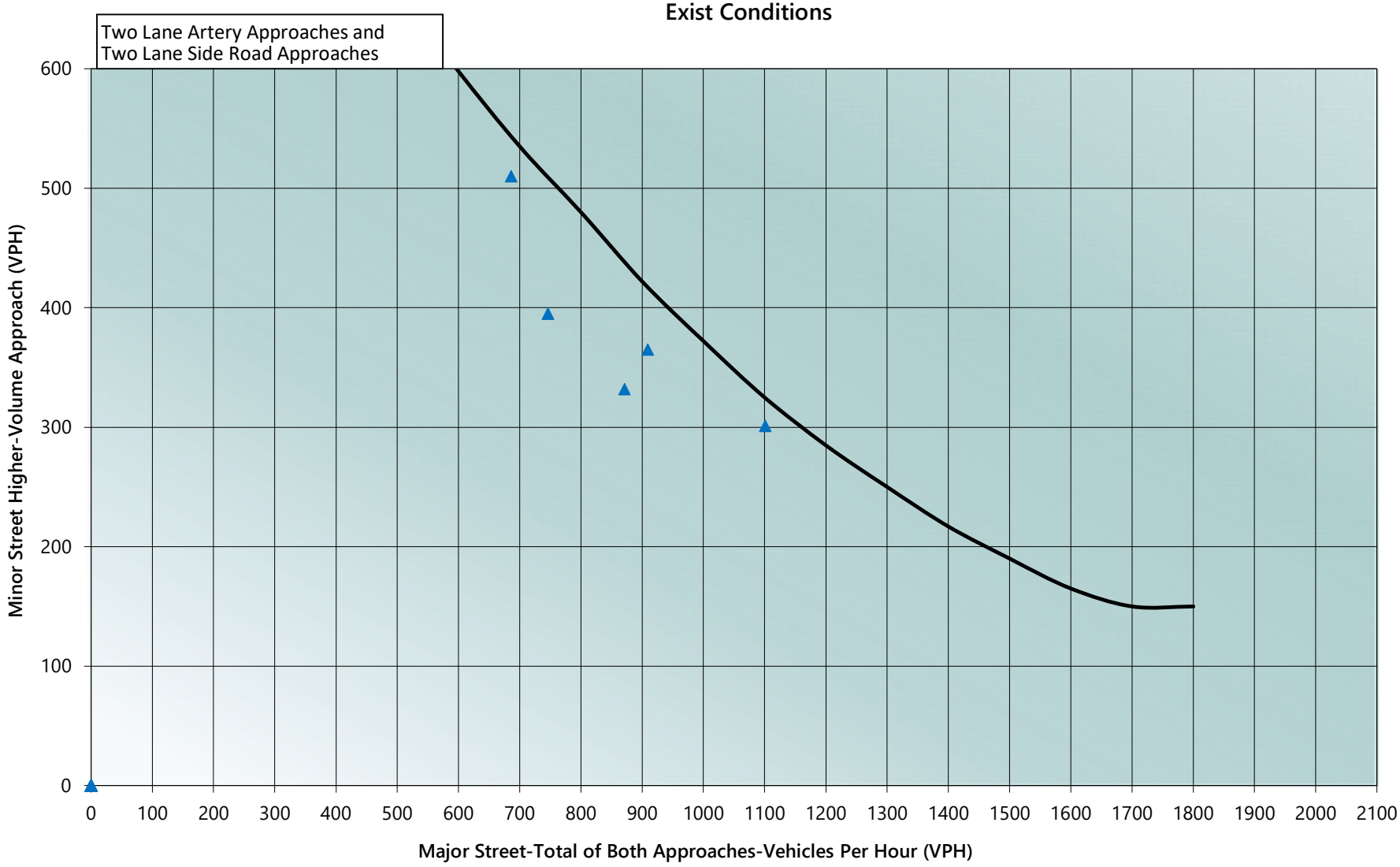
Hour Beginning	Edwards Avenue	LIE Off Ramp	Exist Site Driveway
12:00 AM	0	0	0
1:00 AM	0	0	0
2:00 AM	0	0	0
3:00 AM	0	0	0
4:00 AM	0	0	0
5:00 AM	0	0	0
6:00 AM	0	0	0
7:00 AM	686	510	0
8:00 AM	683	718	0
9:00 AM	0	0	0
10:00 AM	0	0	0
11:00 AM	0	0	0
12:00 PM	0	0	0
1:00 PM	0	0	0
2:00 PM	746	395	0
3:00 PM	909	365	0
4:00 PM	1101	301	0
5:00 PM	871	332	0
6:00 PM	0	0	0
7:00 PM	0	0	0
8:00 PM	0	0	0

Part B

Peak Hour Volumes

Artery	Side Rd
0	
100	
200	
300	
400	
500	665
600	598
700	535
800	480
900	422
1000	372
1100	325
1200	285

Figure 4C-3 Peak Hour Volume Warrant
Source: Federal MUTCD
Exist Conditions



Traffic Volume Development

Project:	Ostad	Project No:	20490	Growth Rate	1.7%	COVID Adjustment Factor	1.00
Calc by:	MDN	Date:	2/12/2025	# Years	6	Assumes No OPDs	
Check by:		Date:		Growth	1.1064	Assumes no reduction in NB RT movements given roadway speed, volume and mix of type of vehi	
Analysis Condition:	2028 Build - Using Fall Volumes						

Time	Mainline			Weekday Site Traffic								
	Edwards Road			LIE Off Ramp	dist	volume			Driveway			
	EB	WB	Total	NB		Entering			Total	% left 0%	% right 0%	less rt 0%	DW vol
12:00 AM	0	0	0	0		0			0	0	0	0	0
1:00 AM	0	0	0	0		0			0	0	0	0	0
2:00 AM	0	0	0	0		0			0	0	0	0	0
3:00 AM	0	0	0	0		0			0	0	0	0	0
4:00 AM	0	0	0	0		2			2	0	0	0	2
5:00 AM	0	0	0	0		15			15	0	0	0	15
6:00 AM	0	0	0	0		20			20	0	0	0	20
7:00 AM	314	445	759	564		49			613	0	0	0	613
8:00 AM	389	366	756	794		29			823	0	0	0	823
9:00 AM	0	0	0	0		20			20	0	0	0	20
10:00 AM	0	0	0	0		21			21	0	0	0	21
11:00 AM	0	0	0	0		18			18	0	0	0	18
12:00 PM	0	0	0	0		24			24	0	0	0	24
1:00 PM	0	0	0	0		23			23	0	0	0	23
2:00 PM	228	597	825	437		20			457	0	0	0	457
3:00 PM	225	781	1006	404		16			420	0	0	0	420
4:00 PM	207	1011	1218	333		11			344	0	0	0	344
5:00 PM	209	755	964	367		3			370	0	0	0	370
6:00 PM	0	0	0	0		0			0	0	0	0	0
7:00 PM	0	0	0	0		0			0	0	0	0	0
8:00 PM	0	0	0	0		0			0	0	0	0	0
9:00 PM	0	0	0	0		0			0	0	0	0	0
10:00 PM	0	0	0	0		0			0	0	0	0	0
11:00 PM	0	0	0	0		0			0	0	0	0	0
Totals	1572	3955	5528	2899	0%	271			3170	0	0	0	3170

Warrant 1, Eight-Hour Vehicular Volume

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/12/2025
Check by:		Date:	
Analysis Condition:	2028 Build - Using Fall Volumes		

Lane Configuration: Main 2, Side 2 — 3

Warrant 1, Eight-Hour Vehicular Volume

2028 Build - Using Fall Volumes

Hour Beginning	Mainline: Middle Country Road 0	Minor: Site Access 0	Minor: Site Driveway	Condition A: 100%: Basic minimum hourly volume				Condition A: 80%: Used for combination of Conditions A and B after trial of other measures				Condition A: 70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				Condition A: 56%: Combination of A and B and speed or population reduction				Condition B: 100%: Basic minimum hourly volume				Condition B: 80%: Used for combination of Conditions A and B after trial of other measures				Condition B: 70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				Condition B: 56%: Combination of A and B and speed or population reduction			
				Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall
12:00 AM	0	0																														
1:00 AM	0	0																														
2:00 AM	0	0																														
3:00 AM	0	0																														
4:00 AM	0	2																														
5:00 AM	0	15																														
6:00 AM	0	20																														
7:00 AM	759	613		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
8:00 AM	756	823		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
9:00 AM	0	20																														
10:00 AM	0	21																														
11:00 AM	0	18																														
12:00 PM	0	24																														
1:00 PM	0	23																														
2:00 PM	825	457		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
3:00 PM	1006	420		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
4:00 PM	1218	344		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
5:00 PM	964	370		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
6:00 PM	0	0																														
7:00 PM	0	0																														
8:00 PM	0	0																														
9:00 PM	0	0																														
10:00 PM	0	0																														
11:00 PM	0	0																														
Threshold				600	200	200		480	160	160		420	140	140		336	112	112		900	100	100		720	80	80		630	70	70		504	56	56	
Hours Met							6				6				6				6				3				6				6				6
Required							8				8				8				8				8				8				8				8
Warrant Met?							No				No				No				No				No				No				No				No

Reference: Federal Manual on Uniform Traffic Control Devices, Revisions 1 and 2 - 2009 Edition
New York State Supplement to the MUTCD 2009 Edition

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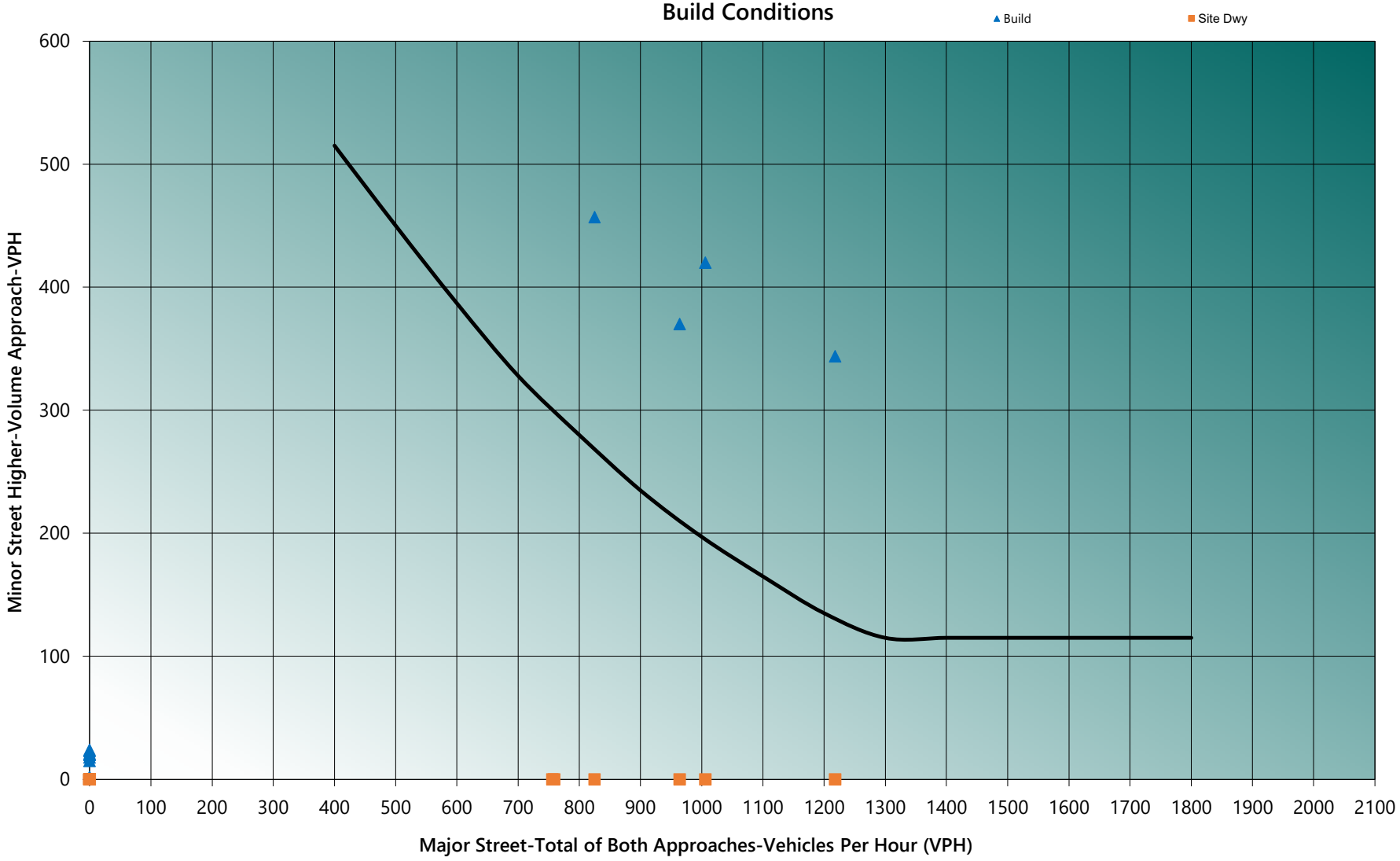
Figure 4C-1 Four-Hour Vehicular Volume Warrant
Source: Federal MUTCD
Build Conditions



Warrant 3, Peak Hour

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/12/2025
Check by:	JWD	Date:	3/2/2023
Analysis Condition:	2028 Build - Using Fall Volumes		

From:
Fed MUTCD
Signal Warrant 3 - Peak Hour Volume 3 Leg, Main 2, Side 2 ▼ 7
Figure 4C-3 Peak Hour Volume Warrant

User Inputed Volumes **Build**

Hour Beginning	Middle Country Road	Site Access	Site Driveway
12:00 AM	0	0	0
1:00 AM	0	0	0
2:00 AM	0	0	0
3:00 AM	0	0	0
4:00 AM	0	2	0
5:00 AM	0	15	0
6:00 AM	0	20	0
7:00 AM	759	613	0
8:00 AM	756	823	0
9:00 AM	0	20	0
10:00 AM	0	21	0
11:00 AM	0	18	0
12:00 PM	0	24	0
1:00 PM	0	23	0
2:00 PM	825	457	0
3:00 PM	1006	420	0
4:00 PM	1218	344	0
5:00 PM	964	370	0
6:00 PM	0	0	0
7:00 PM	0	0	0
8:00 PM	0	0	0
9:00 PM	0	0	0
10:00 PM	0	0	0
11:00 PM	0	0	0

Part B

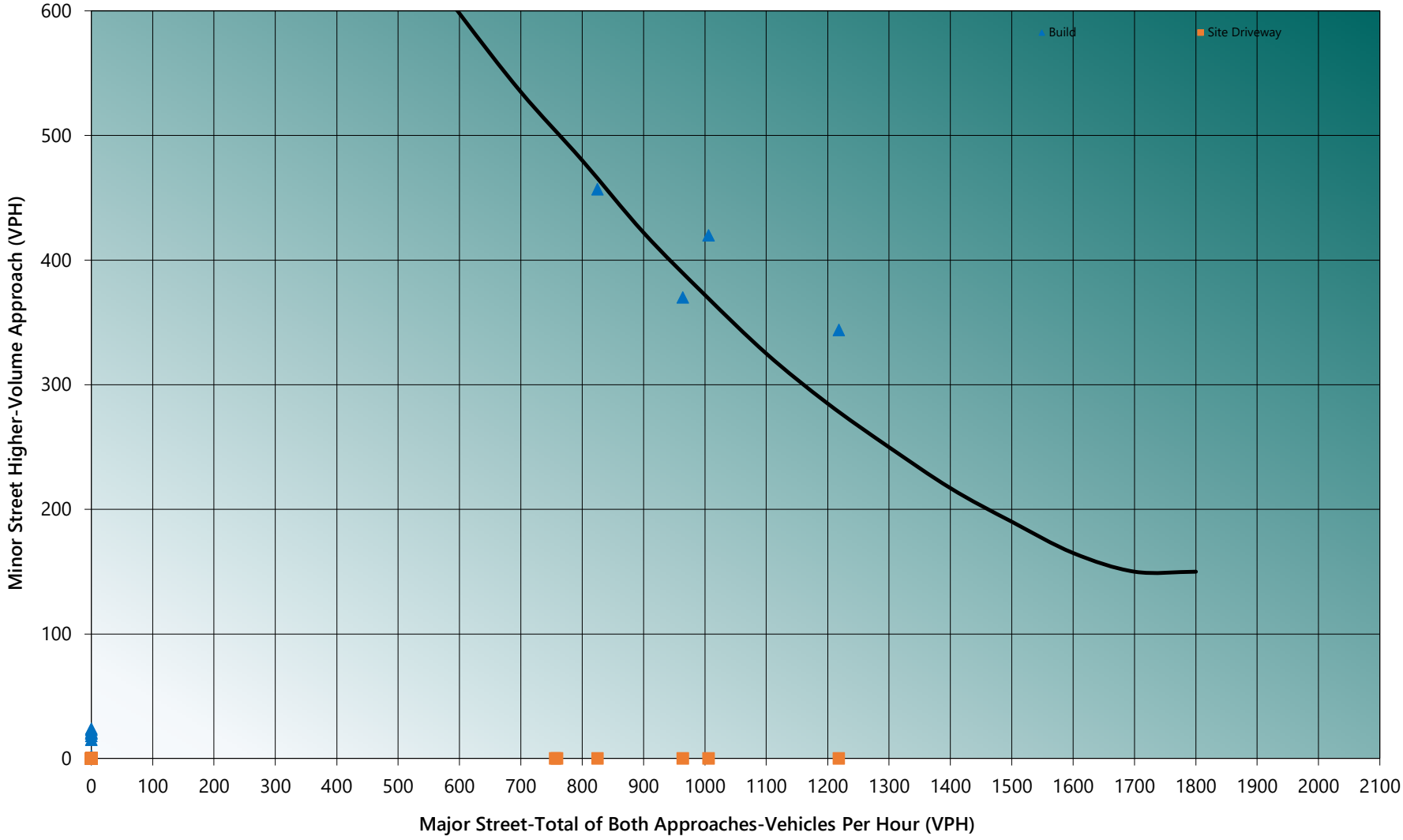
Peak Hour Volumes

Artery	Side Rd
0	
100	
200	
300	
400	
500	665
600	598
700	535
800	480
900	422
1000	372
1100	325
1200	285
1300	250
1400	217
1500	190
1600	165
1700	150
1800	150

Part A

Thresholds
Part A.1 Part A.2 Part A.3

Figure 4C-3 Peak Hour Volume Warrant
Source: Federal MUTCD
Build Conditions



Traffic Volume Development

COVID Adjustment Factor 1.00 Assume 1.0 even though AM has 1.13

Project: Ostad Project No: 20490

Using the Volumes from Intersection 5- Edwards Avenue at LIE Off Ramp

Calc by: CJL Date: 2/20/2023

Check by: JWD Date: 3/2/2023

Analysis Condition: 2022 Existing - Using SUMMER Volumes

Posted Spee 40

NYSDOT RIS VIEWER SHOWS POSTED SPEED AS 55 MPH AND 2017 85TH OVER 60 MPH

Time	Mainline			Weekday Site Traffic							
	Edwards Avenue			LIE Off Ramp			Driveway				
	EB	WB	Total	NB	Dist %	volume	Total	% left	% right	less rt	DW vol
12:00 AM						0	0	0	0	0	0
1:00 AM						0	0	0	0	0	0
2:00 AM						0	0	0	0	0	0
3:00 AM						0	0	0	0	0	0
4:00 AM						0	0	0	0	0	0
5:00 AM						0	0	0	0	0	0
6:00 AM						0	0	0	0	0	0
7:00 AM	237	313	550	444		0	444	0	0	0	444
8:00 AM	288	303	591	617		0	617	0	0	0	617
9:00 AM						0	0	0	0	0	0
10:00 AM						0	0	0	0	0	0
11:00 AM						0	0	0	0	0	0
12:00 PM						0	0	0	0	0	0
1:00 PM						0	0	0	0	0	0
2:00 PM	195	611	806	547		0	547	0	0	0	547
3:00 PM	200	649	849	488		0	488	0	0	0	488
4:00 PM	197	820	1017	450		0	450	0	0	0	450
5:00 PM	202	653	855	378		0	378	0	0	0	378
6:00 PM						0	0	0	0	0	0
7:00 PM						0	0	0	0	0	0
8:00 PM						0	0	0	0	0	0
9:00 PM						0	0	0	0	0	0
10:00 PM						0	0	0	0	0	0
11:00 PM						0	0	0	0	0	0
Totals	1319	3349	4668	2924	0%	0	2924	0	0	0	2924

Warrant 1, Eight-Hour Vehicular Volume

Project:	Ostad	Project No:	20490
Calc by:	CJL	Date:	2/20/2023
Check by:	JWD	Date:	3/2/2023
Analysis Condition:	2022 Existing - Using SUMMER Volumes		

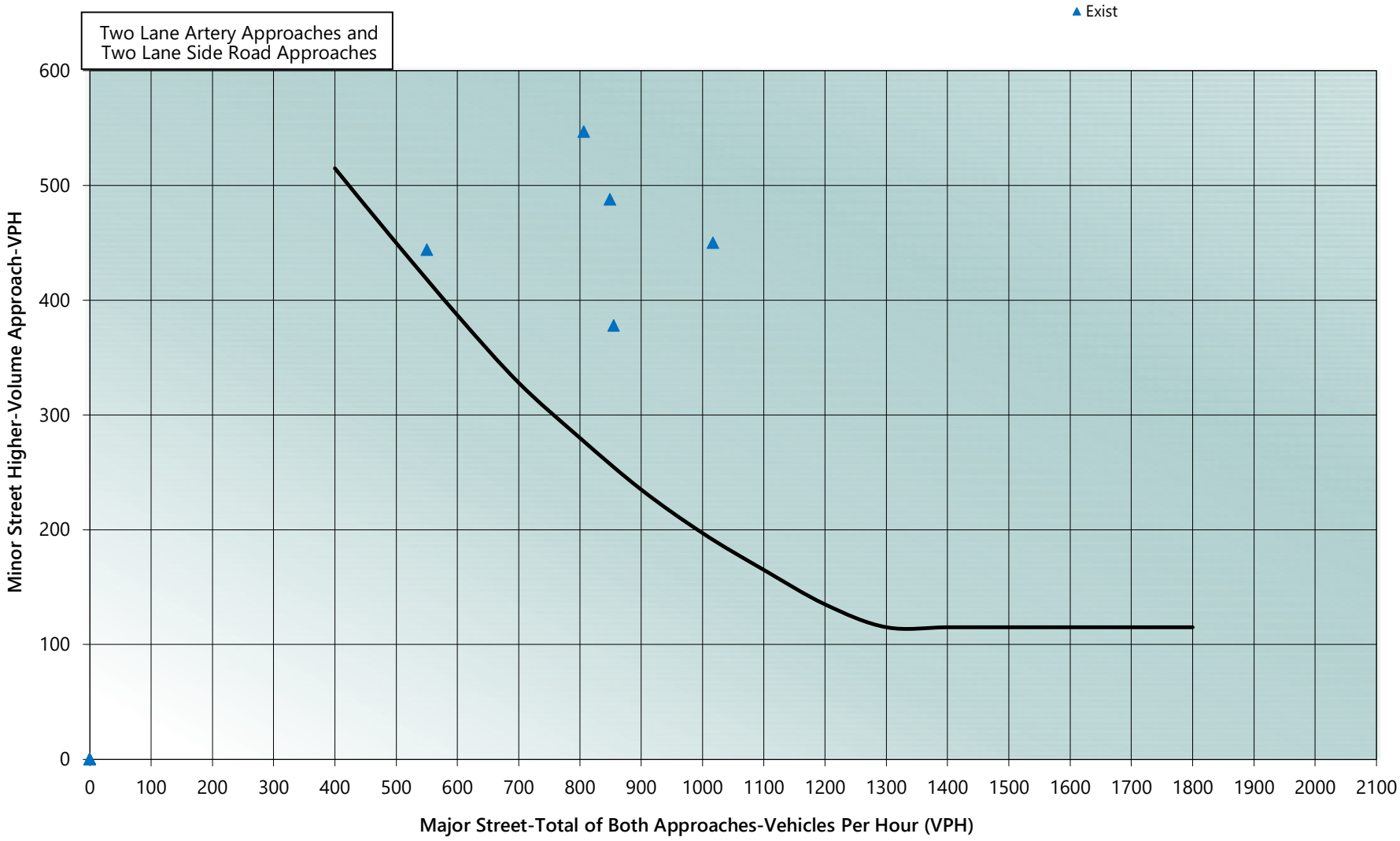
Lane Configuration: Main 2, Side 2 | 3

Warrant 1, Eight-Hour Vehicular Volume
2022 Existing - 100% Threshold

Hour Beginning	Mainline Edwards Avenue	Minor LIE Off Ramp	Minor Site Driveway	Condition A												Condition B											
				100%: Basic minimum hourly volume				80%: Used for combination of Conditions A and B after trial of other measures				70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				56%: Combination of A and B and speed or population reduction				100%: Basic minimum hourly volume				80%: Used for combination of Conditions A and B after trial of other measures				70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				56%: Combination of A and B and speed or population reduction			
				Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall
12:00 AM	0	0																													
1:00 AM	0	0																													
2:00 AM	0	0																													
3:00 AM	0	0																													
4:00 AM	0	0																													
5:00 AM	0	0																													
6:00 AM	0	0																													
7:00 AM	550	444			Y			Y	Y		1	Y	Y		1	Y	Y		1		Y				Y				Y			1
8:00 AM	591	617			Y			Y	Y		1	Y	Y		1	Y	Y		1		Y				Y				Y			1
9:00 AM	0	0																													
10:00 AM	0	0																													
11:00 AM	0	0																													
12:00 PM	0	0																													
1:00 PM	0	0																													
2:00 PM	806	547		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
3:00 PM	849	488		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
4:00 PM	1017	450		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
5:00 PM	855	378		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
6:00 PM	0	0																													
7:00 PM	0	0																													
8:00 PM	0	0																													
9:00 PM	0	0																													
10:00 PM	0	0																													
11:00 PM	0	0																													
Threshold				600	200	200		480	160	160		420	140	140		336	112	112		900	100	100		720	80	80		630	70	70		504	56	56	
Hours Met							4				6				6				6				1				4				4				6
Required							8				8				8				8				8				8				8				8
Warrant Met?							No				No				**No**				No				No				No				No				No

Reference: Federal Manual on Uniform Traffic Control Devices, Revisions 1 and 2 - 2009 Edition
New York State Supplement to the MUTCD 2009 Edition

Figure 4C-1 Four-Hour Vehicular Volume Warrant
Source: Federal MUTCD
Exist Conditions



Warrant 3, Peak Hour

Project:	Ostad	Project No:	20490
Calc by:	CJL	Date:	2/20/2023
Check by:	JWD	Date:	3/2/2023
Analysis Condition:	2022 Existing - Using SUMMER Volumes		

From:
Fed MUTCD
Signal Warrant 3 - Peak Hour Volume 3 Leg, Main 2, Side 2 ▼ 7
Figure 4C-3 Peak Hour Volume Warrant

User Inputed Volumes			**Exist**
Hour Beginning	Edwards Avenue	LIE Off Ramp	Site Driveway
12:00 AM	0	0	0
1:00 AM	0	0	0
2:00 AM	0	0	0
3:00 AM	0	0	0
4:00 AM	0	0	0
5:00 AM	0	0	0
6:00 AM	0	0	0
7:00 AM	550	444	0
8:00 AM	591	617	0
9:00 AM	0	0	0
10:00 AM	0	0	0
11:00 AM	0	0	0
12:00 PM	0	0	0
1:00 PM	0	0	0
2:00 PM	806	547	0
3:00 PM	849	488	0
4:00 PM	1017	450	0
5:00 PM	855	378	0
6:00 PM	0	0	0
7:00 PM	0	0	0
8:00 PM	0	0	0
9:00 PM	0	0	0
10:00 PM	0	0	0
11:00 PM	0	0	0

Part B

Peak Hour Volumes

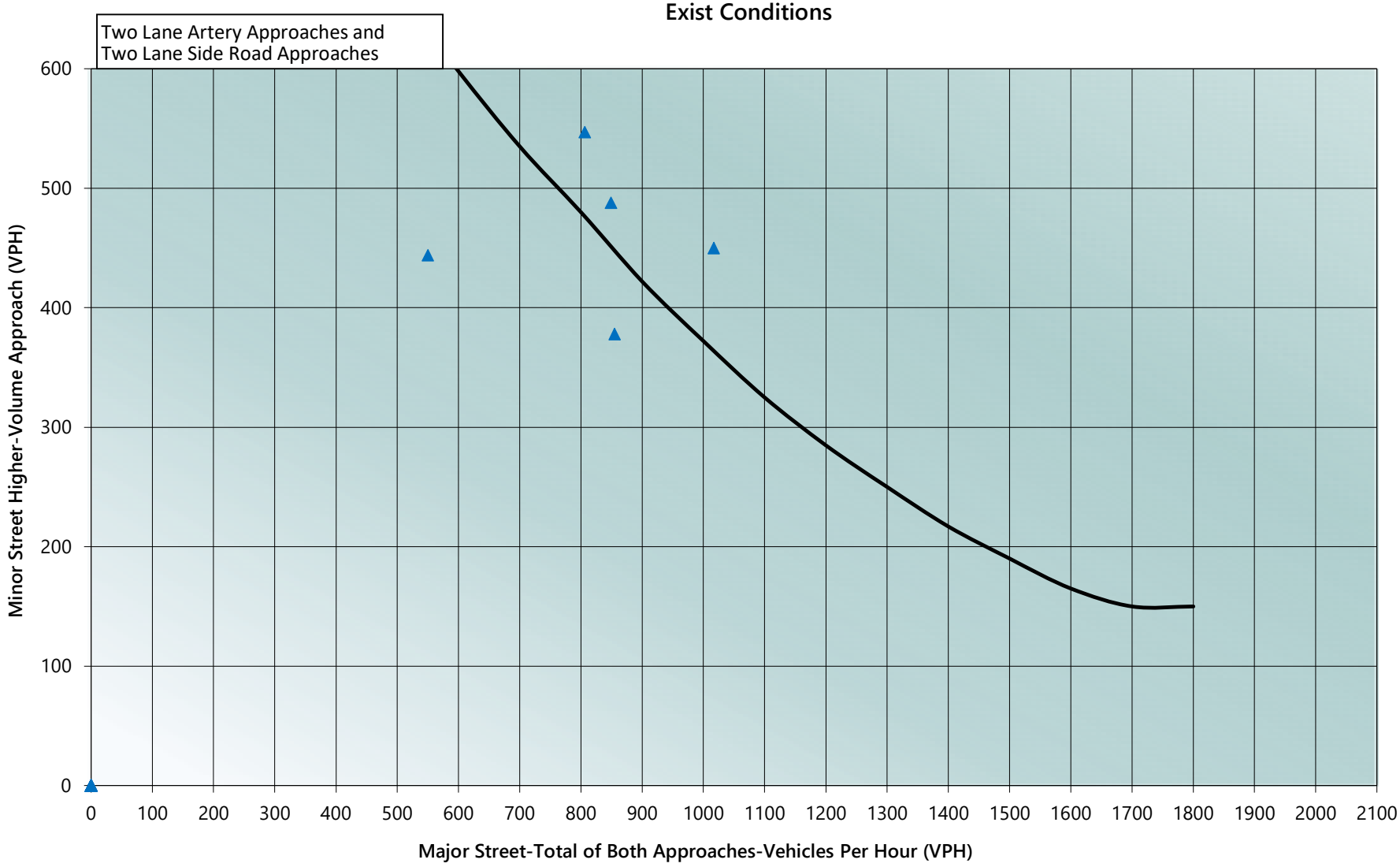
Artery	Side Rd
0	
100	
200	
300	
400	
500	665
600	598
700	535
800	480
900	422
1000	372
1100	325
1200	285
1300	250
1400	217
1500	190
1600	165
1700	150
1800	150

Part A

Thresholds

Part A.1	Part A.2	Part A.3
5	150	650

Figure 4C-3 Peak Hour Volume Warrant
Source: Federal MUTCD
Exist Conditions



Traffic Volume Development

COVID Adjustment Factor 1.00 Assume 1.0 even though AM has 1.13

Project: Ostad Project No: 20490

Using the Volumes from Intersection 5- Edwards Avenue at LIE Off Ramp

Calc by: MDN Date: 2/25/2025

Check by: Date:

Analysis Condition: 2022 Existing - Using SUMMER Volumes

Posted Spee 40

NYSDOT RIS VIEWER SHOWS POSTED SPEED AS 55 MPH AND 2017 85TH OVER 60 MPH

Time	Mainline				Weekday Site Traffic						
	Edwards Road			LIE Off Ramp			Driveway				
	EB	WB	Total	NB	Dist %	volume	Total	% left	% right	less rt	DW vol
12:00 AM						0	0	0	0	0	0
1:00 AM						0	0	0	0	0	0
2:00 AM						0	0	0	0	0	0
3:00 AM						0	0	0	0	0	0
4:00 AM						0	0	0	0	0	0
5:00 AM						0	0	0	0	0	0
6:00 AM						0	0	0	0	0	0
7:00 AM	237	313	550	444		0	444	0	0	0	444
8:00 AM	288	303	591	617		0	617	0	0	0	617
9:00 AM						0	0	0	0	0	0
10:00 AM						0	0	0	0	0	0
11:00 AM						0	0	0	0	0	0
12:00 PM						0	0	0	0	0	0
1:00 PM						0	0	0	0	0	0
2:00 PM	195	611	806	547		0	547	0	0	0	547
3:00 PM	200	649	849	488		0	488	0	0	0	488
4:00 PM	197	820	1017	450		0	450	0	0	0	450
5:00 PM	202	653	855	378		0	378	0	0	0	378
6:00 PM						0	0	0	0	0	0
7:00 PM						0	0	0	0	0	0
8:00 PM						0	0	0	0	0	0
9:00 PM						0	0	0	0	0	0
10:00 PM						0	0	0	0	0	0
11:00 PM						0	0	0	0	0	0
Totals	1319	3349	4668	2924	0%	0	2924	0	0	0	2924

Warrant 1, Eight-Hour Vehicular Volume

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/25/2025
Check by:		Date:	
Analysis Condition:	2022 Existing - Using SUMMER Volumes		

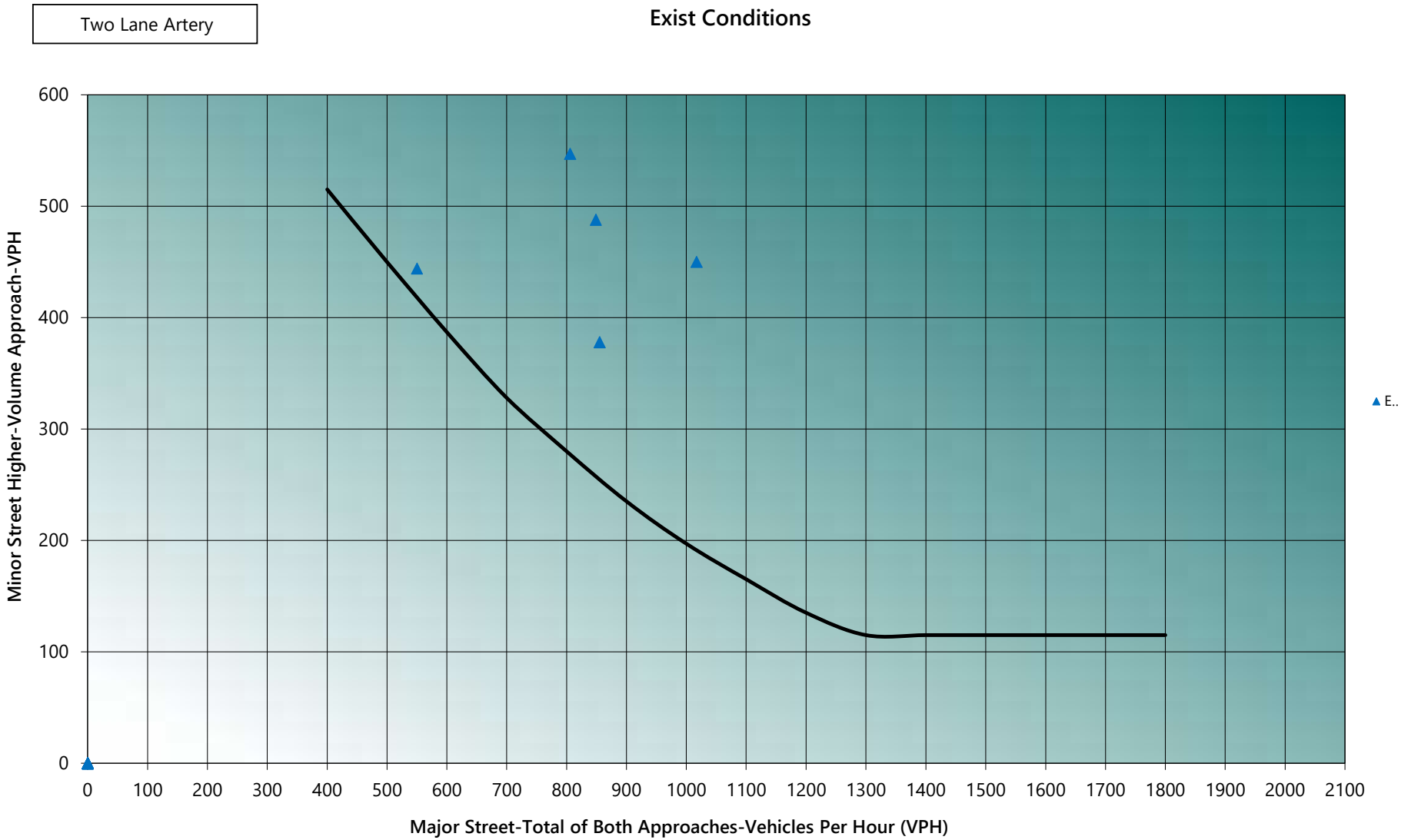
Lane Configuration: Main 2, Side 3

Warrant 1, Eight-Hour Vehicular Volume
2022 Existing - 100% Threshold

Hour Beginning	Mainline Middle Country Road	Minor Site Access	Minor Site Driveway	Condition A												Condition B											
				100%: Basic minimum hourly volume				80%: Used for combination of Conditions A and B after trial of other measures				70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				56%: Combination of A and B and speed or population reduction				100%: Basic minimum hourly volume				80%: Used for combination of Conditions A and B after trial of other measures				70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				56%: Combination of A and B and speed or population reduction			
				Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall
12:00 AM	0	0																													
1:00 AM	0	0																													
2:00 AM	0	0																													
3:00 AM	0	0																													
4:00 AM	0	0																													
5:00 AM	0	0																													
6:00 AM	0	0																													
7:00 AM	550	444			Y			Y	Y		1	Y	Y		1	Y	Y		1		Y				Y				Y			1
8:00 AM	591	617			Y			Y	Y		1	Y	Y		1	Y	Y		1		Y				Y				Y			1
9:00 AM	0	0																													
10:00 AM	0	0																													
11:00 AM	0	0																													
12:00 PM	0	0																													
1:00 PM	0	0																													
2:00 PM	806	547		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
3:00 PM	849	488		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
4:00 PM	1017	450		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
5:00 PM	855	378		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1		Y			Y	Y		1	Y	Y		1	Y	Y		1
6:00 PM	0	0																													
7:00 PM	0	0																													
8:00 PM	0	0																													
9:00 PM	0	0																													
10:00 PM	0	0																													
11:00 PM	0	0																													
Threshold				600	200	200		480	160	160		420	140	140		336	112	112		900	100	100		720	80	80		630	70	70		504	56	56	
Hours Met							4				6				6				6				1				4				4				6
Required							8				8				8				8				8				8				8				8
Warrant Met?							No				No				**No**				No				No				No				No				No

Reference: Federal Manual on Uniform Traffic Control Devices, Revisions 1 and 2 - 2009 Edition
New York State Supplement to the MUTCD 2009 Edition

Figure 4C-1 Four-Hour Vehicular Volume Warrant
Source: Federal MUTCD
Exist Conditions



Warrant 3, Peak Hour

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/25/2025
Check by:	JWD	Date:	3/2/2023
Analysis Condition:	2022 Existing - Using SUMMER Volumes		

From:
Fed MUTCD
Signal Warrant 3 - Peak Hour Volume
Figure 4C-3 Peak Hour Volume Warrant

3 Leg, Main 2, Side 2 ▼ 7

User Inputed Volumes **Exist**

Hour Beginning	Middle Country Road	Site Access	Site Driveway
12:00 AM	0	0	0
1:00 AM	0	0	0
2:00 AM	0	0	0
3:00 AM	0	0	0
4:00 AM	0	0	0
5:00 AM	0	0	0
6:00 AM	0	0	0
7:00 AM	550	444	0
8:00 AM	591	617	0
9:00 AM	0	0	0
10:00 AM	0	0	0
11:00 AM	0	0	0
12:00 PM	0	0	0
1:00 PM	0	0	0
2:00 PM	806	547	0
3:00 PM	849	488	0
4:00 PM	1017	450	0
5:00 PM	855	378	0
6:00 PM	0	0	0
7:00 PM	0	0	0
8:00 PM	0	0	0
9:00 PM	0	0	0
10:00 PM	0	0	0
11:00 PM	0	0	0

Part B

Peak Hour Volumes

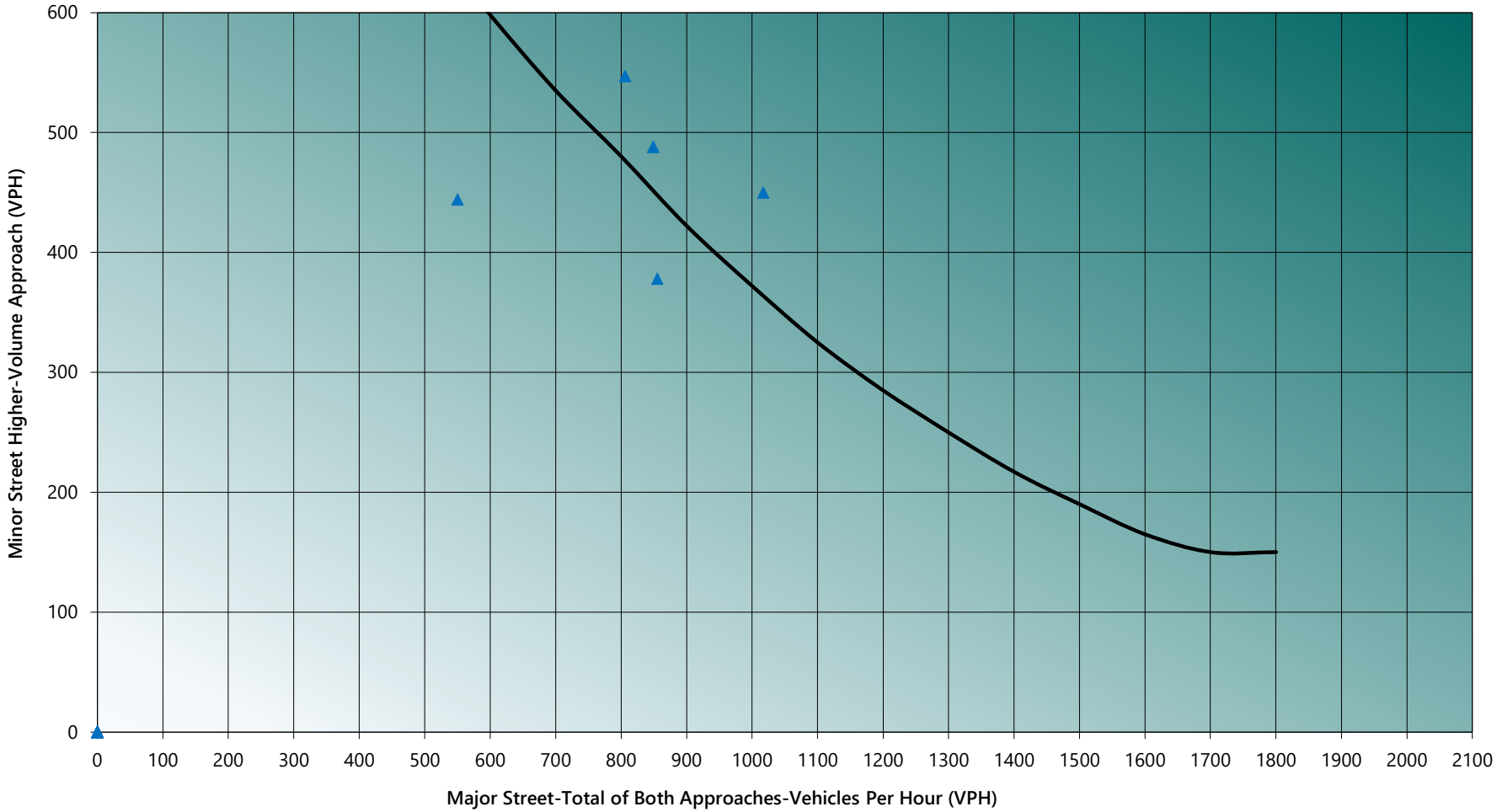
Artery	Side Rd
0	
100	
200	
300	
400	
500	665
600	598
700	535
800	480
900	422
1000	372
1100	325
1200	285
1300	250
1400	217
1500	190
1600	165
1700	150
1800	150

Part A

Thresholds
Part A.1 Part A.2 Part A.3

Figure 4C-3 Peak Hour Volume Warrant
Source: Federal MUTCD
Exist Conditions

Two Lane Artery Approaches and



Traffic Volume Development

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/12/2025
Check by:		Date:	
Analysis Condition:	2028 Build - Using Fall Volumes		

Growth Rate	1.7%	COVID Adjustment Factor	1.00
# Years	6	Assumes No OPDs	
Growth	1.1064	Assumes no reduction in NB RT movements given roadway speed, volume and mix of type of vehicles	
		Assumes major road is 1 lane since the WB LT doesn't meet 1/2 criteria	

Time	Mainline								Driveway				
	Middle Country Road												
	No-Build Volumes			Site Generated Trips	Build	Site Access			Total	% left	% right	less rt	DW vol
	EB	WB	Total	Entering	Total	NB				0%	0%	0%	
12:00 AM	22	41	63	0	63	0			0	0	0	0	0
1:00 AM	14	22	37	0	37	2			2	0	0	0	2
2:00 AM	17	13	30	0	30	2			2	0	0	0	2
3:00 AM	26	13	39	2	41	0			0	0	0	0	0
4:00 AM	59	38	97	10	107	0			0	0	0	0	0
5:00 AM	145	92	237	91	328	7			7	0	0	0	7
6:00 AM	412	184	596	122	718	12			12	0	0	0	12
7:00 AM	588	433	1021	304	1325	39			39	0	0	0	39
8:00 AM	705	417	1123	182	1305	77			77	0	0	0	77
9:00 AM	588	357	945	123	1068	122			122	0	0	0	122
10:00 AM	569	418	988	130	1118	131			131	0	0	0	131
11:00 AM	573	524	1097	110	1207	143			143	0	0	0	143
12:00 PM	575	601	1176	152	1328	183			183	0	0	0	183
1:00 PM	586	625	1211	144	1355	122			122	0	0	0	122
2:00 PM	515	641	1156	123	1279	149			149	0	0	0	149
3:00 PM	553	747	1300	101	1401	191			191	0	0	0	191
4:00 PM	606	812	1418	69	1487	183			183	0	0	0	183
5:00 PM	482	746	1228	20	1248	282			282	0	0	0	282
6:00 PM	369	575	944	2	946	40			40	0	0	0	40
7:00 PM	259	423	682	0	682	2			2	0	0	0	2
8:00 PM	164	309	473	0	473	0			0	0	0	0	0
9:00 PM	122	231	354	0	354	0			0	0	0	0	0
10:00 PM	84	132	217	0	217	0			0	0	0	0	0
11:00 PM	47	101	148	0	148	0			0	0	0	0	0
Totals	8080	8495	16580	1685	18265	1687			1687	0	0	0	1687

Warrant 1, Eight-Hour Vehicular Volume

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/12/2025
Check by:		Date:	
Analysis Condition:	2028 Build - Using Fall Volumes		

Lane Configuration: Main 2, Side — 3

Warrant 1, Eight-Hour Vehicular Volume

2028 Build - Using Fall Volumes

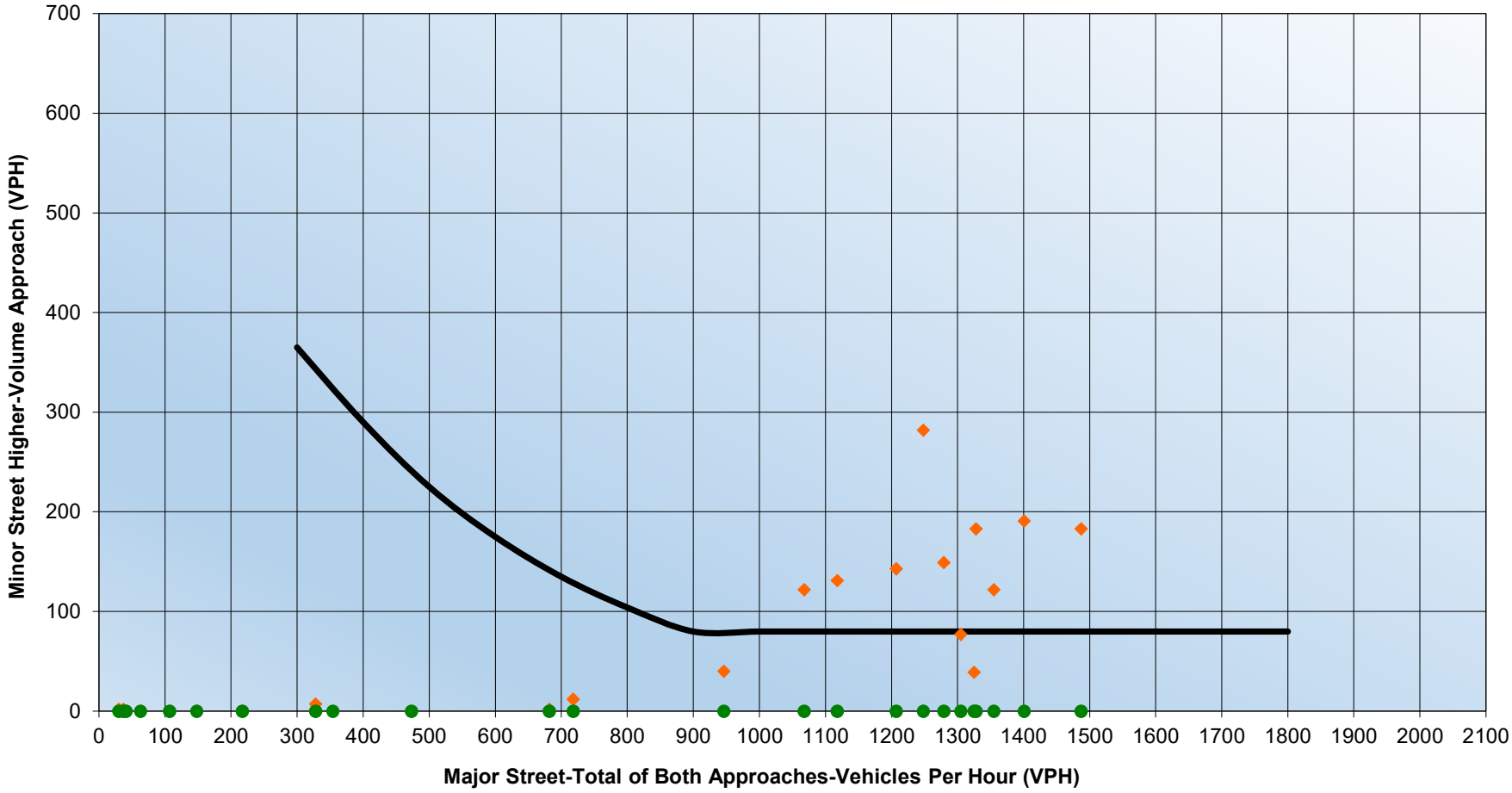
Hour Beginning	Mainline: Middle Country Road 0	Minor: Site Access 0	Minor: Site Driveway	Condition A: 100%: Basic minimum hourly volume				Condition A: 80%: Used for combination of Conditions A and B after trial of other measures				Condition A: 70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				Condition A: 56%: Combination of A and B and speed or population reduction			
				Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall
12:00 AM	63	0																	
1:00 AM	37	2																	
2:00 AM	30	2																	
3:00 AM	41	0																	
4:00 AM	107	0																	
5:00 AM	328	7																	
6:00 AM	718	12		Y				Y				Y				Y			
7:00 AM	1325	39		Y				Y				Y				Y			
8:00 AM	1305	77		Y				Y				Y				Y			
9:00 AM	1068	122		Y				Y				Y				Y	Y		1
10:00 AM	1118	131		Y				Y				Y				Y	Y		1
11:00 AM	1207	143		Y				Y				Y	Y		1	Y	Y		1
12:00 PM	1328	183		Y				Y	Y		1	Y	Y		1	Y	Y		1
1:00 PM	1355	122		Y				Y				Y				Y	Y		1
2:00 PM	1279	149		Y				Y				Y	Y		1	Y	Y		1
3:00 PM	1401	191		Y				Y	Y		1	Y	Y		1	Y	Y		1
4:00 PM	1487	183		Y				Y	Y		1	Y	Y		1	Y	Y		1
5:00 PM	1248	282		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
6:00 PM	946	40		Y				Y				Y				Y			
7:00 PM	682	2		Y				Y				Y				Y			
8:00 PM	473	0										Y				Y			
9:00 PM	354	0														Y			
10:00 PM	217	0																	
11:00 PM	148	0																	
Threshold				600	200	200		480	160	160		420	140	140		336	112	112	
Hours Met							1				4				6				9
Required							8				8				8				8
Warrant Met?							No				No				No				Yes

Hour Beginning	Condition B: 100%: Basic minimum hourly volume				Condition B: 80%: Used for combination of Conditions A and B after trial of other measures				Condition B: 70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				Condition B: 56%: Combination of A and B and speed or population reduction			
	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall
12:00 AM																
1:00 AM																
2:00 AM																
3:00 AM																
4:00 AM																
5:00 AM																
6:00 AM									Y				Y			
7:00 AM	Y				Y				Y				Y			
8:00 AM	Y				Y				Y	Y		1	Y	Y		1
9:00 AM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
10:00 AM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
11:00 AM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
12:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
1:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
2:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
3:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
4:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
5:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
6:00 PM	Y				Y				Y				Y			
7:00 PM									Y				Y			
8:00 PM																
9:00 PM																
10:00 PM																
11:00 PM																
Threshold	900	100	100		720	80	80		630	70	70		504	56	56	
Hours Met				9				9				10				10
Required				8				8				8				8
Warrant Met?				Yes				No				Yes				Yes

Reference: Federal Manual on Uniform Traffic Control Devices, Revisions 1 and 2 - 2009 Edition
New York State Supplement to the MUTCD 2009 Edition

Figure 4C-2
Reduced Four-Hour Vehicular Volume Warrant
Source: Federal MUTCD
Build Conditions

One Lane Artery Approaches and



Warrant 3, Peak Hour

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/12/2025
Check by:		Date:	
Analysis Condition:	2028 Build - Using Fall Volumes		

From:
Fed MUTCD
Signal Warrant 3 - Peak Hour Volume
Figure 4C-3 Peak Hour Volume Warrant

3 Leg, Main 2, Side 2 ▼ 7

User Inputed Volumes **Build**

Hour Beginning	Middle Country Road	Site Access	Site Driveway
12:00 AM	63	0	0
1:00 AM	37	2	0
2:00 AM	30	2	0
3:00 AM	41	0	0
4:00 AM	107	0	0
5:00 AM	328	7	0
6:00 AM	718	12	0
7:00 AM	1325	39	0
8:00 AM	1305	77	0
9:00 AM	1068	122	0
10:00 AM	1118	131	0
11:00 AM	1207	143	0
12:00 PM	1328	183	0
1:00 PM	1355	122	0
2:00 PM	1279	149	0
3:00 PM	1401	191	0
4:00 PM	1487	183	0
5:00 PM	1248	282	0
6:00 PM	946	40	0
7:00 PM	682	2	0
8:00 PM	473	0	0
9:00 PM	354	0	0
10:00 PM	217	0	0
11:00 PM	148	0	0

Part B

Peak Hour Volumes

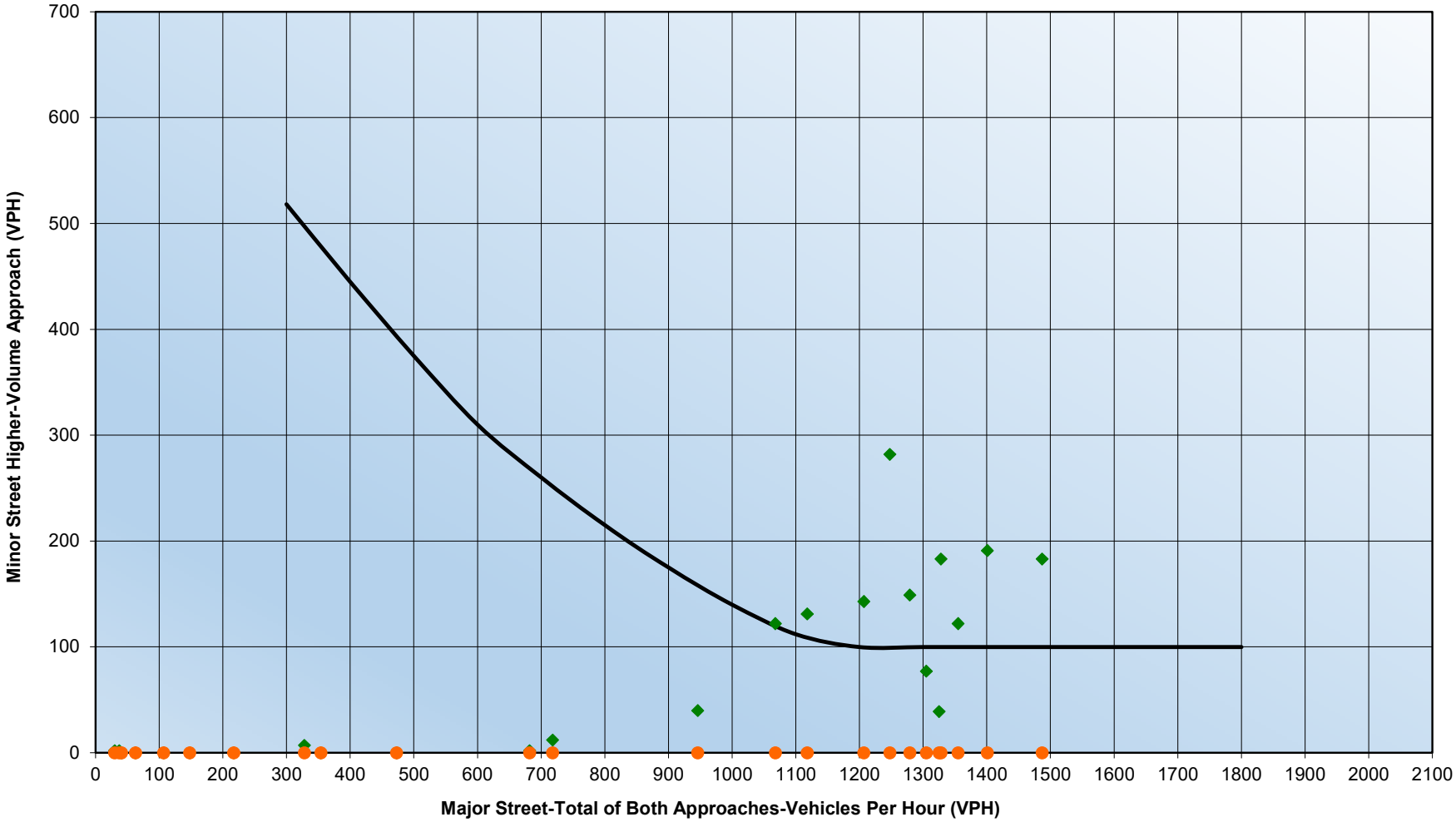
Artery	Side Rd
0	
100	
200	
300	
400	
500	665
600	598
700	535
800	480
900	422
1000	372
1100	325
1200	285
1300	250
1400	217
1500	190
1600	165
1700	150
1800	150

Part A

Thresholds
Part A.1 Part A.2 Part A.3

Figure 4C-4
Reduced Peak Hour Volume Warrant
Source: Federal MUTCD
Build Condition

Two Lane Artery Approaches and
Two Lane Side Road Approaches



Traffic Volume Development

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/12/2025
Check by:		Date:	
Analysis Condition:	2028 Build - Using Summer Volumes		

Growth Rate	1.7%
# Years	6
Growth	1.1064

COVID Adjustment Factor	1.00

Assumes No OPDs
Assumes no reduction in NB RT movements given roadway speed, volume and mix of type of vehicles
Assumes major road is 1 lane since the WB LT doesn't meet 1/2 criteria

Time	Mainline								Driveway				
	Middle Country Road					Site Access							
	No-Build Volumes			Site Generated Trips	Build				Total	% left	% right	less rt	DW vol
	EB	WB	Total	Entering	Total	NB				0%	0%	0%	
12:00 AM	33	43	76	0	76	0			0	0	0	0	0
1:00 AM	21	23	44	0	44	2			2	0	0	0	2
2:00 AM	21	20	41	0	41	2			2	0	0	0	2
3:00 AM	35	19	54	2	56	0			0	0	0	0	0
4:00 AM	81	46	127	10	137	0			0	0	0	0	0
5:00 AM	147	100	247	91	338	7			7	0	0	0	7
6:00 AM	354	190	544	122	666	12			12	0	0	0	12
7:00 AM	540	346	886	304	1190	39			39	0	0	0	39
8:00 AM	597	358	956	182	1138	77			77	0	0	0	77
9:00 AM	651	408	1059	123	1182	122			122	0	0	0	122
10:00 AM	672	506	1177	130	1307	131			131	0	0	0	131
11:00 AM	655	624	1279	110	1389	143			143	0	0	0	143
12:00 PM	666	725	1391	152	1543	183			183	0	0	0	183
1:00 PM	667	704	1371	144	1515	122			122	0	0	0	122
2:00 PM	602	727	1329	123	1452	149			149	0	0	0	149
3:00 PM	584	765	1349	101	1450	191			191	0	0	0	191
4:00 PM	540	863	1403	69	1472	183			183	0	0	0	183
5:00 PM	516	842	1358	20	1378	282			282	0	0	0	282
6:00 PM	419	627	1047	2	1049	40			40	0	0	0	40
7:00 PM	330	488	818	0	818	2			2	0	0	0	2
8:00 PM	238	409	647	0	647	0			0	0	0	0	0
9:00 PM	170	321	491	0	491	0			0	0	0	0	0
10:00 PM	121	184	304	0	304	0			0	0	0	0	0
11:00 PM	65	128	194	0	194	0			0	0	0	0	0
Totals	8725	9466	18192	1685	19877	1687			1687	0	0	0	1687

Warrant 1, Eight-Hour Vehicular Volume

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/12/2025
Check by:	JWD	Date:	3/2/2023
Analysis Condition:	2028 Build - Using Summer Volumes		

Lane Configuration: Main 2, Side 2 — 3

Warrant 1, Eight-Hour Vehicular Volume
2028 Build - Using Summer Volumes

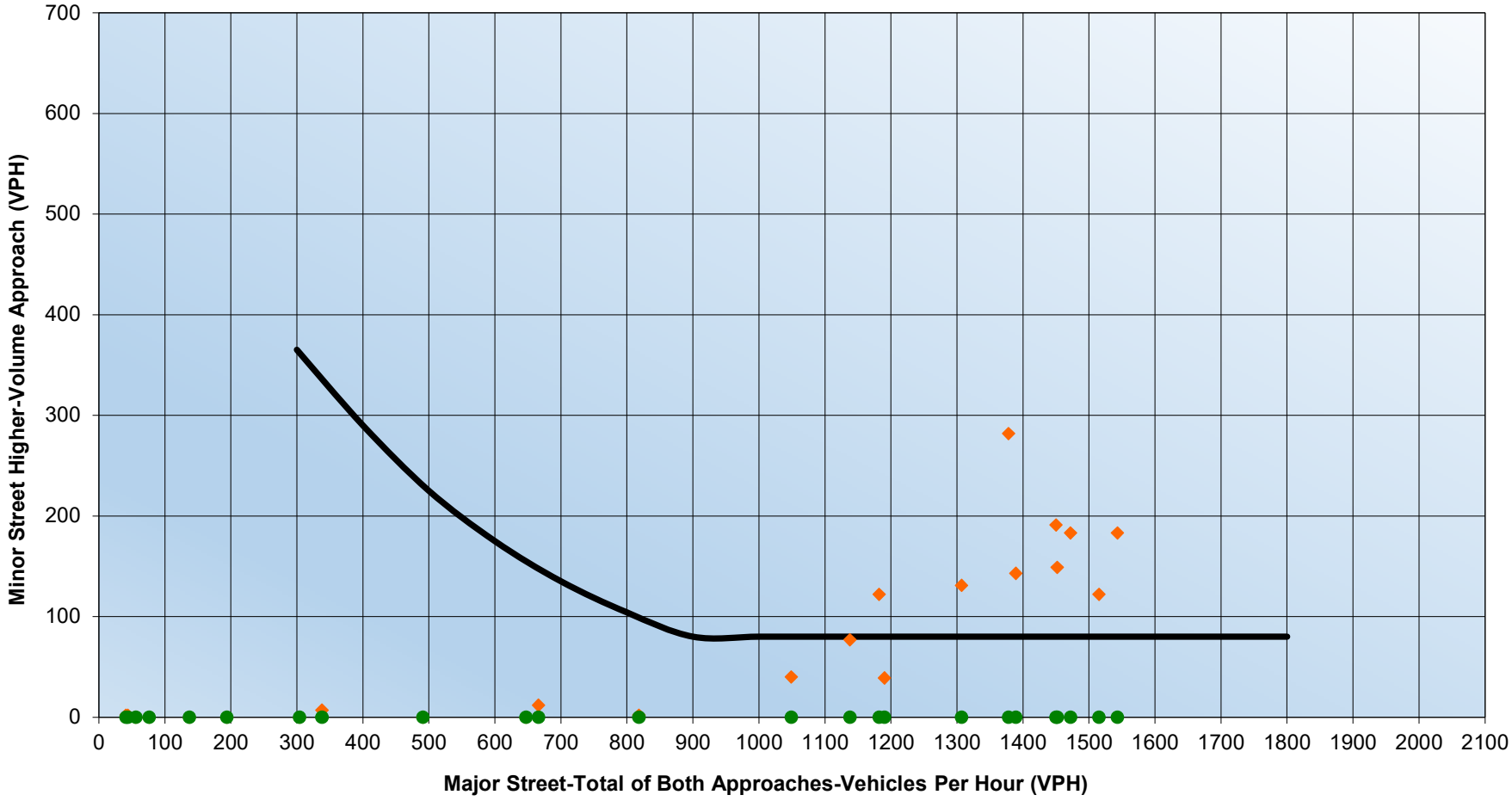
Hour Beginning	Mainline: Middle Country Road 0	Minor: Site Access 0	Minor: Site Driveway	Condition A: 100%: Basic minimum hourly volume				Condition A: 80%: Used for combination of Conditions A and B after trial of other measures				Condition A: 70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				Condition A: 56%: Combination of A and B and speed or population reduction			
				Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall
12:00 AM	76	0																	
1:00 AM	44	2																	
2:00 AM	41	2																	
3:00 AM	56	0																	
4:00 AM	137	0																	
5:00 AM	338	7														Y			
6:00 AM	666	12		Y				Y				Y				Y			
7:00 AM	1190	39		Y				Y				Y				Y			
8:00 AM	1138	77		Y				Y				Y				Y			
9:00 AM	1182	122		Y				Y				Y				Y	Y		1
10:00 AM	1307	131		Y				Y				Y				Y	Y		1
11:00 AM	1389	143		Y				Y				Y	Y		1	Y	Y		1
12:00 PM	1543	183		Y				Y	Y		1	Y	Y		1	Y	Y		1
1:00 PM	1515	122		Y				Y				Y	Y		1	Y	Y		1
2:00 PM	1452	149		Y				Y				Y	Y		1	Y	Y		1
3:00 PM	1450	191		Y				Y	Y		1	Y	Y		1	Y	Y		1
4:00 PM	1472	183		Y				Y	Y		1	Y	Y		1	Y	Y		1
5:00 PM	1378	282		Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
6:00 PM	1049	40		Y				Y				Y				Y			
7:00 PM	818	2		Y				Y				Y				Y			
8:00 PM	647	0		Y				Y				Y				Y			
9:00 PM	491	0						Y				Y				Y			
10:00 PM	304	0																	
11:00 PM	194	0																	
Threshold				600	200	200		480	160	160		420	140	140		336	112	112	
Hours Met							1				4				6				9
Required							8				8				8				8
Warrant Met?							No				No				No				Yes

Hour Beginning	Condition B: 100%: Basic minimum hourly volume				Condition B: 80%: Used for combination of Conditions A and B after trial of other measures				Condition B: 70%: Mainline speed ≥ 40 mph or isolated community with population < 10,000				Condition B: 56%: Combination of A and B and speed or population reduction			
	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall	Main	Side 1	Side 2	Overall
12:00 AM																
1:00 AM																
2:00 AM																
3:00 AM																
4:00 AM																
5:00 AM																
6:00 AM									Y				Y			
7:00 AM	Y				Y				Y				Y			
8:00 AM	Y				Y				Y				Y			
9:00 AM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
10:00 AM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
11:00 AM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
12:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
1:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
2:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
3:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
4:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
5:00 PM	Y	Y		1	Y	Y		1	Y	Y		1	Y	Y		1
6:00 PM	Y				Y				Y				Y			
7:00 PM					Y				Y				Y			
8:00 PM									Y				Y			
9:00 PM																
10:00 PM																
11:00 PM																
Threshold	900	100	100		720	80	80		630	70	70		504	56	56	
Hours Met				9				9				10				10
Required				8				8				8				8
Warrant Met?				Yes				No				Yes				Yes

Reference: Federal Manual on Uniform Traffic Control Devices, Revisions 1 and 2 - 2009 Edition
New York State Supplement to the MUTCD 2009 Edition

Figure 4C-2
Reduced Four-Hour Vehicular Volume Warrant
Source: Federal MUTCD
Build Conditions

Two Lane Artery Approaches and



Warrant 3, Peak Hour

Project:	Ostad	Project No:	20490
Calc by:	MDN	Date:	2/12/2025
Check by:		Date:	
Analysis Condition:	2028 Build - Using Summer Volumes		

From:
Fed MUTCD
Signal Warrant 3 - Peak Hour Volume 3 Leg, Main 2, Side 2 ▼ 7
Figure 4C-3 Peak Hour Volume Warrant

User Inputed Volumes **Build**

Hour Beginning	Middle Country Road	Site Access	Site Driveway
12:00 AM	76	0	0
1:00 AM	44	2	0
2:00 AM	41	2	0
3:00 AM	56	0	0
4:00 AM	137	0	0
5:00 AM	338	7	0
6:00 AM	666	12	0
7:00 AM	1190	39	0
8:00 AM	1138	77	0
9:00 AM	1182	122	0
10:00 AM	1307	131	0
11:00 AM	1389	143	0
12:00 PM	1543	183	0
1:00 PM	1515	122	0
2:00 PM	1452	149	0
3:00 PM	1450	191	0
4:00 PM	1472	183	0
5:00 PM	1378	282	0
6:00 PM	1049	40	0
7:00 PM	818	2	0
8:00 PM	647	0	0
9:00 PM	491	0	0
10:00 PM	304	0	0
11:00 PM	194	0	0

Part B

Peak Hour Volumes

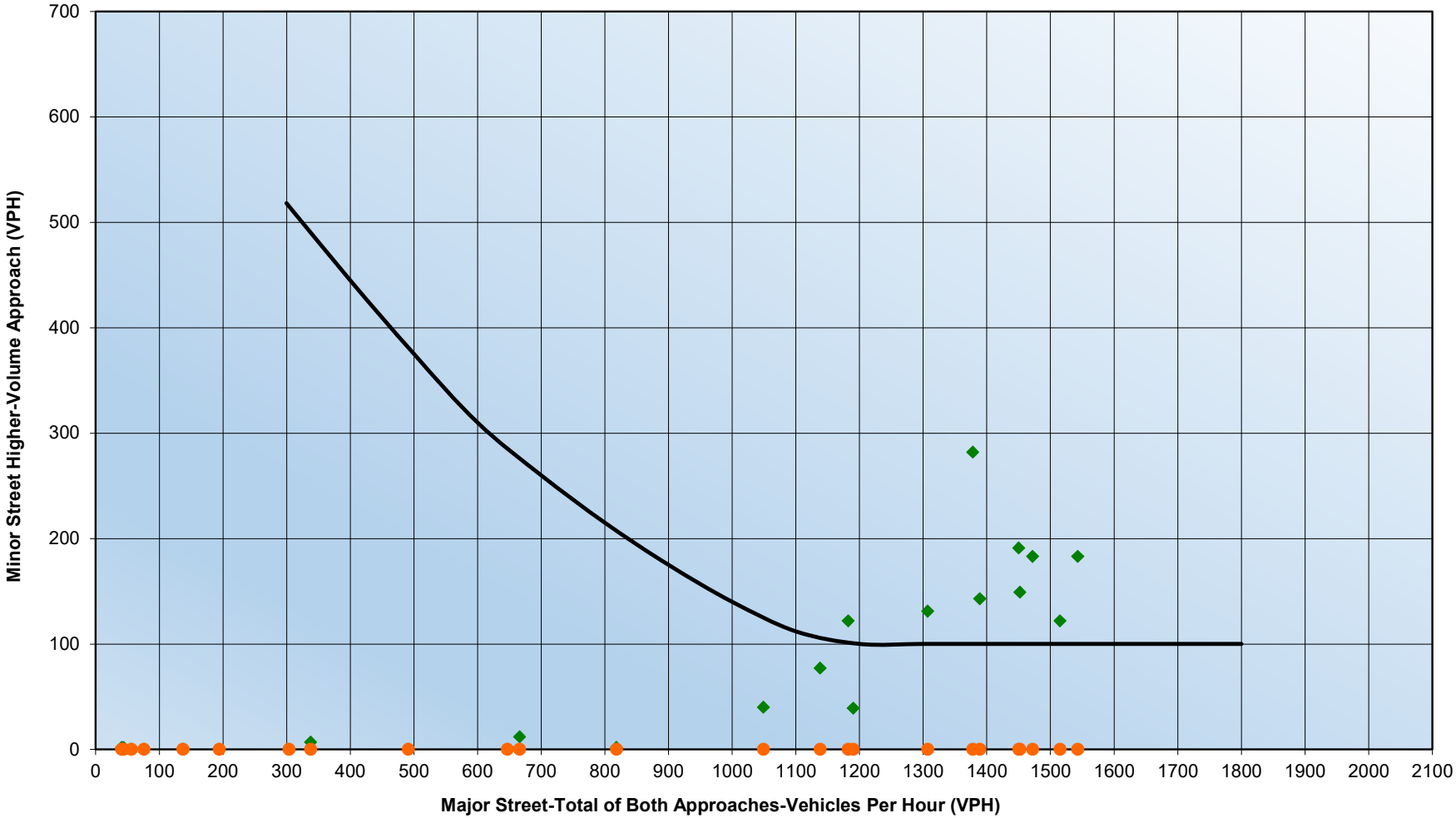
Artery	Side Rd
0	
100	
200	
300	
400	
500	665
600	598
700	535
800	480
900	422
1000	372
1100	325
1200	285
1300	250
1400	217
1500	190
1600	165
1700	150
1800	150

Part A

Thresholds
Part A.1 Part A.2 Part A.3

Figure 4C-4
Reduced Peak Hour Volume Warrant
Source: Federal MUTCD
Build Condition

Two Lane Artery Approaches and



J

Mitigation Sketches

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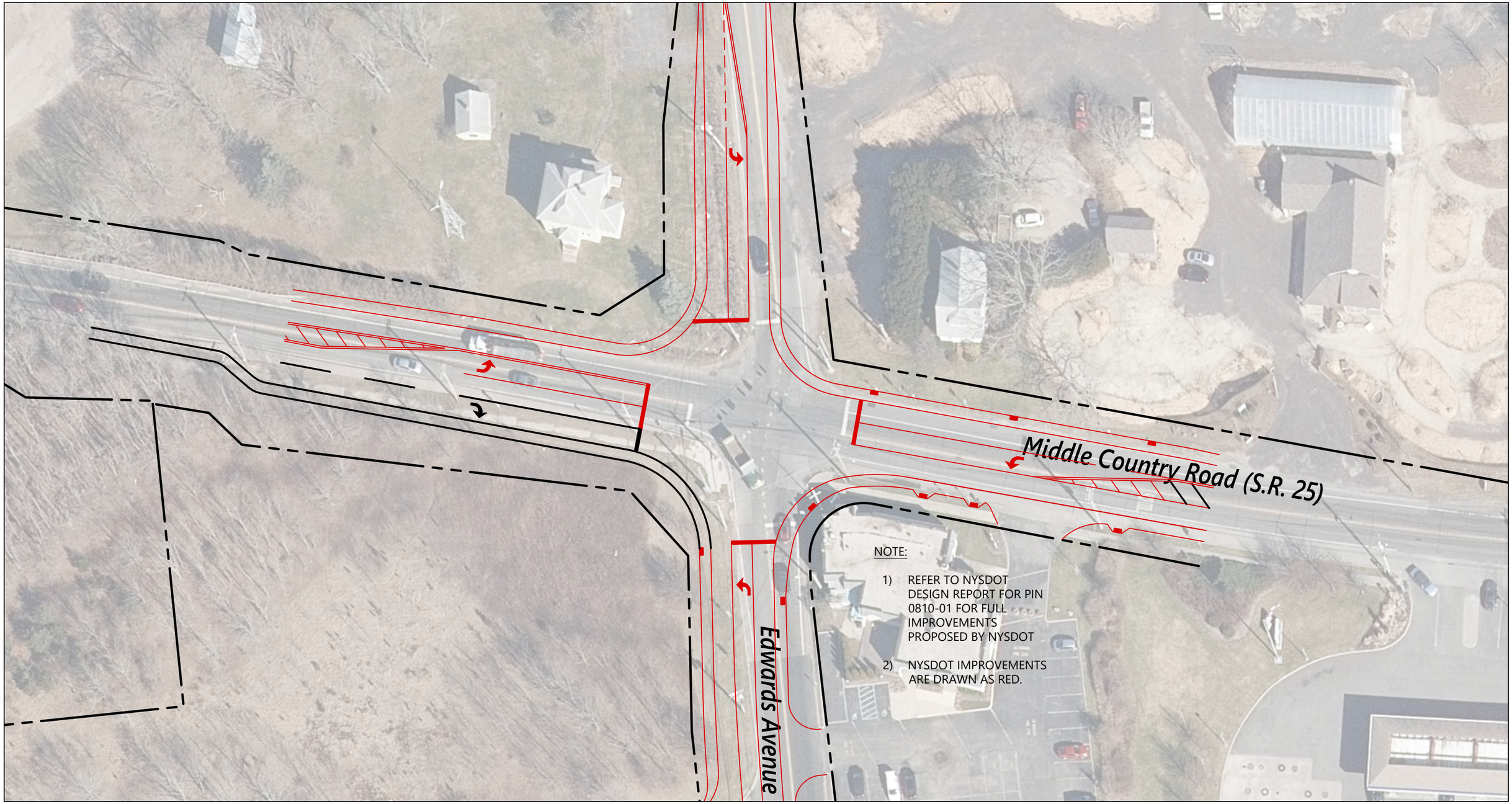

Middle Country Rd. at Edwards Ave.

Intersection with Physical Mitigation - Ostad Industrial Subdivision

Calverton NY, Town of Riverhead

Source: **DR**
Prepared for: **Review**
Date: **Nov. 7, 2023**

0 25 50 Feet

vhb

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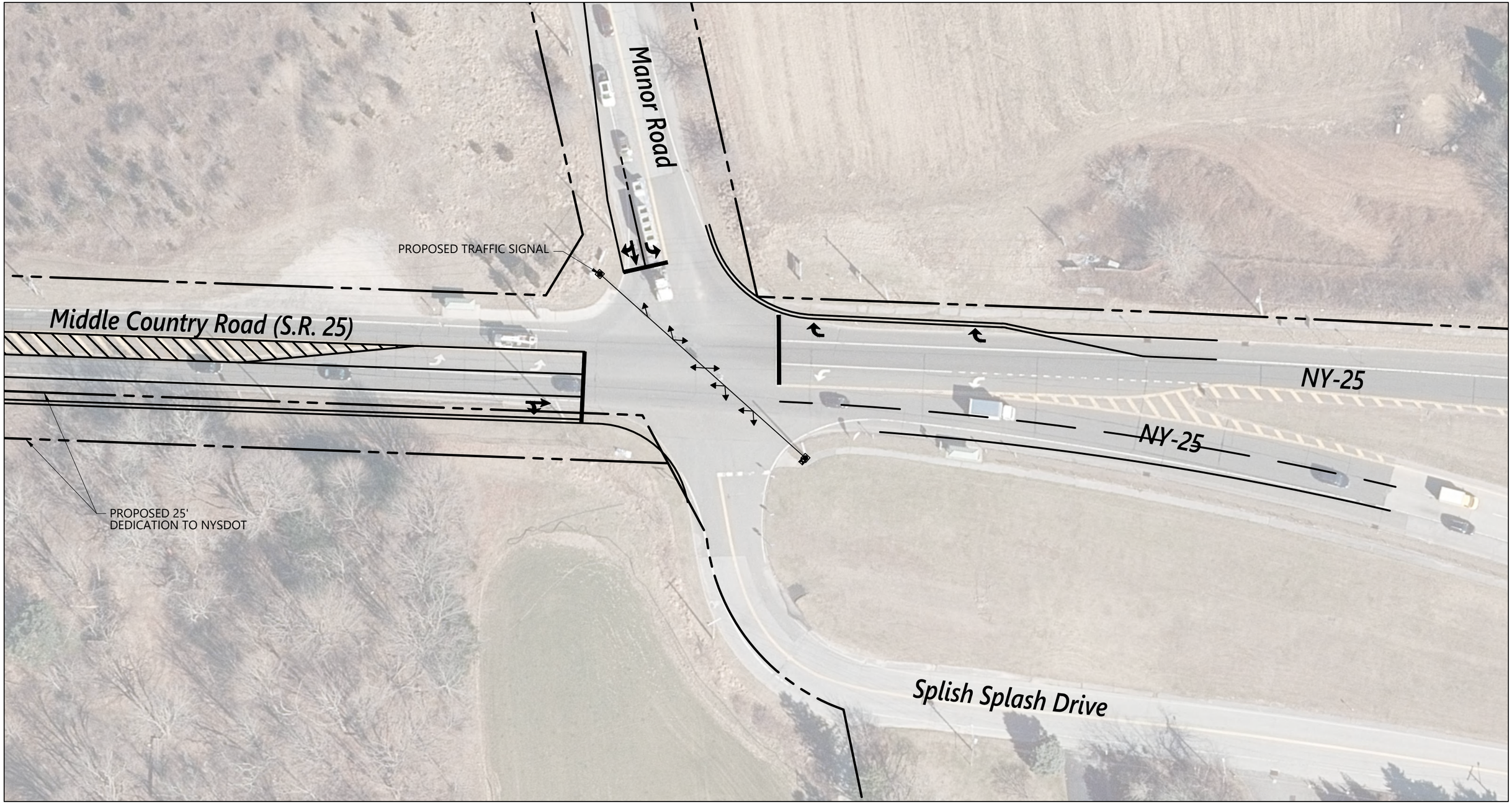

Middle Country Rd. at Manor Rd./Splish Splash Dr.

Intersection with Physical Mitigation - Ostad Industrial Subdivision

Calverton NY, Town of Riverhead

Source: **DR**
Prepared for: **Review**
Date: **Nov. 7, 2023**

0 25 50 Feet

vhb

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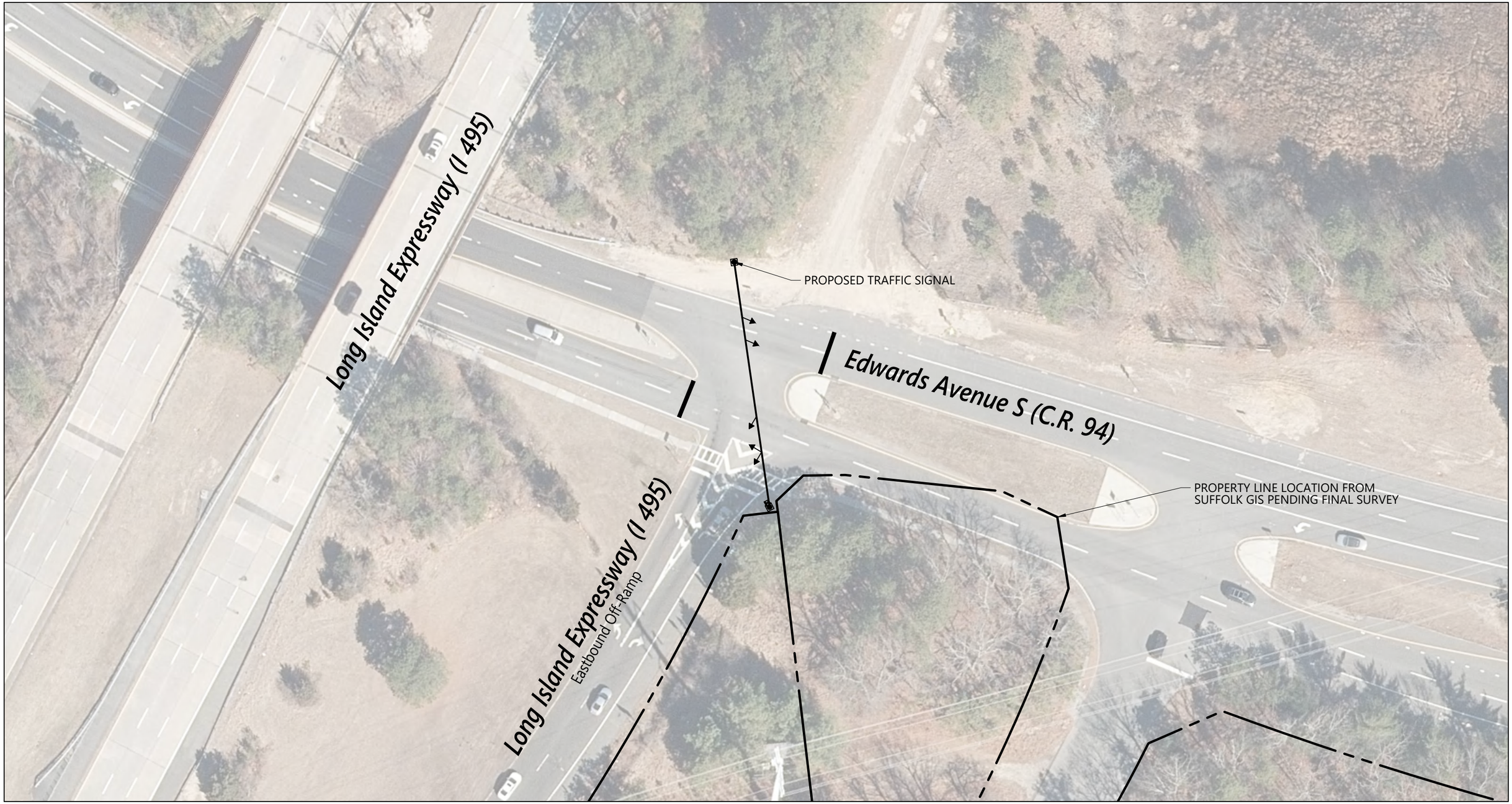

Long Island Expressway Off-Ramp at Edwards Ave.

Intersection with Physical Mitigation - Ostad Industrial Subdivision

Calverton NY, Town of Riverhead

0 25 50 Feet

Source: **DR**
Prepared for: **Review**
Date: **Nov. 7, 2023**

vhb

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Middle Country Rd. at Proposed Site Entrance

Proposed Intersection with Physical Mitigation - Ostad Industrial Subdivision

Calverton NY, Town of Riverhead

Source: **DR**
Prepared for: **Review**
Date: **Nov. 7, 2023**

0 35 70 Feet

vhb

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Appendix F

TOWN OF RIVERHEAD
PLANNING DEPARTMENT

4 WEST SECOND STREET, RIVERHEAD, NEW YORK 11901-2702
(631) 727-3200

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Senior Planner
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Matt Charters
Senior Planner
Ext. 207

Heather Trojanowski
Planner
Ext. 283

Marisa Danowski
Office Assistant
Ext. 212

January 29, 2025

Aaron Machtay, PE
c/o VHB Engineering
100 Motor Parkway, Suite 350
Hauppauge, NY 11788
(amachtay@vhb.com)

Re: Calverton Industrial Subdivision (OSTAD) –Other Planned Developments

Dear Mr. Machtay:

The Planning Department is in receipt of your letter, dated January 14, 2025, received by this Department on January 21, 2025, requesting information on other recently-approved or planned development within approximately a one-mile radius of exits 72 and 73 of the Long Island Expressway.

As of the date of issuance of this letter, none of the four projects referenced in your January 14th correspondence (Riverhead Logistics Center, HK Ventures, U-Haul of Calverton, and JPD Calverton) have been formally withdrawn by the applicants, so it is reasonable to still include them in the Traffic Impact Study.

It is noted, however, that that Town of Riverhead has recently updated its zoning regulations as they pertain to the industrial zones. The substantive changes involve the elimination of the Industrial A (Ind A) and Industrial C (Ind C) zoning use districts, which have been combined into a new Calverton Industrial (CI) zoning use district. The zoning amendments also resulted in a reduction in maximum allowable floor area ratio, which was reduced from maximum FAR of 40% to a maximum FAR of 30%, as well as a change in permitted uses within the CI. Although these zoning amendments were adopted by the Town Board by a series of resolutions adopted at its meeting on December 17, 2024, revised plans for the above referenced application have not been submitted by the applicants.

Additionally, there have been no new development applications that have been submitted to this Department within a one-mile radius of exits 72 or 73 of the Long Island Expressway.

If you have any additional questions, please do not hesitate to contact me.

Sincerely,

Greg Bergman, Senior Planner

January 14, 2025

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Received
JAN 21 2025
Planning Department
Town of Riverhead

Ref: 20490.00

Mr. Greg Bergman
Department of Planning
Town of Riverhead
4 West Second Street
Riverhead, New York 11901

Re: Other Planned Developments for Calverton Industrial Subdivision

Dear Mr. Bergman:

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is in the process of preparing an update to a Traffic Impact Study report for the Calverton Industrial Subdivision located in Riverhead, New York in the vicinity of the end of the Long Island Expressway (I495). We are therefore, contacting you to determine if there are any recently-approved or planned developments (that have current pending applications) within approximately a mile of exits 72 and 73 of the Long Island Expressway.

Regarding this matter, it should be noted that VHB had previously contacted the Town of Riverhead in August of 2022 requesting the same information for other planned developments (OPDs) in the study area. The result of that effort was a letter dated August 26, 2022 (attached for reference) which detailed the development details for four separate projects as follows:

1. Riverhead Logistics Center (Northpoint Development) at 1743 Middle Country Road
2. HK Ventures at 4285 Middle Country Road
3. U-Haul of Calverton at the Northeast corner of Manor Road and Middle Country Road
4. JPD Calverton at 4195 Middle Country Road

Given the intervening time since the issuance of the aforementioned OPD letter, we are requesting information related to the status of any of the above referenced developments. Additionally, we are also requesting any details which may be available regarding any other new developments which may be contemplated at this time and which should be included in the analysis we are preparing. We would appreciate hearing from you at your earliest convenience so that we may continue to move forward with our traffic analysis. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned by telephone (631) 787-3550 or by email amachtay@vhb.com. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Aaron Machtay

Aaron Machtay, PE
Transportation Project Manager
amachtay@vhb.com
AM/ba

TOWN OF RIVERHEAD
PLANNING DEPARTMENT

201 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
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Planner
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Planner
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Site Plan Reviewer
Ext. 283

Tracy Stewart
Principal Office Assistant
Ext. 240

August 26, 2022

Aaron Machtay, PE
c/o VHB Engineering
100 Motor Parkway, Suite 350
Hauppauge, NY 11788
(amachtay@gmail.com)

Re: Calverton Industrial Subdivision (OSTAD) – Response to Request for Other Planned Developments

Dear Mr. Machtay:

The Planning Department is in receipt of your letter, dated August 15, 2022, requesting information on other planned developments within the study area of the Calverton Industrial Subdivision project. Please allow this letter to serve as a response to your request. The information contained herein is the most up-to date and complete information on record as of the date of issuance of this letter.

1. Riverhead Logistics Center (Northpoint Development): Site plan application proposing to construct a 50 ft. tall, 641,000 sq. ft. "Class-A" warehousing and distribution facility on approximately 39.7 acres of vacant industrially zoned land located at 1743 Middle Road, Calverton, NY (SCTM Nos. 600-100-3-3 & 600-100-3-4). No specific tenants are identified as of the date of issuance of this letter. This project was issued a Positive Declaration by the Riverhead Planning Board on July 7, 2022, and has a public scoping meeting scheduled on September 1, 2022. Trip generation information, which was provided in the applicant's Full Environmental Assessment Form (FEAF), is as follows.

Land Use		Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
641,000 SF Warehousing *ITE Land Use 150*	Trucks	7	6	13	17	16	33	10	9	19
	Passenger Vehicles	70	18	88	11	73	84	19	65	84
	Total	**77**	**24**	**101**	**28**	**89**	**117**	**29**	**74**	**103**

It is noted that no formal Traffic Impact Study has been conducted in connection with the proposed development yet.

2. HK Ventures: Site plan application proposing to construct 412,629 sq. ft. of industrial uses on approximately 30.2 acres of vacant industrially zoned land located at 4285 Middle Country Road, Calverton, NY (SCTM No. 600-116-1-2). The intent for the project is to lease smaller industrial spaces to individual tenants, although no specific tenants/users have yet been identified. Traffic Impact Studies were conducted during the SEQRA review of this project, and the TIS are available on the Town's website at the following link:

   https://riverheadny.municipalone.com/files/documents/HKVenturesFEISMay2022AppendixJ1505042652080222PM.pdf

3. UHaul of Calverton: Site plan application proposing to construct two new buildings, one being a three-story self-storage warehouse facility with a total floor area of 117,114 sq. ft., the other being a one-story warehousing facility, with an as of yet unidentified tenant. The properties are located on the northeast corner of the intersection of Manor Road and Middle Country Road (NY25), in Calverton, NY (SCTM Nos. 600-21.3, 21.4, 21.5, 21.6). No environmental review has been performed on this application, and no Traffic Impact Study has been conducted.

4. JPD Calverton: Site plan application proposing to construct a new 74,650 sq. ft., 35 ft. tall warehouse building, with tenants as of yet unidentified, on a 28.66 acre site located at 4195 Middle Country Road, Calverton, NY (SCTM No. 600-116-1-7.4). At this time, this application has not yet undergone any environmental review, and no Traffic Impact Studies have been prepared in connection with this application.

Sincerely,

Greg Bergman
Planner

cc: Jefferson V. Murphree, Building & Planning Administrator