TRAFFIC IMPACT STUDY FOR PROPOSED ENCLAVES HOTEL AND RESTAURANT

HAMLET OF SOUTHOLD
TOWN OF SOUTHOLD

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INTRODUCTION

Purpose of Report

This Traffic Impact Study contains the results of a traffic engineering examination of the proposed development of the Enclaves Hotel and Restaurant at 54455 Main Road (Route 25) in Southold, New York. The development will consist of a 74 seat quality restaurant and a 44 unit hotel on a 294,202 square foot (6.725 acre) site. This report appraises the traffic aspects of the proposed development with particular emphasis on its impact on the surrounding street and highway network.

Location

The site is located on the north side of Main Road (NYS Route 25). The site lies between Locust Lane and Town Harbor Lane which intersect Main Road from the south. The site is bounded on the north by the Long Island Rail Road and to the east and west by private properties. The site has no access to the adjacent highway system other then from Main Road. The site is located within the hamlet of Southold, Town of Southold, New York.

Figure 1, Area Map, indicates the location of the Town of Southold in the New York Metropolitan area. The project site is shown in Figure 2, Location Map, while Figure 3, Site Map, presents the boundaries of the property and the adjacent roadway network.

At present, the site of the proposed development is occupied by single family house.

Map of the
COUNTY OF SUFFOLK
LONG ISLAND, NEW YORK

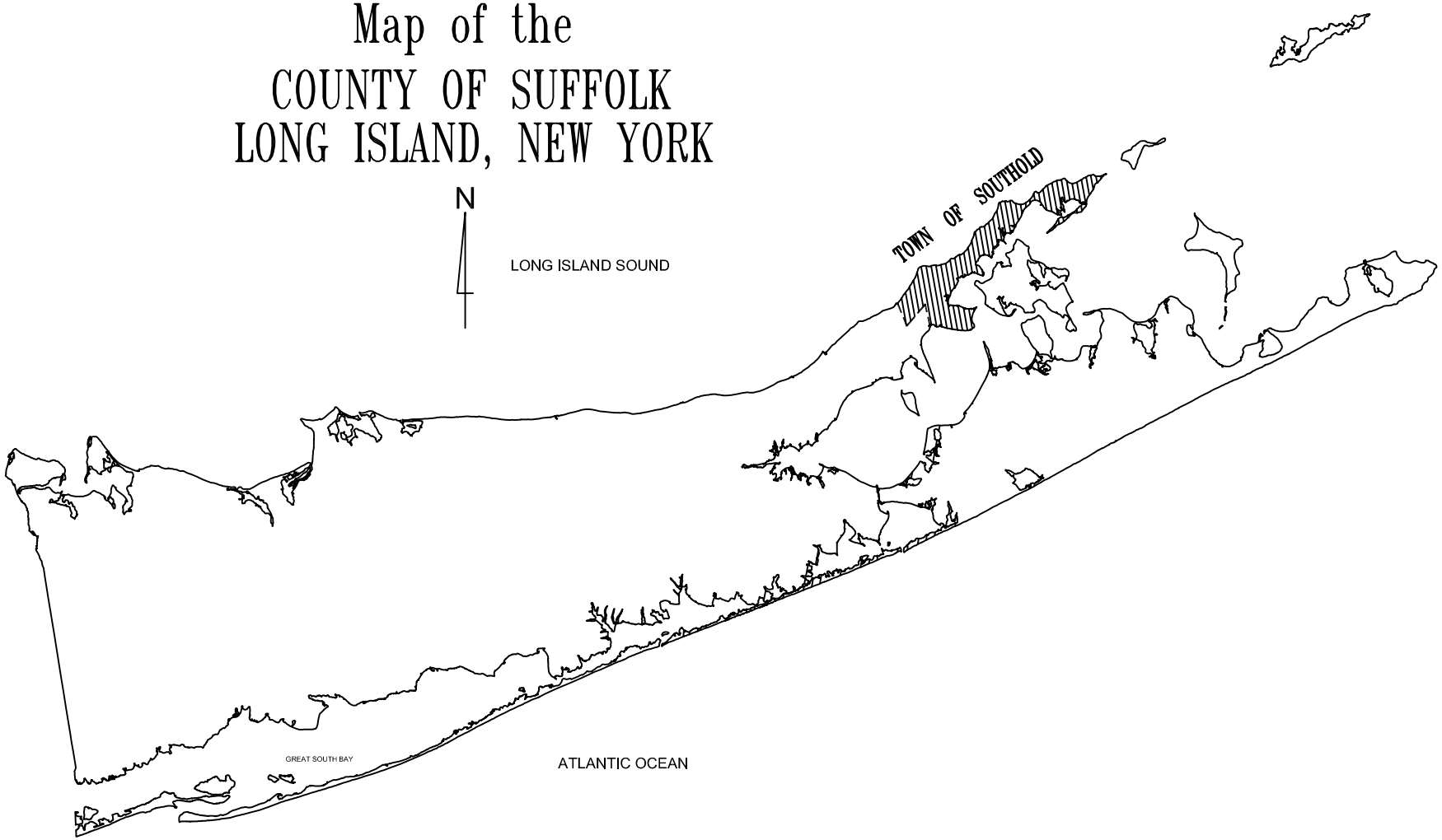

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FIGURE 1
AREA MAP

SCALE	DATE	PAGE NO.
1" = 9.7 MILES±	DEC. 2018	—

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FIGURE 2
LOCATION MAP

SCALE	DATE	PAGE NO.
AS SHOWN	DEC. 2018	__

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FIGURE 3
SITE MAP

SCALE	DATE	PAGE NO.
1" = 200'	DEC. 2018	—

STUDY APPROACH

As part of the preparation of this Traffic Impact Study, the following tasks were undertaken:

1. Several personal, on-site field observations were made to observe the traffic movements under various conditions.

2. Collection and analysis of current existing traffic data, including traffic volumes and signal timings, as available from the Town of Southold and the New York State Department of Transportation (NYSDOT).

3. Supplementary manual traffic counts were collected as necessary to update the available volume counts.

4. An examination was made of the traffic flow on Main Road (NYS Route 25) in the vicinity of the site.

5. Recent accident records obtained from NYSDOT were reviewed to determine if any accident problems exist in the vicinity of the site.

6. The availability of police and fire protection services was examined.

7. A trip generation analysis was performed to determine the additional traffic attributable to the proposed development.

8. A directional distribution analysis was performed to distribute the site-generated traffic onto the surrounding street network.

9. A trip assignment analysis was performed and the traffic volumes that would result from the addition of site-generated traffic to existing traffic were examined to determine the impact of the proposed development on the surrounding street system.

10. Capacity analyses were performed at key study intersections on Main Road to examine their ability to accommodate both the existing traffic volume and the additional site-generated traffic.

11. A review of the access arrangements was made.

12. An evaluation of the available parking and on-site circulation was made in regard to traffic circulation, safety, maintenance, and adequacy of layout.

13. Conclusions were made in regard to the traffic impact of the development on the surrounding street network based on the data and facts gathered in this study.

EXISTING ROADWAY NETWORK

Roadway Characteristics

As shown in Figure 3, Site Map, the development will be located on the north side of Main Road (NYS Route 25) between Locust Lane and Town Harbor Lane which intersect Main Road from the south.

Main Road (Route 25) is a major east/west New York State highway facility (designated NYS Route 25) located along the southern boundary of the site. In the vicinity of the site, Main Road consists of two lanes (one lane in each direction.). Turning lanes are not typically found along Main Road in the vicinity of the site. The posted speed limit on Main Road (Route 25) is 40 miles per hour. Roadways intersecting Main Road from the south in this highway segment are in an area wide thirty mile per hour speed zone. Boisseau Avenue has a 35 mile per hour posted speed limit.

Signalized Intersection

In the vicinity of the site, are located the following significant unsignalized intersections:

- Main Road (NYS Route 25) at Boisseau Avenue/Hobart Road
- Main Road (NYS Route 25) at Locust Lane
- Main Road (NYS Route 25) at the Seven-eleven Driveway
- Main Road (NYS Route 25) at Town Harbor Lane

The lane configurations at the unsignalized intersection approaches of Main Road (NYS Route 25) at Boisseau Avenue/Hobart Road consist of the following:

1. Eastbound Main Road: A combined left/thru/right lane.

2. Westbound Main Road: A combined left/thru/right lane.

3. Southbound Boisseau Avenue: A combined left/thru/right lane

4. Hobart Road is one-way away from Main Road and has no approach lanes.

The lane configurations at the unsignalized intersection approaches of Main Road (NYS Route 25) at Locust Lane consist of the following:

1.	Eastbound Main Road:	A combined thru/right lane.
2.	Westbound Main Road:	A combined left/thru lane.
3.	Northbound Locust Lane:	A combined left/right lane

The lane configurations at the unsignalized intersection approaches of Main Road (NYS Route 25) at the Seven-Eleven Driveway consist of the following:

1.	Eastbound Main Road:	A combined thru/right lane.
2.	Westbound Main Road:	A combined left/thru lane.
3.	Northbound Seven-Eleven Driveway	A combined left/right lane

The lane configurations at the unsignalized intersection approaches of Main Road (NYS Route 25) at Town Harbor Lane consist of the following:

1.	Eastbound Main Road:	A combined thru/right lane.
2.	Westbound Main Road:	A combined left/thru lane.
3.	Northbound Town Harbor Lane:	A combined left/right lane

Grades and Sight Distances

In the vicinity of the proposed site access driveway, Main Road is essentially flat and there are no appreciable horizontal or vertical curves, which would reduce sight distance in the vicinity of the sight. The American Association of State Highway and Transportation Officials (AASHTO) recommend that minor public street intersections with a major roadway, having a 40 mile per hour speed limit, have 445 feet of sight distance available. The Stopping Sight Distance for the 40 mile per hour speed limit is 305 feet. The difference between the two is that the stopping sight distance is sufficient for a vehicle traveling on the major street (Main Road) to stop or slow in order to avoid a collision with a vehicle entering from a minor street. The intersection design sight distance provides sufficient space for a vehicle entering from a minor street to make its desired movement and accelerate to operating speed without requiring an approaching vehicle on the major street to adjust

their speed at all. Due to the geometrics of Main Road there is sufficient sight distance to meet the standards recommended for intersection design sight distance.

Geometrics are not always the limiting factor with regard to sight distance and the presence of parked vehicles on the north side of Main Road (Route 25) could reduce sight distance by blocking visibility. For this reason in is recommended that parking be prohibited on the north side of Main Road along the entire site frontage. This will allow vehicles exiting the site to have sufficient sight distance to the east. Due to the positioning of the adjacent residential driveway to the west and the location of the eastbound Main Road travel lane a further distance from the exit driveway, site distance to the west will be adequate without further parking restrictions.

As a result, no sight distance restrictions exist in the vicinity of the proposed site access driveways.

EXISTING TRAFFIC FLOW CONDITIONS

Traffic Volumes

Current traffic flow information for Main Road (NYS Route 25) was obtained from the NYSDOT Traffic Data Viewer website (http://gis.dot.ny.gov/tdv). The Traffic Data Viewer is an interactive map program that graphically displays traffic data for individual road segments and count station locations. According to the website, the 2015 Average Annual Daily Traffic (AADT) on Main Road (NYS Route 25) in the vicinity of the proposed site was 7,626 vehicles. There was a short count available that was collected in August 2010 for the section of highway, which indicated a higher AADT at 7,738 vehicles. That count also included weekend data. That counter was located on Main Road between Town Harbor and Laurel Lane. Data from that count also provides vehicle classification data and speed data. In addition a traffic count collected in August of 2015 was found for Main Road taken 490 feet south of Pequash Avenue. This section of Main Road had an AADT of 12,602 vehicles. The volume counts are contained in the Appendix of this report.

In addition to the volume counts noted the State operates a permanent count station on Route 25 east of Aldrich Lane in the hamlet of Laurel. The permanent count station generates traffic volume trend data for Route 25 in the Town of Southold and Riverhead east of the Riverhead business district. The latest available data from the count station dates back to 2013. It shows that the highest volumes occur in July and August. The highest daily traffic occurs on Friday with Saturday and Thursday being close seconds. The counts indicated little traffic growth between 2004 and 2013. The data from the permanent count station is included in the Appendix of this report

It should be noted that the above AADT and the traffic volume count data were not utilized for analysis purposes, but were used to define peak periods of highway traffic and are presented for informational purposes.

To obtain specific turning count information for existing traffic during the peak hours of the proposed development, manual turning movement counts were collected at the following four locations:

- Main Road (NYS Route 25) at Boisseau Avenue/Hobart Road
- Main Road (NYS Route 25) at Locust Lane
- Main Road (NYS Route 25) at the Seven-eleven Driveway
- Main Road (NYS Route 25) at Town Harbor Lane

The turning traffic counts at both locations were collected on several occasions in July of 2018 during a typical weekday AM peak period from 7:00 A.M. to 9:00 A.M., a typical weekday PM peak period of 4:00 P.M. to 6:00 P.M, and a Saturday peak period of 11:00 P.M. to 2:00 P.M

Figure 4, 2018 Existing Traffic Counts, presents the 2018 Weekday AM and PM peak hour traffic

volumes found at the intersection noted. Figure 5, 2018 Existing Traffic Counts, presents the 2018 Saturday peak hour traffic volumes found at the intersection noted

All of the traffic volume counts can be seen in the section of the Appendix entitled, “Traffic Volumes”.

Main Road (Route 25) Accident History

Information was obtained from NYSDOT regarding all accidents that have occurred on Main Road (NYS Route 25) between Maple Lane and Town Harbor Lane in the immediate vicinity of the site for the latest three years (January 1, 2015 to December 31, 2017) for which records are available. This data consists of computer-generated verbal description summaries of each reportable and non-reportable accident that occurred on the segment of Main Road between Maple Lane and Town Harbor Lane (end points inclusive).

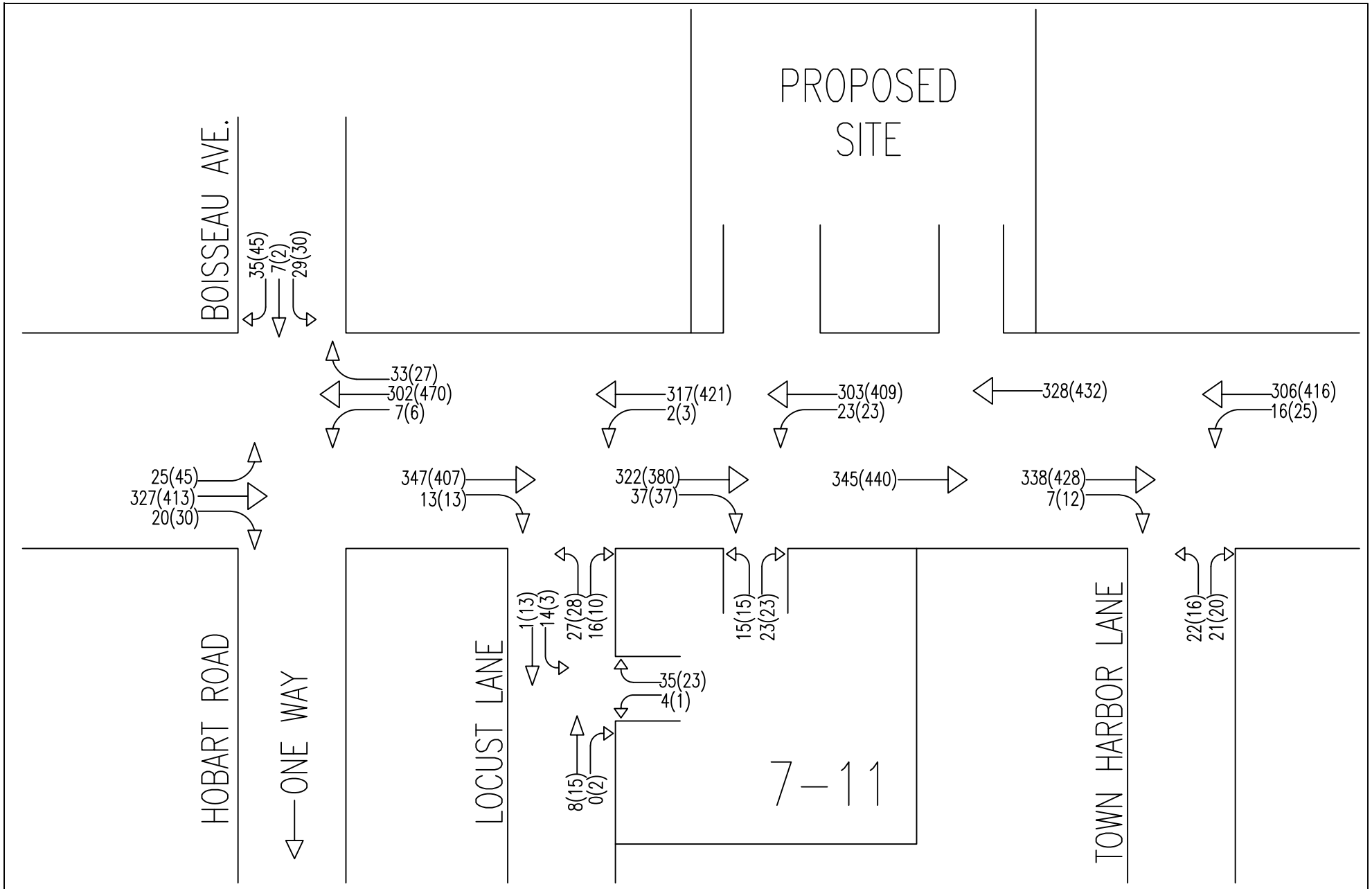
After receiving the accident data, an accident statistic summary table was prepared. A summary of the accidents on Main Road within the study area, by year, severity (property damage only, injury, or fatal) and location is shown in Table 1.

The accident verbal descriptions obtained from NYSDOT on which Table 1 is based can be found in the Appendix in the section entitled, “NYSDOT Accident Verbal Descriptions”.

This slightly over one quarter mile segment of Main Road experienced a total of 33 accidents (11 per year) in the three year period examined. There was no particular pattern to the accident type that would lend itself to counter measures. There are five streets intersecting Main Road and all but Boisseau Avenue are Tee intersections, although the Boisseau Avenue intersection almost acts as a Tee as the south leg of the intersection is one-way away from Main Road. Tee intersections generally operate more safely then four-way intersections as there are less conflicting movements occurring at the intersection. The intersections of Main Road at Town Harbor lane, Locust Avenue, Maple Lane and Cottage Lane experienced less then two accidents per year. Two accidents occurred at Town Harbor Lane during the three year period, with both occurring in 2016. Both of these involved vehicles hitting deer. A total of 6 accidents occurred at Boisseau Avenue and Hobart Road. A total of 14 accidents occurred between Maple Lane and Boisseau Avenue; many of these involved parked vehicles or vehicles leaving on street parking spaces being hit by passing traffic. There were no fatalities and only six accidents involving personnel injury.

With a well-designed access plan, it is expected that the proposed development will not lead to an undue increase of the rate of accident occurrence along Main Road (Rt. 25) in the immediate vicinity of the site.

Figure 4



X X = AM PEAK HOUR VOLUME
(X X) = PM PEAK HOUR VOLUME

FIGURE 4
EXISTING 2018 SUMMER
WEEKDAY PEAK HOUR VOLUMES

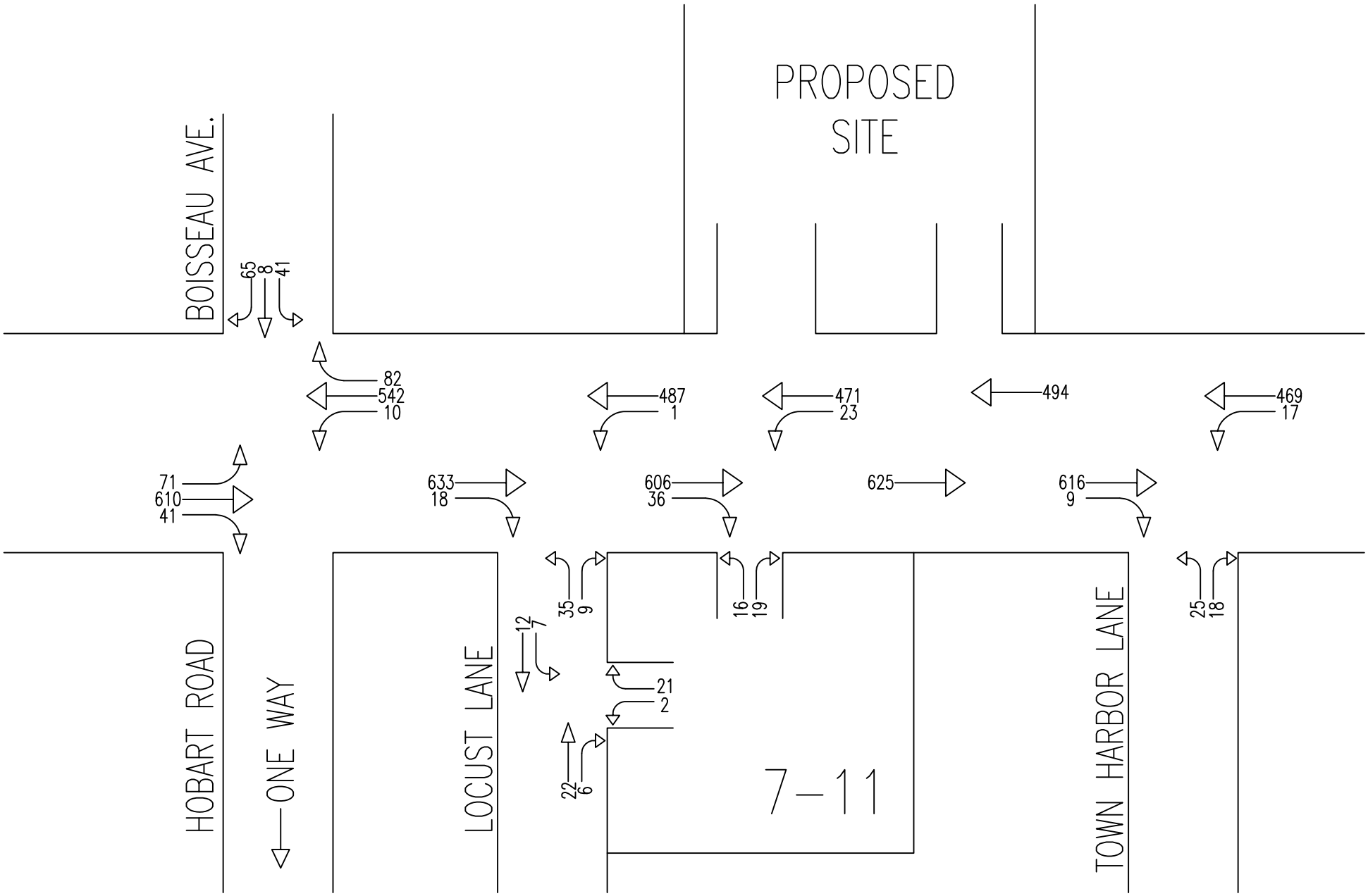


FIGURE 5
EXISTING 2018 SUMMER
SATURDAY PEAK HOUR VOLUMES

LOCATION	ACCIDENT CLASSIFICATION		NUMBER OF ACCIDENTS																
			2015 (January 1 – December 31)				2016 (January 1 – December 31				2017 (January 1 – December 31								3-Year Period Total
			NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	
Main Road (Rt 25) between Maple Lane and Boisseau Avenue/Hobart Road	TYPE	Rt. Angle		1	1							2							4
		Left Turn																	0
		Rear End	1				1						1						3
		Sideswipe																	0
		Overtake																	0
		Ped/Bike																	0
		All Other	2				1				1	1	2						7
		TOTAL	3	1	1	0	2	0	0	0	1	3	3						14
	PAVEMENT CONDITIONS	Dry	5				1				6								12
		Wet					1												1
		Ice/Snow									1								1
		Unknown																	0
		TOTAL	5				2				7								14
	LIGHTING CONDITIONS	Day	4				1				5								10
		Night	1				1				2								4
		Dusk/Dawn																	0
		Unknown																	0
		TOTAL	5				2				7								14
6Main Road (Rt 25) Boisseau Avenue/Hobart Road	TYPE	Rt. Angle																	0
		Left Turn																	0
		Rear End	1					1											2
		Sideswipe																	0
		Overtake																	0
		Ped/Bike																	0
		All Other	2								1	1							4
		TOTAL	3	0	0	0	0	0	0	9	1	1	0	0					6
	PAVEMENT CONDITIONS	Dry	2				1				2								5
		Wet																	0
		Ice/Snow	1																1
		Unknown																	0
		TOTAL	3				1				2								6
	LIGHTING CONDITIONS	Day	3				1				1								5
		Night									1								1
		Dusk/Dawn																	0
		Unknown																	0
		TOTAL	3				1				2								

Source: Traffic Accident Records, New York State Department of Transportation.

Table 1
Accident Summary
Main Road (Rt. 25)

LOCATION	ACCIDENT CLASSIFICATION		NUMBER OF ACCIDENTS																
			2015 (January 1 – December 31)				2016 (January 1 – December 31				2017 (January 1 – December 31								3-Year Period Total
			NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	
Main Road (Rt 25) between Boisseau Avenue/Hobart Road and Locust Lane	TYPE	Rt. Angle			1														1
		Left Turn																	0
		Rear End																	0
		Sideswipe																	0
		Overtake																	0
		Ped/Bike																	0
		All Other					2	1			1								4
		TOTAL	0	0	1	0	2	1	0	0	1	0	0	0					5
	PAVEMENT CONDITIONS	Dry	1				3				1								5
		Wet																	0
		Ice/Snow																	0
		Unknown																	0
		TOTAL	1				3				1								5
	LIGHTING CONDITIONS	Day	1				2				1								4
		Night					1												1
		Dusk/Dawn																	0
		Unknown																	0
		TOTAL	1				1				1								8
Main Road (Rt 25) at Locust Lane	TYPE	Rt. Angle		1			1												2
		Left Turn																	0
		Rear End																	0
		Sideswipe																	0
		Overtake																	0
		Ped/Bike																	0
		All Other						1											1
		TOTAL	0	1	0	0	1	1	0	0	0	0	0	0					3
	PAVEMENT CONDITIONS	Dry	1				2												3
		Wet																	0
		Ice/Snow																	0
		Unknown																	0
		TOTAL	1				2				0								3
	LIGHTING CONDITIONS	Day					1												1
		Night	1				1												2
		Dusk/Dawn																	0
		Unknown																	0
		TOTAL	1				2				0								3

Source: Traffic Accident Records, New York State Department of Transportation.

Table 1 (cont'd)
Accident Summary
Main Road (Rt. 25)

LOCATION	ACCIDENT CLASSIFICATION		NUMBER OF ACCIDENTS																
			2015 (January 1 – December 31)				2016 (January 1 – December 31				2017 (January 1 – December 31								3-Year Period Total
			NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	NR	PDO	INJ	FATAL	
Main Road (Rt 25) between Locust Lane and Town Harbor Lane	TYPE	Rt. Angle																	0
		Left Turn																	0
		Rear End		1									1						2
		Sideswipe																	0
		Overtake																	0
		Ped/Bike																	0
		All Other																	0
		TOTAL	0	1	0	0	0	0	0	0	0	0	1	0					2
	PAVEMENT CONDITIONS	Dry	1								1								2
		Wet																	0
		Ice/Snow																	0
		Unknown																	0
		TOTAL	1				0				1								2
	LIGHTING CONDITIONS	Day									1								1
		Night	1																1
		Dusk/Dawn																	0
		Unknown																	1
		TOTAL	1				0				1								2
Main Road (Rt 25) at Town Harbor Lane	TYPE	Rt. Angle																	0
		Left Turn																	0
		Rear End																	0
		Sideswipe																	0
		Overtake																	0
		Ped/Bike																	0
		All Other						2											2
		TOTAL	9	9	9	9	9	2	0	0	0	0	0	0					0
	PAVEMENT CONDITIONS	Dry					2												2
		Wet																	0
		Ice/Snow																	0
		Unknown																	0
		TOTAL	0				2				0								2
	LIGHTING CONDITIONS	Day																	0
		Night					2												2
		Dusk/Dawn																	0
		Unknown																	0
		TOTAL	0				2				0								2

Source: Traffic Accident Records, New York State Department of Transportation.

Table 1 (cont'd)
Accident Summary
Main Road (Rt. 25)

EXISTING EMERGENCY SERVICES

The availability of police protection and fire protection services in the vicinity of the proposed site is excellent. The area of the proposed site is patrolled by the Southold Town Police Department. The Southold Town Police headquarters are located in the hamlet of Peconic at 41405 Main Road (Route 25). Police Headquarters is approximately two and a half miles to the west of the proposed site. At present, numerous Southold Town Police patrols travel past the site on a daily basis.

The site is located in the Southold Fire District and the nearest firehouse is the Southold Fire Department Headquarters. The Fire Department also provides emergency ambulance service. The headquarters of the Fire Department are located 55135 Main Road (Route 25) less then one quarter mile west of the proposed development.

Due to the proximity of the firehouse, with both fire and ambulance service, and the presence of frequent police patrols, it should be recognized that excellent emergency services are available to service the site of the proposed development.

SITE TRIP GENERATION ANALYSIS

Trip Generation

As noted earlier, the development, as proposed, will consist of a 74 seat restaurant and a 44 unit hotel Information on trip generation rates for various land uses is contained in the 10th edition of "Trip Generation", a report published by the Institute of Transportation Engineers (ITE). The ITE reference provides studies and trip generating characteristics of a wide range of land uses. The Trip Generation report contains a land use type related to the proposed restaurant and hotel.

The Trip Generation manual has several different land use categories related to hotel type uses. These include a standard hotel use that typically has supporting facilities such as pools, restaurants, cocktail lounges, meeting and banquet rooms. The use typically also has over 150 rooms. Another use provided in the Manual is the Business Hotel. These hotels typically have less supporting facilities then the standard hotel. Supporting facilities such as a breakfast buffet bar, afternoon beverage bar, pool and limited meeting facilities. Another hotel use is the resort hotel. These facilities are generally supported by recreational amenities such as pools, tennis courts and possibly golf courses or other activities. When considering the proposed 44 room hotel the best match is the business hotel use. The business hotel, like the proposed hotel does not have large meeting and banquet rooms or a restaurant that would attract patrons other then those staying at the facility. The project does include a restaurant but for the purpose of trip generation is being treated separately.

The Trip Generation Manual also includes multiple restaurant uses, such as Quality Restaurant, High Turn-over Sit Down Restaurant and several types of Fast Food Restaurant. The use of the Quality Restaurant to determine the number of trips the proposed, 74 seat restaurant will generate is apparent.

Table 2, "Site-Generated Traffic – Based on ITE Trip Generation Rates", shows the estimated site-generated traffic anticipated during typical peak hours based on the ITE trip generation rates for a Business Hotel (Land Use Code 312) based on 44 rooms and for a Quality Restaurant(Land Use Code 931) based on 74 seats. Note that the trip generation data for the weekday P.M. peak hour of the generator was used to determine the weekday midday peak hour traffic generation of the proposed use. It is the highest trip generation rate for the weekday peak periods.

Use	Vehicle Trips per Hour					
	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Saturday Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Quality Restaurant with 74 seats (Land Use Code 931)	8	4	13	9	15	10
Business Hotel With 44 rooms (Land Use Code 312)	10	7	10	7	11	10
Total	18	11	23	16	26	20

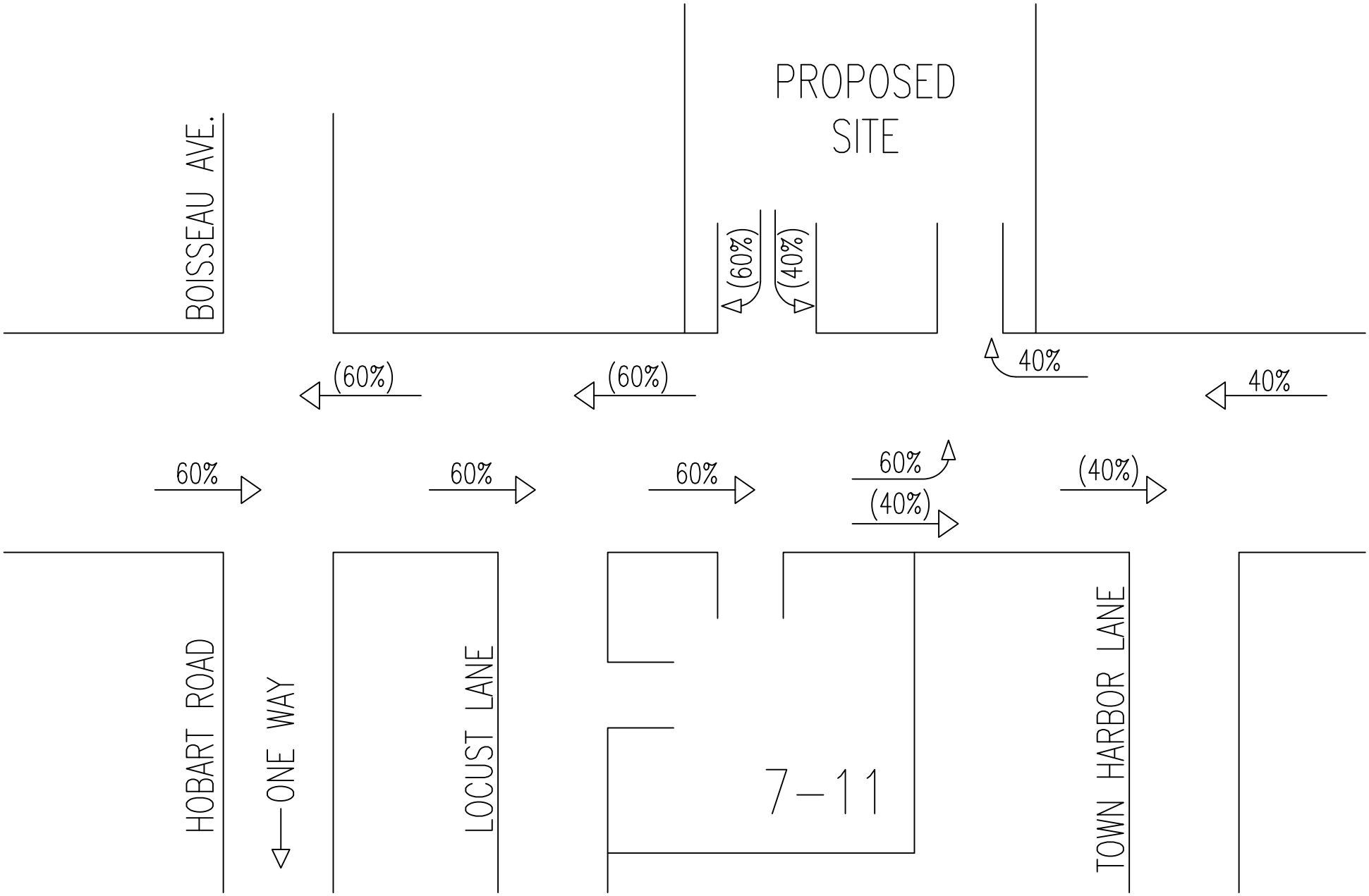
Table 2
Site-Generated Traffic
Based on ITE Trip Generation Rates
Proposed Restaurant and Hotel

DIRECTIONAL DISTRIBUTION ANALYSIS

In order to determine the origins and destinations of vehicles entering and exiting the proposed development, a directional distribution analysis was performed.

Figure 6, Directional Distribution of Site-Generated Traffic, presents the directional distribution of traffic that is expected to arrive at and depart from the proposed development via the existing roadways.

The directional distribution figure was based on a rough assessment of the population distribution of patrons of the site. The quality restaurant will capture patrons from up to 20 miles from the site, while the hotel will capture patrons from even greater distances. Hotel patrons once registered will no doubt keep trips to a more local nature. The weight of the population within the capture area of the hotel and restaurant is heavily weighted to the west. Taking all of these factors into consideration a 60/40 split of arriving traffic was assumed with 60 percent coming from the west and 40 percent coming from the east.



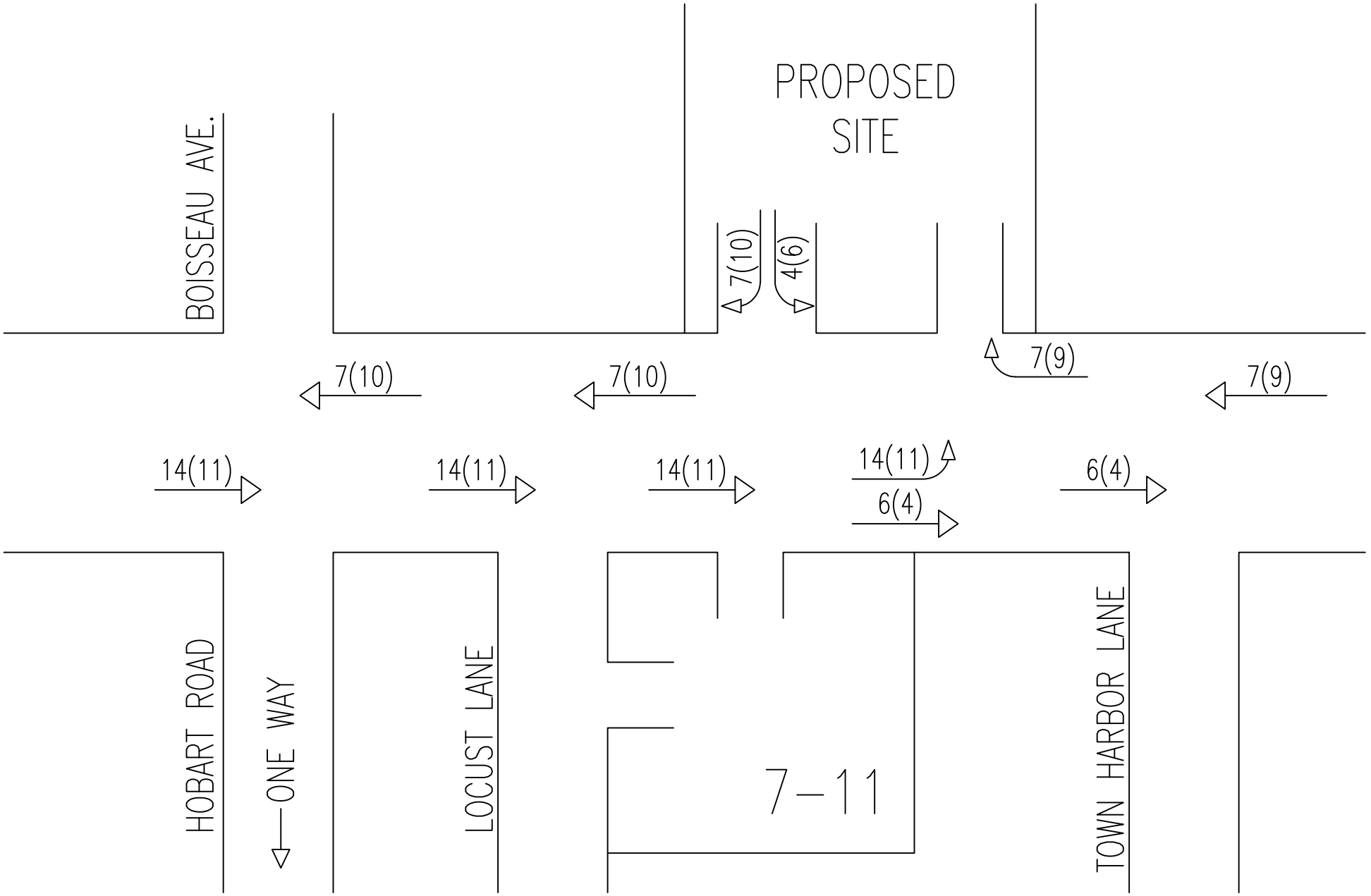
X X = PERCENTAGE OF TRIPS ARRIVING
(X X) = PERCENTAGE OF TRIPS DEPARTING

FIGURE 6
TRIP DISTRIBUTION

TRAFFIC ASSIGNMENT ANALYSIS

The site-generated traffic estimates and the directional distribution were utilized to assign the expected generated traffic volumes at the proposed shared common access driveway and on the surrounding roadway network.

Figure 7, Assignment of Site-Generated Traffic - Weekday A.M. and PM Peak Hours, shows the site-generated traffic for the proposed Enclaves Restaurant and Hotel during the weekday morning peak hour, and the weekday PM peak hour of highway traffic using the directional distribution for the new site generated traffic shown in Figure 6 the trip generation of new traffic trips is shown in Table 2. Figure 8, Assignment of Site-Generated Traffic – Saturday Peak, shows the same information for the Saturday peak hour of highway traffic.



X X = SITE TRIP AM ARRIVALS & DEPARTURES
(X X) = SITE TRIP PM ARRIVALS & DEPARTURES

FIGURE 7
SITE TRIP ASSIGNMENT
WEEKDAY AM & PM PEAK HOURS

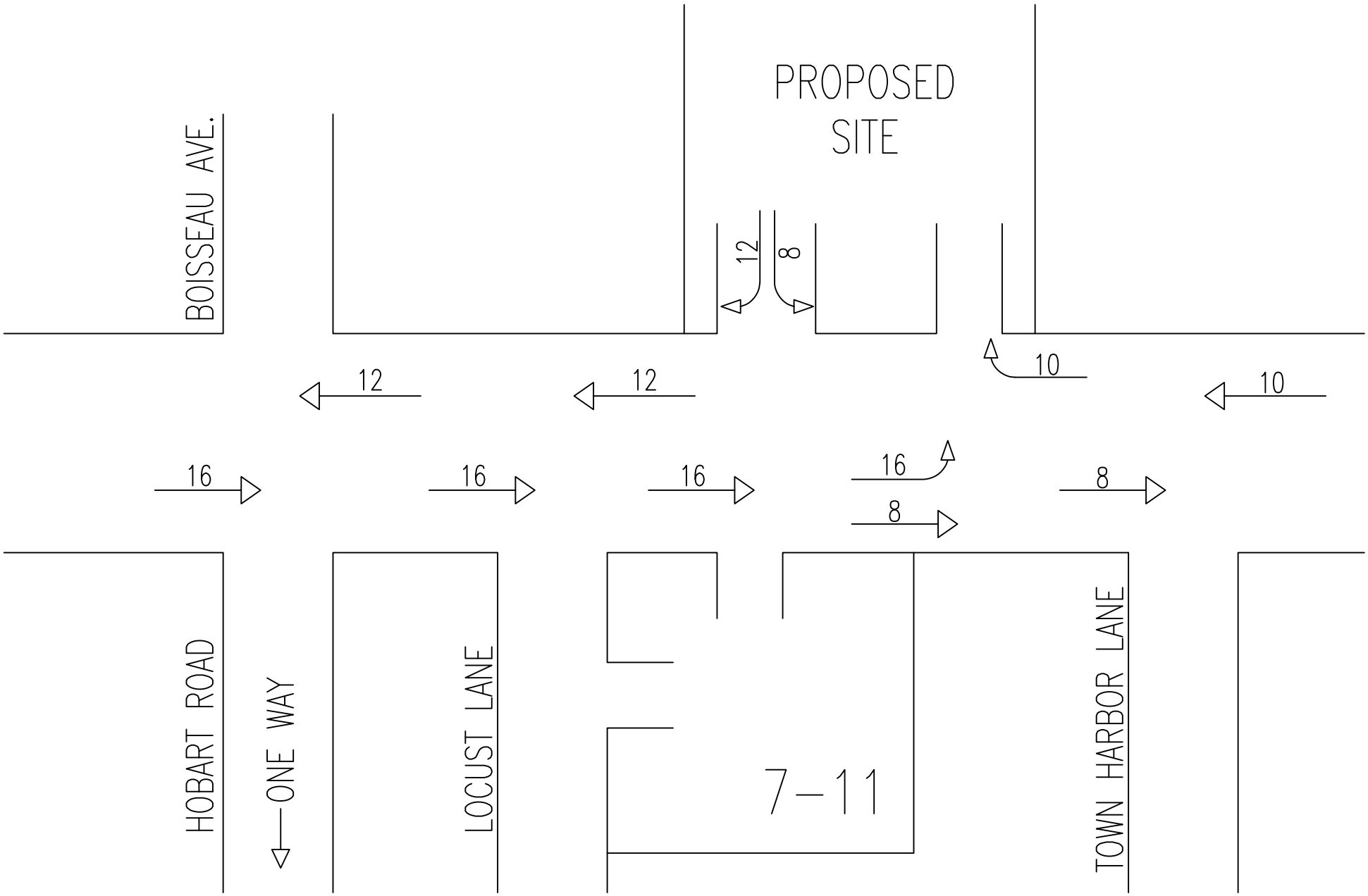


FIGURE 8
SITE TRIP ASSIGNMENT
SATURDAY PEAK HOURS

PLANNED ROADWAY IMPROVEMENTS AND OTHER PLANNED DEVELOPMENTS

Planned Roadway Improvements

To determine whether there are any plans for improvements to the roadways in the study area, the latest available Nassau – Suffolk Transportation Improvement Program (TIP) was reviewed. Our review revealed no projects involving the reconstruction and improvement of roadways serving the proposed Enclaves prior to its expected completion.

Other Planned Developments

In order to properly conduct the Traffic Impact Study, it is necessary to examine the cumulative effects of this project as well as other planned developments in the area. To this end, any other developments approved and planned to be constructed before 2020 (this project's Build year) which may impact traffic conditions in the area were identified.

The Town of Southold was contacted and a representative of the Planning Department indicated that there were no currently planned projects within the area of the proposed Enclaves that would generate significant enough traffic to impact conditions at the Study intersections.

INTERSECTION CAPACITY ANALYSES

Unsignalized Intersections

Unsignalized intersection capacity analyses were performed to determine the ability of vehicles to safely negotiate turning movements at the key location noted below:

- Main Road (NYS Route 25) at Boisseau Avenue/Hobart Road
- Main Road (NYS Route 25) at Locust Lane
- Main Road (NYS Route 25) at the Seven-eleven Driveway/Site Exit
- Main Road (NYS Route 25) at Town Harbor Lane
- Main Road (NYS Route 25) at the Site Entrance

All analyses were performed in accordance with the methodology set forth in the 2010 edition of the Highway Capacity Manual using the same HCS+ software as was utilized for the signalized capacity analyses.

Methodology

The unsignalized intersection capacity analysis methodology evaluates the average control delay per vehicle to determine level of service. Level of service for a two-way stop-controlled intersection is defined solely for each minor movement. Several variables impact the measure of delay for a two-way stop-controlled intersection, including the level of conflicting traffic impeding a minor street movement and the size and availability of gaps in the conflicting traffic stream.

Level of service for an unsignalized intersection is defined in terms of the average control delay per vehicle during a peak 15-minute analysis period. Control delay consists of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Six levels of service, ranging from A to F, have been established as measures of vehicle delay. These levels and their related control delay criteria are summarized in Table 5, Unsignalized Intersections - Level of Service Criteria.

Level of Service	Control Delay (seconds per vehicle)
A	≤ 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0
Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council, Washington, D.C.	

Table 3
Unsignalized Intersections
Level of Service Criteria

Intersection capacity analyses were first performed to examine existing levels of service (2018 Existing Condition). The volume counts were taken during July of 2018 and therefore reflect peak Summer traffic.

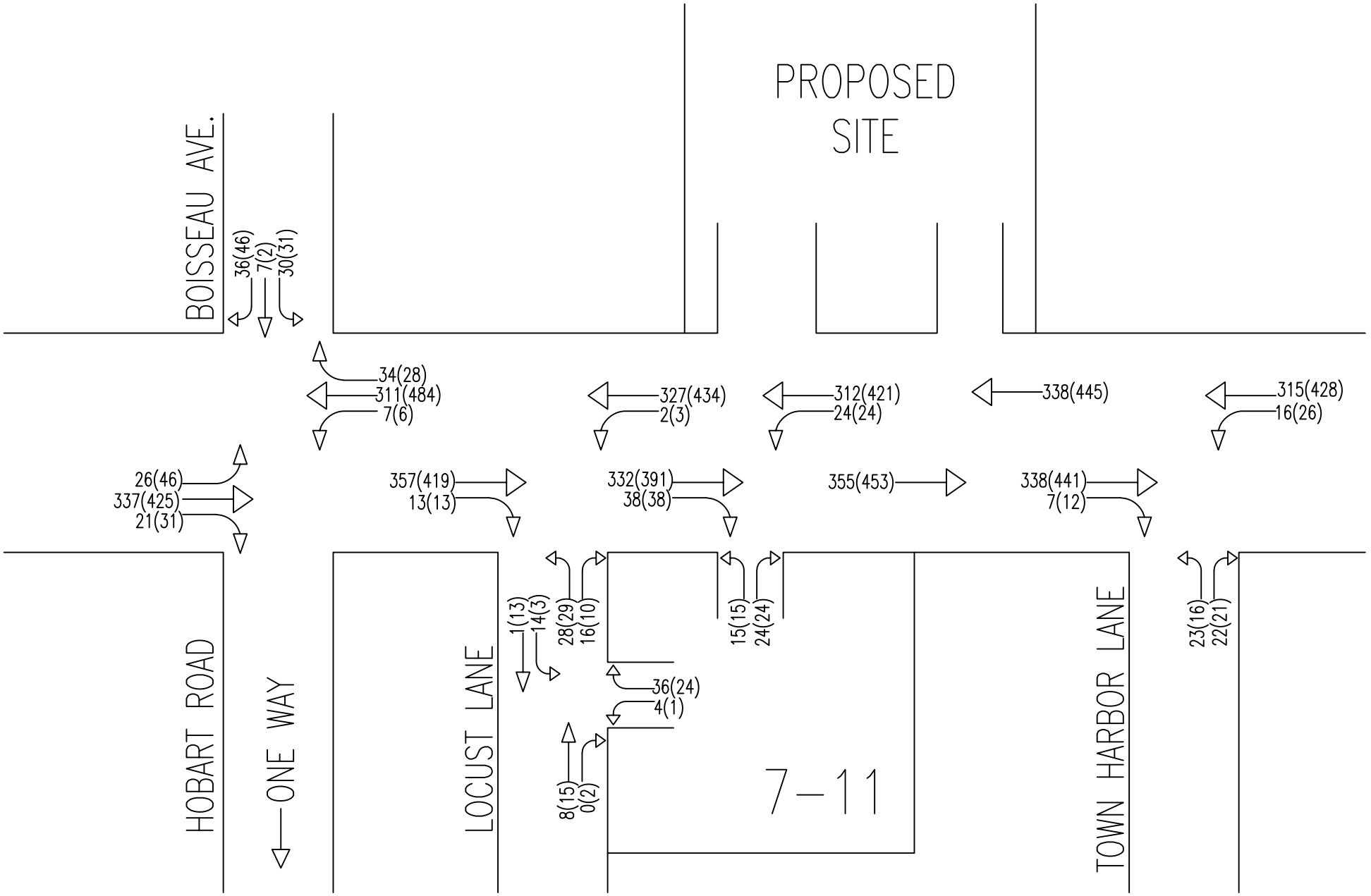
The 2018 existing traffic volumes were then projected to 2020 (Build Year plus Five Years) by utilizing a linear growth factor of 0.6% per year to account for normal background traffic growth. The 0.6% linear annual growth factor used was estimated from an examination of the Suffolk County Comprehensive Plan – 2035. The Plan estimates that Suffolk County will experience continued growth at a rate of 0.85% per year over the next five to ten years. The Town of Southold during that same period is projected to see a rate of growth estimated at 1.28%. During that same period the New York Metropolitan Transportation Council using the Best Practices Model anticipates a population growth of 0.52% for all of Suffolk County. In order to take a conservative approach a growth factor of 1.5% per year (3.0% for the two year period between 2018 and 2020) was used.

In addition to the anticipated growth in background traffic the anticipated traffic that would be generated by other planned developments within the Study Area where considered. As noted previously, no significant other developments were identified by the Town of Southold. Figure 9, 2020 No Build Traffic Volumes – Weekday Peak Hours, shows the anticipated traffic volumes at the study intersections in 2020 for the weekday A.M. peak hour, and P.M. peak hour of traffic. Figure 10, 2020 No Build Traffic Volumes – Saturday Peak Hours, show the anticipated traffic volumes at the study intersections in 2020 for the Saturday Peak Hour of traffic.

The capacity analyses were rerun to examine the future 2020 levels of service before the development of the proposed site (2020 No-Build Condition). The 2020 No-Build Condition takes into account the 1.5 percent per year normal background traffic growth factor over 2 years.

Finally, the anticipated traffic the proposed Enclaves will generate, as presented in Table 2 and Figures 7 and 8, was added to the 2020 No-Build Traffic. Figure 11, 2020 Build Traffic Volumes – Weekday Peak Hours, shows the anticipated traffic volumes at the study intersections with the additional traffic from the Enclaves in 2020 for the weekday A.M. peak hour, and P.M. peak hour of traffic. Figure 12, 2020 Build Traffic Volumes – Saturday Peak Hours, show the anticipated traffic volumes at the study intersections with the additional traffic from the Enclaves in 2020 for the Saturday Peak Hour of traffic.

Figure 9



X X = AM PEAK HOUR VOLUME
(X X) = PM PEAK HOUR VOLUME

FIGURE 9
2020 NO BUILD
WEEKDAY PEAK HOUR VOLUMES

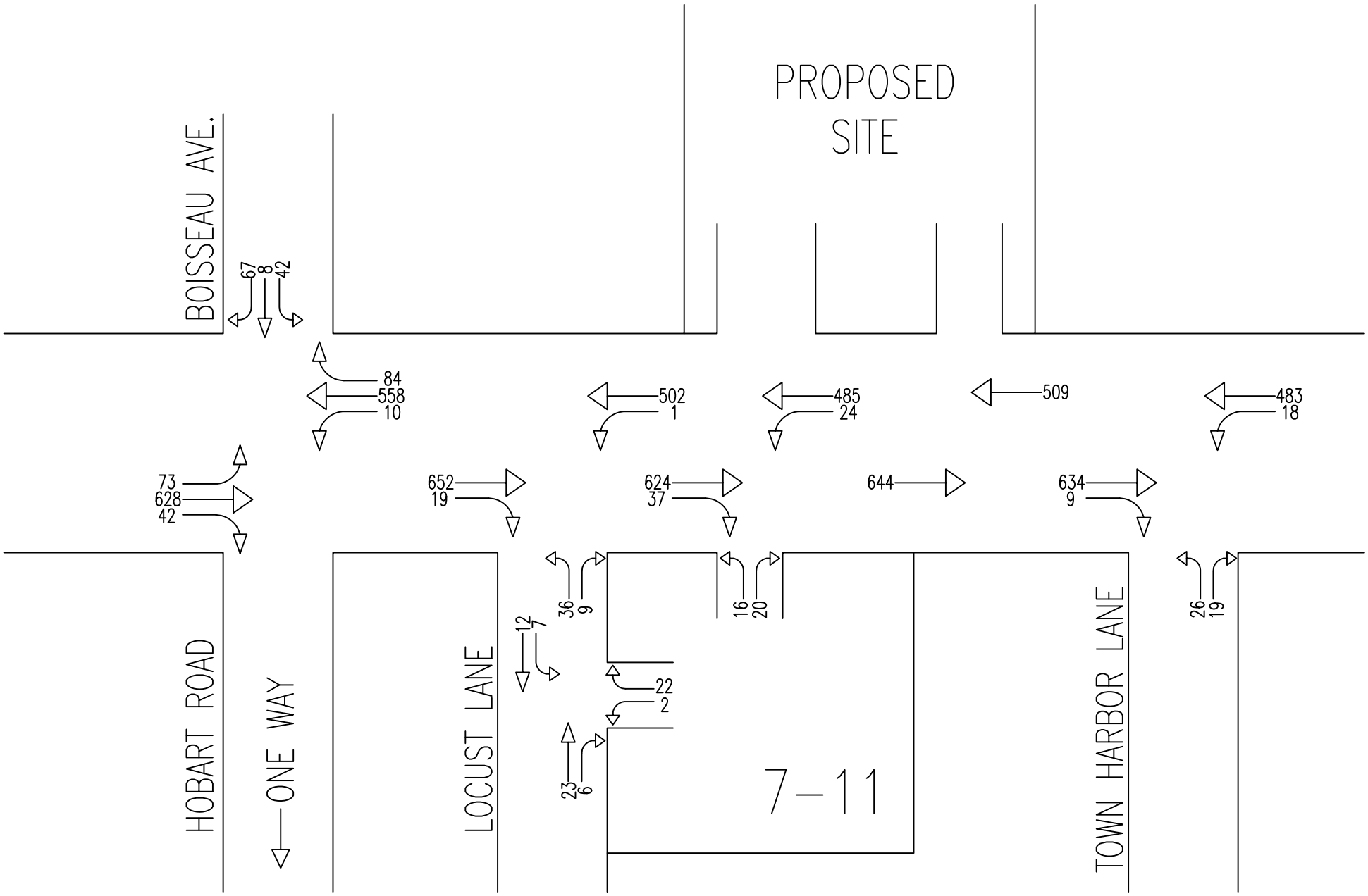
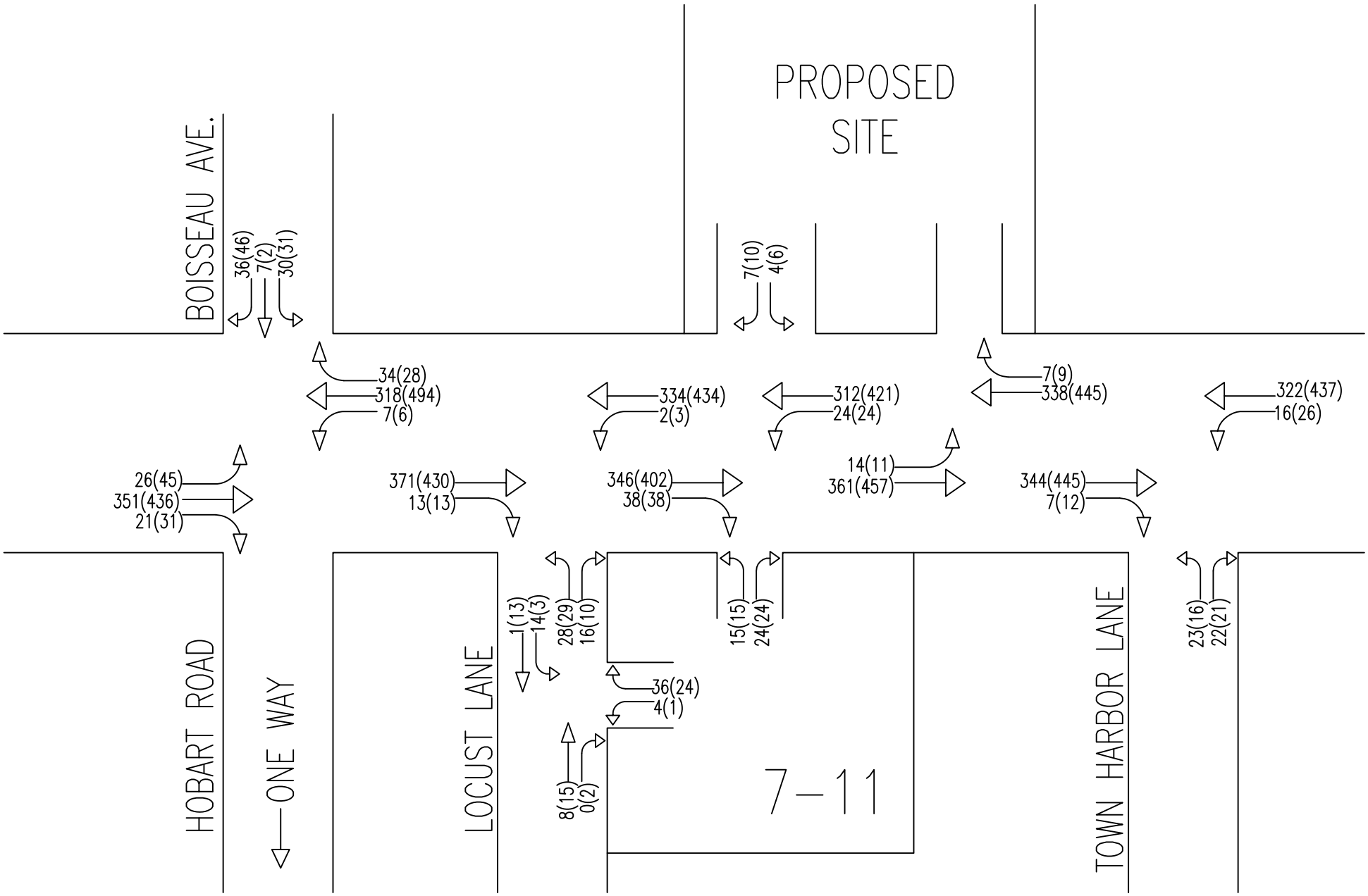


FIGURE 10
2020 NO BUILD
SATURDAY PEAK HOUR VOLUMES



X X = AM PEAK HOUR VOLUME
(X X) = PM PEAK HOUR VOLUME

FIGURE 11
2020 BUILD
WEEKDAY PEAK HOUR VOLUMES

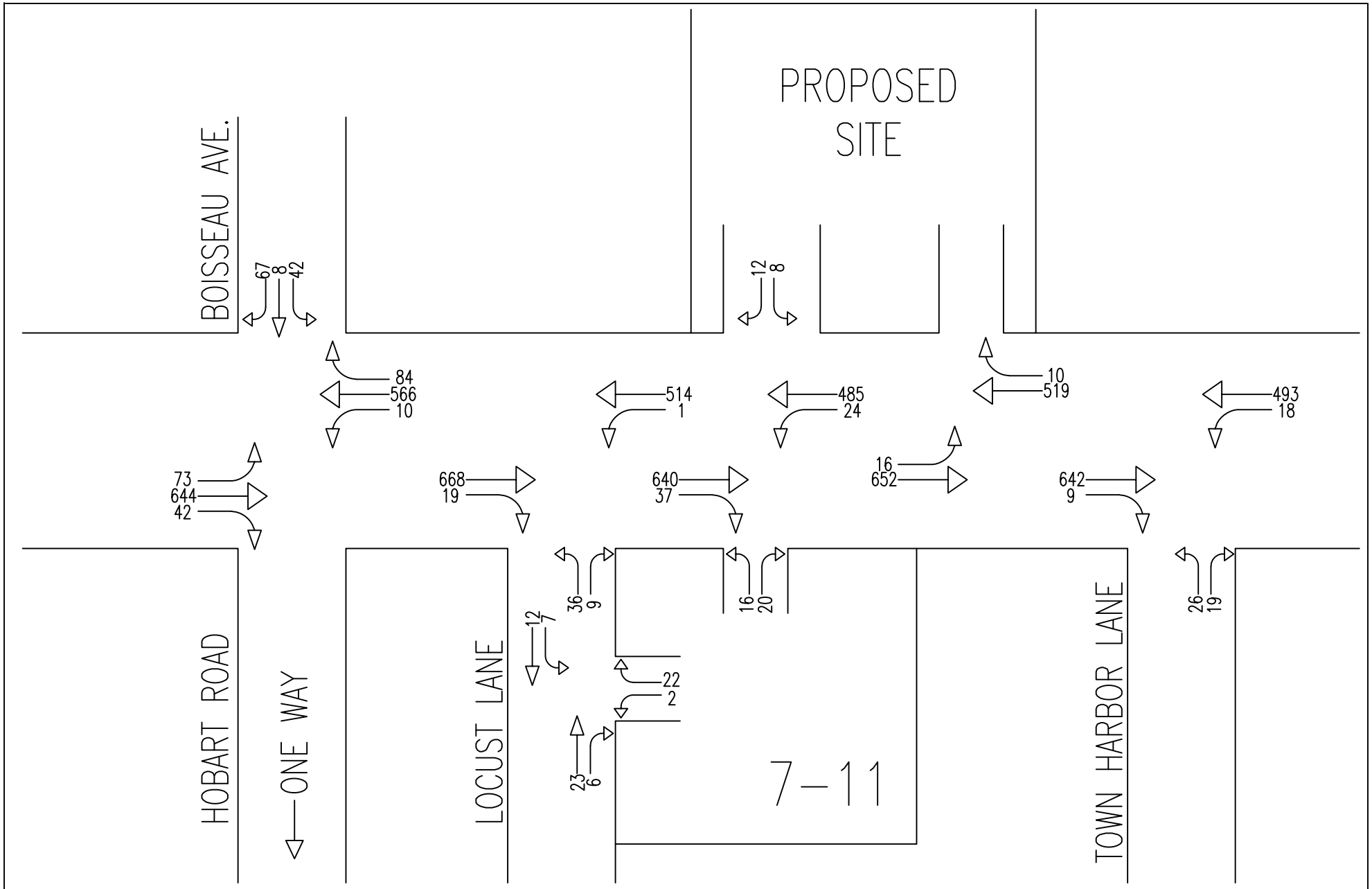


FIGURE 12
2020 BUILD
SATURDAY PEAK HOUR VOLUMES

Summaries of the results of the unsignalized capacity analyses are provided in Table A thru E in the Appendix of this report under the section entitled, “Intersection Capacity Analyses Summaries”. Detailed HCS+ printouts with all input and output parameters can also be found in the Appendix.

The unsignalized capacity analysis was conducted to examine how the study intersections and site

access points would function in the future when the site is open and operational. The results of this analysis indicate that particularly during the weekday AM and PM peak hours of traffic the study intersections work well and the completed project will have no significant impact on traffic operations. Movements at all intersections work at Level of Service "C," or better during both the AM and PM peak hours of traffic.

During the Saturday peak hours the study intersections indicate that side street delay accessing or crossing Main Road (Route 25) is high resulting in Levels of Service of "F" at Boisseau Avenue, "E" at Locust Lane, "D" at the Seven – Eleven Driveway and "E" at Town Harbor Lane. Left turn movements made from Main Road onto the side streets that were also modeled by the analysis indicate low levels of delay and Level of Service "A" for all left turns. The delays found at these intersections are typical of most side street approaches to heavily traveled State Highways, such as Route 25.

Despite the higher delays evidenced at the study intersections, the addition of traffic from the proposed project does not result in any adverse changes in intersection operating Levels of Service and minor increases in intersection movement delay of 5 seconds or less, which would not be noticeable. The proposed site exit, opposite the existing Seven – Eleven Driveway, will operate with Level of Service "C", or better, during the weekday peak periods and Level of Service "D" during the Saturday peak period. The Level of Service "D" on Saturday will have less delay then any of the other side street movements studied and should be considered an adequate Level of Service.

ACCESS EXAMINATION

Proposed Access

The site of the proposed Enclaves is occupied by an existing single family home.. Currently, the site has full access to Main Road (Route 25) via a single narrow driveway. The proposed access plan improves this condition by splitting access for entering and exiting vehicles. An entrance only driveway will be placed on the easterly side of the frontage on Main Road and an exit only drive will be placed on the western side of the frontage on Main Road opposite the existing Seven-Eleven driveway located on the south side of Main Road. In order to assure that adequate sight distance is available for exiting traffic, it is recommended the parking be restricted on the north side of Main Road (Route 25) between the two sight driveways and 50 feet to the west of the exit drive.

The proposed access plan has been designed to provide safe and efficient access for both patrons and employees of the proposed site.

PARKING

Town Parking Code

The parking layout within the proposed development as shown on the site plan provides a total of 123 paved parking spaces (of which 4 are reserved for handicapped patrons) and an additional 37 grass paved parking space to accommodate any overflow that may occur.

The Town of Southold Code requires that one parking space be provided for every 3 seats provided in the restaurant. The proposed restaurant will have of a total of 74 seats. This translates to 25 parking spaces required by Town Code (74 at 1 space per 3 seats = 25 spaces). However, the code also carries a requirement that one space must be provided for every 100 square feet of restaurant area. The restaurant is 3,800 square feet, requiring 38 parking spaces based on area.

In addition, the Town Code requires one parking space be provided for each unit of the proposed hotel, plus another space for each employee. The hotel will consist of 44 units and will utilize 12 employees. This translates into the need for 56 parking spaces for the hotel use. It is recognized that a hotel offers different amenities that a rigid interpretation of the Town Code could require additional parking. However, the amenities, such as pools fitness centers, meeting rooms and others are for the use of the hotel guests and generate no additional vehicular parking requirements. The Institute of Transportation Engineers examines the Hotel Use (Land Use Code 310) in their reference, "Parking Generation", 4th Edition. It notes that Hotels provide supporting facilities such as restaurants, cocktail lounges, meeting rooms and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room) and or retail and service shops." The reference also provides data from studies conducted at various hotel sites. That data is provided as the number of vehicles parked versus the number of occupied rooms on site. The data indicates an average demand on a Saturday for parking of 1.2 vehicles per occupied space or with 44 rooms a demand for 53 spaces. Again, these sites have restaurants, bars banquet rooms and other services that are more extensive then provided at the Enclaves. The data provided by the ITE indicate that the Town Code requirement to base parking on the number of rooms and employees is reasonable and no further allowance need to be made for other accessory support uses included in the hotel.

The total number of parking spaces required by Town Code is 94 (38 plus 56 = 94). One hundred-twenty-three parking spaces are provided and only ninety-four are required by Town Code, providing a surplus of 29 paved parking spaces.

In addition to the paved parking spaces 37 unpaved spaces will be provided on site to accommodate any special event overflow parking that can not be accommodated by the surplus paved spaces provided. The total number of paved parking spaces provided is 123 with an additional 37 grass paved spaces, totaling 160 paved and unpaved parking spaces, while the Town Code only requires 94

parking spaces. The parking provided by the proposed site plan meets the requirement of the Town Code and will be adequate to accommodate parking demand for special events that may occur.

ADDITIONAL CONSIDERATIONS

Public Transportation

Suffolk County Transit provides bus service to most of Suffolk County. The nearest bus route to the proposed site provided by Suffolk County Transit is the S92 bus line. This route has buses, which travel east and west along Main Road (NYS Route 25) in this area passing directly in front of the site. Service is available on an hourly basis in both directions from 7:00 AM to 7:00 PM. Additional information can be found in the section of the Appendix entitled, "Public Transportation".

Because of the proximity of this bus route to the site, which would allow patrons and employees to use the buses to travel to and from the development, it is expected that some patrons and employees may utilize the public transportation system. In this study, however, no credit was applied for use of public transportation, and the traffic destined to and from the proposed site was based on the use of passenger cars only. However, the use of public transportation by patrons and employees would further reduce the traffic impact and the parking needs.

Project Alternative

An alternative project has been developed that includes a 74 seat restaurant as is currently proposed in the preferred site plan and a one story 30,650 square foot office building which requires parking for 306 vehicles. Table 4, "Site-Generated Traffic Project Alternative – Based on ITE Trip Generation Rates", shows the estimated site-generated traffic anticipated during typical peak hours based on the ITE trip generation rates for an office with 30,650 square feet and for a quality restaurant based on 74 seats.

Use	Vehicle Trips per Hour					
	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Saturday Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Quality Restaurant with 74 seats (Land Use Code 931)	8	4	13	9	15	10
Office with 30,650 square feet (Land Use Code 710)	42	6	8	38	7	6
Total	50	10	21	47	22	16

Table 4
Site-Generated Traffic
Project Alternative
Based on ITE Trip Generation Rates
Proposed Office and Restaurant

Table 5 Comparison of Site Generated Traffic, Proposed Project versus Alternative Project compares the site generated characteristics of the two alternatives.

Use	Vehicle Trips per Hour					
	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Saturday Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Proposed Project	18	11	23	16	26	20
Alternative Project	50	10	21	47	22	16
Difference	+32	-1	-2	+31	-4	-4

Table 5
Comparison of Site-Generated Traffic
Proposed Project versus Project Alternative

As can be seen in Table 5 the alternative project with a 30,650 square foot office building instead of a

44 unit hotel generates significantly more traffic during the weekday AM and PM peak hours of traffic and slightly less traffic during the Saturday peak hours when office building typically experience reduced activity.

Pedestrian and Bicycle Access

Main Road (Route 25) is a New York State designated Class 2 Bicycle Route. As such bicycle users in the area utilize Main Road frequently passing the proposed site. With the presence of the adjacent bike route bicycle access to the site is excellent.

Sidewalks are also present on both sides of Main Road in the vicinity of the site, although the sidewalk on the south side of Main Road ends at the easterly end of the Seven-Eleven site. The sidewalk on the north side of Main Road continues past Town Harbor Lane. To the west both the north and south sidewalks are continuous past Young's Avenue and Horton Lane. Crosswalks for crossing Main Road are not provided except at the intersection of Main Road with Young's Avenue. The lack of crosswalks is likely appropriate, unless there is a particular crossing location that generates enough pedestrian traffic to warrant a formalized crossing. None were apparent. Due to the presence of the sidewalks the site has adequate pedestrian access.

Truck Access

During the construction the site will generate a number of truck visits to the site each working day. For the most part heavy truck activity (more than two axels or more the four tires) will include vehicles delivering material and equipment to the site. The Architect has estimated that an average of six of these vehicles will visit the site during construction. The will be more frequent visits during peak activity periods such as when excavation material is removed for foundations and pool construction and when the foundations are poured for the building or the pool is poured. These periods of peak activity should not last for more then a few days and will be separated by days of lesser truck activity. In any case it is not anticipated that more then 3 trucks will enter and exit the site during any one hour period.

As noted previously New York State performed a traffic vehicle count on Main Road (Route 25) just east of Town Harbor Lane. The count was performed in June of 2010 and included a vehicle classification count. The classification count indicated that fully 6.52 percent of the traffic passing the count location consisted of heavy vehicle (more than two axels or more the four tires). At the time the traffic on Main road during typical week work hours exceeded 500 vehicles an hour or in excess of 33 heavy trucks an hour. The addition of three more heavy trucks to that volume will not be recognizable during the infrequent times of peak activity. The remainder of the construction period should see no more then two heavy vehicle an hour and more likely on. These will not

generate an undue burden on the surrounding community. Following the construction of the site visits to the site by heavy vehicles will be decreased significantly and have less impact.

Heavy vehicles which will visit the site to make deliveries are expected to use one of two routes depending on whether other deliveries are being made as the vehicles traverse there routes. Additional deliveries are more likely to affect vehicle routing once the Enclaves is operating. Food, produce and other supply operations are likely to have other customers along Main Road both east and west of the site and are expected to use Route 25. These delivery vehicles are not likely to be all new trucks but vehicles that now have an added delivery along an established route. Vehicles coming to the site to make a single delivery would likely traverse the Long Island expressway to County Road 58 to County Road 43 to Sound Avenue/County Road 48 to Young's Avenue to Route 25. The use of Young's Avenue is recommended in order to take advantage of the existing traffic signals at both County Road 48 and Route 25. The presence of the traffic signals will facilitate access to Route 25 and County Road 48, making the delivery trips safer.

Special Events

It is anticipated that 8 to 12 special events will be held on site each year. Events may include weddings, fund raisers or community events. The size of these events could range up to between 200 and 250 guests. Special Permits from the Town will be required for all Special Events.

The larger Special Events are likely to be weddings and large parties that will be associated with the Hotel. It is anticipated that because of the association with the hotel that a block of ten rooms or more would be retained by guests of the event. During these events it is anticipated that many of the guests will be staying at the Enclaves Hotel and will not require transportation to the site; their vehicles already being parked on site in hotel parking facilities. During special events valet parking will be used so that additional vehicles can be fit into the parking lots and unpaved parking shown on the site plan. Others will arrive at the site via multi passenger vehicles or "for hire" vehicles such as, Uber or Lyft or traditional cab service.

For the purpose of analyzing how the site will function during a special event it will be assumed that the sixty-six additional vehicles to be parked on the site just with the use of the unpaved parking spaces (See the Sections of this Report entitled, "Town Parking Code" and "Special Event Parking"). and another twenty vehicles (hired transport) will arrive and depart the site transporting people during the one hour peak Saturday period. In reality the vehicles parking at the site would arrive during the beginning of the event and depart much later as the event ends. The arrivals and departures would not occur during the same hour, but are analyzed as occurring at the same time in order to take a conservative approach.

Figure 13, Special Event Composite Traffic, Saturday Peak Hour, presents the traffic volumes that can be anticipated to occur during a special event hosted at the site. Additional capacity analyses were conducted to determine the impact of special event traffic on the adjacent intersections and the site access. The results of this analysis are compared to the Existing, and No Build analyses in Table F in the Appendix of this report.

The results of the intersection capacity analysis indicate that Special Events at the proposed Enclaves will have little traffic impact on traffic moving along Route 25 through the study intersections. Side streets such as Boisseau Avenue, Locust Lane, and Town Harbor Lane will experience some additional delay accessing Main Road (Route 25) during short periods when special event traffic arrives and departs. While side street delay increases somewhat, only at the intersections of Main Road with Locust Lane and the Seven-Eleven driveway, do the intersection operating Levels of Service change. At the Locust Lane intersection, the Locust Lane approach to Main Street (Route 25) deteriorates from LOS "E" with an approach delay of 45.3 second to "F" with an approach delay of 57.9 seconds. While the LOS has deteriorated, the increase in approach delay is not large and will be tolerated by motorists. At the intersection of Main Road at the Seven-Eleven driveway, the operation of the Seven-Eleven driveway goes from a No-Build Level of Service of "D" with a delay of 29.2 seconds to a LOS of "E" with a delay of 38.4 seconds. Again, while the approach LOS has deteriorated, the increase in approach delay is not large and will be tolerated by motorists during an approximately one hour period, 8 to 12 times per year.

The south bound site exit driveway, under special event arrivals and departures will operate at Level of Service "F" during special event conditions with an approach delay of 51.7 seconds. This is compared to the typical Saturday peak hour operation without a special event, where the driveway will operate at LOS "D" with a 29.4 second delay. The driveway will still operate with delays typically found at many intersections along Route 25 in Southold.

It must be remembered that Special Events are only planned to occur approximately 8 to 12 times per year. The minor increased delay occurring for an hour 8 to 12 times per year will not create significant traffic impacts.

Figure 13

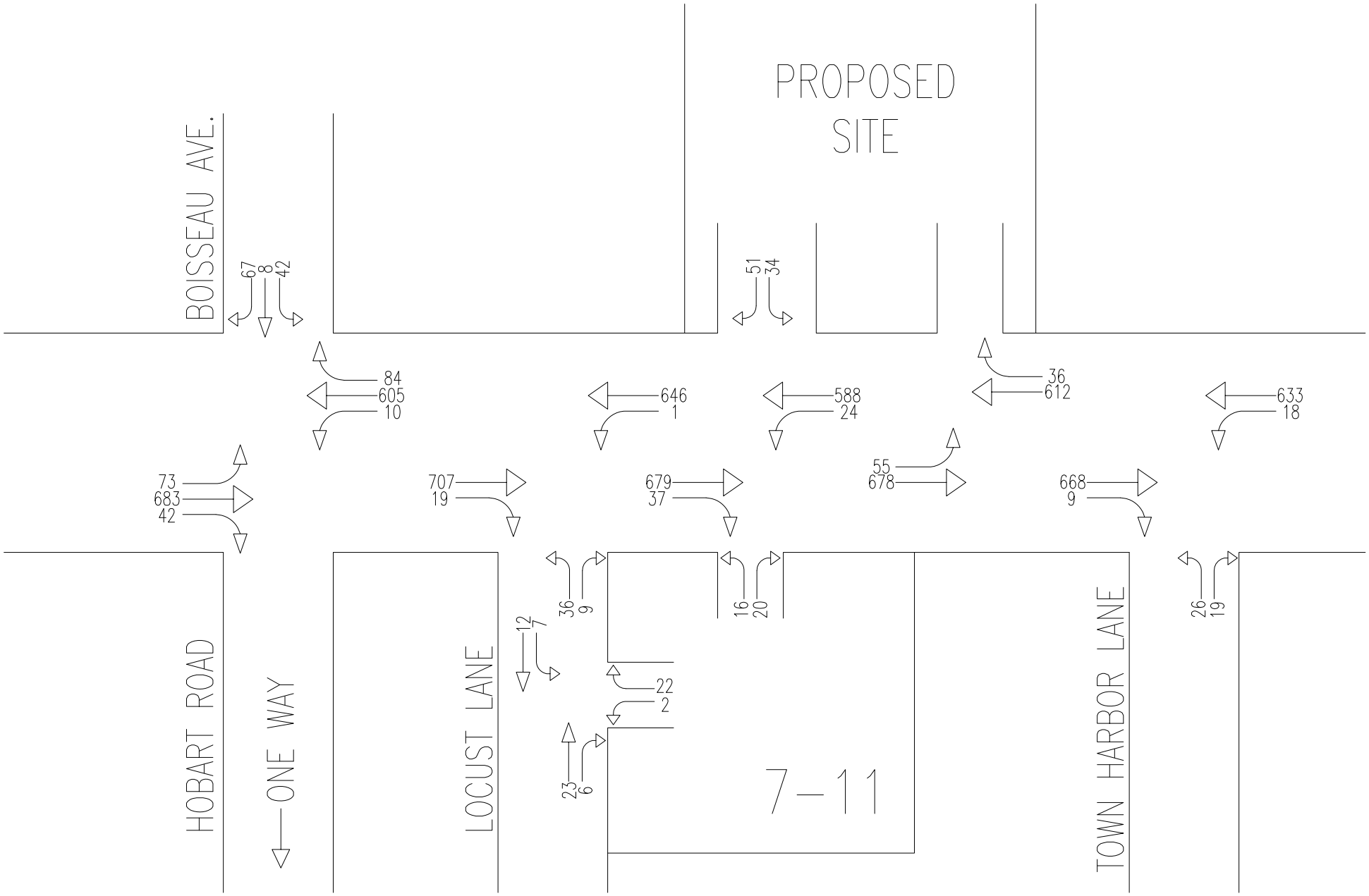


FIGURE 13
2020 BUILD SPECIAL EVENT
SATURDAY PEAK HOUR VOLUMES

Special Event Parking

During Special Events the site will benefit from its mixed use nature and a parking management plan

designed to accommodate the guests. As noted, the size of these events could range up to between 200 and 250 guests but many such as charity events and conferences will be smaller. During the larger special events, and many of the others, there will be an association with the hotel use on the site. Blocks of room will be taken by the guests so that they may stay right at the venue. Many will others will arrive at the site via multi passenger vehicles or "for hire" vehicles such as, Uber or Lyft or traditional cab service. Both the on site lodging and the conveyance of guests by hired transportation will reduce the over all need for parking.

To manage the parking during special events valet parking will used that will allow more vehicles to be parked on site then the number of parking spaces provided on the site. With the valet parking it is anticipated that available parking will be increased by ten percent to a total of 176 spaces.

During a hypothetical special event with 250 guests, and the hotel and restaurant fully using their parking, 66 spaces would be available by Code. (The 66 parking spaces being available on site above that required by Town Code, See the Section of this Report entitled "Town Parking Code"). Valet parking would allow the site to accommodate another 16 spaces (10% 0f 160 total spaces). It is further anticipated that 20 of the special event guests would be staying at the hotel, using hotel parking, and that approximately 37 guests (15 % of the 250 guests) would arrive by hired vehicles. The site would then need to provide parking spaces for 193 guest and 10 event staff personnel or 74 parking spaces. With the valet service it is anticipated that the site plan will provide space for 76 vehicles thus meeting the anticipated demand.

It should be further noted that the operators have additional means of managing parking supply and demand. Catering of the larger Special Events will be done by offsite caterers. They can be limited, by their contracts, as to the number of vehicles that can be brought onto the site. The Caterer's staff can be parked at the caterer's facility and be brought to the site by multi passenger vehicle.

The Special Events require a Town Permit and the Town has oversight as to how well the site is managing its parking. The management of the site will work to assure that no difficulties arise by the managing the site and the events that the site holds.

Large Passenger Vehicle Access

The largest vehicle that will be permitted on site is a typical 16 passenger shuttle van that commonly services hotels and motels. The geometrics will accommodate these vehicles and they can be accommodated in the some of the site parking spaces which permit over-hang of the vehicle behind the curb and over the lawn area. Larger vehicles such as buses or extreme length limousines can not negotiate the site and will not be permitted.

On-Street Parking

As noted earlier in the report it is recommended that on-street parking in front of the site be prohibited to increase sight distance for the site exit driveway. On-street parking is allowed along many portions of Main Road near the site and patrons could utilize the available parking. Since parking will not be available directly in front of the site, use of the on-street parking will entail longer walking distances and should discourage its use. The site is designed and will be managed to encourage all visitors to utilize the available on-site parking. Use of the north side of Main Road's on–street parking should not create any issues, as pedestrians leaving their vehicles can quickly and easily gain access to the existing sidewalk. Use of on-street parking on the south side of Main Road does raise safety concerns, as it would require crossing Main Road which is heavily traveled. This should be discouraged.

CONCLUSIONS

Our study and traffic engineering analysis have led us to conclude that, the adjacent highway abd street system will be able to accommodate the proposed Enclaves Restaurant and Hotel. Although there will be a minimal increase in traffic from the development of the Enclaves, with the proposed access plan, and the implementation of the recommended improvements, the development of the site, as proposed, will not cause a significant negative impact on traffic conditions. The following points should be recognized:

1. The proposed access plan has been designed to adequately provide for the projected traffic entering and exiting the access driveway so as to assure the public safety and to minimize traffic congestion.
2. The highest site-generated traffic for the proposed Enclaves can be expected to occur during a Saturday peak hour when an estimated 46 new vehicle trips per hour will be generated (26 in and 20 out). During the weekday A.M. peak hour, the site-generated volumes are anticipated to be 29 new vehicle trips per hour (18 in and 11 out). During the weekday P.M. peak hour, trip generation at the site will be lower when the site-generated traffic is expected to be 39 new vehicle trips per hour (23 in and 16 out).
3. With the well designed access plan and the proposed improvements, the intersection capacity analyses indicate the new traffic generated by the proposed Enclaves can be accommodated with minimal traffic impact to the surrounding highway and street network.
4. The capacity analysis indicate that the two proposed access points will operate at Level of Service "C" or better at all times, with the exception of during the Saturday peak hour of traffic when it will operate at Level of Service D due to the heavy traffic flows that exist on Main Road. The Level of Service D at the site exit driveway is a better Level of Service the found at any of the adjacent study intersections and should be considered adequate considering the proposed driveway's location on a heavily traveled State highway..
5. The results of study capacity analysis indicate that particularly during the weekday AM and PM peak hours of traffic the study intersections work well and the completed project will have no significant impact on traffic operations. Movements at all intersections work at Level of Service "C" or better during both the AM and PM peak hours of traffic.
6. During the Saturday peak hours the study intersections indicate that side street delay accessing or crossing Main Road (Route 25) is high, resulting in Levels of Service of "F" at Boisseau Avenue, "E" at Locust Lane, "D" at the Seven – Eleven Driveway and "E" at Town Harbor Lane. Despite the higher delays evidenced at the study intersections, the addition of traffic from the proposed project does not result in any adverse changes in intersection operating Levels of Service and minor increases in intersection movement delay of 5 seconds or less, which would not be noticeable.
7. In the vicinity of the proposed site access driveways, Main Road (Route 25) is essentially flat and there are no appreciable horizontal curves. As a result, no geometric sight distance

restrictions exist in the vicinity of either of the proposed site access driveways.

8. Geometrics are not always the limiting factor with regard to sight distance and the presence of parked vehicles on the north side of Main Road (Route 25) could reduce sight distance by blocking visibility. For this reason in is recommended that parking be prohibited on the north side of Main Road along the entire site frontage. This will allow vehicles exiting the site to have sufficient sight distance to the east. Due to the positioning of the adjacent residential driveway to the west and the location of the eastbound Main Road travel lane a further distance from the exit driveway, site distance to the west will be adequate without further parking restrictions
9. It is expected that the proposed development will not lead to an undue increase of the rate of accidents in the study area given the proposed roadway improvements and access plan.
10. The parking layout within the proposed development as shown on the site plan provides a total of 123 paved parking spaces (of which 4 are reserved for handicapped patrons). The Town of Southold Code requires the provision of 38 parking spaces for the proposed restaurant and 56 parking spaces for the proposed 44 unit hotel, for a total requirement of 94 spaces, 29 more then required. In addition, 37 unpaved parking spaces will be provided on site in order to accommodate parking overflow, should it occur, during special events. Hence, the number of parking spaces provided on the site plan will be adequate to accommodate parking demand on the site.
11. It is anticipated that 8 to 12 special events will be held on site each year. Events may include weddings, fund raisers or community events. The size of these events could range between 200 and 250 guests. Special Permits from the Town will be required. The results of the intersection capacity analysis indicate that Special events at the proposed Enclaves will have little traffic impact on traffic moving along Route 25 through the study intersections. Side streets such as Boisseau Avenue, Locust Lane, and Town Harbor Lane will experience some additional delay accessing Main Road (Route 25) during the short time periods when special event traffic arrives and departs.
12. Due to the excellent patrol coverage of the police and the proximity of the firehouse, it should be recognized that excellent emergency services are available to service the site.
13. Suffolk County Transit provides bus service on Main Road (Route 25) in the vicinity of the site by way of the S92 bus line. This service line has the potential to reduce vehicular traffic to and from the site.
14. Given the proposed operation of the site and the proposed access configuration, and based on our analysis performed, the proposed development will not cause any significant impacts to traffic flow or safety in the vicinity of the site.

As a result, based upon traffic engineering considerations, it is recommended that the proposed Enclaves Restaurant and Hotel be approved.

APPENDIX

Intersection Capacity Analyses Summaries

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Eastbound to Northbound Left Turn From Main Road. onto Boisseau Ave.	0.02	0.03	0.3	8.3	8.3	8.3	A	A	A
Westbound to Sourthbound Left Turn From Main Road. onto Hobart Road	0.01	0.01	0.01	8.1	8.2	8.2	A	A	A
Southbound Boisseau Avenue	0.19	0.20	0.20	15.6	16.0	16.4	C	C	C

Table A
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Boisseau Avenue/Hobart Road
AM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Eastbound to Northbound Left Turn From Main Road. onto Boisseau Ave.	0.05	0.05	0.05	8.9	9.0	9.0	A	A	A
Westbound to Sourthbound Left Turn From Main Road. onto Hobart Road	0.01	0.01	0.01	8.4	8.5	8.5	A	A	A
Southbound Boisseau Avenue	0.27	0.29	0.30	21.0	22.0	22.6	C	C	C

Table A (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Boisseau Avenue/Hobart Road
PM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Eastbound to Northbound Left Turn From Main Road. onto Boisseau Ave.	0.09	0.09	0.09	9.3	9.7	9.7	A	A	A
Westbound to Sourthbound Left Turn From Main Road. onto Hobart Road	0.01	0.01	0.01	9.2	9.3	9.3	A	A	A
Southbound Boisseau Avenue	0.61	0.71	0.74	46.2	63.4	68.1	E	F	F

Table A (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Boisseau Avenue/Hobart Road
Saturday Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. onto Locust Lane	0.30	0.32	0.33	8.2	8.2	8.2	A	A	A
Northbound Locust Lane	0.12	0.12	0.13	15.5	15.9	16.3	C	C	C

Table B
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Locust Lane
AM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. onto Locust Lane	0.43	.044	0.46	8.3	8.4	8.4	A	A	A
Northbound Locust Lane	0.14	0.15	0.16	19.8	20.7	21.4	C	C	C

Table B (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Locust Lane
PM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. onto Locust Lane	0.74	0.76	0.79	9.1	9.2	9.3	A	A	A
Northbound Locust Lane	0.33	0.36	0.37	42.0	45.3	48.2	E	E	E

Table B (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Locust Lane
Saturday Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. Onto the Seven – Eleven Driveway	0.31	0.32	0.33	8.2	8,3	8.3	A	A	A
Northbound Seven – Eleven Driveway	0.09	0.10	0.10	13.8	14.1	14.5	B	B	B
Southbound Site Exit	NA	NA	0.04	NA	NA	16.9	NA	NA	C

Table C
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at the Seven - Eleven Driveway/Site Exit
AM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. Onto the Seven – Eleven Driveway	0.43	0.45	0.33	8.4	8.4	8.3	A	A	A
Northbound Seven – Eleven Driveway	0.11	0.12	0.1	16.1	16.4	14.5	C	C	B
Southbound Site Exit	NA	NA	0.1	NA	NA	14.0	NA	NA	B

Table C (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at the Seven - Eleven Driveway/Site Exit
PM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. Onto the Seven – Eleven Driveway	0.74	0.77	0.78	9.2	9.3	9.4	A	A	A
Northbound Seven – Eleven Driveway	0.19	0.21	0.23	27.8	29.2	31.7	D	D	D
Southbound Site Exit	NA	NA	0.13	NA	NA	29.4	NA	NA	D

Table C (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at the Seven - Eleven Driveway/Site Exit
Saturday Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. onto Town Harbor Lane	0.30	0.31	0.32	8.2	8.2	8.2	A	A	A
Northbound Town Harbor Lane	0.11	0.12	0.12	14.7	15.1	15.3	B	C	C

Table D
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Town Harbor Lane
AM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. onto Town Harbor Lane	0.45	0.47	0.48	8.5	8.5	8.5	A	A	A
Northbound Town Harbor Lane	0.12	0.13	0.13	17.5	17.9	18.2	C	C	C

Table D (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Town Harbor Lane
PM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. onto Town Harbor Lane	0.71	0.76	0.78	9.1	9.2	9.2	A	A	A
Northbound Town Harbor Lane	0.27	0.30	0.31	32.9	36.4	37.7	D	E	E

Table D (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Town Harbor Lane
Saturday Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. into the Site Entrance	NA	NA	0.37	NA	NA	8.3	NA	NA	A

Table E
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Site Entrance
AM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. into the Site Entrance	NA	NA	0.50	NA	NA	8.6	NA	NA	A

Table E (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Site Entrance
PM Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020	Existing 2018	No Build 2020	Build 2020
Westbound to Sourthbound Left Turn From Main Road. into the Site Entrance	NA	NA	0.84	NA	NA	9.3	NA	NA	A

Table E (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Site Entrance
Saturday Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Sp. Event Build 2020	Existing 2018	No Build 2020	Sp. Event Build 2020	Existing 2018	No Build 2020	Sp. Event Build 2020
Eastbound to Northbound Left Turn From Main Road. onto Boisseau Ave.	0.09	0.09	0.10	9.3	9.7	9.9	A	A	A
Westbound to Sourthbound Left Turn From Main Road. onto Hobart Road	0.01	0.01	0.01	9.2	9.3	9.5	A	A	A
Southbound Boisseau Avenue	0.61	0.71	0.82	46.2	63.4	89.5	E	F	F

Table F
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Boisseau Avenue/Hobart Road
Saturday Special Event Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Sp. Event Build 2020	Existing 2018	No Build 2020	Sp. Event Build 2020	Existing 2018	No Build 2020	Sp. Event Build 2020
Westbound to Sourthbound Left Turn From Main Road. onto Locust Lane	0.74	0.76	0.87	9.1	9.2	9.4	A	A	A
Northbound Locust Lane	0.33	0.36	0.43	42.0	45.3	57.9	E	E	F

Table F (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Locust Lane
Saturday Special Event Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Sp. Event Build 2020	Existing 2018	No Build 2020	Sp. Event Build 2020	Existing 2018	No Build 2020	Sp. Event Build 2020
Westbound to Sourthbound Left Turn From Main Road. Onto the Seven – Eleven Driveway	0.74	0.77	0.81	9.2	9.3	9.5	A	A	A
Northbound Seven – Eleven Driveway	0.19	0.21	0.27	27.8	29.2	38.4	D	D	E
Southbound Site Exit	NA	NA	0.565	NA	NA	51.7	NA	NA	F

Table F (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at the Seven - Eleven Driveway/Site Exit
Saturday Special Event Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Sp. Event Build	Existing 2018	No Build 2020	Sp. Event Build	Existing 2018	No Build 2020	Sp. Event Build
Westbound to Sourthbound Left Turn From Main Road. onto Town Harbor Lane	0.71	0.76	0.83	9.1	9.2	9.3	A	A	A
Northbound Town Harbor Lane	0.27	0.30	0.34	32.9	36.4	41.9	D	E	E

Table F (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Town Harbor Lane
Saturday Special Event Peak Hour Conditions

Location / Movement	v/c Ratio			Control Delay (sec)			Level of Service		
	Existing 2018	No Build 2020	Sp. Event Build	Existing 2018	No Build 2020	Sp. Event Build	Existing 2018	No Build 2020	Sp. Event Build
Westbound to Sourthbound Left Turn From Main Road. into the Site Entrance	NA	NA	0.95	NA	NA	9.6	NA	NA	A

Table F (cont.)
Summary of Unsignalized Intersection Capacity Analyses Results
Main Road (Route 25) at Site Entrance
Saturday Special Event Peak Hour Conditions

Intersection Capacity Analyses Results

Main Road
(NYS Route 25)
at
Boisseau Avenue/Hobart Road

Weekday AM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

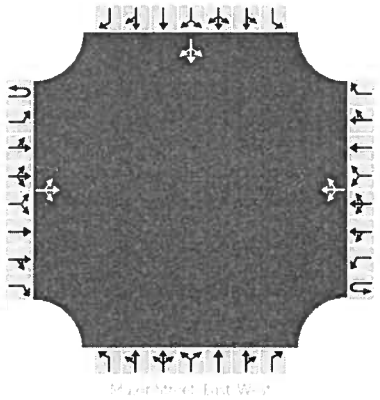
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		25	327	20		7	302	33						29	7	35
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		27				8									78	
Capacity		1127				1156									418	
v/c Ratio		0.02				0.01									0.19	
95% Queue Length		0.1				0.0									0.7	
Control Delay (s/veh)		8.3				8.1									15.6	
Level of Service (LOS)		A				A									C	
Approach Delay (s/veh)	0.8				0.2								15.6			
Approach LOS	A				A								C			

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HCS 2010 Two-Way Stop Control Summary Report

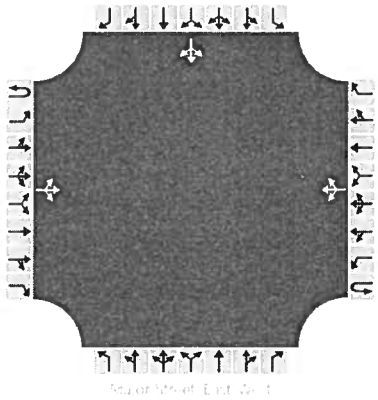
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		26	337	21		7	311	34						30	7	36
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		28				8									80	
Capacity		1117				1144									407	
v/c Ratio		0.03				0.01									0.20	
95% Queue Length		0.1				0.0									0.7	
Control Delay (s/veh)		8.3				8.2									16.0	
Level of Service (LOS)		A				A									C	
Approach Delay (s/veh)	0.8				0.2								16.0			
Approach LOS	A				A								C			

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HCS 2010 Two-Way Stop Control Summary Report

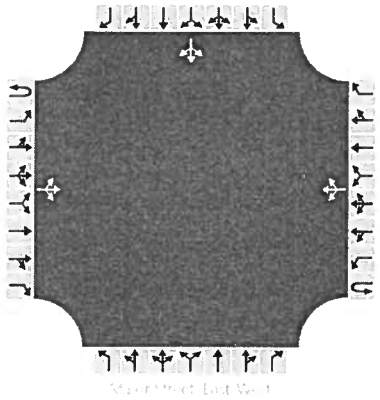
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		26	351	21		7	318	34						30	7	36
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		28				8									80	
Capacity		1109				1129									396	
v/c Ratio		0.03				0.01									0.20	
95% Queue Length		0.1				0.0									0.7	
Control Delay (s/veh)		8.3				8.2									16.4	
Level of Service (LOS)		A				A									C	
Approach Delay (s/veh)	0.8				0.2								16.4			
Approach LOS	A				A								C			

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Weekday PM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

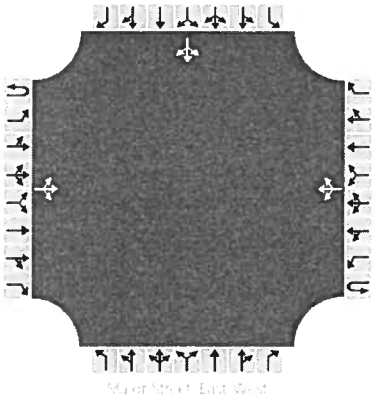
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		45	413	30		6	470	27						30	2	45
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		49				7									84	
Capacity		969				1056									308	
v/c Ratio		0.05				0.01									0.27	
95% Queue Length		0.2				0.0									1.1	
Control Delay (s/veh)		8.9				8.4									21.0	
Level of Service (LOS)		A				A									C	
Approach Delay (s/veh)	1.4				0.2								21.0			
Approach LOS	A				A								C			

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HCS 2010 Two-Way Stop Control Summary Report

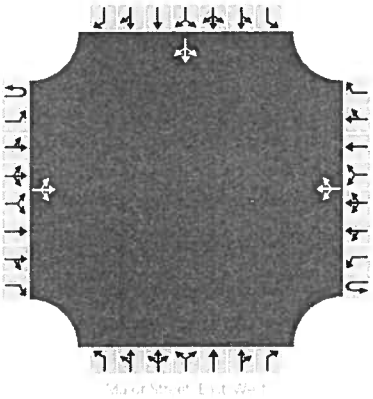
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		45	425	31		6	484	28						31	2	46
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		49				7									86	
Capacity		956				1044									297	
v/c Ratio		0.05				0.01									0.29	
95% Queue Length		0.2				0.0									1.2	
Control Delay (s/veh)		9.0				8.5									22.0	
Level of Service (LOS)		A				A									C	
Approach Delay (s/veh)	1.4				0.2								22.0			
Approach LOS	A				A								C			

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HCS 2010 Two-Way Stop Control Summary Report

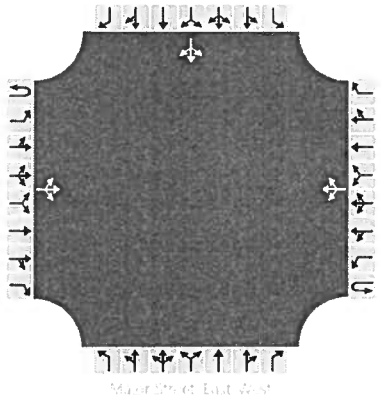
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		45	436	31		6	494	28						31	2	46
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		49				7									86	
Capacity		947				1033									290	
v/c Ratio		0.05				0.01									0.30	
95% Queue Length		0.2				0.0									1.2	
Control Delay (s/veh)		9.0				8.5									22.6	
Level of Service (LOS)		A				A									C	
Approach Delay (s/veh)	1.4				0.2								22.6			
Approach LOS	A				A								C			

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Saturday Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

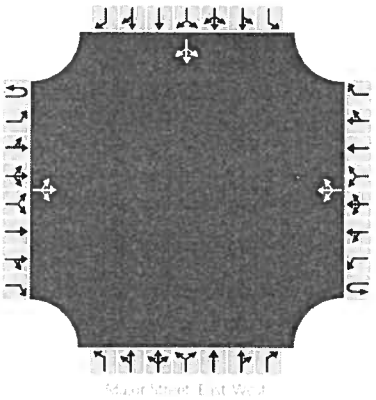
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist Saturday Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		71	610	41		10	487	82						41	8	65
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		77				11									125	
Capacity		906				869									206	
v/c Ratio		0.09				0.01									0.61	
95% Queue Length		0.3				0.0									3.5	
Control Delay (s/veh)		9.3				9.2									46.2	
Level of Service (LOS)		A				A									E	
Approach Delay (s/veh)	2.1				0.3								46.2			
Approach LOS	A				A								E			

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HCS 2010 Two-Way Stop Control Summary Report

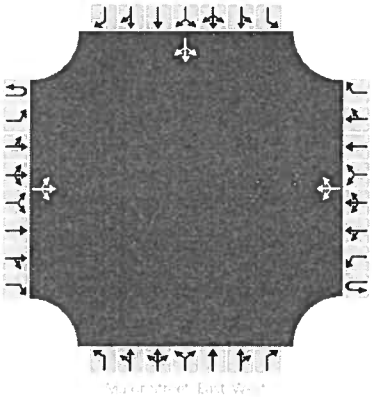
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		72	628	42		10	558	84						42	8	67
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		78				11									128	
Capacity		845				853									180	
v/c Ratio		0.09				0.01									0.71	
95% Queue Length		0.3				0.0									4.4	
Control Delay (s/veh)		9.7				9.3									63.4	
Level of Service (LOS)		A				A									F	
Approach Delay (s/veh)	2.3				0.3								63.4			
Approach LOS	A				A								F			

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HCS 2010 Two-Way Stop Control Summary Report

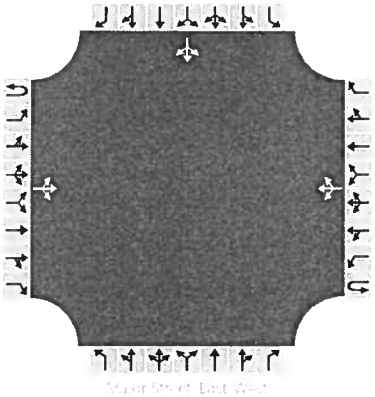
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		72	644	42		10	566	84						42	8	67
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		78				11									128	
Capacity		839				841									174	
v/c Ratio		0.09				0.01									0.74	
95% Queue Length		0.3				0.0									4.6	
Control Delay (s/veh)		9.7				9.3									68.1	
Level of Service (LOS)		A				A									F	
Approach Delay (s/veh)	2.3				0.3								68.1			
Approach LOS	A				A								F			

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Main Road
(NYS Route 25)
at the
Locus Lane

Weekday AM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

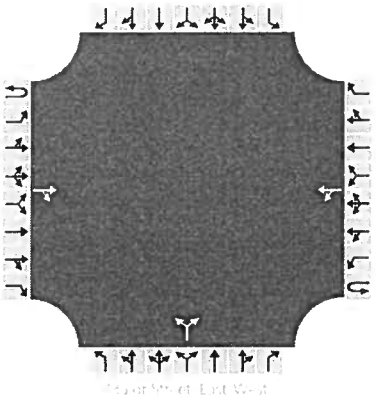
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			347	13		2	317			27		16				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						347					46					
Capacity						1142					389					
v/c Ratio						0.30					0.12					
95% Queue Length						0.0					0.4					
Control Delay (s/veh)						8.2					15.5					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				15.5							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

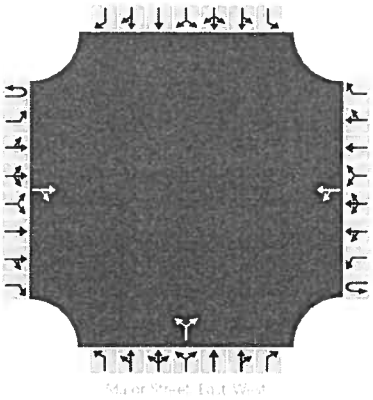
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			357	13		2	327			28		16				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						357					47					
Capacity						1132					377					
v/c Ratio						0.32					0.12					
95% Queue Length						0.0					0.4					
Control Delay (s/veh)						8.2					15.9					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				15.9							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

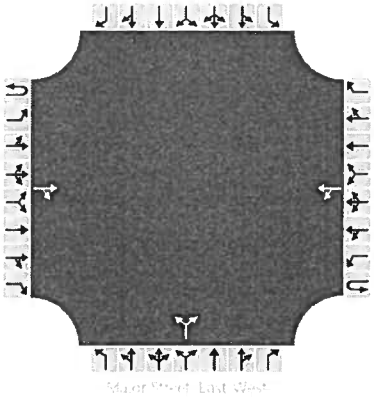
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			371	13		2	334			28		16				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						365					47					
Capacity						1117					365					
v/c Ratio						0.33					0.13					
95% Queue Length						0.0					0.4					
Control Delay (s/veh)						8.2					16.3					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				16.3							
Approach LOS					A				C							

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Weekday PM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

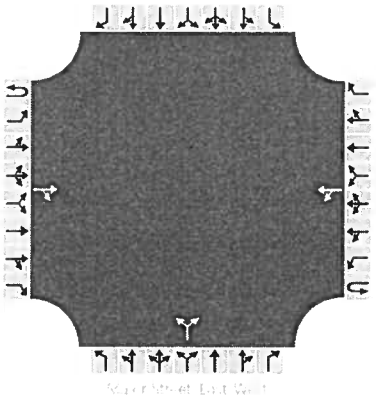
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			407	13		3	421			28		10				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						461					41					
Capacity						1080					285					
v/c Ratio						0.43					0.14					
95% Queue Length						0.0					0.5					
Control Delay (s/veh)						8.3					19.8					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				19.8							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

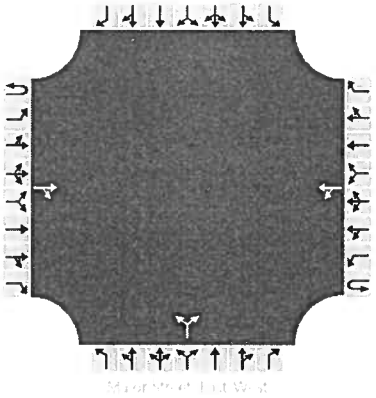
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			419	13		3	434			29		10				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						475					43					
Capacity						1068					271					
v/c Ratio						0.44					0.16					
95% Queue Length						0.0					0.6					
Control Delay (s/veh)						8.4					20.7					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				20.7							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

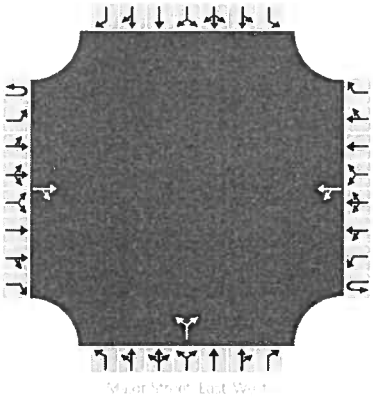
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			430	13		3	444			29		10				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						486					43					
Capacity						1057					263					
v/c Ratio						0.46					0.16					
95% Queue Length						0.0					0.6					
Control Delay (s/veh)						8.4					21.4					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				21.4							
Approach LOS					A				C							

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Saturday Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

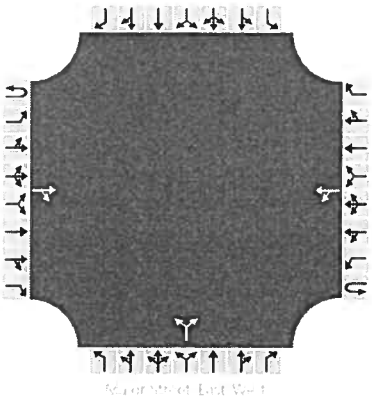
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			633	18		1	587			35		9				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						639					48					
Capacity						869					144					
v/c Ratio						0.74					0.33					
95% Queue Length						0.0					1.3					
Control Delay (s/veh)						9.1					42.0					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)					0.0				42.0							
Approach LOS					A				E							

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HCS 2010 Two-Way Stop Control Summary Report

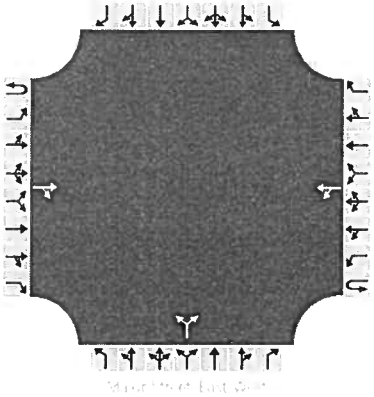
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			652	19		1	595			36		9				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						648					49					
Capacity						853					137					
v/c Ratio						0.76					0.36					
95% Queue Length						0.0					1.5					
Control Delay (s/veh)						9.2					45.3					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)					0.0				45.3							
Approach LOS					A				E							

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HCS 2010 Two-Way Stop Control Summary Report

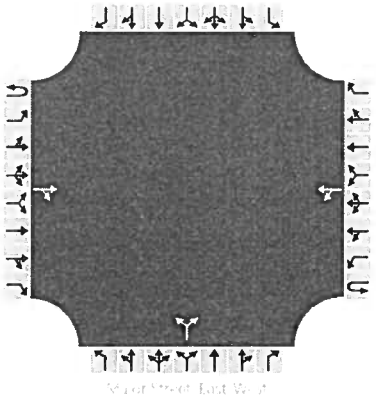
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			668	19		1	607			36		9				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						661					49					
Capacity						840					131					
v/c Ratio						0.79					0.37					
95% Queue Length						0.0					1.6					
Control Delay (s/veh)						9.3					48.2					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)					0.0				48.2							
Approach LOS					A				E							

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Main Road
(NYS Route 25)
at
Seven-Eleven Driveway/Site Exit

Weekday AM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

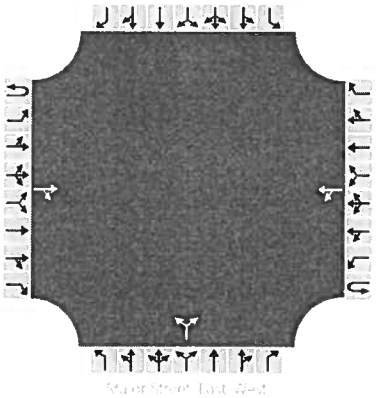
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			322	37		23	303			15		23				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						354					41					
Capacity						1143					448					
v/c Ratio						0.31					0.09					
95% Queue Length						0.1					0.3					
Control Delay (s/veh)						8.2					13.8					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.8				13.8							
Approach LOS					A				B							

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HCS 2010 Two-Way Stop Control Summary Report

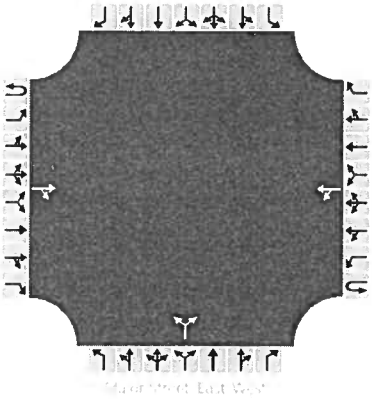
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			332	38		24	312			15		24				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						365					42					
Capacity						1132					439					
v/c Ratio						0.32					0.10					
95% Queue Length						0.1					0.3					
Control Delay (s/veh)						8.3					14.1					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.8				14.1							
Approach LOS					A				B							

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HCS 2010 Two-Way Stop Control Summary Report

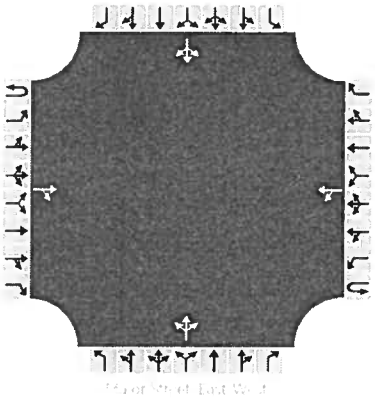
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration				TR		LT					LTR				LTR	
Volume (veh/h)			346	38		24	312			15	1	24		7	1	4
Percent Heavy Vehicles						7				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						365					43				13	
Capacity						1117					423				316	
v/c Ratio						0.33					0.10				0.04	
95% Queue Length						0.1					0.3				0.1	
Control Delay (s/veh)						8.3					14.5				16.9	
Level of Service (LOS)						A					B				C	
Approach Delay (s/veh)					0.8				14.5				16.9			
Approach LOS					A				B				C			

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Weekday PM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

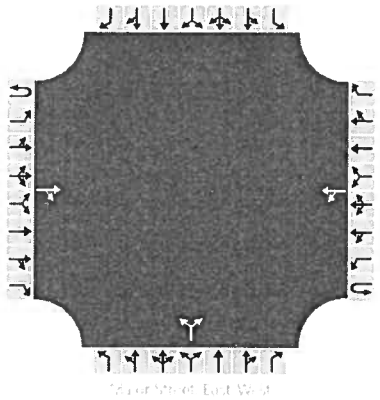
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			380	37		23	409			15		23				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						470					41					
Capacity						1083					367					
v/c Ratio						0.43					0.11					
95% Queue Length						0.1					0.4					
Control Delay (s/veh)						8.4					16.1					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.7				16.1							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

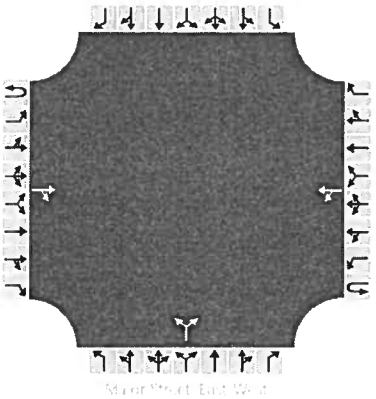
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			391	38		24	421			15		24				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						484					42					
Capacity						1071					357					
v/c Ratio						0.45					0.12					
95% Queue Length						0.1					0.4					
Control Delay (s/veh)						8.4					16.4					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.7				16.4							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

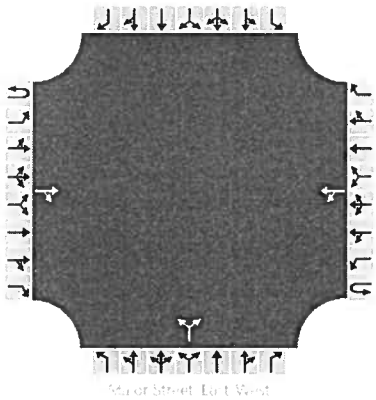
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			430	13		3	444			29		10				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						486					43					
Capacity						1057					263					
v/c Ratio						0.46					0.16					
95% Queue Length						0.0					0.6					
Control Delay (s/veh)						8.4					21.4					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				21.4							
Approach LOS					A				C							

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Saturday Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

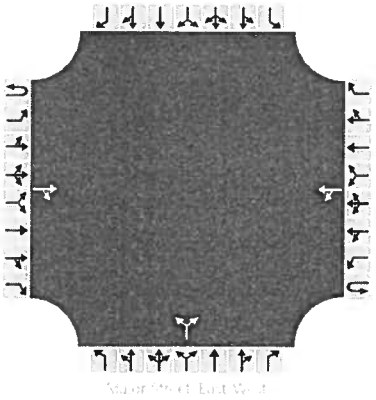
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			606	36		23	571			16		19				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						646					38					
Capacity						877					195					
v/c Ratio						0.74					0.19					
95% Queue Length						0.1					0.7					
Control Delay (s/veh)						9.2					27.8					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)					0.7				27.8							
Approach LOS					A				D							

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HCS 2010 Two-Way Stop Control Summary Report

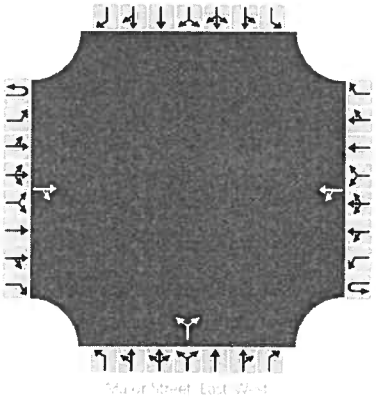
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			624	37		24	588			16		20				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						665					39					
Capacity						862					187					
v/c Ratio						0.77					0.21					
95% Queue Length						0.1					0.8					
Control Delay (s/veh)						9.3					29.2					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)					0.8				29.2							
Approach LOS					A				D							

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HCS 2010 Two-Way Stop Control Summary Report

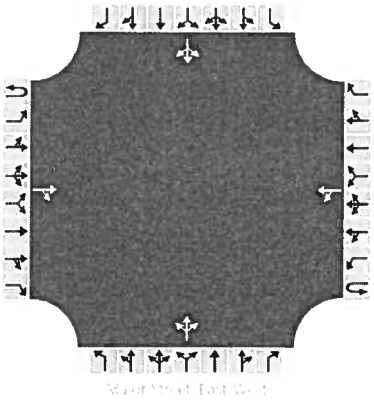
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration				TR		LT					LTR				LTR	
Volume (veh/h)			640	37		24	588			16	1	20		8	1	12
Percent Heavy Vehicles						7				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						665					40				23	
Capacity						848					174				171	
v/c Ratio						0.78					0.23				0.13	
95% Queue Length						0.1					0.9				0.5	
Control Delay (s/veh)						9.4					31.7				29.4	
Level of Service (LOS)						A					D				D	
Approach Delay (s/veh)					0.8				31.7				29.4			
Approach LOS					A				D				D			

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Main Road
(NYS Route 25)
at
Town Lane Harbor

Weekday AM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

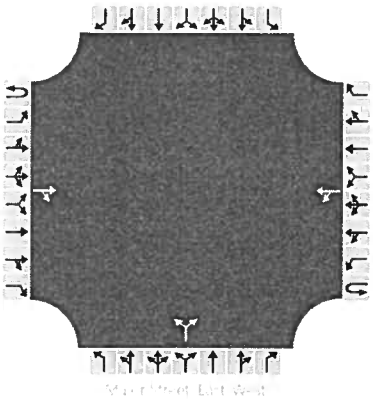
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			338	7		16	306			22		21				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						350					47					
Capacity						1158					417					
v/c Ratio						0.30					0.11					
95% Queue Length						0.0					0.4					
Control Delay (s/veh)						8.2					14.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.5				14.7							
Approach LOS					A				B							

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HCS 2010 Two-Way Stop Control Summary Report

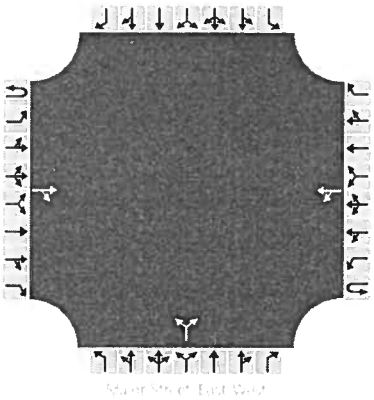
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			348	7		16	315			23		22				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						359					49					
Capacity						1147					406					
v/c Ratio						0.31					0.12					
95% Queue Length						0.0					0.4					
Control Delay (s/veh)						8.2					15.1					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.5				15.1							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

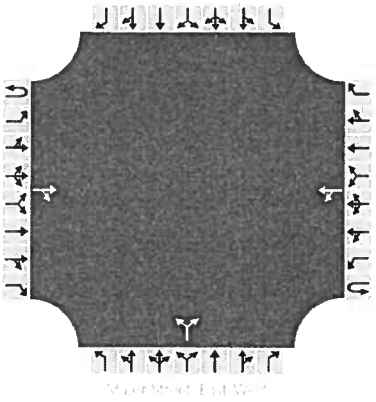
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			352	7		16	322			23		22				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						367					49					
Capacity						1142					400					
v/c Ratio						0.32					0.12					
95% Queue Length						0.0					0.4					
Control Delay (s/veh)						8.2					15.3					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.5				15.3							
Approach LOS					A				C							

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Weekday PM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

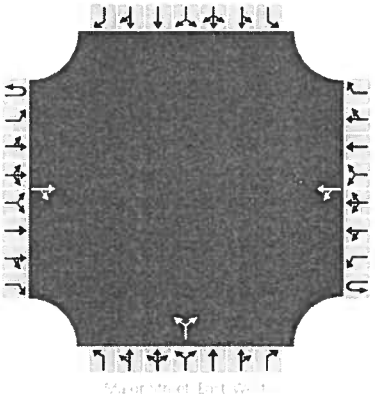
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			428	12		25	416			16		20				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						479					39					
Capacity						1060					327					
v/c Ratio						0.45					0.12					
95% Queue Length						0.1					0.4					
Control Delay (s/veh)						8.5					17.5					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.8				17.5							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

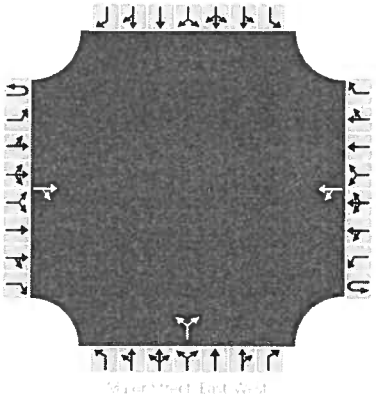
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			441	12		26	428			16		21				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						493					40					
Capacity						1047					318					
v/c Ratio						0.47					0.13					
95% Queue Length						0.1					0.4					
Control Delay (s/veh)						8.5					17.9					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.8				17.9							
Approach LOS					A				C							

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HCS 2010 Two-Way Stop Control Summary Report

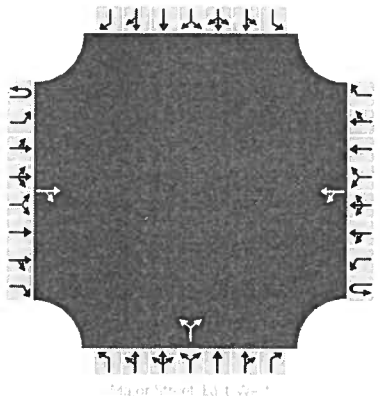
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			445	12		26	437			16		21				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						503					40					
Capacity						1043					313					
v/c Ratio						0.48					0.13					
95% Queue Length						0.1					0.4					
Control Delay (s/veh)						8.5					18.2					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.8				18.2							
Approach LOS					A				C							

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Saturday Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

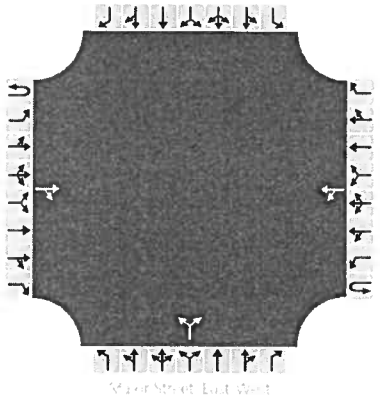
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2018
Time Analyzed	Exist Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			616	9		17	569			25		18				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						636					47					
Capacity						890					175					
v/c Ratio						0.71					0.27					
95% Queue Length						0.1					1.0					
Control Delay (s/veh)						9.1					32.9					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)					0.5				32.9							
Approach LOS					A				D							

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HCS 2010 Two-Way Stop Control Summary Report

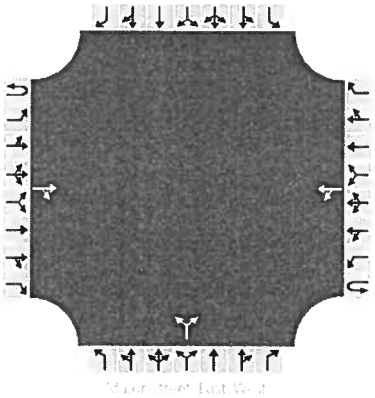
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	No Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			634	9		18	597			26		19				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						669					49					
Capacity						876					163					
v/c Ratio						0.76					0.30					
95% Queue Length						0.1					1.2					
Control Delay (s/veh)						9.2					36.4					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)					0.6				36.4							
Approach LOS					A				E							

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HCS 2010 Two-Way Stop Control Summary Report

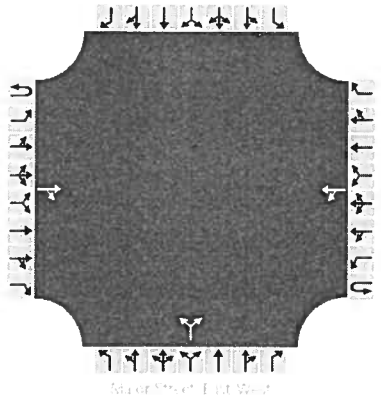
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			642	9		18	607			26		19				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						680					49					
Capacity						869					158					
v/c Ratio						0.78					0.31					
95% Queue Length						0.1					1.2					
Control Delay (s/veh)						9.2					37.7					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)					0.6				37.7							
Approach LOS					A				E							

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Main Road
(NYS Route 25)
at
Site Entrance

Weekday AM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

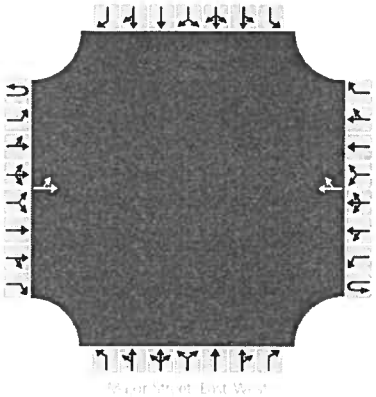
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build AM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Site Entrance
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Site Entrance
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR								
Volume (veh/h)		14	361				338	9								
Percent Heavy Vehicles		7														
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		407														
Capacity		1115														
v/c Ratio		0.37														
95% Queue Length		0.0														
Control Delay (s/veh)		8.3														
Level of Service (LOS)		A														
Approach Delay (s/veh)	0.4															
Approach LOS	A															

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Weekday PM Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

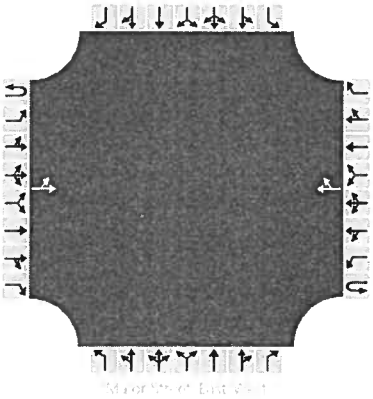
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build PM Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Site Entrance
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Site Entrance
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR								
Volume (veh/h)		11	457				445	7								
Percent Heavy Vehicles		7														
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		509														
Capacity		1010														
v/c Ratio		0.50														
95% Queue Length		0.0														
Control Delay (s/veh)		8.6														
Level of Service (LOS)		A														
Approach Delay (s/veh)	0.3															
Approach LOS	A															

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Saturday Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

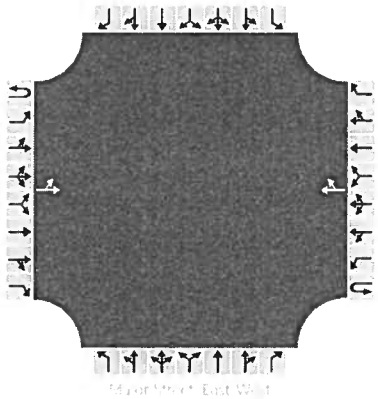
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Site Entrance
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Site Entrance
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR								
Volume (veh/h)		16	652				612	10								
Percent Heavy Vehicles		7														
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		726														
Capacity		861														
v/c Ratio		0.84														
95% Queue Length		0.1														
Control Delay (s/veh)		9.3														
Level of Service (LOS)		A														
Approach Delay (s/veh)	0.5															
Approach LOS	A															

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Special Event Analysis

Saturday Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

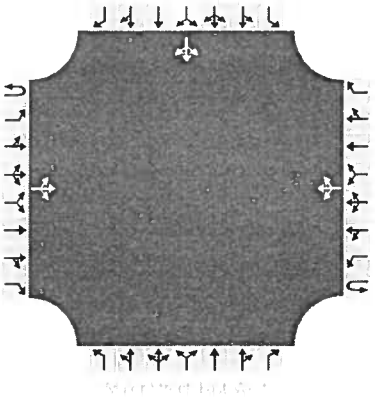
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Spec Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Boissea Ave
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Boisseau Ave/Hobart Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration			LTR				LTR								LTR	
Volume (veh/h)		73	683	42		10	605	84						42	8	67
Percent Heavy Vehicles		7				7								3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		79				11									128	
Capacity		809				811									155	
v/c Ratio		0.10				0.01									0.82	
95% Queue Length		0.3				0.0									5.4	
Control Delay (s/veh)		9.9				9.5									89.5	
Level of Service (LOS)		A				A									F	
Approach Delay (s/veh)	2.5				0.4								89.5			
Approach LOS	A				A								F			

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HCS 2010 Two-Way Stop Control Summary Report

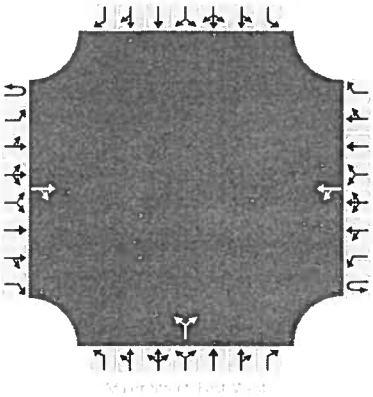
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Spec Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Locust Lane
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Locust Lane
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			707	19		1	646			36		9				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						703					49					
Capacity						810					115					
v/c Ratio						0.87					0.43					
95% Queue Length						0.0					1.8					
Control Delay (s/veh)						9.4					57.9					
Level of Service (LOS)						A					F					
Approach Delay (s/veh)					0.0				57.9							
Approach LOS					A				F							

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HCS 2010 Two-Way Stop Control Summary Report

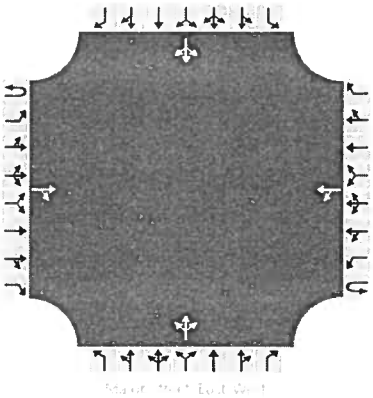
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Spec Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Seven - Eleven
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Seven - Eleven Driveway
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration				TR		LT					LTR				LTR	
Volume (veh/h)			679	37		24	588			16	1	20		34	1	51
Percent Heavy Vehicles						7				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						665					40				93	
Capacity						818					147				165	
v/c Ratio						0.81					0.27				0.56	
95% Queue Length						0.1					1.0				2.9	
Control Delay (s/veh)						9.5					38.4				51.7	
Level of Service (LOS)						A					E				F	
Approach Delay (s/veh)					0.8				38.4				51.7			
Approach LOS					A				E				F			

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HCS 2010 Two-Way Stop Control Summary Report

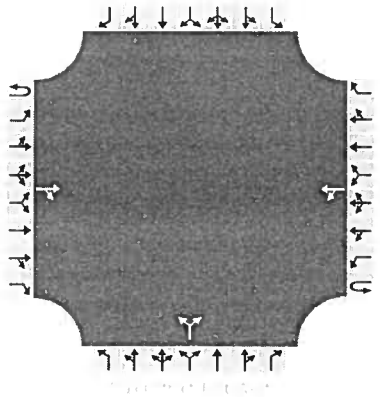
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Spec Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Town Harbor Rd
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Town Harbor Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			668	9		18	633			26		19				
Percent Heavy Vehicles						7				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						708					49					
Capacity						848					145					
v/c Ratio						0.83					0.34					
95% Queue Length						0.1					1.4					
Control Delay (s/veh)						9.3					41.9					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)					0.6				41.9							
Approach LOS					A				E							

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HCS 2010 Two-Way Stop Control Summary Report

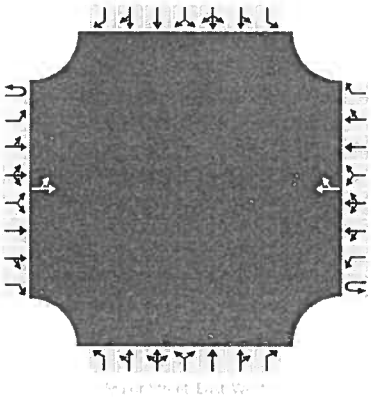
General Information

Analyst	R Hill
Agency/Co.	Dunn Engineering Assoc.
Date Performed	12/12/2018
Analysis Year	2020
Time Analyzed	Build Spec Sat Peak Hour
Intersection Orientation	East-West
Project Description	Enclaves

Site Information

Intersection	Rt. 25 at Site Entrance
Jurisdiction	NYSDOT
East/West Street	Main Street (Route 25)
North/South Street	Site Entrance
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR								
Volume (veh/h)		55	678				612	36								
Percent Heavy Vehicles		7														
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		797														
Capacity		841														
v/c Ratio		0.95														
95% Queue Length		0.2														
Control Delay (s/veh)		9.6														
Level of Service (LOS)		A														
Approach Delay (s/veh)	1.8															
Approach LOS	A															

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STATION: **070049**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 25** ROAD NAME:
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 35
DATE OF COUNT: 08/24/2015
NOTES LANE 1: North

COUNT TAKEN BY: ORG CODE: TTG INITIALS: DKS

FROM: **N SUFFOLK AVE CUTCHOGUE** TO: **TUCKER LA SOUTHOLD**
REC. SERIAL #: FA73 FUNC. CLASS: 16
PLACEMENT: 490' S of Pequash Ave NHS: no
@ REF MARKER: JURIS: City
ADDL DATA: CC Stn:
COUNT TYPE: AXLE PAIRS BATCH ID: DOT-R10 WW35b Vol
PROCESSED BY: ORG CODE: DOT INITIALS: JLB

COUNTY: **Suffolk**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M																											
18	T																											
19	W																											
20	T																											
21	F																											
22	S																											
23	S																											
24	M			13	14	59	112	264	327	423	537	629	597	603	579	590	616	615	528	456	282	248	163	108	63			
25	T	27	12	15	14	49	112	220	370	433	507	591	618	604	526	554	604	614	529	470	343	207	148	88	51	7706	618	11
26	W	20	10	8	20	38	104	225	365	422	509	536	573	541	504	515	573	652	610	430	356	256	168	98	61	7594	652	16
27	T	27	14	7	23	31	124	233	360	471	540																	
28	F																											
29	S																											
30	S																											
31	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
25	12	10	19	38	111	233	351	431	516	577	588	575	528	545	590	618	548	446	322	234	158	97	57	7629

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
3	80	3	76	618	8%	0.986	1.186	**AADT 6433**

12,602

ROUTE #: **NY 25** ROAD NAME:
STATION: **070049** STATE DIR CODE: **6**

FROM: **N SUFFOLK AVE CUTCHOGUE** TO: **TUCKER LA SOUTHOLD**
PLACEMENT: **490' S of Pequash Ave**

COUNTY: **Suffolk**
DATE OF COUNT: 08/24/2015

STATION: **070049**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 25** ROAD NAME:
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 7 WK OF YR: 35
DATE OF COUNT: 08/24/2015
NOTES LANE 1: South

COUNT TAKEN BY: ORG CODE: TTG INITIALS: DKS

FROM: **N SUFFOLK AVE CUTCHOGUE**
REC. SERIAL #: W838
PLACEMENT: 490' S of Pequash Ave
@ REF MARKER:
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: JLB

TO: **TUCKER LA SOUTHOLD**
FUNC. CLASS: 16
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R10 WW35b Vol

COUNTY: **Suffolk**
TOWN:
LION#:
BIN:
RR CROSSING:
HPMS SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	S																											
2	S																											
3	M																											
4	T																											
5	W																											
6	T																											
7	F																											
8	S																											
9	S																											
10	M																											
11	T																											
12	W																											
13	T																											
14	F																											
15	S																											
16	S																											
17	M																											
18	T																											
19	W																											
20	T																											
21	F																											
22	S																											
23	S																											
24	M			9	8	20	50	217	296	391	443	515	550	609	531	596	557	552	484	424	345	350	264	102	84			
25	T	32	14	15	8	20	56	180	307	391	427	475	539	602	567	512	538	570	608	418	342	276	204	128	73	7302	608	17
26	W	31	14	12	9	20	57	172	320	385	392	429	564	573	564	533	595	618	547	445	363	304	220	171	88	7426	618	16
27	T	38	16	15	14	14	68	194	324	399	461																	
28	F																											
29	S																											
30	S																											
31	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
34	15	14	10	18	59	188	308	387	425	466	543	587	546	539	555	572	538	423	345	306	226	132	81	7317

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
3	80	3	76	587	8%	0.986	1.186	**AADT 6169**

STATION: **070050**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 25** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 40
STATE DIR CODE: 1 WK OF YR: 24
DATE OF COUNT: 06/13/2010
NOTES LANE 1: EAST

FROM: **TUCKER LA SOUTHOLD** TO: **RT 114**
REC. SERIAL #: 0033 FUNC. CLASS: 16
PLACEMENT: BET HARBOUR & LAUREL NHS: no
@ REF MARKER: JURIS: NYSDOT
ADDL DATA: Class Speed CC Stn:
COUNT TYPE: VEHICLES BATCH ID: DOT-R10_Class_WW24_125_26_MPE

COUNTY: **Suffolk**
TOWN: **SOUTHOLD**
LION#:
BIN: 1060930
RR CROSSING:
SAMPLE:

COUNT TAKEN BY: ORG CODE: TTG INITIALS: DJB
PROCESSED BY: ORG CODE: DOT INITIALS: mab

DATE	DAY	12 TO 1 AM	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1 PM	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S														395	373	334	349	234	191	125	112	85	43	30			
14	M	18	4	5	3	17	47	139	208	265	251	290	293	349	319	331	320	303	244	209	162	138	92	69	27	4103	349	12
15	T	12	9	7	4	19	53	146	239	280	256	292	332	335	311	320	367	343	278	221	166	132	93	55	26	4296	367	15
16	W	13	14	8	4	11	55	135	219	257	294	274	297	336	313	286	326	308	295	220	159	137	99	77	35	4172	336	12
17	T	18	8	5	10	15	48	134	232	272	280	300	314	356	357	348	395	346	307	229	171	164	131	97	43	4580	395	15
18	F	22	4	10	4	13	49	139	239	262	319	370	359	408	410	341	467	422	368	306	290	245	197	152	93	5489	467	15
19	S	47	26	12	10	9	52	109	158	274	341	425	455	531	496	528	516	417	379	344	255	230	163	144	115	6036	531	12
20	S	51	23	16	9	16	50	89	127	209	258	355	405	458	450	370	358	312	260	172	157	165	100	72	25	4507	458	12
21	M	16	12	6	4	11	51	125	216	305	278	300	316	373	296	326	371	335	299	254	181	142	98	86	32	4433	373	12
22	T	17	5	4	3	12	56	136	235	262	300	314	342	335														
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

16	8	7	5	14	52	136	227	272	283	306	322	347	319	322	356	327	285	227	168	143	103	77	33	ADT 4355

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
10	216	5	133	356	8%	1.000	1.084	**AADT 4018**

7,738

ROUTE #: **NY 25** ROAD NAME:
STATION: **070050** STATE DIR CODE: **1**

FROM: **TUCKER LA SOUTHOLD** TO: **RT 114**
PLACEMENT: **BET HARBOUR & LAUREL**

COUNTY: **Suffolk**
DATE OF COUNT: **06/13/2010**

STATION: **070050**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 25** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 40
STATE DIR CODE: 2 WK OF YR: 24
DATE OF COUNT: 06/13/2010
NOTES LANE 1: WEST

FROM: **TUCKER LA SOUTHOLD** TO: **RT 114**
REC. SERIAL #: 0852 FUNC. CLASS: 16
PLACEMENT: BET HARBOUR & LAUREL NHS: no
@ REF MARKER: JURIS: NYSDOT
ADDL DATA: Class Speed CC Stn:
COUNT TYPE: VEHICLES BATCH ID: DOT-R10_Class_WW24-[illegible]
PROCESSED BY: ORG CODE: DOT INITIALS: mab

COUNTY: **Suffolk**
TOWN: **SOUTHOLD**
LION#:
BIN: 1060930
RR CROSSING:
SAMPLE:

COUNT TAKEN BY: ORG CODE: TTG INITIALS: DJB

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W																											
10	T																											
11	F																											
12	S																											
13	S														416	359	393	388	305	232	187	137	110	63	36			
14	M	15	7	8	3	11	52	107	210	212	259	291	303	296	337	343	398	370	298	207	157	145	91	62	35	4217	398	15
15	T	18	3	8	4	8	51	94	236	230	260	269	304	311	310	299	415	403	312	199	176	151	108	46	38	4253	415	15
16	W	15	8	6	4	11	45	101	196	217	251	253	292	300	325	348	364	345	276	190	152	127	98	60	34	4018	364	15
17	T	25	6	7	4	15	49	115	175	249	233	295	312	296	330	329	439	388	331	240	142	148	119	96	44	4387	439	15
18	F	23	9	6	5	9	42	110	220	253	282	276	297	325	367	385	456	435	359	306	216	222	167	119	102	4991	456	15
19	S	45	22	22	16	8	39	98	168	237	301	382	387	405	405	429	500	489	427	320	293	311	291	210	134	5939	500	15
20	S	89	41	39	28	14	21	67	145	185	254	373	407	439	402	389	403	354	375	302	302	201	147	74	31	5082	439	12
21	M	19	7	7	4	12	45	114	194	249	241	216	247	225	240	233	245	268	218	197	132	132	98	61	46	3450	268	16
22	T	24	11	7	7	8	37	99	165	186	182	206	248	243														
23	W																											
24	T																											
25	F																											
26	S																											
27	S																											
28	M																											
29	T																											
30	W																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

																								ADT
21	7	7	5	10	45	106	199	228	244	258	286	278	308	310	372	355	287	207	152	141	103	65	39	4033

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)
10	216	5	133	372	9%	1.000	1.084	AADT 3720

New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #:	NY 25	ROAD NAME:		YEAR: 2010	STATION: 070050
COUNTY NAME:	Suffolk			MONTH: June	
REGION CODE:	0				
FROM:	TUCKER LA SOUTHOLD				
TO:	RT 114				
REF-MARKER:					
END MILEPOINT:	0416523	NO. OF LANES:	2		
FUNC-CLASS:	16	HPMS NO:			
STATION NO:	0050	LION#:			
COUNT TAKEN BY:	ORG CODE: TTG INITIALS: DJB				
PROCESSED BY:	ORG CODE: DOT INITIALS: mab	BATCH ID: DOT-R10_Class_WW24_25_26_12-16			

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	4359	4015	8374
NUMBER OF AXLES	8810	8242	17052
% HEAVY VEHICLES (F4-F13)	6.58%	6.45%	6.52%
% TRUCKS AND BUSES (F3-F13)	26.68%	27.60%	27.12%
AXLE CORRECTION FACTOR	0.99	0.97	0.98

VEHICLE CLASS		F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES		2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	13	2	1	1	0	0	0	0	0	0	0	0	17
	2:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
	3:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
	4:00	0	3	1	1	1	0	0	0	0	0	0	0	0	6
	5:00	0	7	5	0	1	0	0	0	0	0	0	0	0	13
	6:00	0	36	11	1	2	1	0	0	0	0	0	0	0	51
	7:00	1	81	38	1	11	1	0	1	1	0	0	0	0	135
	8:00	3	141	64	3	12	1	0	2	2	0	0	0	0	228
	9:00	1	168	71	7	20	1	0	3	1	0	0	0	0	272
	10:00	1	186	71	6	15	1	0	1	1	0	0	0	0	282
DIRECTION	11:00	2	212	66	3	19	1	0	2	0	0	0	0	0	305
East	12:00	3	233	61	3	18	1	0	2	0	0	0	0	0	321
	13:00	3	267	69	3	12	0	0	3	0	0	0	0	0	357
	14:00	4	239	59	1	13	0	0	2	0	0	0	0	0	318
	15:00	3	248	53	4	13	1	0	2	0	0	0	0	0	324
	16:00	3	264	65	6	16	1	0	2	0	0	0	0	0	357
	17:00	2	242	66	2	11	0	0	3	0	0	0	0	0	326
	18:00	2	225	47	0	8	0	0	2	0	0	0	0	0	284
	19:00	2	171	43	1	7	0	0	2	0	0	0	0	0	226
	20:00	1	126	31	0	9	0	0	1	0	0	0	0	0	168
	21:00	2	111	24	1	4	0	0	1	0	0	0	0	0	143
	22:00	1	83	17	1	1	0	0	0	0	0	0	0	0	103
	23:00	0	67	7	1	1	0	0	0	0	0	0	0	0	76
	24:00	0	27	4	0	0	0	0	1	0	0	0	0	0	32
TOTAL VEHICLES		34	3162	876	46	197	9	0	30	5	0	0	0	0	4359
TOTAL AXLES		68	6324	1752	115	394	27	0	105	25	0	0	0	0	8810
	1:00	0	18	2	1	0	0	0	0	0	0	0	0	0	21
ENDING HOUR	2:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	3:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
	4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	5:00	0	6	3	1	1	0	0	0	0	0	0	0	0	11
	6:00	0	30	8	0	6	0	0	1	0	0	0	0	0	45
	7:00	1	69	24	3	7	0	0	0	0	0	0	0	0	104
	8:00	1	123	55	5	11	1	0	2	1	1	0	0	0	200
	9:00	1	152	57	3	9	1	0	2	1	1	0	0	0	227
	10:00	2	166	58	2	8	1	0	2	2	1	0	0	0	242
	11:00	2	174	60	3	11	1	0	1	0	3	0	0	0	255
DIRECTION	12:00	4	196	61	5	12	1	0	2	0	4	0	0	0	285
West	13:00	2	189	66	4	15	1	0	2	1	3	0	0	0	283
	14:00	4	221	60	4	11	0	0	4	0	3	0	0	0	307
	15:00	4	227	59	4	10	0	0	1	1	2	0	0	0	308
	16:00	4	270	73	2	16	0	0	1	0	4	0	0	0	370
	17:00	6	247	83	1	9	0	0	2	0	4	0	0	0	352
	18:00	3	212	58	1	5	0	0	2	0	3	0	0	0	284
	19:00	1	160	34	1	6	0	0	1	0	2	0	0	0	205
	20:00	1	116	28	0	4	0	0	1	0	0	0	0	0	150
	21:00	2	110	25	1	2	0	0	1	0	1	0	0	0	142
	22:00	1	85	15	0	1	0	0	0	0	0	0	0	0	102
	23:00	1	52	10	1	1	0	0	0	0	0	0	0	0	65
	24:00	0	30	6	0	1	0	0	1	0	0	0	0	0	38
TOTAL VEHICLES		40	2867	849	42	147	6	0	26	6	32	0	0	0	4015
TOTAL AXLES		80	5734	1698	105	294	18	0	91	30	192	0	0	0	8242
GRAND TOTAL VEHICLES		74	6029	1725	88	344	15	0	56	11	32	0	0	0	8374
GRAND TOTAL AXLES		148	12058	3450	220	688	45	0	196	55	192	0	0	0	17052

TRAFFIC FLOW BY DIRECTION

— East - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	13	357	A.M.	12	606
West	16	370	P.M.	16	727

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

New York State Department of Transportation
Speed Count Average Weekday Report

Date: 01/18/2011

Station:	070050	Start date:	Sun 06/13/2010 13:00	Count duration:	217 hours
Route #: NY 25	Road name:	End date:	Tue 06/22/2010 13:45	Functional class:	16
From:	TUCKER LA SOUTHOLD	County:	Suffolk	Factor group:	40
To:	RT 114	Town:	SOUTHOLD	Batch ID:	DOT-R10_Class_WW24_25_26_12-16
Direction:	East	Speed limit:	45	Count taken by:	Org: TTG Init: DJB
		LION#:		Processed by:	Org: DOT Init: mab

Counts have been summarized into NYSDOT EI standard bins

Speeds, mph

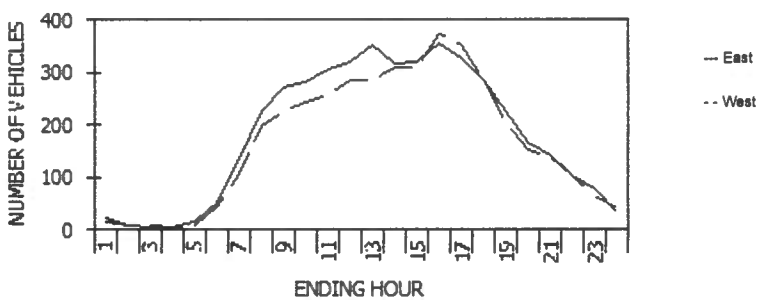
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	1	2	6	4	2	1	1	0	0	0	47.1	23.5	11.8	5.9	0.0	44.6	44.6	53.7	17
2:00	0	0	0	0	1	3	3	0	0	0	0	0	0	42.9	0.0	0.0	0.0	0.0	43.6	44.2	48.3	7
3:00	0	0	0	1	1	2	1	0	1	0	0	0	0	33.3	16.7	16.7	0.0	0.0	42.0	42.6	55.6	6
4:00	0	0	0	0	1	2	2	0	0	0	0	0	0	40.0	0.0	0.0	0.0	0.0	43.2	43.8	48.2	5
5:00	0	0	0	1	4	4	3	2	0	0	0	0	0	35.7	14.3	0.0	0.0	0.0	42.1	42.6	49.9	14
6:00	0	1	0	1	3	15	18	11	3	0	0	0	0	61.5	26.9	5.8	0.0	0.0	45.3	46.7	52.9	52
7:00	0	1	0	2	15	42	52	19	4	1	0	0	0	55.9	17.6	3.7	0.7	0.0	44.8	45.8	51.0	136
8:00	0	0	0	3	28	89	78	22	5	0	0	0	0	46.7	12.0	2.2	0.0	0.0	44.3	44.6	49.6	225
9:00	1	1	2	6	43	113	79	22	4	0	0	0	0	38.7	9.6	1.5	0.0	0.0	42.8	43.7	49.1	271
10:00	0	0	2	9	56	122	75	16	2	0	0	0	0	33.0	6.4	0.7	0.0	0.0	42.5	43.1	48.4	282
11:00	0	1	3	14	69	130	68	19	1	0	0	0	0	28.9	6.6	0.3	0.0	0.0	41.8	42.6	48.2	305
12:00	0	1	2	15	82	137	67	15	3	0	0	0	0	26.4	5.6	0.9	0.0	0.0	41.6	42.3	47.8	322
13:00	0	0	2	14	81	163	76	16	2	0	0	0	0	26.6	5.1	0.6	0.0	0.0	42.0	42.5	47.7	354
14:00	0	0	1	14	79	138	66	18	2	0	0	0	0	27.0	6.3	0.6	0.0	0.0	41.9	42.4	48.0	318
15:00	0	0	2	12	70	142	72	19	3	1	0	0	0	29.6	7.2	1.2	0.3	0.0	42.3	42.7	48.3	321
16:00	5	1	3	14	79	144	83	23	3	0	0	0	0	30.7	7.3	0.8	0.0	0.0	40.8	42.7	48.4	355
17:00	0	1	2	9	58	139	86	27	4	1	0	0	0	36.1	9.8	1.5	0.3	0.0	42.9	43.4	49.1	327
18:00	0	1	3	7	45	117	84	23	3	1	0	0	0	39.1	9.5	1.4	0.4	0.0	43.1	43.7	49.1	284
19:00	0	0	1	6	34	84	78	20	3	1	0	0	0	44.9	10.6	1.8	0.4	0.0	43.7	44.4	49.4	227
20:00	0	1	1	2	24	73	49	14	3	1	0	0	0	39.9	10.7	2.4	0.6	0.0	43.5	43.9	49.3	168
21:00	0	0	1	5	29	61	34	9	3	1	0	0	0	32.9	9.1	2.8	0.7	0.0	42.6	43.0	48.8	143
22:00	0	0	3	5	27	43	18	5	1	0	0	0	0	23.5	5.9	1.0	0.0	0.0	41.0	41.9	47.5	102
23:00	0	1	1	3	15	34	16	6	2	0	0	0	0	30.8	10.3	2.6	0.0	0.0	42.0	42.8	48.9	78
24:00	0	0	1	1	5	12	10	3	1	0	0	0	0	42.4	12.1	3.0	0.0	0.0	43.0	44.0	49.6	33
Avg. Daily Total	6	10	30	145	851	1815	1122	311	54	8	0	0	0	34.4	8.6	1.4	0.2	0.0	42.5	43.2	48.8	4352
Percent	0.1%	0.2%	0.7%	3.3%	19.6%	41.7%	25.8%	7.1%	1.2%	0.2%	0.0%	0.0%	0.0%									
Cum. Percent	0.1%	0.4%	1.1%	4.4%	23.9%	65.6%	91.4%	98.6%	99.8%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	1	6	35	76	47	13	2	0	0	0	0									181

	Avg. Speed	50th% Speed	85th% Speed
East	42.5	43.2	48.8
West	41.7	42.5	47.1

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	16	355	A.M.	12	608
West	16	372	P.M.	16	727

TRAFFIC FLOW BY DIRECTION



New York State Department of Transportation
Speed Count Average Weekday Report

Station:	070050	Start date:	Sun 06/13/2010 13:00	Count duration:	217 hours
Route #: NY 25	Road name:	End date:	Tue 06/22/2010 13:45	Functional class:	16
From:	TUCKER LA SOUTHOLD	County:	Suffolk	Factor group:	40
To:	RT 114	Town:	SOUTHOLD	Batch ID:	DOT-R10_Class_WW24_25_26_12-16
Direction:	West	Speed limit:	45	Count taken by:	Org: TTG Init: DJB
		LION#:		Processed by:	Org: DOT Init: mab

Counts have been summarized into NYSDOT EI standard bins

Speeds, mph

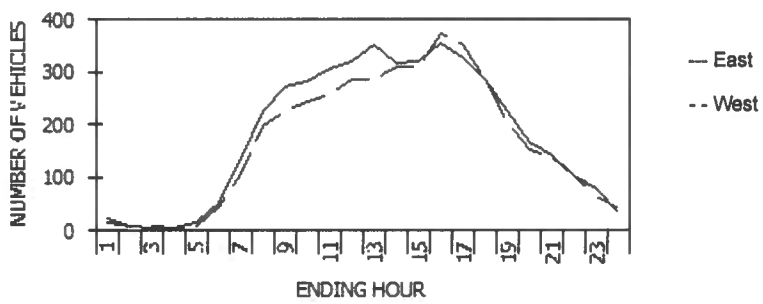
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	0	0	0	3	11	4	2	1	0	0	0	0	33.3	14.3	4.8	0.0	0.0	43.9	43.5	49.9	21
2:00	0	0	0	0	0	5	1	1	0	0	0	0	0	28.6	14.3	0.0	0.0	0.0	44.4	43.6	49.8	7
3:00	0	0	0	0	0	4	1	1	1	0	0	0	0	42.9	28.6	14.3	0.0	0.0	46.2	44.4	54.8	7
4:00	0	0	0	0	0	3	1	1	0	0	0	0	0	40.0	20.0	0.0	0.0	0.0	45.2	44.2	51.3	5
5:00	0	0	0	0	2	4	3	1	0	0	0	0	0	40.0	10.0	0.0	0.0	0.0	43.5	43.8	49.2	10
6:00	0	1	0	0	2	19	11	7	3	0	0	0	0	48.8	23.3	7.0	0.0	0.0	44.7	44.9	52.6	43
7:00	0	1	1	1	7	48	34	10	3	0	0	0	0	44.8	12.4	2.9	0.0	0.0	44.0	44.5	49.6	105
8:00	1	0	0	3	27	94	56	15	3	0	0	0	0	37.2	9.0	1.5	0.0	0.0	43.1	43.7	49.0	199
9:00	0	0	2	6	33	116	55	12	2	0	0	0	0	30.5	6.2	0.9	0.0	0.0	42.7	43.2	48.2	226
10:00	0	0	2	8	45	132	46	10	1	0	0	0	0	23.4	4.5	0.4	0.0	0.0	42.1	42.6	47.3	244
11:00	0	1	2	9	52	145	37	9	2	0	0	0	0	18.7	4.3	0.8	0.0	0.0	41.6	42.3	46.3	257
12:00	2	1	1	11	61	162	38	9	1	0	0	0	0	16.8	3.5	0.3	0.0	0.0	40.9	42.1	45.7	286
13:00	1	0	1	8	52	169	43	9	1	0	0	0	0	18.7	3.5	0.4	0.0	0.0	41.7	42.4	46.3	284
14:00	2	1	2	12	84	168	35	4	1	0	0	0	0	12.9	1.6	0.3	0.0	0.0	40.3	41.6	44.9	309
15:00	0	1	2	14	86	161	39	6	0	0	0	0	0	14.6	1.9	0.0	0.0	0.0	40.8	41.6	45.0	309
16:00	1	1	5	22	84	198	53	7	1	0	0	0	0	16.4	2.2	0.3	0.0	0.0	40.7	41.9	45.5	372
17:00	1	1	2	12	81	193	54	9	1	0	0	0	0	18.1	2.8	0.3	0.0	0.0	41.2	42.1	46.1	354
18:00	1	0	2	6	50	153	63	10	1	0	0	0	0	25.9	3.8	0.3	0.0	0.0	42.1	42.8	47.5	286
19:00	1	0	3	5	28	115	44	9	1	0	0	0	0	26.2	4.9	0.5	0.0	0.0	42.0	42.9	47.7	206
20:00	0	0	1	4	20	83	34	7	1	1	0	0	0	28.5	6.0	1.3	0.7	0.0	42.8	43.1	48.0	151
21:00	0	0	1	3	21	88	22	4	1	0	0	0	0	19.3	3.6	0.7	0.0	0.0	42.2	42.6	46.4	140
22:00	0	0	0	3	20	57	17	5	0	0	0	0	0	21.6	4.9	0.0	0.0	0.0	42.1	42.5	47.0	102
23:00	0	0	0	1	7	35	15	6	0	0	0	0	0	32.8	9.4	0.0	0.0	0.0	43.5	43.5	48.8	64
24:00	0	0	0	1	5	20	8	4	1	0	0	0	0	33.3	12.8	2.6	0.0	0.0	43.5	43.4	49.5	39
Avg. Daily Total	10	8	27	129	770	2183	714	158	26	1	0	0	0	22.3	4.6	0.7	0.0	0.0	41.7	42.5	47.1	4026
Percent	0.2%	0.2%	0.7%	3.2%	19.1%	54.2%	17.7%	3.9%	0.6%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	0.2%	0.4%	1.1%	4.3%	23.4%	77.7%	95.4%	99.3%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	0	0	1	5	32	91	30	7	1	0	0	0	0									168

	Avg. Speed	50th% Speed	85th% Speed
East	42.5	43.2	48.8
West	41.7	42.5	47.1

Peak Hour Data

Direction	Hour	Count	2-way	Hour	Count
East	16	355	A.M.	12	608
West	16	372	P.M.	16	727

TRAFFIC FLOW BY DIRECTION



Traffic Volumes

New York State Department of Transportation

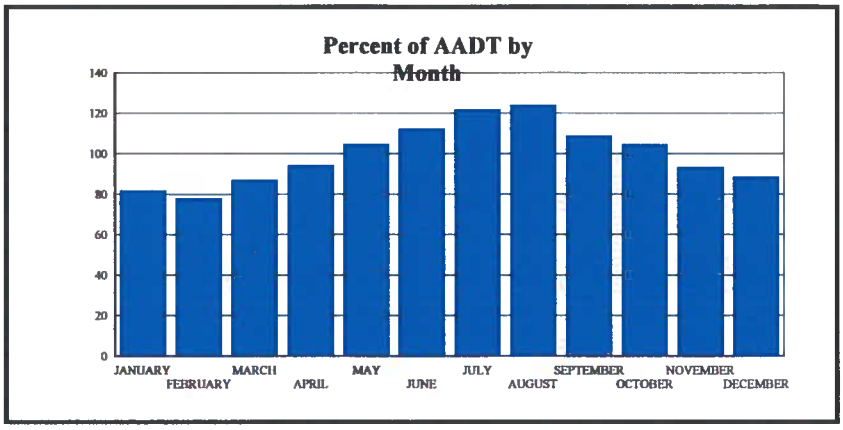
2013 Annual MADT, AADT, AADW Summaries

Site Names: 1030112, 0797-3
County: SUFFOLK
Location: NY25

Seasonal Factor Grou 40
Daily Factor Group: 40

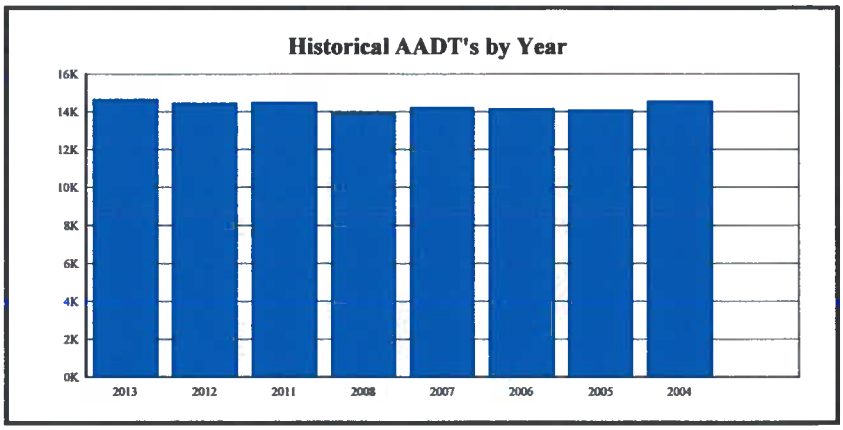
MONTHLY PERCENT

	MADT	% of AADT
JANUARY	12,010	82.0
FEBRUARY	11,410	78.0
MARCH	12,773	87.0
APRIL	13,839	94.0
MAY	15,364	105.0
JUNE	16,491	112.0
JULY	17,897	122.0
AUGUST	18,207	124.0
SEPTEMBER	15,983	109.0
OCTOBER	15,329	105.0
NOVEMBER	13,693	93.0
DECEMBER	13,006	89.0



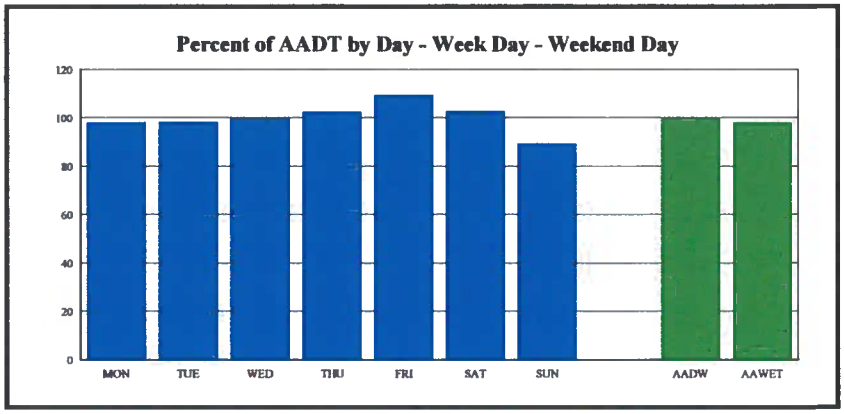
HISTORICAL RECORD

	AADT	% of Previous Year
2013	14,667	101.4
2012	14,465	99.6
2011	14,523	102.1
2008	13,973	98.1
2007	14,240	100.3
2006	14,191	100.6
2005	14,108	96.7
2004	14,592	95.4



DAY OF WEEK

	AADW	% of AADT
MON	14,385	98.0
TUE	14,406	98.0
WED	14,627	100.0
THU	15,037	103.0
FRI	16,036	109.0
SAT	15,059	103.0
SUN	13,118	89.0
AADT	14,667	
AAWDT	14,655	100.0
AAWET	14,368	98.0



PERCENT DESIGH HOUR VOLUME (DHV) IS OF ANNUAL AVERAGE
PERCENT HIGH DIRECTION IS OF DHV

DESIGN HOUR IS DEFINED AS THE 30TH HIGHEST HOUR

Created 05/15/2014 2:29:21PM

STATION: **070049**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 25** ROAD NAME:
DIRECTION: Eastbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 34
DATE OF COUNT: 08/21/2014
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: VEC INITIALS: GO

FROM: **N SUFFOLK AVE CUTCHOGUE**
REC. SERIAL #: 8008
PLACEMENT: 40' N of Wickhams Dr
@ REF MARKER:
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: afa

TO: **TUCKER LA SOUTHOLD**
FUNC. CLASS: 16
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R10R10 WW34B

COUNTY: **Suffolk**
TOWN:
LION#:
BIN:
RR CROSSING:
SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T												565	617	576	579	569	613	601	462	377	381	304	216	75			
22	F	27	8	28	11	18	44	172	294	376	478	574	595	598	662	673	650	636	589	497	379	429	357	243	128	8466	673	14
23	S	65	39	10	17	19	43	123	317	353	466	628	720	730	744	653	681	658	565	455	388	386	353	387	195	8995	744	13
24	S	89	29	25	20	20	43	73	179	211	405	550	649	610	720	677	593	493	400	351	265	257	199	112	57	7027	720	13
25	M	27	17	11	9	16	45	159	313	337	389	495	574	552	622	497	515	546	517	357	356	228	177	111	56	6926	622	13
26	T	35	14	9	8	18	46	158	269	340	401	466	568	582	531	533	537	612	557	368	330	260	249	146	74	7111	612	16
27	W	26	19	11	8	14	39	160	283	388	431	525	552	590	533	531	526	577	549	404	317	307	326	165	78	7359	590	12
28	T	33	15	14	18	9	60	186	299	380	357	476	595	595	560	583	582	579	553	471	380	332	323	221	115	7736	595	11
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

30	14	16	11	15	46	165	288	360	406	501	568	580	557	538	539	578	548	407	348	298	273	170	79

ADT 7335

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
8	181	5	115	580	8%	0.988	1.185	**AADT 6190**

STATION: **070049**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: **NY 25** ROAD NAME:
DIRECTION: Westbound FACTOR GROUP: 40
STATE DIR CODE: 7 WK OF YR: 34
DATE OF COUNT: 08/21/2014
NOTES LANE 1:

COUNT TAKEN BY: ORG CODE: VEC INITIALS: GO

FROM: **N SUFFOLK AVE CUTCHOGUE**
REC. SERIAL #: 9908
PLACEMENT: 295' N of North St
@ REF MARKER:
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: DOT INITIALS: afa

TO: **TUCKER LA SOUTHOLD**
FUNC. CLASS: 16
NHS: no
JURIS: City
CC Stn:
BATCH ID: DOT-R10R10 WW34B

COUNTY: **Suffolk**
TOWN:
LION#:
BIN:
RR CROSSING:
SAMPLE:

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T												612	668	564	609	627	664	622	533	349	263	180	126	63			
22	F	31	18	15	15	42	109	233	386	471	648	614	685	685	684	668	722	721	656	433	334	300	220	150	90	8930	722	15
23	S	47	21	12	24	19	82	171	291	463	588	668	754	707	642	671	750	847	882	915	581	381	299	265	156	10236	915	18
24	S	115	47	25	20	37	48	113	244	362	571	537	639	698	599	708	700	771	656	594	508	400	216	126	55	8789	771	16
25	M	35	9	6	13	47	149	209	394	517	546	621	602	637	669	616	621	641	487	422	296	231	181	114	45	8108	669	13
26	T	29	24	8	17	59	124	233	426	506	555	611	638	626	425	484	692	640	607	428	335	258	183	87	53	8048	692	15
27	W	14	11	10	16	45	132	223	411	542	606	623	650	622	618	587	599	689	597	461	364	225	174	116	65	8400	689	16
28	T	18	19	17	30	38	132	231	420	489	573	611	671	739	675	687	728	690	646	532	405	259	164	149	86	9009	739	12
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	ADT
23	18	12	20	45	123	223	402	499	579	609	635	650	583	590	645	657	585	469	346	244	174	117	61	8309

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
8	181	5	115	657	8%	0.988	1.185	**AADT 7012**

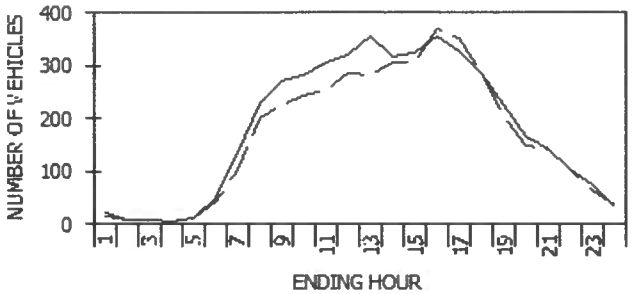
New York State Department of Transportation
Classification Count Average Weekday Data Report

ROUTE #:	NY 25	ROAD NAME:		YEAR: 2010	STATION: 070050
COUNTY NAME:	Suffolk			MONTH: June	
REGION CODE:	0				
FROM:	TUCKER LA SOUTHOLD				
TO:	RT 114				
REF-MARKER:					
END MILEPOINT:	0416523	NO. OF LANES:	2		
FUNC-CLASS:	16	HPMS NO:			
STATION NO:	0050	LION#:			
COUNT TAKEN BY:	ORG CODE: TTG INITIALS: DJB				
PROCESSED BY:	ORG CODE: DOT INITIALS: mab	BATCH ID: DOT-R10_Class_WW24_25_26_12-16			

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	4359	4015	8374
NUMBER OF AXLES	8810	8242	17052
% HEAVY VEHICLES (F4-F13)	6.58%	6.45%	6.52%
% TRUCKS AND BUSES (F3-F13)	26.68%	27.60%	27.12%
AXLE CORRECTION FACTOR	0.99	0.97	0.98

	VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
	NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	13	2	1	1	0	0	0	0	0	0	0	0	17
	2:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
	3:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
	4:00	0	3	1	1	1	0	0	0	0	0	0	0	0	6
	5:00	0	7	5	0	1	0	0	0	0	0	0	0	0	13
	6:00	0	36	11	1	2	1	0	0	0	0	0	0	0	51
	7:00	1	81	38	1	11	1	0	1	1	0	0	0	0	135
	8:00	3	141	64	3	12	1	0	2	2	0	0	0	0	228
	9:00	1	168	71	7	20	1	0	3	1	0	0	0	0	272
	10:00	1	186	71	6	15	1	0	1	1	0	0	0	0	282
DIRECTION	11:00	2	212	66	3	19	1	0	2	0	0	0	0	0	305
East	12:00	3	233	61	3	18	1	0	2	0	0	0	0	0	321
	13:00	3	267	69	3	12	0	0	3	0	0	0	0	0	357
	14:00	4	239	59	1	13	0	0	2	0	0	0	0	0	318
	15:00	3	248	53	4	13	1	0	2	0	0	0	0	0	324
	16:00	3	264	65	6	16	1	0	2	0	0	0	0	0	357
	17:00	2	242	66	2	11	0	0	3	0	0	0	0	0	326
	18:00	2	225	47	0	8	0	0	2	0	0	0	0	0	284
	19:00	2	171	43	1	7	0	0	2	0	0	0	0	0	226
	20:00	1	126	31	0	9	0	0	1	0	0	0	0	0	168
	21:00	2	111	24	1	4	0	0	1	0	0	0	0	0	143
	22:00	1	83	17	1	1	0	0	0	0	0	0	0	0	103
	23:00	0	67	7	1	1	0	0	0	0	0	0	0	0	76
	24:00	0	27	4	0	0	0	0	1	0	0	0	0	0	32
	TOTAL VEHICLES	34	3162	876	46	197	9	0	30	5	0	0	0	0	4359
	TOTAL AXLES	68	6324	1752	115	394	27	0	105	25	0	0	0	0	8810
	1:00	0	18	2	1	0	0	0	0	0	0	0	0	0	21
ENDING HOUR	2:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	3:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
	4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	5:00	0	6	3	1	1	0	0	0	0	0	0	0	0	11
	6:00	0	30	8	0	6	0	0	1	0	0	0	0	0	45
	7:00	1	69	24	3	7	0	0	0	0	0	0	0	0	104
	8:00	1	123	55	5	11	1	0	2	1	1	0	0	0	200
	9:00	1	152	57	3	9	1	0	2	1	1	0	0	0	227
	10:00	2	166	58	2	8	1	0	2	2	1	0	0	0	242
	11:00	2	174	60	3	11	1	0	1	0	3	0	0	0	255
DIRECTION	12:00	4	196	61	5	12	1	0	2	0	4	0	0	0	285
West	13:00	2	189	66	4	15	1	0	2	1	3	0	0	0	283
	14:00	4	221	60	4	11	0	0	4	0	3	0	0	0	307
	15:00	4	227	59	4	10	0	0	1	1	2	0	0	0	308
	16:00	4	270	73	2	16	0	0	1	0	4	0	0	0	370
	17:00	6	247	83	1	9	0	0	2	0	4	0	0	0	352
	18:00	3	212	58	1	5	0	0	2	0	3	0	0	0	284
	19:00	1	160	34	1	6	0	0	1	0	2	0	0	0	205
	20:00	1	116	28	0	4	0	0	1	0	0	0	0	0	150
	21:00	2	110	25	1	2	0	0	1	0	1	0	0	0	142
	22:00	1	85	15	0	1	0	0	0	0	0	0	0	0	102
	23:00	1	52	10	1	1	0	0	0	0	0	0	0	0	65
	24:00	0	30	6	0	1	0	0	1	0	0	0	0	0	38
	TOTAL VEHICLES	40	2867	849	42	147	6	0	26	6	32	0	0	0	4015
	TOTAL AXLES	80	5734	1698	105	294	18	0	91	30	192	0	0	0	8242
	GRAND TOTAL VEHICLES	74	6029	1725	88	344	15	0	56	11	32	0	0	0	8374
	GRAND TOTAL AXLES	148	12058	3450	220	688	45	0	196	55	192	0	0	0	17052

TRAFFIC FLOW BY DIRECTION



— East - -West

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	13	357	A.M.	12	606
West	16	370	P.M.	16	727

VEHICLE CLASSIFICATION CODES:

F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or More Double Unit Vehicles, One Unit is a Truck
F11. 5 or Less Axle Multi-Unit Trucks
F12. 6 Axle Multi-Unit Trucks
F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

SOURCE: NYSDOT DATA SERVICES BUREAU

DUNN ENGINEERING ASSOCIATES

Site Code :

N-S Street: Boisseau Ave/Hobart Rd

E-W Street: NYS Rte 25

DAY OF WK : Saturday

Movements by: Primary

PAGE: 1

FILE: boisseau

DATE: 7/28/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
11:00 AM	14	1	10	16	129	2	0	0	0	10	142	16	340
11:15	17	2	10	21	146	3	0	0	0	12	155	19	385
11:30	20	2	12	18	141	4	0	0	0	15	148	22	382
11:45	14	3	9	27	126	1	0	0	0	8	165	14	367
HR TOTAL	65	8	41	82	542	10	0	0	0	45	610	71	1474
12:00 PM	10	2	12	17	122	5	0	0	0	11	129	21	329
12:15	19	2	8	26	130	2	0	0	0	18	137	20	362
12:30	16	2	13	18	116	3	0	0	0	10	143	20	341
12:45	13	0	16	27	134	3	0	0	0	15	138	16	362
HR TOTAL	58	6	49	88	502	13	0	0	0	54	547	77	1394
1:00 PM	10	2	16	19	105	2	0	0	0	11	167	11	343
1:15	13	2	13	17	113	4	0	0	0	14	128	12	316
1:30	14	2	11	20	124	2	0	0	0	11	141	14	339
1:45	11	2	9	18	107	3	0	0	0	9	133	10	302
HR TOTAL	48	8	49	74	449	11	0	0	0	45	569	47	1300
DAY TOTAL	171	22	139	244	1493	34	0	0	0	144	1726	195	4168

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	12:15 PM	0.94	58	6	53	117	50	5	45
East	11:00 AM	0.93	82	542	10	634	13	85	2
South	11:00 AM	0.00	0	0	0	0	0	0	0
West	11:00 AM	0.97	45	610	71	726	6	84	10

Entire Intersection

North	11:00 AM	0.84	65	8	41	114	57	7	36
East		0.93	82	542	10	634	13	85	2
South		0.00	0	0	0	0	0	0	0
West		0.97	45	610	71	726	6	84	10

DUNN ENGINEERING ASSOCIATES

Site Code :

N-S Street: Boisseau Ave/Hobart Rd

E-W Street: NYS Rte 25

DAY OF WK : Thursday

Movements by: Primary

PAGE: 1

FILE: boiss-am

DATE: 8/02/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
7:00 AM	2	1	9	4	49	0	1	0	0	2	58	7	133
7:15	4	2	8	3	61	3	0	0	0	2	64	4	151
7:30	4	0	8	4	63	1	0	0	0	1	66	5	152
7:45	8	0	9	7	49	1	0	0	0	3	101	4	182
HR TOTAL	18	3	34	18	222	5	1	0	0	8	289	20	618
8:00 AM	13	4	9	8	81	3	1	0	0	3	73	6	201
8:15	7	1	5	10	63	1	0	0	0	5	83	8	183
8:30	6	1	8	9	77	2	0	0	0	5	83	6	197
8:45	9	1	7	6	81	1	0	0	0	7	88	5	205
HR TOTAL	35	7	29	33	302	7	1	0	0	20	327	25	786
DAY TOTAL	53	10	63	51	524	12	2	0	0	28	616	45	1404

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 09:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	7:45 AM	0.68	34	6	31	71	48	8	44
East	8:00 AM	0.93	33	302	7	342	10	88	2
South	7:00 AM	0.25	1	0	0	1	%100	0	0
West	7:45 AM	0.88	16	340	24	380	4	89	6

Entire Intersection

North	8:00 AM	0.68	35	7	29	71	49	10	41
East		0.93	33	302	7	342	10	88	2
South		0.25	1	0	0	1	%100	0	0
West		0.93	20	327	25	372	5	88	7

DUNN ENGINEERING ASSOCIATES

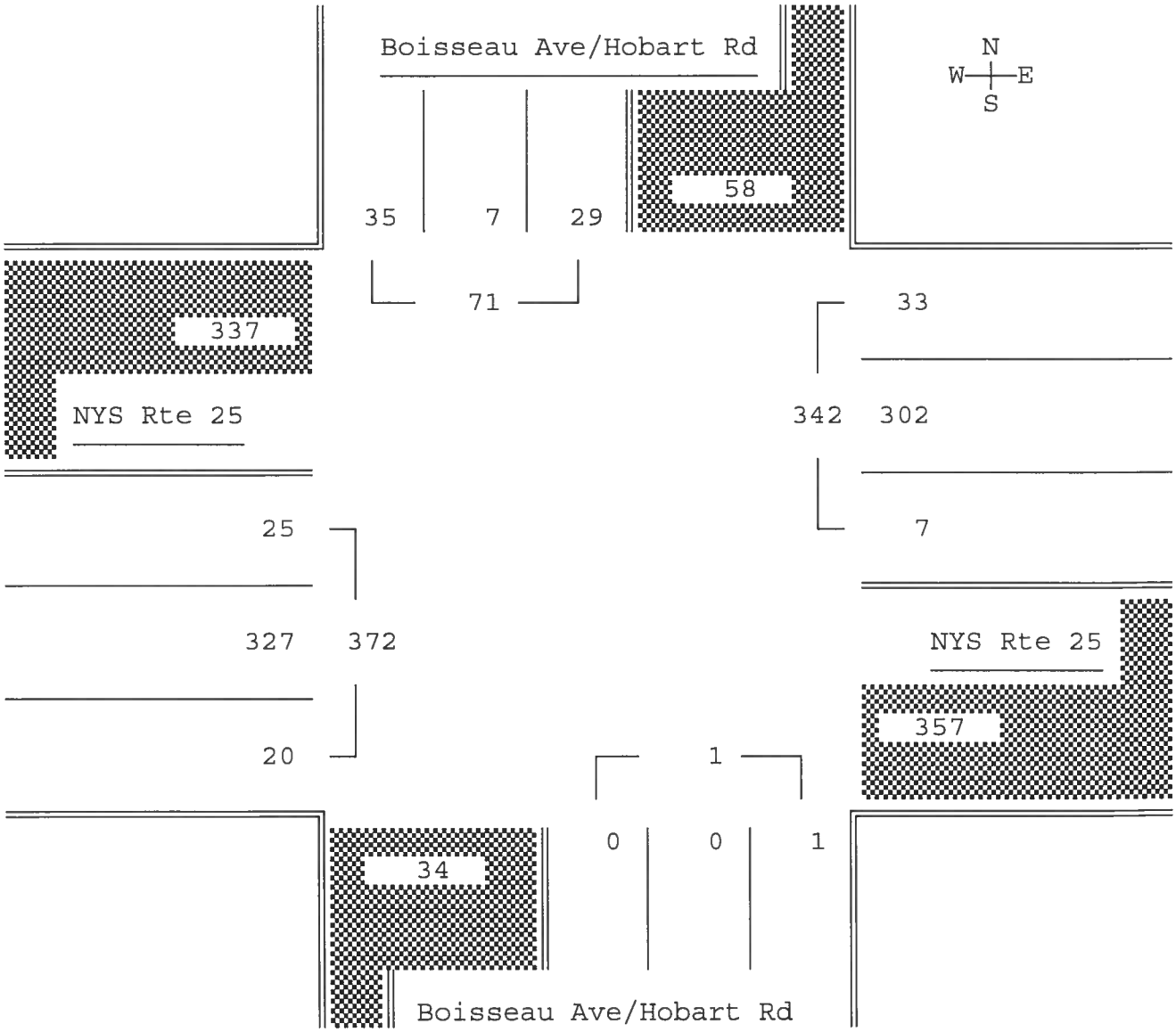
Site Code :
N-S Street: Boisseau Ave/Hobart Rd
E-W Street: NYS Rte 25
DAY OF WK : Thursday

Movements by: Primary

PAGE: 1
FILE: boiss-am
DATE: 8/02/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 09:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	7:45 AM	0.68	34	6	31	71	48	8	44
East	8:00 AM	0.93	33	302	7	342	10	88	2
South	7:00 AM	0.25	1	0	0	1	%100	0	0
West	7:45 AM	0.88	16	340	24	380	4	89	6
Entire Intersection									
North	8:00 AM	0.68	35	7	29	71	49	10	41
East		0.93	33	302	7	342	10	88	2
South		0.25	1	0	0	1	%100	0	0
West		0.93	20	327	25	372	5	88	7



DUNN ENGINEERING ASSOCIATES

Site Code :

N-S Street: Boisseau Ave/Hobart Rd

E-W Street: NYS Rte 25

DAY OF WK : Tuesday

Movements by: Primary

FILE: boiss-pm

DATE: 7/31/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
4:00 PM	17	0	10	12	134	1	1	0	0	8	122	10	315
4:15	9	1	11	6	121	2	0	0	0	2	95	13	260
4:30	8	1	4	4	105	1	0	0	0	12	99	8	242
4:45	11	0	5	5	110	2	0	0	0	8	97	14	252
HR TOTAL	45	2	30	27	470	6	1	0	0	30	413	45	1069
5:00 PM	11	0	7	18	142	1	0	0	0	4	79	9	271
5:15	12	4	8	10	103	0	0	0	0	6	87	8	238
5:30	6	0	9	12	104	0	0	0	0	11	79	9	230
5:45	6	1	3	3	99	1	0	0	0	5	84	18	220
HR TOTAL	35	5	27	43	448	2	0	0	0	26	329	44	959

---------- Break ----------

DAY TOTAL	80	7	57	70	918	8	1	0	0	56	742	89	2028

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 7:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	4:00 PM	0.71	45	2	30	77	58	3	39
East	4:15 PM	0.80	33	478	6	517	6	92	1
South	4:00 PM	0.25	1	0	0	1	%100	0	0
West	4:00 PM	0.87	30	413	45	488	6	85	9

Entire Intersection

North	4:00 PM	0.71	45	2	30	77	58	3	39
East		0.86	27	470	6	503	5	93	1
South		0.25	1	0	0	1	%100	0	0
West		0.87	30	413	45	488	6	85	9

DUNN ENGINEERING ASSOCIATES

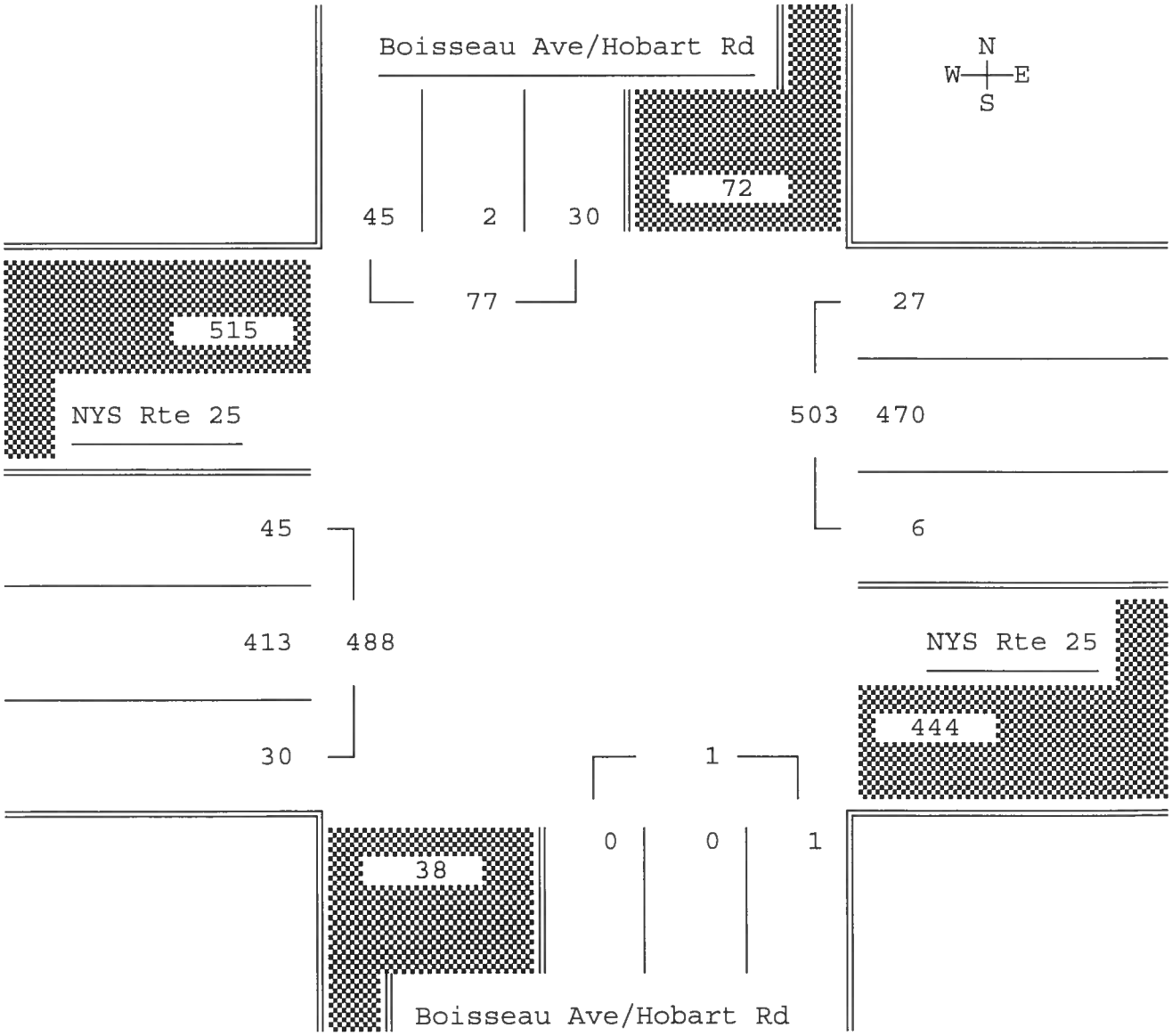
Site Code :
N-S Street: Boisseau Ave/Hobart Rd
E-W Street: NYS Rte 25
DAY OF WK : Tuesday

Movements by: Primary

PAGE: 1
FILE: boiss-pm
DATE: 7/31/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 7:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	4:00 PM	0.71	45	2	30	77	58	3	39
East	4:15 PM	0.80	33	478	6	517	6	92	1
South	4:00 PM	0.25	1	0	0	1	%100	0	0
West	4:00 PM	0.87	30	413	45	488	6	85	9
Entire Intersection									
North	4:00 PM	0.71	45	2	30	77	58	3	39
East		0.86	27	470	6	503	5	93	1
South		0.25	1	0	0	1	%100	0	0
West		0.87	30	413	45	488	6	85	9



DUNN ENGINEERING ASSOCIATES

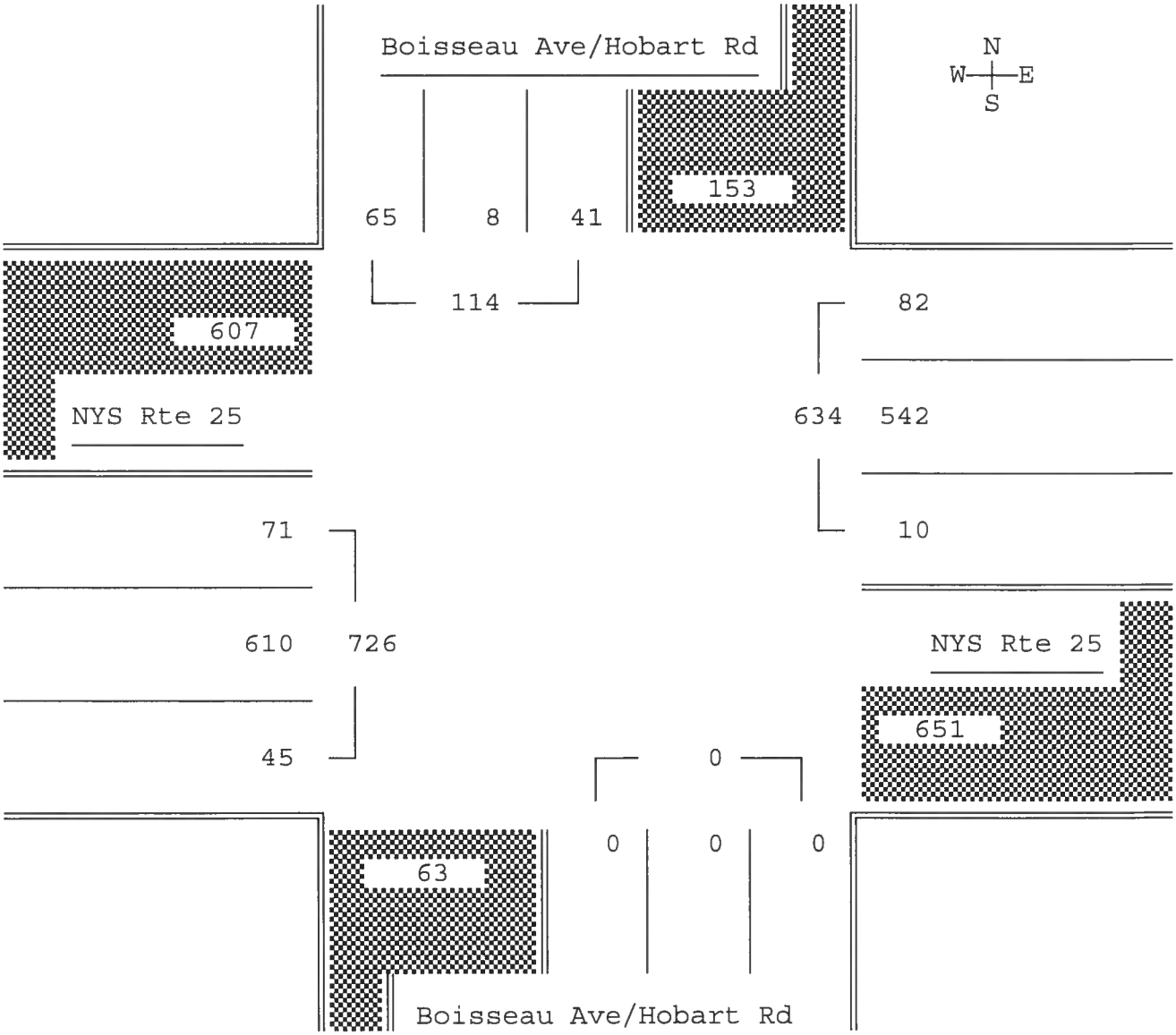
Site Code :
N-S Street: Boisseau Ave/Hobart Rd
E-W Street: NYS Rte 25
DAY OF WK : Saturday

Movements by: Primary

PAGE: 1
FILE: boisseau
DATE: 7/28/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	VOLUMES Thru	VOLUMES Left	VOLUMES Total	PERCENTS Right	PERCENTS Thru	PERCENTS Left
North	12:15 PM	0.94	58	6	53	117	50	5	45
East	11:00 AM	0.93	82	542	10	634	13	85	2
South	11:00 AM	0.00	0	0	0	0	0	0	0
West	11:00 AM	0.97	45	610	71	726	6	84	10
Entire Intersection									
North	11:00 AM	0.84	65	8	41	114	57	7	36
East		0.93	82	542	10	634	13	85	2
South		0.00	0	0	0	0	0	0	0
West		0.97	45	610	71	726	6	84	10



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Locust Ln
E-W Street: NYS Rte 25
DAY OF WK : Wednesday

PAGE: 1
FILE: locust-a

Movements by: Primary

DATE: 8/01/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
7:00 AM	0	0	0	0	44	1	2	0	7	2	55	0	111
7:15	0	0	0	0	58	0	2	0	5	6	52	0	123
7:30	0	0	0	0	41	1	2	0	12	10	62	0	128
7:45	0	0	0	0	74	3	3	0	8	7	76	0	171
HR TOTAL	0	0	0	0	217	5	9	0	32	25	245	0	533
8:00 AM	0	0	0	0	80	0	4	0	10	3	77	0	174
8:15	0	0	0	0	59	0	4	0	1	4	84	0	152
8:30	0	0	0	0	73	0	4	0	8	5	87	0	177
8:45	0	0	0	0	75	1	4	0	8	0	95	0	183
HR TOTAL	0	0	0	0	287	1	16	0	27	12	343	0	686
DAY TOTAL	0	0	0	0	504	6	25	0	59	37	588	0	1219

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 09:00 AM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	0
East	7:45 AM	0.90	0	286	3	289	0	99	1
South	7:15 AM	0.82	11	0	35	46	24	0	76
West	8:00 AM	0.93	12	343	0	355	3	97	0

Entire Intersection

North	8:00 AM	0.00	0	0	0	0	0	0	0
East		0.90	0	287	1	288	0	%100	0
South		0.77	16	0	27	43	37	0	63
West		0.93	12	343	0	355	3	97	0

DUNN ENGINEERING ASSOCIATES

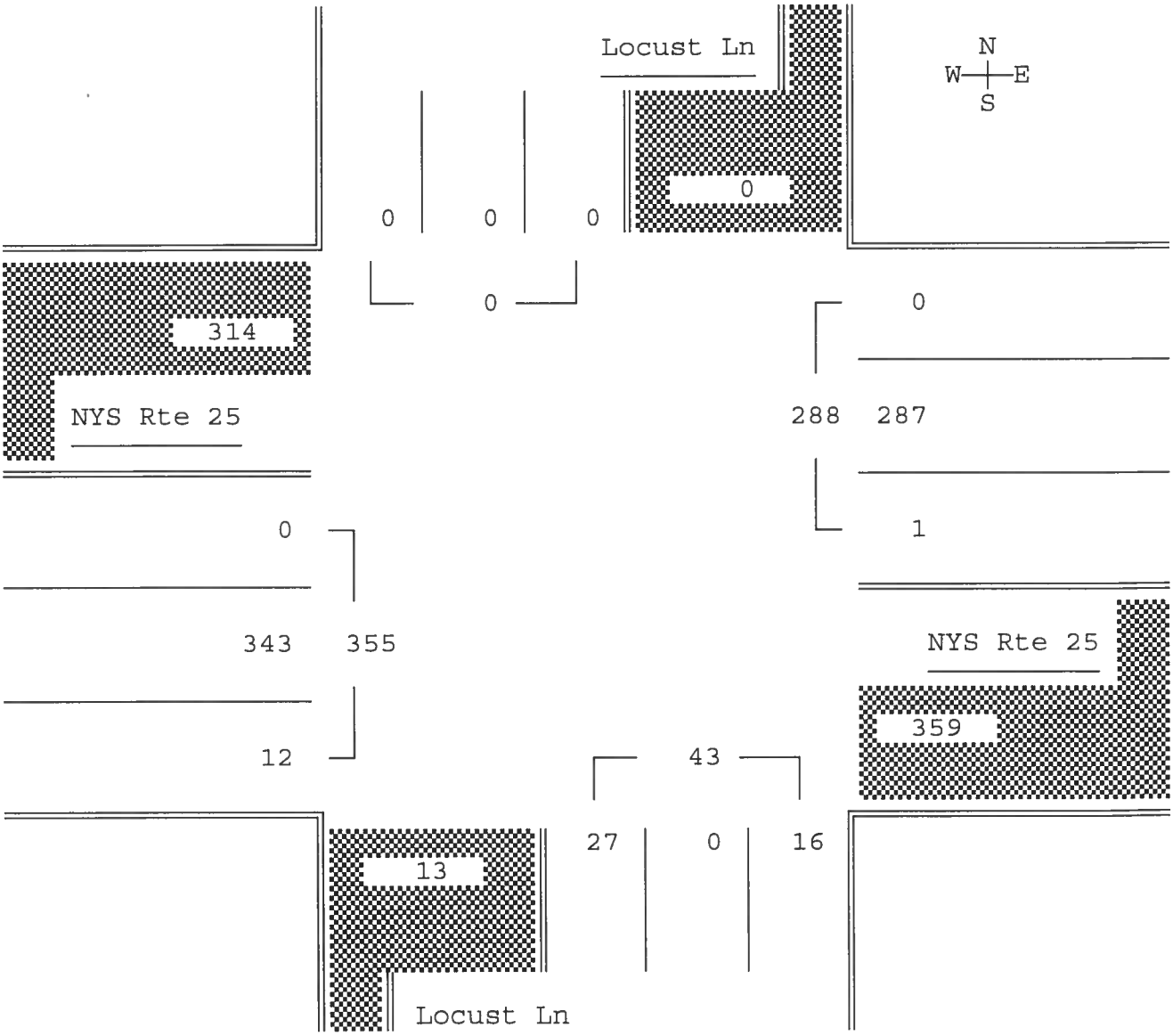
Site Code :
N-S Street: Locust Ln
E-W Street: NYS Rte 25
DAY OF WK : Wednesday

Movements by: Primary

PAGE: 1
FILE: locust-a
DATE: 8/01/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 09:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	8:00 AM	0.00	0	0	0	0	0	0	0
East	7:45 AM	0.90	0	286	3	289	0	99	1
South	7:15 AM	0.82	11	0	35	46	24	0	76
West	8:00 AM	0.93	12	343	0	355	3	97	0
Entire Intersection									
North	8:00 AM	0.00	0	0	0	0	0	0	0
East		0.90	0	287	1	288	0	%100	0
South		0.77	16	0	27	43	37	0	63
West		0.93	12	343	0	355	3	97	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Locust Ln
E-W Street: NYS Rte 25
DAY OF WK : Tuesday

Movements by: Primary

PAGE: 1
FILE: locust-p
DATE: 7/31/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
4:00 PM	0	0	0	0	125	1	4	0	6	4	103	2	245
4:15	0	0	0	0	122	1	1	0	9	4	112	1	250
4:30	0	0	0	0	96	1	5	0	7	3	102	0	214
4:45	0	0	0	0	78	0	0	0	6	2	90	1	177
HR TOTAL	0	0	0	0	421	3	10	0	28	13	407	4	886
5:00 PM	0	0	0	0	121	1	3	0	4	3	82	1	215
5:15	0	0	0	0	120	0	4	0	4	4	81	2	215
5:30	0	0	0	0	98	3	0	0	5	2	98	0	206
5:45	0	0	0	0	91	1	2	0	7	2	93	0	196
HR TOTAL	0	0	0	0	430	5	9	0	20	11	354	3	832
DAY TOTAL	0	0	0	0	851	8	19	0	48	24	761	7	1718

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	0
East	5:00 PM	0.89	0	430	5	435	0	99	1
South	4:00 PM	0.79	10	0	28	38	26	0	74
West	4:00 PM	0.91	13	407	4	424	3	96	1

Entire Intersection

North	4:00 PM	0.00	0	0	0	0	0	0	0
East		0.84	0	421	3	424	0	99	1
South		0.79	10	0	28	38	26	0	74
West		0.91	13	407	4	424	3	96	1

DUNN ENGINEERING ASSOCIATES

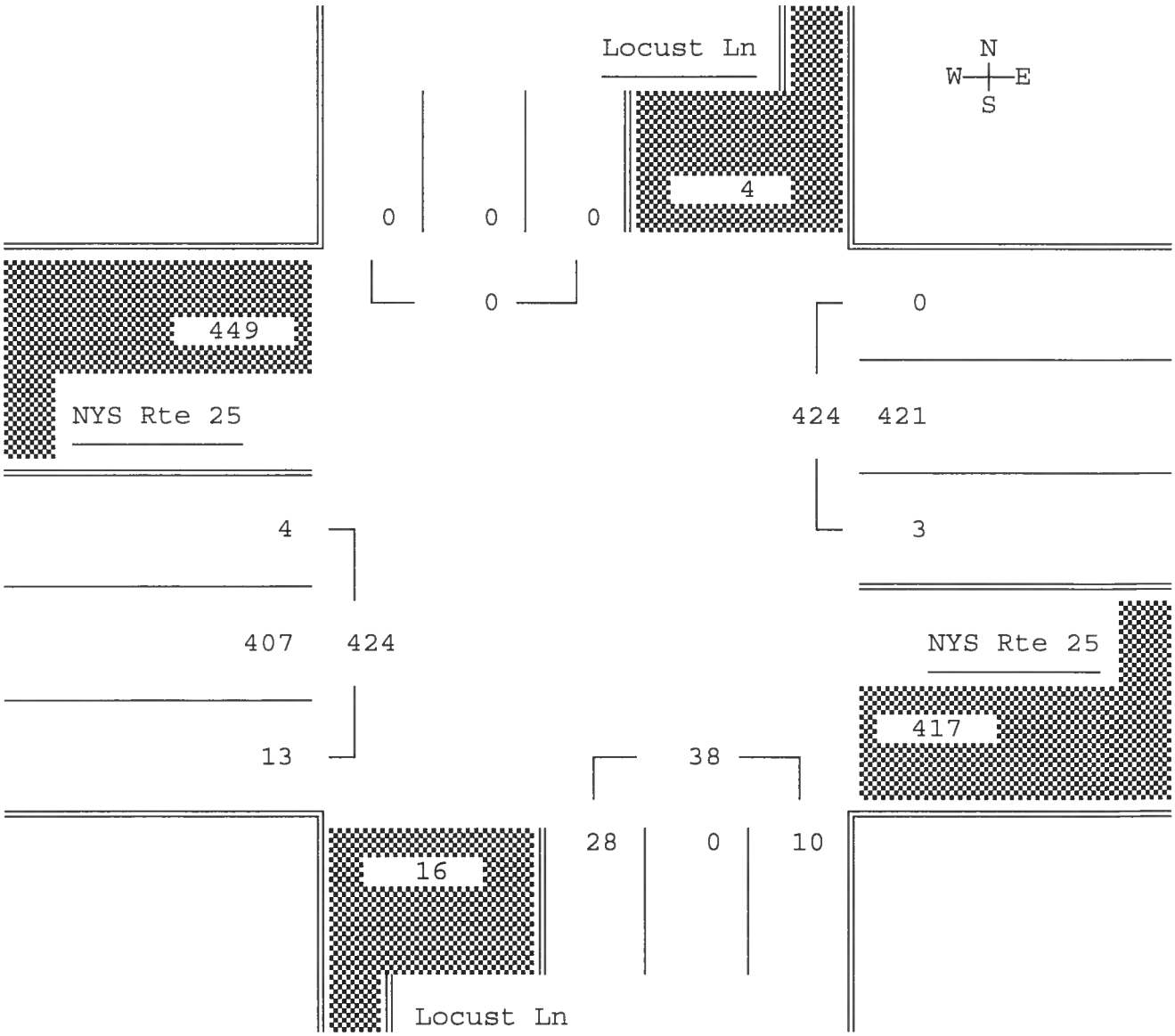
Site Code :
N-S Street: Locust Ln
E-W Street: NYS Rte 25
DAY OF WK : Tuesday

Movements by: Primary

PAGE: 1
FILE: locust-p
DATE: 7/31/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	4:00 PM	0.00	0	0	0	0	0	0	0
East	5:00 PM	0.89	0	430	5	435	0	99	1
South	4:00 PM	0.79	10	0	28	38	26	0	74
West	4:00 PM	0.91	13	407	4	424	3	96	1
Entire Intersection									
North	4:00 PM	0.00	0	0	0	0	0	0	0
East		0.84	0	421	3	424	0	99	1
South		0.79	10	0	28	38	26	0	74
West		0.91	13	407	4	424	3	96	1



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Locust Ln
E-W Street: NYS Rte 25
DAY OF WK : Saturday

Movements by: Primary

PAGE: 1
FILE: locust-s
DATE: 7/28/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
11:00 AM	0	0	0	0	116	2	3	0	7	5	121	0	254
11:15	0	0	0	1	125	0	3	0	5	3	150	2	289
11:30	0	0	0	0	130	0	2	0	7	3	145	0	287
11:45	0	0	0	0	121	0	3	0	14	9	137	0	284
HR TOTAL	0	0	0	1	492	2	11	0	33	20	553	2	1114
12:00 PM	0	0	0	0	111	1	1	0	9	3	138	2	265
12:15	0	0	0	0	118	1	2	0	2	4	134	0	261
12:30	0	0	0	0	134	1	3	0	5	5	123	1	272
12:45	0	0	0	0	120	1	1	0	7	2	157	0	288
HR TOTAL	0	0	0	0	483	4	7	0	23	14	552	3	1086
1:00 PM	0	0	0	0	113	1	3	0	4	4	159	0	284
1:15	0	0	0	0	125	0	5	0	6	2	126	1	265
1:30	0	0	0	0	101	1	1	0	7	3	123	0	236
1:45	0	0	0	0	103	0	1	0	4	7	126	0	241
HR TOTAL	0	0	0	0	442	2	10	0	21	16	534	1	1026
DAY TOTAL	0	0	0	1	1417	8	28	0	77	50	1639	6	3226

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	0
East	11:00 AM	0.95	1	492	2	495	0	99	0
South	11:00 AM	0.65	11	0	33	44	25	0	75
West	11:15 AM	0.95	18	570	4	592	3	96	1

Entire Intersection

North	11:15 AM	0.00	0	0	0	0	0	0	0
East		0.94	1	487	1	489	0	%100	0
South		0.65	9	0	35	44	20	0	80
West		0.95	18	570	4	592	3	96	1

DUNN ENGINEERING ASSOCIATES

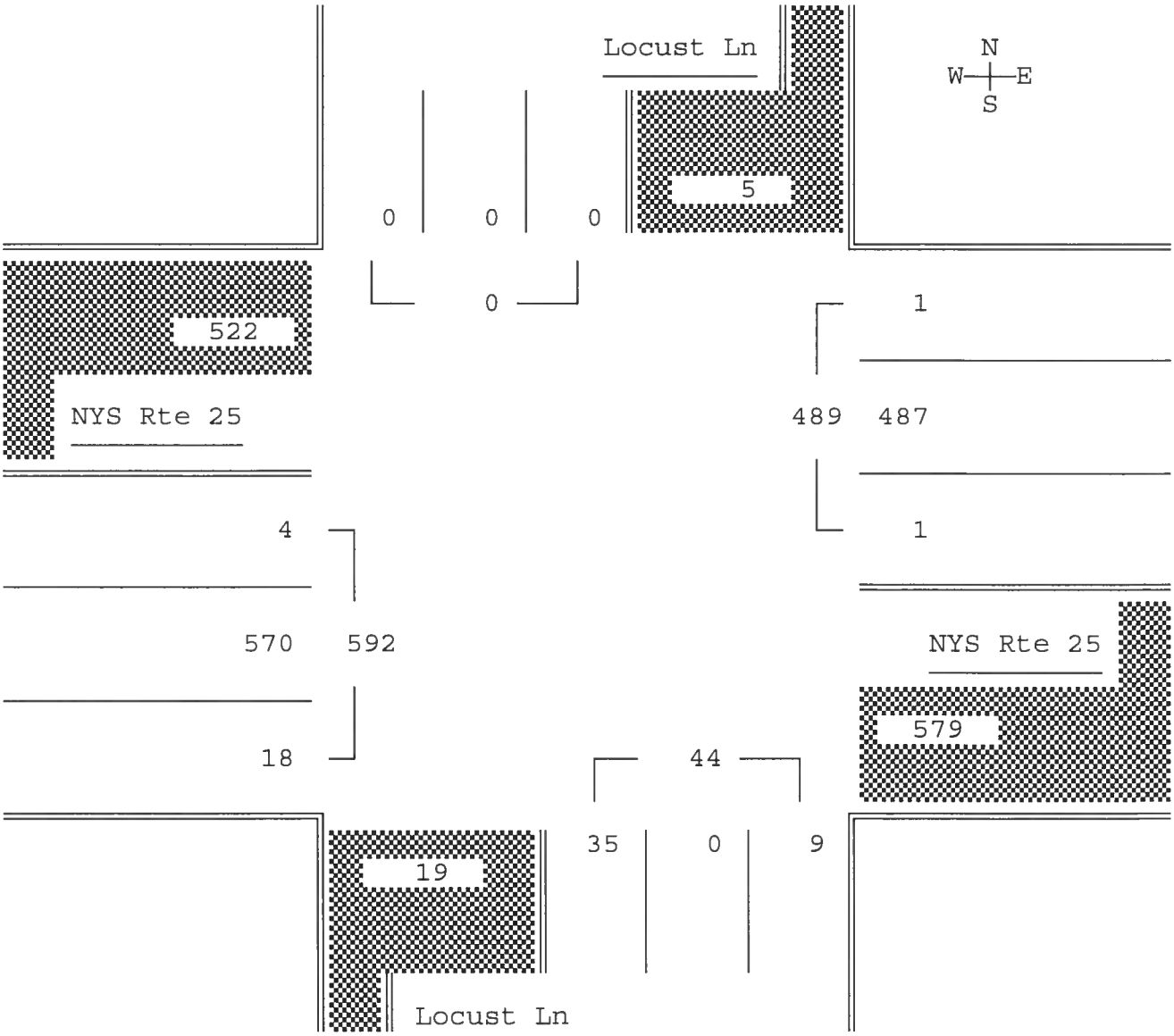
Site Code :
N-S Street: Locust Ln
E-W Street: NYS Rte 25
DAY OF WK : Saturday

Movements by: Primary

PAGE: 1
FILE: locust-s
DATE: 7/28/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	11:15 AM	0.00	0	0	0	0	0	0	0
East	11:00 AM	0.95	1	492	2	495	0	99	0
South	11:00 AM	0.65	11	0	33	44	25	0	75
West	11:15 AM	0.95	18	570	4	592	3	96	1
Entire Intersection									
North	11:15 AM	0.00	0	0	0	0	0	0	0
East		0.94	1	487	1	489	0	%100	0
South		0.65	9	0	35	44	20	0	80
West		0.95	18	570	4	592	3	96	1



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Locust Ln
E-W Street: 7-11 Driveway
DAY OF WK : Wednesday

FILE: 711-LOC-

DATE: 8/01/18

Movements by: Primary

Time Begin	From North RT	From North THRU	From North LT	From East RT	From East THRU	From East LT	From South RT	From South THRU	From South LT	From West RT	From West THRU	From West LT	Vehicle Total
7:00 AM	0	0	2	8	0	0	1	0	0	0	0	0	11
7:15	0	0	4	3	0	1	0	0	0	0	0	0	8
7:30	0	0	2	10	0	0	0	0	0	0	0	0	12
7:45	0	0	6	7	0	2	0	0	0	0	0	0	15
HR TOTAL	0	0	14	28	0	3	1	0	0	0	0	0	46
8:00 AM	0	0	2	15	0	1	0	0	0	0	0	0	18
8:15	0	0	2	2	0	0	0	0	0	0	0	0	4
8:30	0	0	3	7	0	1	3	0	0	0	0	0	14
8:45	0	0	0	7	0	0	1	0	0	0	0	0	8
HR TOTAL	0	0	7	31	0	2	4	0	0	0	0	0	44
DAY TOTAL	0	0	21	59	0	5	5	0	0	0	0	0	90

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	VOLUMES Thru	VOLUMES Left	VOLUMES Total	PERCENTS Right	PERCENTS Thru	PERCENTS Left
North	7:00 AM	0.58	0	0	14	14	0	0	%100
East	7:15 AM	0.61	35	0	4	39	90	0	10
South	8:00 AM	0.33	4	0	0	4	%100	0	0
West	8:00 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	7:15 AM	0.58	0	0	14	14	0	0	%100
East		0.61	35	0	4	39	90	0	10
South		0.00	0	0	0	0	0	0	0
West		0.00	0	0	0	0	0	0	0

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Locust Ln
E-W Street: 7-11 Driveway
DAY OF WK : Wednesday

FILE: 711-LOC-

DATE: 8/01/18

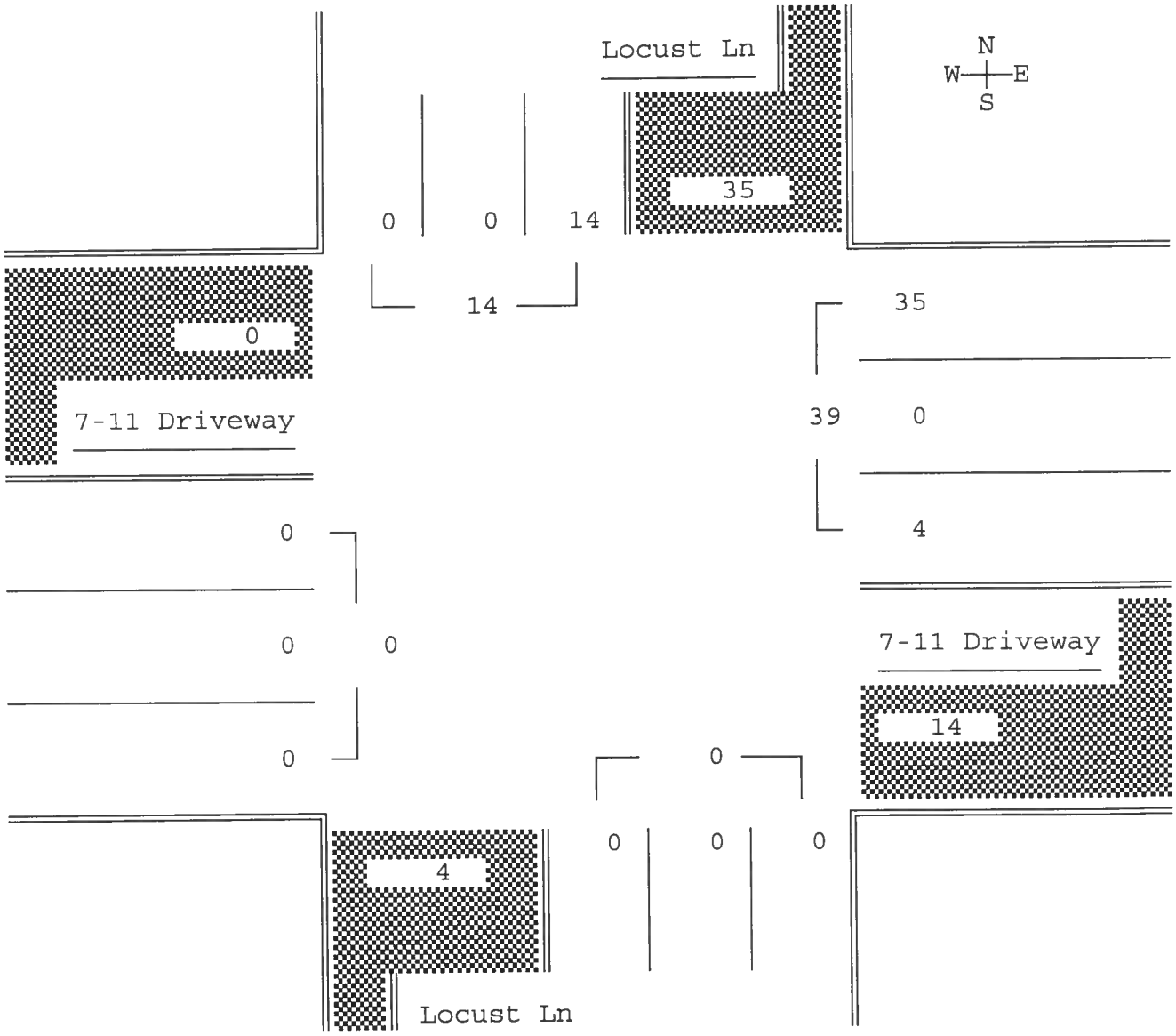
Movements by: Primary

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	7:00 AM	0.58	0	0	14	14	0	0	%100
East	7:15 AM	0.61	35	0	4	39	90	0	10
South	8:00 AM	0.33	4	0	0	4	%100	0	0
West	8:00 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	7:15 AM	0.58	0	0	14	14	0	0	%100
East		0.61	35	0	4	39	90	0	10
South		0.00	0	0	0	0	0	0	0
West		0.00	0	0	0	0	0	0	0



DUNN ENGINEERING ASSOCIATES

FILE: 711-LOCP

Site Code :

N-S Street: Locust Ln

E-W Street: 7-11 Driveway

DAY OF WK : Tuesday

Movements by: Primary

DATE: 7/31/18

Time Begin	From North RT	From North THRU	From North LT	From East RT	From East THRU	From East LT	From South RT	From South THRU	From South LT	From West RT	From West THRU	From West LT	Vehicle Total
4:00 PM	0	0	1	3	0	0	1	0	0	0	0	0	5
4:15	0	0	0	7	0	0	1	0	0	0	0	0	8
4:30	0	0	1	7	0	0	0	0	0	0	0	0	8
4:45	0	0	1	4	0	0	1	0	0	0	0	0	6
HR TOTAL	0	0	3	21	0	0	3	0	0	0	0	0	27
5:00 PM	0	0	1	5	0	1	0	0	0	0	0	0	7
5:15	0	0	0	4	0	0	2	0	0	0	0	0	6
5:30	0	0	2	4	0	0	0	0	0	0	0	0	6
5:45	0	0	1	3	0	2	1	0	0	0	0	0	7
HR TOTAL	0	0	4	16	0	3	3	0	0	0	0	0	26
DAY TOTAL	0	0	7	37	0	3	6	0	0	0	0	0	53

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	4:45 PM	0.50	0	0	4	4	0	0	%100
East	4:15 PM	0.86	23	0	1	24	96	0	4
South	4:00 PM	0.75	3	0	0	3	%100	0	0
West	4:00 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	4:15 PM	0.75	0	0	3	3	0	0	%100
East		0.86	23	0	1	24	96	0	4
South		0.50	2	0	0	2	%100	0	0
West		0.00	0	0	0	0	0	0	0

DUNN ENGINEERING ASSOCIATES

FILE: 711-LOCP

Site Code :

N-S Street: Locust Ln

E-W Street: 7-11 Driveway

DAY OF WK : Tuesday

Movements by: Primary

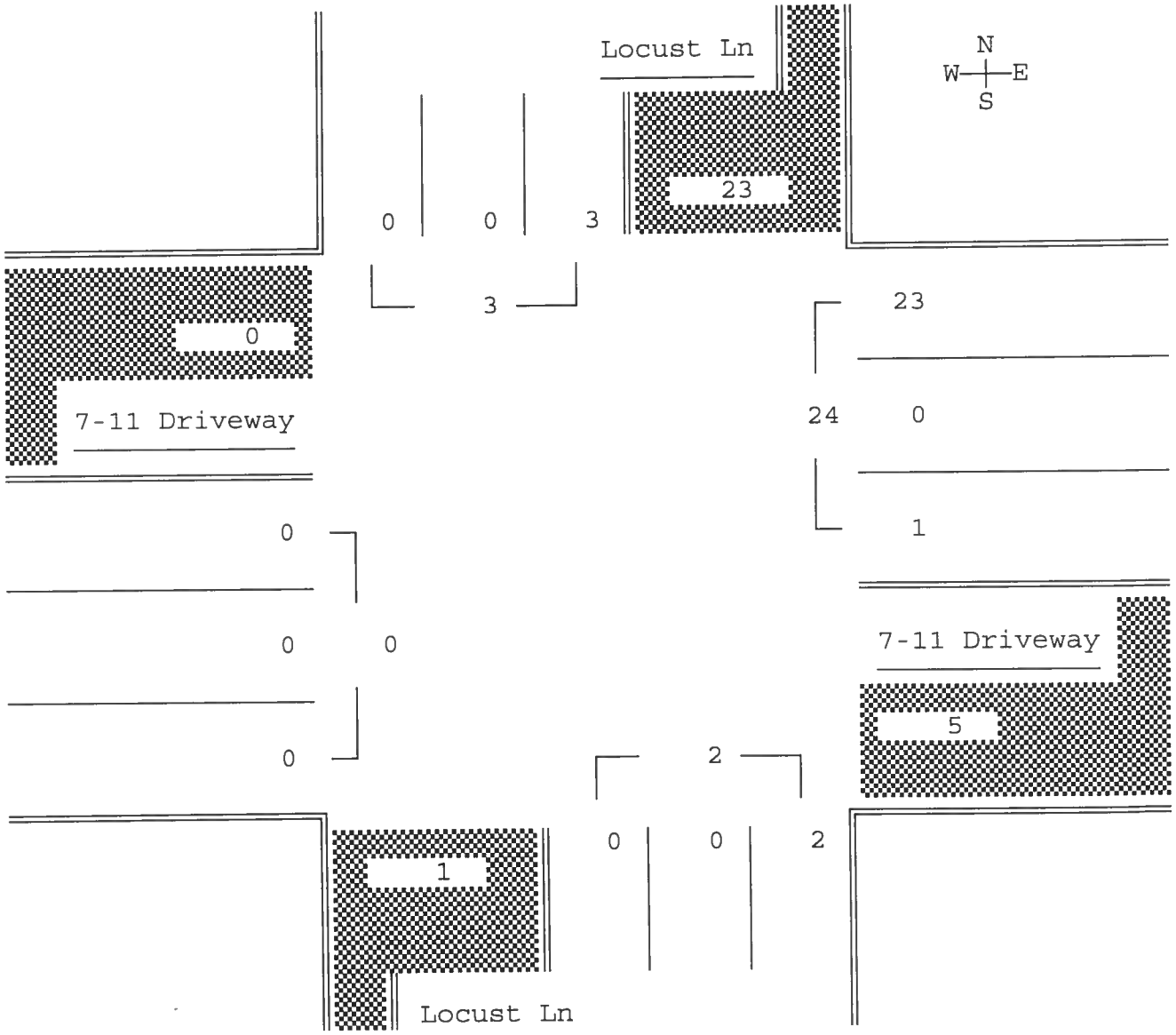
DATE: 7/31/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	4:45 PM	0.50	0	0	4	4	0	0	%100
East	4:15 PM	0.86	23	0	1	24	96	0	4
South	4:00 PM	0.75	3	0	0	3	%100	0	0
West	4:00 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	4:15 PM	0.75	0	0	3	3	0	0	%100
East		0.86	23	0	1	24	96	0	4
South		0.50	2	0	0	2	%100	0	0
West		0.00	0	0	0	0	0	0	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Locust Ln
E-W Street: 7-11 Driveway
DAY OF WK : Saturday

Movements by: Primary

PAGE: 1
FILE: 7-11-LOC
DATE: 7/28/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
11:00 AM	0	0	1	2	0	3	0	0	0	0	0	0	6
11:15	0	0	1	1	0	2	1	0	0	0	0	0	5
11:30	0	0	1	7	0	0	0	0	0	0	0	0	8
11:45	0	0	0	11	0	0	2	0	0	0	0	0	13
HR TOTAL	0	0	3	21	0	5	3	0	0	0	0	0	32
12:00 PM	0	0	1	5	0	1	2	0	0	0	0	0	9
12:15	0	0	1	3	0	1	0	0	0	0	0	0	5
12:30	0	0	2	5	0	0	0	0	0	0	0	0	7
12:45	0	0	1	5	0	0	2	0	0	0	0	0	8
HR TOTAL	0	0	5	18	0	2	4	0	0	0	0	0	29
1:00 PM	0	0	2	2	0	2	1	0	0	0	0	0	7
1:15	0	0	0	9	0	0	2	0	0	0	0	0	11
1:30	0	0	1	5	0	0	1	0	0	0	0	0	7
1:45	0	0	4	5	0	0	2	0	0	0	0	0	11
HR TOTAL	0	0	7	21	0	2	6	0	0	0	0	0	36
DAY TOTAL	0	0	15	60	0	9	13	0	0	0	0	0	97

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	1:00 PM	0.44	0	0	7	7	0	0	%100
East	11:30 AM	0.64	26	0	2	28	93	0	7
South	12:45 PM	0.75	6	0	0	6	%100	0	0
West	12:45 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	1:00 PM	0.44	0	0	7	7	0	0	%100
East		0.64	21	0	2	23	91	0	9
South		0.75	6	0	0	6	%100	0	0
West		0.00	0	0	0	0	0	0	0

DUNN ENGINEERING ASSOCIATES

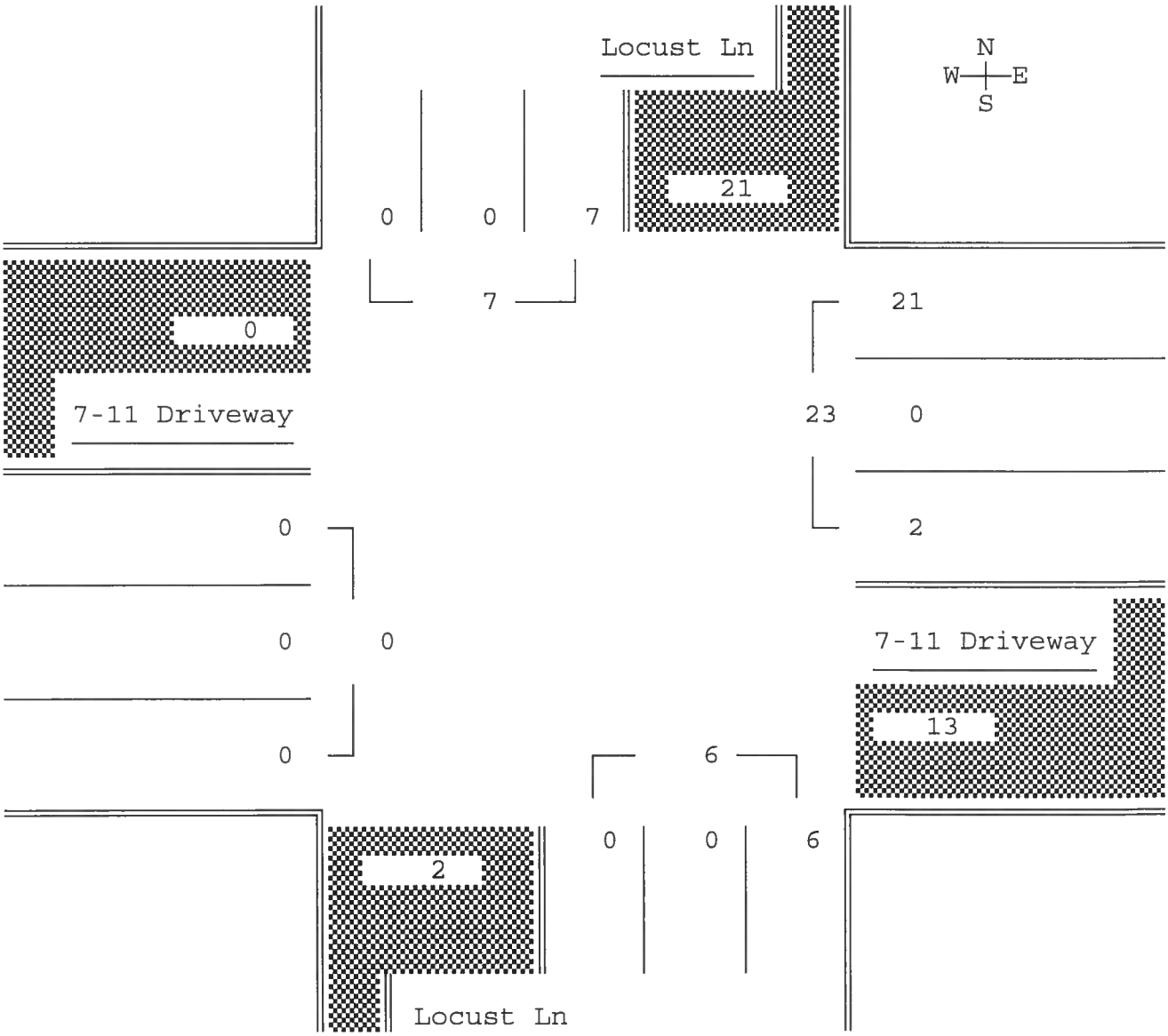
Site Code :
N-S Street: Locust Ln
E-W Street: 7-11 Driveway
DAY OF WK : Saturday

Movements by: Primary

PAGE: 1
FILE: 7-11-LOC
DATE: 7/28/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	1:00 PM	0.44	0	0	7	7	0	0	%100
East	11:30 AM	0.64	26	0	2	28	93	0	7
South	12:45 PM	0.75	6	0	0	6	%100	0	0
West	12:45 PM	0.00	0	0	0	0	0	0	0
Entire Intersection									
North	1:00 PM	0.44	0	0	7	7	0	0	%100
East		0.64	21	0	2	23	91	0	9
South		0.75	6	0	0	6	%100	0	0
West		0.00	0	0	0	0	0	0	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: 7-11 Driveway
E-W Street: NYS Rte 25
DAY OF WK : Wednesday

Movements by: Primary

PAGE: 1
FILE: 711-25-a
DATE: 8/01/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
7:00 AM	0	0	0	0	0	6	4	0	8	2	0	0	20
7:15	0	0	0	0	0	1	5	0	5	16	0	0	27
7:30	0	0	0	0	0	1	3	0	4	6	0	0	14
7:45	0	0	0	0	0	7	4	0	5	12	0	0	28
HR TOTAL	0	0	0	0	0	15	16	0	22	36	0	0	89
8:00 AM	0	0	0	0	0	6	4	0	5	10	0	0	25
8:15	0	0	0	0	0	4	5	0	2	7	0	0	18
8:30	0	0	0	0	0	8	5	0	4	4	0	0	21
8:45	0	0	0	0	0	5	9	0	4	16	0	0	34
HR TOTAL	0	0	0	0	0	23	23	0	15	37	0	0	98
DAY TOTAL	0	0	0	0	0	38	39	0	37	73	0	0	187

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	0
East	7:45 AM	0.78	0	0	25	25	0	0	%100
South	7:00 AM	0.79	16	0	22	38	42	0	58
West	7:15 AM	0.69	44	0	0	44	%100	0	0

Entire Intersection

North	8:00 AM	0.00	0	0	0	0	0	0	0
East		0.72	0	0	23	23	0	0	%100
South		0.73	23	0	15	38	61	0	39
West		0.58	37	0	0	37	%100	0	0

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: 7-11 Driveway
E-W Street: NYS Rte 25
DAY OF WK : Wednesday

Movements by: Primary

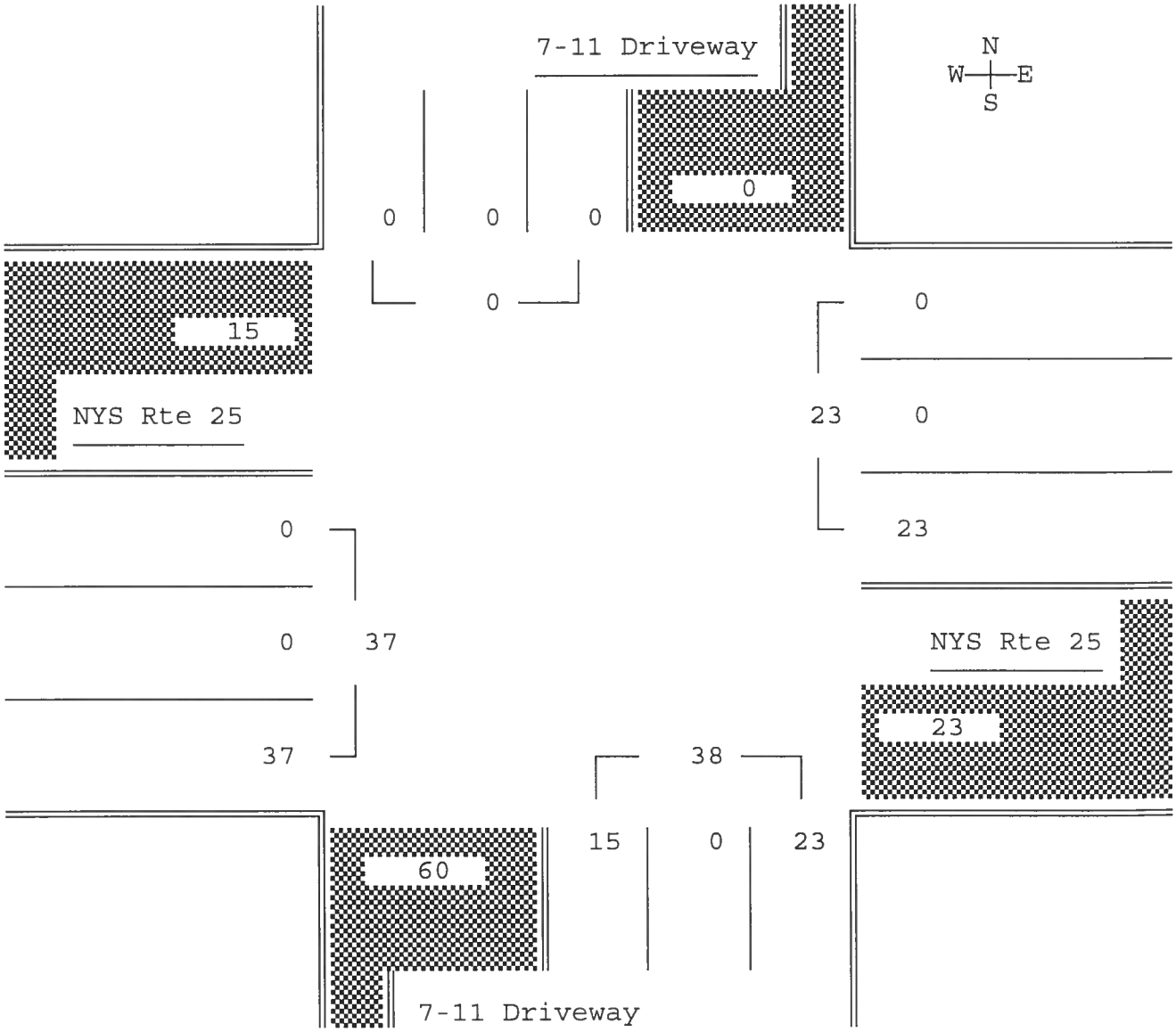
PAGE: 1
FILE: 711-25-a
DATE: 8/01/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 7:00 AM - 9:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	8:00 AM	0.00	0	0	0	0	0	0	0
East	7:45 AM	0.78	0	0	25	25	0	0	%100
South	7:00 AM	0.79	16	0	22	38	42	0	58
West	7:15 AM	0.69	44	0	0	44	%100	0	0

Entire Intersection

North	8:00 AM	0.00	0	0	0	0	0	0	0
East		0.72	0	0	23	23	0	0	%100
South		0.73	23	0	15	38	61	0	39
West		0.58	37	0	0	37	%100	0	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: 7-11 Driveway
E-W Street: NYS Rte 25
DAY OF WK : Tuesday

Movements by: Primary

PAGE: 1
FILE: 711-25-p
DATE: 7/31/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
4:00 PM	0	0	0	0	0	3	4	0	2	7	0	0	16
4:15	0	0	0	0	0	7	4	0	4	9	0	0	24
4:30	0	0	0	0	0	1	3	0	3	5	0	0	12
4:45	0	0	0	0	0	5	2	0	2	5	0	0	14
HR TOTAL	0	0	0	0	0	16	13	0	11	26	0	0	66
5:00 PM	0	0	0	0	0	2	6	0	0	5	0	0	13
5:15	0	0	0	0	0	5	3	0	4	5	0	0	17
5:30	0	0	0	0	0	1	5	0	2	8	0	0	16
5:45	0	0	0	0	0	1	1	0	3	5	0	0	10
HR TOTAL	0	0	0	0	0	9	15	0	9	23	0	0	56
DAY TOTAL	0	0	0	0	0	25	28	0	20	49	0	0	122

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	0
East	4:00 PM	0.57	0	0	16	16	0	0	%100
South	4:00 PM	0.75	13	0	11	24	54	0	46
West	4:00 PM	0.72	26	0	0	26	%100	0	0

Entire Intersection

North	4:00 PM	0.00	0	0	0	0	0	0	0
East		0.57	0	0	16	16	0	0	%100
South		0.75	13	0	11	24	54	0	46
West		0.72	26	0	0	26	%100	0	0

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: 7-11 Driveway
E-W Street: NYS Rte 25
DAY OF WK : Tuesday

Movements by: Primary

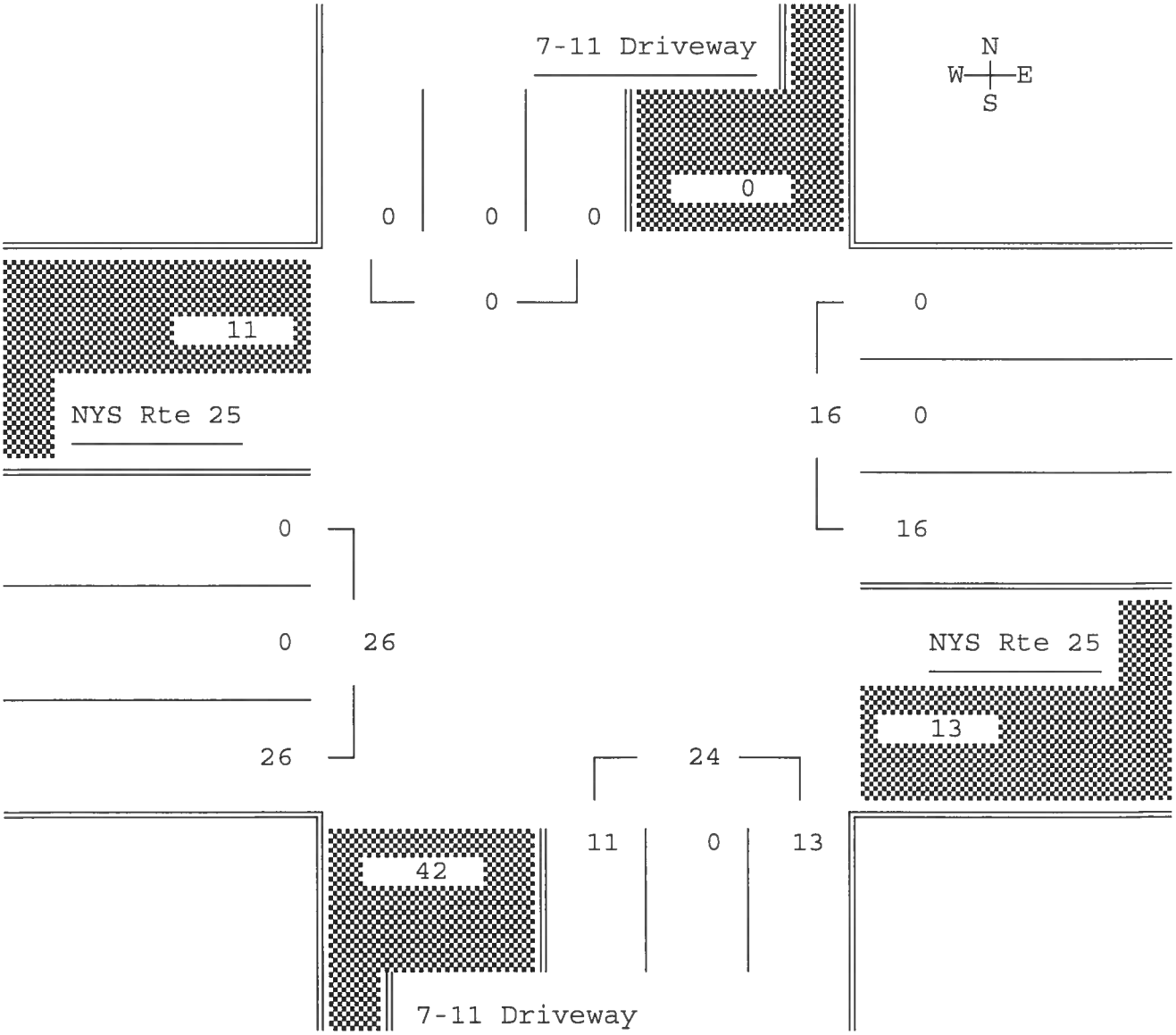
PAGE: 1
FILE: 711-25-p
DATE: 7/31/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	4:00 PM	0.00	0	0	0	0	0	0	0
East	4:00 PM	0.57	0	0	16	16	0	0	%100
South	4:00 PM	0.75	13	0	11	24	54	0	46
West	4:00 PM	0.72	26	0	0	26	%100	0	0

Entire Intersection

North	4:00 PM	0.00	0	0	0	0	0	0	0
East		0.57	0	0	16	16	0	0	%100
South		0.75	13	0	11	24	54	0	46
West		0.72	26	0	0	26	%100	0	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: 7-11 Driveway
E-W Street: NYS Rte 25
DAY OF WK : Saturday

Movements by: Primary

PAGE: 1
FILE: 7-11_SAT
DATE: 7/28/18

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
11:00 AM	0	0	0	0	0	6	4	0	6	7	0	0	23
11:15	0	0	0	0	0	0	5	0	3	10	0	0	18
11:30	0	0	0	0	0	8	4	0	3	8	0	0	23
11:45	0	0	0	0	0	2	6	0	4	11	0	0	23
HR TOTAL	0	0	0	0	0	16	19	0	16	36	0	0	87
12:00 PM	0	0	0	0	0	1	4	0	4	10	0	0	19
12:15	0	0	0	0	0	1	1	0	3	5	0	0	10
12:30	0	0	0	0	0	4	6	0	2	7	0	0	19
12:45	0	0	0	0	0	3	2	0	2	6	0	0	13
HR TOTAL	0	0	0	0	0	9	13	0	11	28	0	0	61
1:00 PM	0	0	0	0	0	1	5	0	5	16	0	0	27
1:15	0	0	0	0	0	3	11	0	2	6	0	0	22
1:30	0	0	0	0	0	5	1	0	1	3	0	0	10
1:45	0	0	0	0	0	5	4	0	4	8	0	0	21
HR TOTAL	0	0	0	0	0	14	21	0	12	33	0	0	80
DAY TOTAL	0	0	0	0	0	39	53	0	39	97	0	0	228

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	0
East	11:00 AM	0.50	0	0	16	16	0	0	%100
South	11:00 AM	0.88	19	0	16	35	54	0	46
West	11:15 AM	0.89	39	0	0	39	%100	0	0

Entire Intersection

North	11:00 AM	0.00	0	0	0	0	0	0	0
East		0.50	0	0	16	16	0	0	%100
South		0.88	19	0	16	35	54	0	46
West		0.82	36	0	0	36	%100	0	0

DUNN ENGINEERING ASSOCIATES

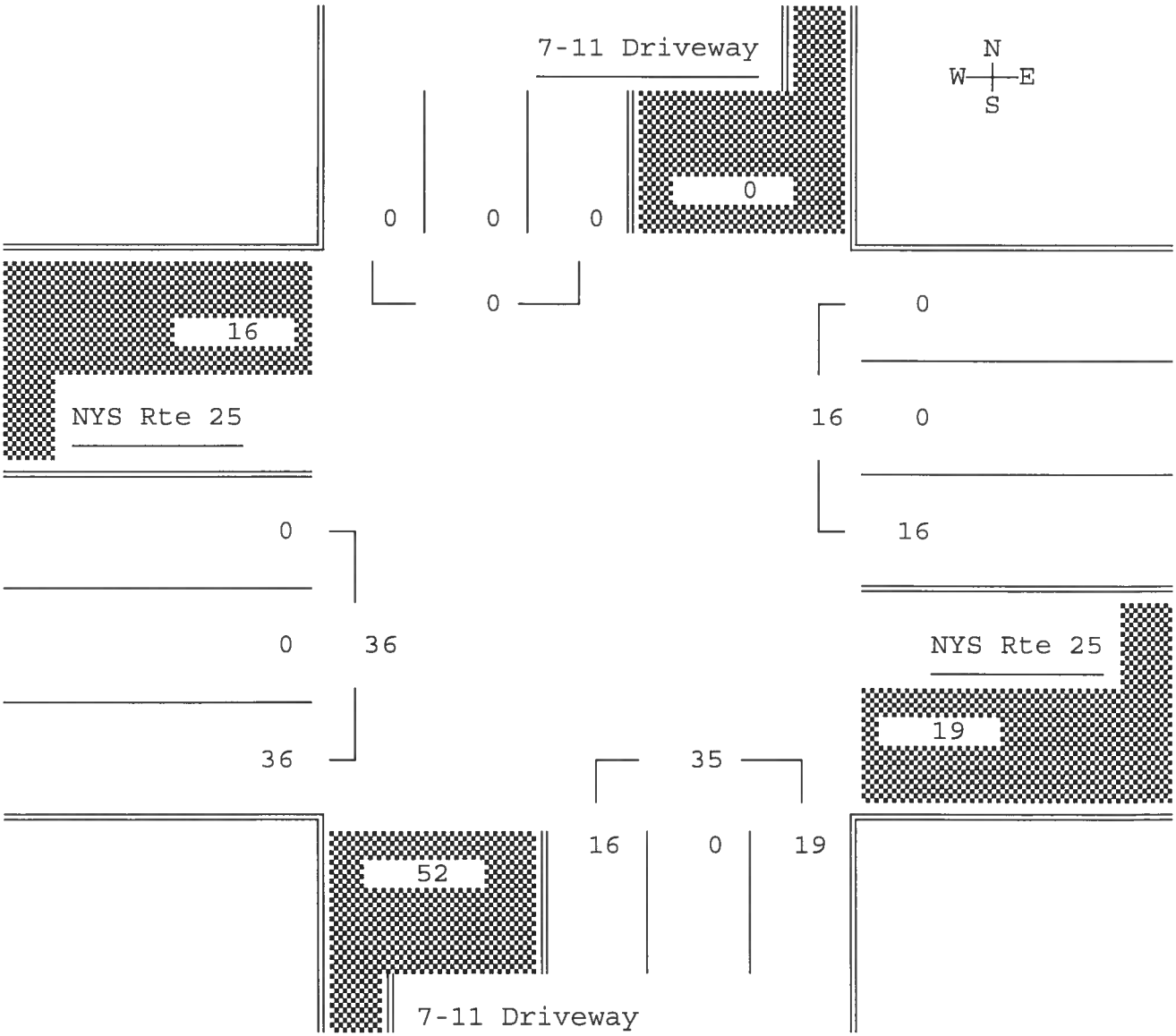
Site Code :
N-S Street: 7-11 Driveway
E-W Street: NYS Rte 25
DAY OF WK : Saturday

Movements by: Primary

PAGE: 1
FILE: 7-11_SAT
DATE: 7/28/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	11:00 AM	0.00	0	0	0	0	0	0	0
East	11:00 AM	0.50	0	0	16	16	0	0	%100
South	11:00 AM	0.88	19	0	16	35	54	0	46
West	11:15 AM	0.89	39	0	0	39	%100	0	0
Entire Intersection									
North	11:00 AM	0.00	0	0	0	0	0	0	0
East		0.50	0	0	16	16	0	0	%100
South		0.88	19	0	16	35	54	0	46
West		0.82	36	0	0	36	%100	0	0



DUNN ENGINEERING ASSOCIATES

FILE: townharb

Site Code :

N-S Street: Town Harbor Ln

E-W Street: NYS Rte 25

DAY OF WK : Saturday

DATE: 7/28/18

Movements by: Primary

Time Begin	From North RT	From North THRU	From North LT	From East RT	From East THRU	From East LT	From South RT	From South THRU	From South LT	From West RT	From West THRU	From West LT	Vehicle Total
11:00 AM	0	0	0	0	116	2	3	0	7	5	121	0	254
11:15	0	0	0	0	125	0	3	0	5	3	150	0	286
11:30	0	0	0	0	130	0	3	0	9	3	145	0	290
11:45	0	0	0	0	123	0	2	0	6	4	141	0	276
HR TOTAL	0	0	0	0	494	2	11	0	27	15	557	0	1106
12:00 PM	0	0	0	0	102	1	9	0	4	6	131	0	253
12:15	0	0	0	0	114	1	7	0	13	2	123	0	260
12:30	0	0	0	0	119	4	4	0	9	4	126	0	266
12:45	0	0	0	0	127	4	5	0	5	1	149	0	291
HR TOTAL	0	0	0	0	462	10	25	0	31	13	529	0	1070
1:00 PM	0	0	0	0	105	3	5	0	2	0	149	0	264
1:15	0	0	0	0	130	6	4	0	9	4	148	0	301
1:30	0	0	0	0	101	1	1	0	7	3	123	0	236
1:45	0	0	0	0	103	0	1	0	4	7	126	0	241
HR TOTAL	0	0	0	0	439	10	11	0	22	14	546	0	1042
DAY TOTAL	0	0	0	0	1395	22	47	0	80	42	1632	0	3218

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	VOLUMES Thru	VOLUMES Left	VOLUMES Total	PERCENTS Right	PERCENTS Thru	PERCENTS Left
North	12:00 AM	0.00	0	0	0	0	0	0	0
East	12:30 PM	0.92	0	481	17	498	0	97	3
South	12:00 PM	0.70	25	0	31	56	45	0	55
West	11:15 AM	0.95	16	567	0	583	3	97	0

Entire Intersection

North	12:30 PM	0.00	0	0	0	0	0	0	0
East		0.92	0	481	17	498	0	97	3
South		0.83	18	0	25	43	42	0	58
West		0.96	9	572	0	581	2	98	0

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Town Harbor Ln
E-W Street: NYS Rte 25
DAY OF WK : Saturday

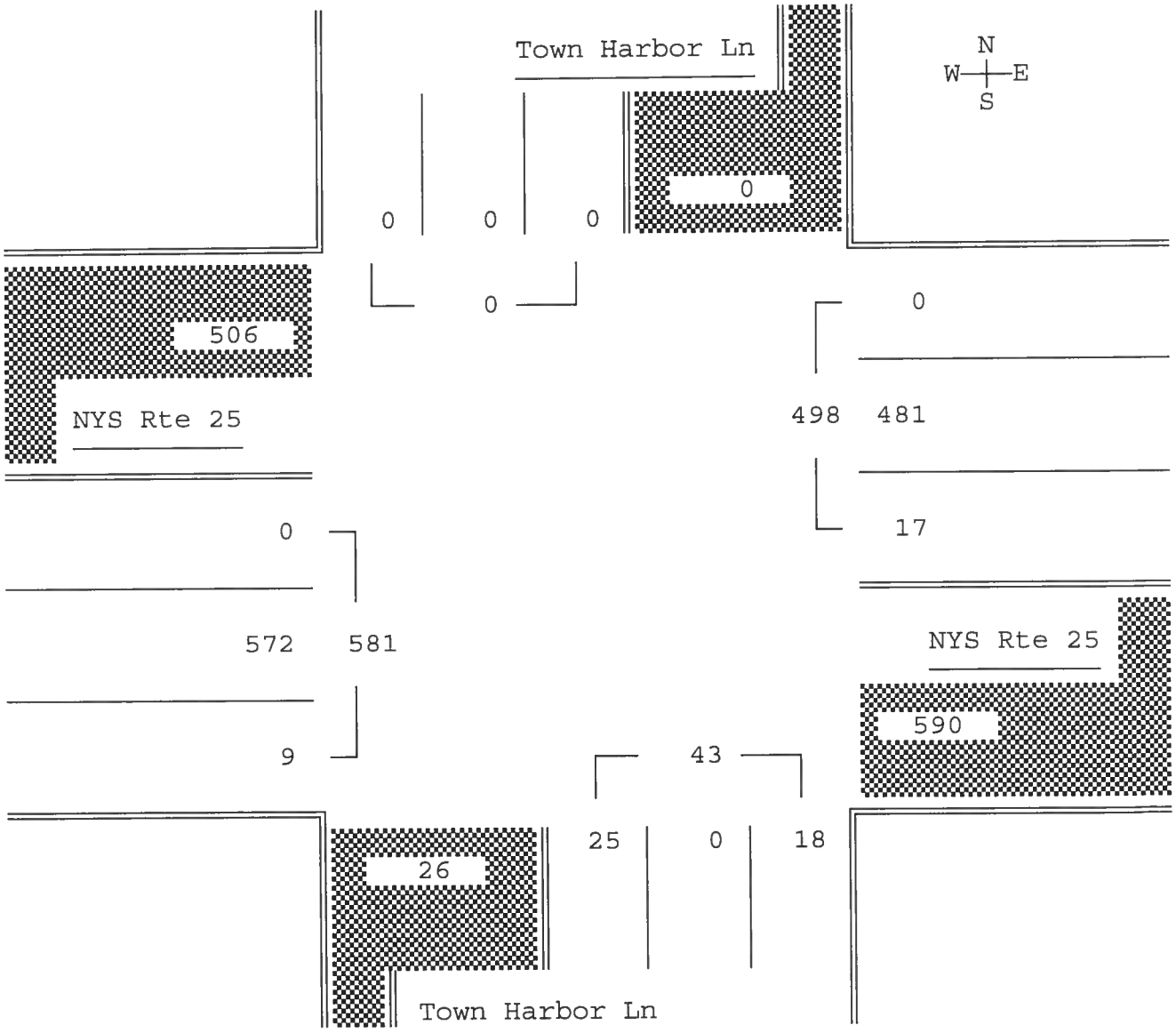
FILE: townharb

Movements by: Primary

DATE: 7/28/18

PEAK PERIOD ANALYSIS FOR THE PERIOD: 11:00 AM - 2:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	VOLUMES Thru	VOLUMES Left	VOLUMES Total	PERCENTS Right	PERCENTS Thru	PERCENTS Left
North	12:30 PM	0.00	0	0	0	0	0	0	0
East	12:30 PM	0.92	0	481	17	498	0	97	3
South	12:00 PM	0.70	25	0	31	56	45	0	55
West	11:15 AM	0.95	16	567	0	583	3	97	0
Entire Intersection									
North	12:30 PM	0.00	0	0	0	0	0	0	0
East		0.92	0	481	17	498	0	97	3
South		0.83	18	0	25	43	42	0	58
West		0.96	9	572	0	581	2	98	0



NYSDOT Accident Verbal Descriptions

15166_map_corrected

Accident Location Information System(ALIS)

Date: 8/17/2018
11:29:18 AM

Accident Verbal Description

15166_VDR_corrected

Date in this report covers the period - 1/1/2015-12/31/2017

Complete Accident data from NYSDMV is only available thru 4/30/2018 12:00:00 AM

County: Suffolk Muni: Southold(T) Ref. Marker: Street: LOCUST LN
AT INTERSECTION WITH Route 25

1/15/2015 Thu 19:47 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35560357**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD TOWN PD 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: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4357 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: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 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: Southold(T) Ref. Marker: Street: HOBART RD
18 Meters South of Route 25

1/29/2015 Thu 09:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35595466**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 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, BACKING UNSAFELY

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
42 Meters West of Boisseau Ave

6/13/2015 Sat 22:45 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2015-35761995**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHOLD TOWN PD Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
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 :4 CAR/VAN/PICKUP Registered Weight: 2687 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

Veh :3 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4743 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: Y
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, ALCOHOL INVOLVEMENT

Veh :2 CAR/VAN/PICKUP Registered Weight: 2857 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: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041618 Street: ROUTE 25
35 Meters East of Locust Ln

6/21/2015 Sun 21:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35774630**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT 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 :2 CAR/VAN/PICKUP Registered Weight: 9000 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: IA
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: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041618 Street: ROUTE 25
38 Meters East of Cottage Pl
8/24/2015 Mon 13:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2015-35862713**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHOLD 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 :1 CAR/VAN/PICKUP Registered Weight: 22000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: SOUTH 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: 8600 State of Registration: NY
Num of Occupants: 2 Driver's Age: 76 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: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
AT INTERSECTION WITH Boisseau Ave
8/28/2015 Fri 15:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35875017**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD 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: State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 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: State of Registration: MA

Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
29 Meters West of Boisseau Ave

9/7/2015 Mon 20:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35878902**

Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD TOWN PD Num of Veh: 4

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

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: 2 Driver's Age: 42 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 :3 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

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

Veh :4 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: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
40 Meters West of Boisseau Ave

9/24/2015 Thu 21:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35904582**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD 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 LIGHTED
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: 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 :1 CAR/VAN/PICKUP Registered Weight: 3739 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: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: MAIN RD
AT INTERSECTION WITH Boisseau Ave

9/27/2015 Sun 14:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35904914**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD 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: 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: 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:
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041616 Street: ROUTE 25
53 Meters East of Maple Ln

10/7/2015 Wed 15:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35917131**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
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: 4600 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3355 State of Registration: NY
Num of Occupants: 2 Driver's Age: 83 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: Southold(T) Ref. Marker: 25 07041616 Street: ROUTE 25
62 Meters West of Boisseau Ave
10/19/2015 Mon 10:23 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35934764**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD 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 TRUCK Registered Weight: State of Registration: OH
Num of Occupants: 1 Driver's Age: 23 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, DRIVER INATTENTION

Veh :2 BUS 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: Southold(T) Ref. Marker: 25 07041619 Street: ROUTE 25
21 Meters West of Town Harbor Ln
11/3/2015 Tue 08:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35959606**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER 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: 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: Southold(T) Ref. Marker: 25 07041616 Street: ROUTE 25
47 Meters West of Boisseau Ave

2/4/2016 Thu 18:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36090830**

Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD TOWN PD Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE

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 :1 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

Veh :2 OTHER Registered Weight: State of Registration:

Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
21 Meters East of Boisseau Ave

5/11/2016 Wed 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36204232**

Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD 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 :1 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: 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: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
44 Meters East of Boisseau Ave

6/5/2016 Sun 09:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36258126**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD 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 :1 CAR/VAN/PICKUP Registered Weight: 4857 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: NORTH 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: 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: UNKNOWN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
40 Meters West of Boisseau Ave

7/6/2016 Wed 16:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36289517**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD 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 CAR/VAN/PICKUP Registered Weight: 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: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 84 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
AT INTERSECTION WITH Boisseau Ave

8/20/2016 Sat 09:07 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36353783**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD 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: 3825 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: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3230 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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
AT INTERSECTION WITH Boisseau Ave

9/2/2016 Fri 12:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36398089**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD 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/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3441 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4403 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: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
29 Meters East of Boisseau Ave

10/23/2016 Sun 20:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36442328**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NO PASSING ZONE
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: 3426 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, ANIMAL'S ACTION

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041619 Street: ROUTE 25
AT INTERSECTION WITH Town Harbor Ln
10/27/2016 Thu 23:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36447220**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD 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: 5172 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: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041619 Street: [Route] 25
AT INTERSECTION WITH TOWN HARBOR LN
10/24/2016 Mon 20:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36461827**
Accident Class: PROPERTY DAMAGE Police Agency: 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: 3413 State of Registration: NY
Num of Occupants: 2 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041618 Street: [Route] 25
AT INTERSECTION WITH LOCUST LN
11/25/2016 Fri 16:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36491694**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD TOWN PD 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: 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: 62 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: 86 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, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: [Route] 25
15 Meters West of HOBART RD
11/26/2016 Sat 20:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36491707**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD 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: 4079 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F 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: VA
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

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
42 Meters West of Boisseau Ave
1/31/2017 Tue 13:20 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36587492**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHOLD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER 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: 4000 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, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3184 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: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

Veh :3 CAR/VAN/PICKUP Registered Weight: 3572 State of Registration: NY

Num of Occupants: 1 Driver's Age: 47 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: Southold(T) Ref. Marker: 25 07041616 Street: ROUTE 25
20 Meters East of Maple Ln

2/14/2017 Tue 21:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36607927**

Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD TOWN PD 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: 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: 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 OTHER Registered Weight: State of Registration:

Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: MAIN RD
18 Meters West of HOBART AVE

5/18/2017 Thu 12:27 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36746177**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHOLD 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: DAYLIGHT

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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4432 State of Registration: NY

Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3666 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 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: Southold(T) Ref. Marker: 25 07041617 Street: HOBART RD
AT INTERSECTION WITH [Route] 25
3/9/2017 Thu 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36746181**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD 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: 77 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 OTHER Registered Weight: State of Registration:
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: STARTING FROM PARKING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041618 Street: ROUTE 25
AT INTERSECTION WITH Cottage Pl
8/2/2017 Wed 13:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36835359**
Accident Class: NON-REPORTABLE Police Agency: SOUTHOLD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
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: State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: IN
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: Southold(T) Ref. Marker: 25 07041616 Street: ROUTE 25
AT INTERSECTION WITH Maple Ln
8/29/2017 Tue 15:19 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2017-36869246**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHOLD TOWN PD Num of Veh: 1
Type Of Accident: OTHER NON-COLLISION Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 372 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 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: REACTION TO OTHER UNINVOLVED VEHICL, DRIVER INEXPERIENCE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041619 Street: ROUTE 25
44 Meters West of Town Harbor Ln
10/7/2017 Sat 07:53 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36919713**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHOLD 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: 5211 State of Registration: NY
Num of Occupants: 4 Driver's Age: 46 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

Veh :1 CAR/VAN/PICKUP Registered Weight: 4369 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: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041617 Street: ROUTE 25
AT INTERSECTION WITH Boisseau Ave

10/15/2017 Sun 01:24 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36930953**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH DEER 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: 4949 State of Registration: NY
Num of Occupants: 2 Driver's Age: 72 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: Southold(T) Ref. Marker: 25 07041616 Street: ROUTE 25
57 Meters West of Boisseau Ave

10/14/2017 Sat 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36930981**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
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: 3045 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 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: 4060 State of Registration: NY
Num of Occupants: 1 Driver's Age: 77 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: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041616 Street: ROUTE 25
AT INTERSECTION WITH Maple Ln

10/17/2017 Tue 10:44 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36934195**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD TOWN PD Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
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: 2519 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 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: VIEW OBSTRUCTED/LIMITED, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2396 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

Veh :3 BUS Registered Weight: State of Registration: NY
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

County: Suffolk Muni: Southold(T) Ref. Marker: 25 07041616 Street: ROUTE 25
AT INTERSECTION WITH Maple Ln
11/21/2017 Tue 15:31 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36992392**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHOLD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3280 State of Registration: NY
Num of Occupants: 1 Driver's Age: 81 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, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 4436 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: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

(11)								
1/15/2015	Rt 25 @ Locust Lane	19:47	PD	Dry	clear	Dark	→ ↰	rt Angle
1/29/2015	Hobart Rt 60's of 25	9:45	NR	S/I	clear	Light	Backing	from Bar Alcohol
6/13/2015	Rt 25 140' w/o Boisseau Ave	22:45	I	Dry	Cloudy	Dark	→ ↳ ←	right A
6/21/2015	Rt 25 115' E/o Locust Ln	21:49	PD	Dry	Clr	Dark	→ ↘	rear end
8/24/2015	Rt 25 125' E/o Cottage Ln	13:05	I	Dry	Cloudy	Light	↓ ←	right A
8/28/2015	Rt 25 @ Boisseau Ave	15:49	NR	Dry	Clr	Light	→ →	rear end
9/7/2015	Rt 25 95' w/o Boisseau	20:15	NR	Dry	Clr	Light	→ →	hit Parked Veh.
9/24/2015	Rt 25 130' w/o Boisseau	21:14	PD	Dry	Clr	Dark	→ →	hit Parked Vehicle
9/27/2015	Rt 25 @ Boisseau	19:11	NR	Dry	Clr	Light	→ →	hit Parked Vehicle
10/7/2015	Rt 25 175' E/o Maple Lane	15:13	PD	Dry	Clr.	Light	→ ↳	right Angle
10/19/2015	Rt 25 205' w/o Boisseau	10:23	NR	Dry	Clr	Light	→ →	rear end
(11)								
2/4/2016	Rt 25 155' w/o Boisseau	18:57	NR	Wet	Rain	Dark	→ →	rear end
5/11/2016	Rt 25 70' E/o Boisseau	12:30	NR	Dry	Clr	Light	backing parked veh	
6/5/2016	Rt 25 144' E/o Boisseau	9:15	PD	Dry	Cloudy	Light	backing ?	
7/6/2016	Rt 25 130 w/o Boisseau	16:20	NR	Dry	Clr	Light	→ Parking ?	
8/20/2016	Rt 25 @ Boisseau	9:07	PD	Dry	Clr.	Light	—	
9/2/2016	Rt 25 @ Boisseau	12:55	PD	Dry	Clr	Light	→ Parking	
10/23/16	Rt 25 95' E/o Boisseau	20:32	PD	Dry	Clr	Light	Deer	
10/27/16	Rt 25 @ Town Harbor	23:48	PD	Dry	Clr	Dark	Deer	
10/24/16	Rt 25 @ Town Harbor	20:00	PD	Dry	Clr	Dark	Deer	
11/25/16	Rt 25 @ Locust Lane	16:43	NR	Dry	Clr	Dark	→ ↰	right Angle
11/26/16	Rt 25 50' w/o Boisseau	20:14	PD	Dry	Clr	Dark	Parked	
(11)								
1/31/17	Rt 25 140' w/o Boisseau	13:20	I	S/I	Snow	Light	→ ← ← ?	
2/14/17	Rt 25 65' E/o Maple Lane	21:05	NR	Dry	Clr	Dark	→ Parked	
5/18/17	Rt 25 40' w/o Boisseau	12:27	I	Dry	Clr	Dark	right turn ?	
3/9/17	Rt 25 @ Boisseau	16:30	NR	Dry	Clr	Light	↓ Parking	
8/2/17	Rt 25 @ Cottage Pl	13:05	NR	Dry	Clr	Light	Parked	
8/29/17	Rt 25 @ Maple Lane	15:19	I	Dry	Clr	Light	Single Motorcy inexper.	

10/27/17	Rt 25 145' w/o Harbor Lane	7:53	I	Dry	Cloudy	Light	rear end
10/15/17	Rt 25 @ Boisseau	1:24	PD	Wet	Cloudy	Dark	Deer
10/14/17	Rt 25 185' w/o Boisseau	16:00	PD	Dry	Cloudy	Light	right A
10/17/17	Rt 25 @ Maple Lane	10:44	PD	Dry	Clr	Light	right Angle
11/21/17	Rt 25 @ Maple Lane	15:31	PD	Dry	Clr	Light	right Angle

Public Transportation

S92 Service — Orient Point to East Hampton

					■		■	■		■	■			■			■	
Orient Point Ferry Dock	—	—	—	—	—	—	8:35	9:25	10:35	11:35	**12:35**	1:35	2:05	2:50	3:20	3:50	4:50	6:35
Orient	—	—	—	—	—	—	8:40	9:30	10:40	11:40	**12:40**	1:40	2:10	2:55	3:25	3:55	4:55	6:40
East Marion	—	—	—	—	—	—	8:45	9:35	10:45	11:45	**12:45**	1:45	2:15	3:00	3:30	4:00	5:00	6:45
Greenport	5:15	5:45	6:05	6:35	6:50	8:00	8:50	9:40	10:50	11:50	**12:50**	1:50	2:20	3:05	3:35	4:05	5:05	7:00
Southold	5:23	5:53	6:13	6:43	6:58	8:08	8:58	9:58	10:58	11:58	**12:58**	1:58	2:28	3:13	3:43	4:13	5:13	7:08
Cutchogue	5:28	5:58	6:18	6:48	7:03	8:13	9:06	10:06	11:06	**12:06**	1:06	2:06	2:36	3:20	3:50	4:20	5:20	7:15
Mattituck	5:33	6:03	6:23	6:53	7:08	8:18	9:12	10:12	11:12	**12:12**	1:12	2:12	2:42	3:24	3:54	4:24	5:24	7:20
Jamesport	5:38	6:08	6:28	6:58	7:13	8:23	9:17	10:17	11:17	**12:17**	1:17	2:17	2:47	3:29	3:59	4:29	5:29	7:25
Riverhead Railroad	5:50	6:20	6:40	7:10	7:40	8:35	9:45	10:45	11:30	**12:45**	1:45	2:30	3:00	3:57	4:12	4:43	5:57	7:40
Riverhead County Ctr, Lv	5:53	6:23	6:43	7:13	7:43	8:38	9:50	10:50	11:33	**12:50**	1:50	2:33	3:03	4:00	4:15	4:50	6:00	7:45
Flanders	6:00	6:30	6:50	7:20	7:50	8:45	9:55	10:55	11:40	**12:55**	1:55	2:40	3:10	4:05	4:20	4:55	6:05	7:50
Hampton Bays	6:10	6:40	7:00	7:30	8:00	8:55	10:05	11:05	11:50	**1:05**	2:05	2:50	3:20	4:15	4:30	5:05	6:15	8:00
Peconic Beach	6:15	6:45	7:05	7:35	8:05	9:00	10:10	11:10	11:55	**1:10**	2:10	2:55	3:25	4:20	4:35	5:10	6:20	8:05
Shinnecock Club	6:25	6:55	7:15	7:45	8:15	9:10	10:20	11:20	**12:05**	**1:20**	2:20	3:05	3:35	4:30	4:45	5:20	6:30	8:15
Southampton	6:35	7:05	7:25	7:55	8:25	9:20	10:30	11:30	**12:15**	**1:30**	2:30	3:15	3:45	4:40	4:55	5:30	6:40	8:25
Hay Ground	6:50	7:15	7:35	8:05	8:35	9:30	10:40	11:40	**12:25**	**1:40**	2:40	3:25	3:55	4:50	5:05	5:40	6:50	8:35
Bridgehampton	6:55	7:20	7:40	8:10	8:40	9:35	10:45	11:45	**12:30**	**1:45**	2:45	3:30	4:00	4:55	5:10	5:45	6:55	8:40
Sag Harbor	—	7:30	7:52	8:22	8:52	9:47	10:55	11:55	**12:40**	**1:55**	2:55	3:40	4:10	5:07	5:22	5:57	7:07	8:52
Hardscrabble	—	7:38	8:00	8:30	9:00	10:05	11:05	**12:05**	**12:50**	**2:05**	3:05	3:50	4:20	5:18	5:33	6:08	7:18	9:00
East Hampton Railroad	—	7:43	8:04	8:34	9:04	10:09	11:09	**12:09**	**12:54**	**2:09**	3:09	3:54	4:24	5:22	5:37	6:12	7:22	9:04

S92 Service — East Hampton to Orient Point

				■		■		■	■		■			■				
East Hampton Railroad	—	7:30	8:03	8:29	8:59	9:29	10:34	11:34	**12:34**	1:34	2:34	3:30	3:55	4:24	4:49	5:49	6:19	
Hardscrabble	—	7:35	8:07	8:34	9:04	9:34	10:39	11:39	**12:39**	1:39	2:39	3:35	3:59	4:28	4:54	5:54	6:24	
Sag Harbor	—	7:45	8:20	8:47	9:17	9:47	10:52	11:52	**12:52**	1:52	2:52	3:48	4:13	4:39	5:04	6:09	6:36	
Bridgehampton	7:05	7:55	8:32	8:59	9:29	9:59	11:07	**12:07**	1:07	2:07	3:07	3:58	4:23	4:48	5:16	6:20	6:47	
Hay Ground	7:10	8:00	8:35	9:04	9:34	10:04	11:12	**12:12**	1:12	2:12	3:12	4:03	4:28	4:53	5:21	6:26	6:53	
Southampton	7:18	8:08	8:45	9:14	9:44	10:14	11:22	**12:22**	1:22	2:22	3:22	4:08	4:33	5:00	5:31	6:36	7:03	
Shinnecock Club	7:28	8:18	8:55	9:24	9:54	10:24	11:34	**12:34**	1:34	2:34	3:34	4:20	4:45	5:12	5:40	6:46	7:13	
Peconic Beach	7:32	8:22	9:01	9:28	9:58	10:28	11:38	**12:38**	1:38	2:38	3:38	4:24	4:49	5:16	5:44	6:51	7:18	
Hampton Bays	7:37	8:27	9:05	9:35	10:05	10:35	11:45	**12:45**	1:45	2:45	3:45	4:31	4:56	5:23	5:50	6:56	7:23	
Flanders	7:45	8:35	9:10	9:42	10:12	10:42	11:52	**12:52**	1:52	2:52	3:52	4:38	5:03	5:30	5:59	7:03	7:30	
Riverhead County Ctr, Lv	7:55	8:45	9:20	9:50	10:20	10:50	12:00	**1:00**	2:00	3:00	4:00	4:50	5:20	5:42	6:09	7:13	7:43	
Riverhead Railroad	8:00	8:50	9:23	9:53	10:23	10:53	12:03	**1:03**	2:03	3:03	4:03	4:55	5:25	5:47	6:14	7:18	7:48	
Jamesport	8:10	8:57	9:33	10:16	10:35	11:16	12:13	**1:26**	2:26	3:13	4:26	5:05	5:38	6:10	6:24	7:25	7:55	
Mattituck	8:15	9:07	9:38	10:20	10:41	11:20	12:20	**1:30**	2:30	3:20	4:30	5:09	5:44	6:14	6:30	7:30	8:00	
Cutchogue	8:20	9:12	9:45	10:27	10:45	11:27	12:27	**1:37**	2:37	3:27	4:37	5:16	5:49	6:20	6:35	7:35	8:05	
Southold	8:30	9:19	9:50	10:32	10:50	11:32	12:32	**1:42**	2:42	3:37	4:42	5:21	5:54	6:25	6:41	7:42	8:12	
Greenport	8:40	10:20	10:00	10:40	11:00	11:40	12:40	**1:50**	2:50	3:48	4:50	5:29	6:02	6:35	6:55	7:55	8:25	
East Marion	8:45	10:25	10:05	10:45	11:05	11:45	12:45	**1:55**	2:55	—	4:55	5:34	—	—	—	—	—	
Orient	8:50	10:30	10:10	10:50	11:10	11:50	12:50	**2:00**	3:00	—	5:00	5:39	—	—	—	—	—	
Orient Point Ferry Dock	8:55	10:35	10:15	10:55	11:15	11:55	12:55	**2:05**	3:05	—	5:05	5:44	—	—	—	—	—	

■ **In Riverhead bus travels from and to North Fork via CR58.**

AM–LIGHTFACE **PM–BOLDFACE**

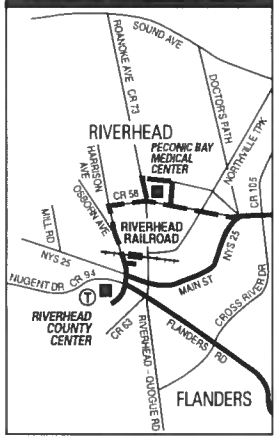
Schedules subject to change without notice.

Suffolk County cannot assume responsibility for inconvenience, expense or damage resulting from timetable errors, delayed buses or failure to make connections.

Where to Board For your safety, please wait for the bus at a designated bus stop.

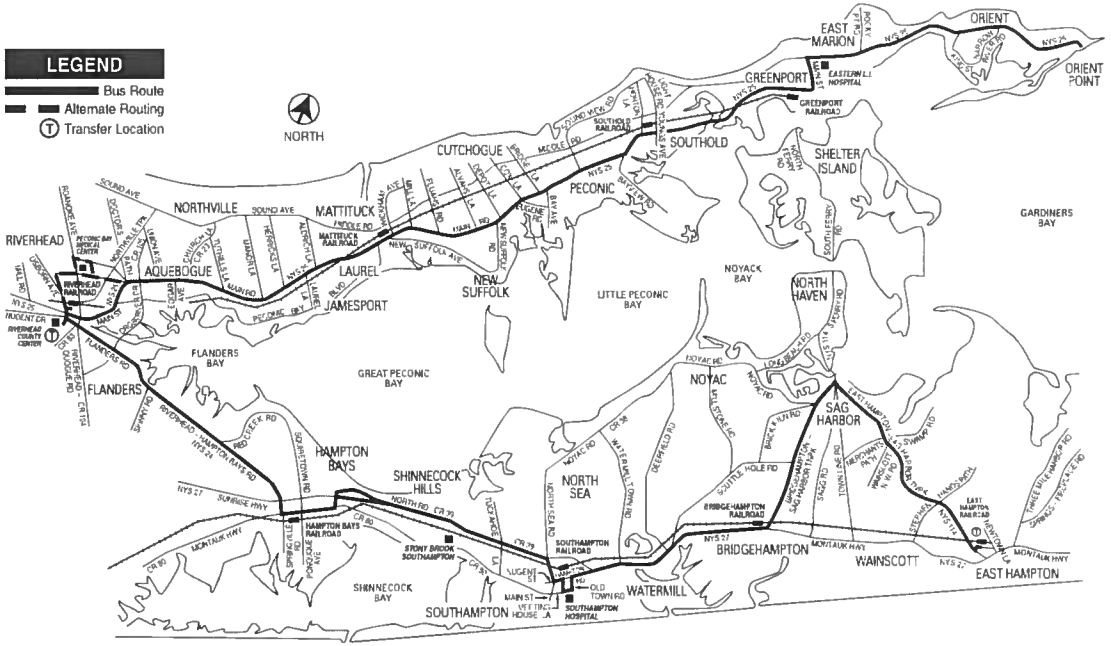
S92 map

DETAIL OF RIVERHEAD AREA



LEGEND

- Bus Route
- Alternate Routing
- Transfer Location



S92 Connecting Bus Service

Route No.	Location
S58, S62, S66	Riverhead
8A	Riverhead
10B	East Hampton Bridgehampton
10C	East Hampton
10B, 10C	East Hampton Rail Road

Long Island Rail Road

Riverhead – Ronkonkoma Branch
Southampton – Montauk Branch
East Hampton – Montauk Branch

Suffolk County Transit Bus Information

Questions, Suggestions, Complaints?
Call Suffolk County Transit Information Service
631.852.5200
Monday to Friday 8:00am to 4:30pm

SCAT Paratransit Service

Paratransit Bus Service is available to ADA eligible passengers. To register or for more information, call Office for People with Disabilities at 631.853.8333.

Large Print Bus Schedules

To obtain a large print copy of this or other Suffolk County Transit bus schedules, call 631.852.5200 or visit www.sct-bus.org.

Additional Transportation Services

HART, HUNTINGTON AREA RAPID TRANSIT 631.427.8287
NICE, Nassau Inter-County Express . . . 516.228.4000
MTA LONG ISLAND RAIL ROAD 718.217.5477
511NYRideshare . . . . . 511 and say "Rideshare"

Follow us on Twitter
@SCTBusInfo

www.sct-bus.org

Suffolk County Transit Fares & Information

Full fare $2.25

Student fare $1.25
Between 14 to 22 years old. High School/College ID required.

Children under 5 years old FREE
Limit 3 children accompanied by adult.

Senior, Person with Disabilities, Medicare Care Holders and Suffolk County Veterans 75 cents

Personal Care Attendant FREE
When traveling to assist passenger with disabilities.

Transfer 25 cents
Available on request when paying fare.
Good for two (2) connecting buses.
Valid for two (2) hours from time received.
Not valid for return trip.
Special restrictions may apply (see transfer).

Passengers Please

- Have exact fare ready; Driver cannot handle money.
- Passengers must deposit their own fare.
- Arrive earlier than scheduled departure time.
- Tell driver your destination.
- SCT Drivers announce Major Bus Stop locations.
- Smoking, drinking, eating & playing radios prohibited on buses.

Bike Racks

Available on all Suffolk County Transit (SCT) bus routes.

Reduced Fare for Seniors, Persons with Disabilities and Medicare Card Holders

Persons with valid, municipally issued cards identifying them as at least 60 years old or having a mental or physical disability may ride for the reduced, one-way fare. A valid Medicare Card is also accepted as ID.

Persons must display their ID card to the driver when paying the fare to ride at the reduced rate.

For ID information:

Seniors ID call	631.853.8200
Disability ID call	631.853.8333
Hearing Impaired TTY	631.853.5658

Suffolk County Transit Service: Monday - Sunday

*No service New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving or Christmas Day.

***Note: Bus routes S92 and 10C will run on Memorial Day, Independence Day, and Labor Day**

Persons with Disabilities

Upon request, drivers will assist wheelchair passengers while boarding and leaving lift/ramp and with use of securement device. Use of wheelchair lifts/ramps also available to passengers using walkers, canes, braces or who are otherwise mobility-impaired. Person traveling with respirator or portable oxygen supply are permitted to ride SCT buses. Service animals to accompany disabled passengers are also permitted.

SUFFOLK COUNTY TRANSIT

Effective October 29, 2018 to March 24, 2019

7 DAY SERVICE

SCHEDULE

S92

Orient Point, Greenport to East Hampton Railroad via Riverhead

Serving

Orient Point Ferry
Orient
Greenport
Southold
Mattituck
Riverhead
Peconic Bay Medical Center
Flanders
Hampton Bays
Southampton
Southampton Hospital
Bridgehampton
Sag Harbor
East Hampton Railroad

SUFFOLK TRANSIT

42-0355 ..10.29.2018