Appendix H

TRAFFIC IMPACT STUDY FOR PROPOSED SOUTHAMPTON COUNTRY DAY CAMP

MAJOR'S PATH
TOWN OF SOUTHAMPTON

Prepared For:

Southampton Day Camp Realty, LLC

Prepared By:

DUNN ENGINEERING ASSOCIATES, PC

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INTRODUCTION

Purpose of Report

This revised Traffic Impact Study contains the results of a traffic engineering examination of a proposed change in use of the site from non-conforming tennis club/camp to a non-conforming tennis club and camp. This revision of the August 2011 Traffic Impact Study accommodates proposed revisions to the Site Plan and additional data and analysis specified in the Scoping Document prepared by the Town in 2015. The change in use would include some enhancements to the existing facilities located on the west side of Major's Path in Southampton, Suffolk County, New York. The site is located on the 17.28 acre parcel that currently contains the Southampton Racquet Club/Camp. The tennis club/camp has been operational for many years. The property contains a number of structures, including a residence, tennis courts, a swimming pool, a dining hall, a parking lot, and a clubhouse, in addition to 12 small cottages. Three driveways are provided, one serves an existing parking lot, two serve the remainder of the site.

In recent years, improvements have been made to the property which included the modernization of some existing buildings, the installation of the pool previously noted, new sanitary facilities and the extension of public water onto the site. The proposed change of use includes the removal of several buildings and decks, construction of one replacement cottage, the construction of two new changing sheds, relocation of one shed and the expansion of some decks. The changes will result in no increase in total building area or deck and patio space on the site. Seven tennis courts will be rehabilitated and one will be reduced in size and converted to a basketball court. Two new pools will be added. Upon completion, the property will function as a day camp, which will operate between Memorial Day and Labor Day and a tennis club will continue to operate as it currently does.

This year, 2015, the camp hosted 215 campers with 65 staff. A portion of that staff lived on site. Ultimately, the operators hope to attract as many as 360 campers that would be served by 89 staff. At the time of this report preparation it was anticipated that the camp could expand to a total of 390 campers with a staff of 95. It was then determined that owners preferred the smaller operation as currently proposed. The study was conducted for the larger number of campers (390) and staff (95) and examines a more intensive use of the site with respect to traffic than is being requested.

This report, which appraises the traffic aspects of the proposed improvements and change in use, has been revised to reflect comments provided by the Town of Southampton in their scoping document for the project. The comments were generated in part as a result of the review of an earlier report by L.K. McLean Associates, P.C., on behalf of the Town Planning Department.

Location

The site of the proposed recreational development is on the west side of Major's Path, north of North Sea Mecox Road and south of Little Fresh Pond Road. Three access driveways on Major's Path will be provided. This site is located in the Town of Southampton, Suffolk County, New York.

Figure 1, Area Map, indicates the location of Southampton 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.

Map of the
COUNTY OF SUFFOLK
LONG ISLAND, NEW YORK

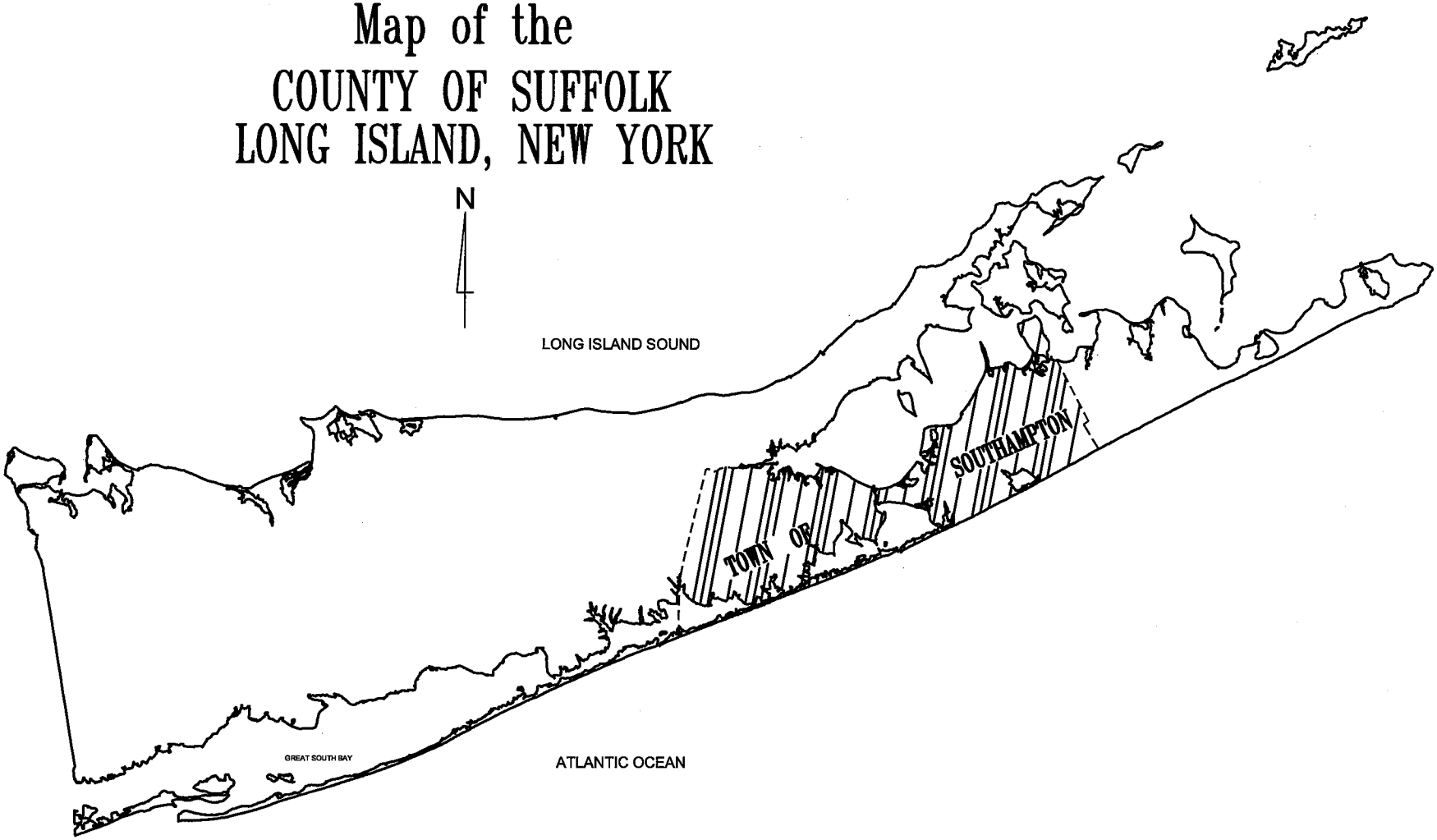

FIGURE 1

AREA MAP

DUNN ENGINEERING ASSOCIATES, P.C.

SCALE	DATE	PAGE
1" = 9.7 MILES±	JULY 2016	-

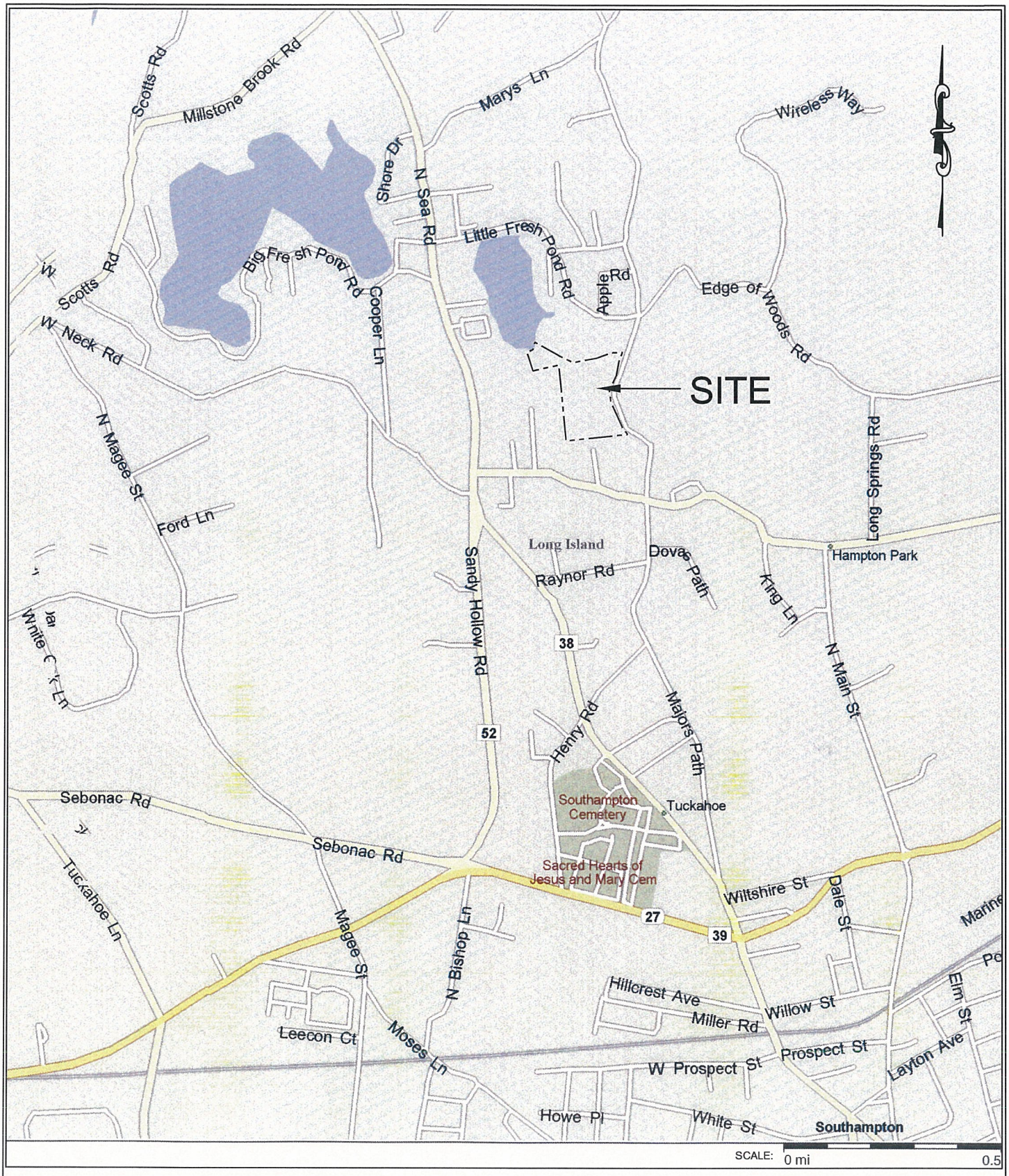

FIGURE 2
Location Map

SCALE:1"=200'

FIGURE 3
Site Map

STUDY APPROACH

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

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

2. Sight distance measurements were performed at key locations on Major's Path in the vicinity of the site.

3. Automatic Traffic Recorder (ATR) machine counts were collected on Major's Path in the vicinity of the site.

4. Manual intersection turning movement counts were collected at key intersections on Major's Path, North Sea-Mecox Road and North Sea Road during the weekday peak hours of camp arrivals and departures which occur between 8:00 A.M. and 10:00 A.M. in the morning and between 3:00 P.M. and 5:00 P.M. in the afternoon.

5. An examination was made of the traffic flow on Major's Path, North Sea Road, and North Sea-Mecox Road in the vicinity of this site.

6. Recent accident records obtained from the New York State Department of Transportation (NYSDOT) were reviewed to determine if any accident problems exist in the vicinity of the site.

7. The availability of police, ambulance and fire protection services was examined.

8. A trip generation analysis was performed to determine the additional traffic attributable to the proposed camp improvements.

9. A directional distribution analysis was performed to distribute the site-generated traffic onto the surrounding street network. The directional distribution was based on counts of existing arrivals and departures at the site and an examination of the population in the surrounding area, as per the Long Island Power Authority's 2010 Population Survey.

10. A trip assignment analysis was performed to examine the composite traffic volumes that would result due to the addition of the site-generated traffic to the existing traffic volumes, in order to determine the traffic impact on Major's Path, the adjacent roadways and at the proposed site access driveways.

11. Capacity analyses were performed at Major's Path's intersections with the three proposed site access driveways, as well as, other key intersections on the surrounding roadways in order to

examine their ability to accommodate the additional traffic generated by the expansion of the existing facility.

12. A review of the access arrangements was made.

13. Conclusions were made in regard to the traffic impact of the proposed project based on the data and facts gathered in this study.

EXISTING CONDITIONS

Roadway Characteristics

As shown in Figure 3, Site Map, the site of the proposed Southampton Day Camp is on the west side of Major's Path, north of North Sea Mecox Road and south of Little Fresh Pond Road. The site will have two driveways on Major's Path once the project is complete.

Major's Path is a Town of Southampton collector road located along the eastern boundary of the site. Major's Path currently provides direct access to the existing site and will continue to provide direct access to the site after the completion of the proposed project. In the vicinity of the site, Major's Path consists of two travel lanes (one in each direction). The speed limit on Major's Path in the vicinity of the site is 30 miles per hour.

In the vicinity of the project site, Major's Path has both horizontal and vertical curvature which has some impact on available sight distance. As discussed further in the "Access Examination" section of this report, the curvature of the roadway was considered in the development of an improved access plan for the project.

In the vicinity of the site the following unsignalized intersections were investigated:

- Major's Path at Little Fresh Pond Road/Edge of Woods Road
- Major's Path at North Sea-Mecox Road
- Major's Path at North Sea Road (C.R. 38)
- North Sea Road (C.R. 38) at North Sea-Mecox Road
- Major's Path at the Site Access Entrance Drive
- Major's Path at the Site Access Exit Drive
- Major's Path at the relocated Southerly Access Drive

The lane configurations at the unsignalized two-way stop controlled, four way intersection approaches of Major's Path at Little Fresh Pond Road/Edge of Wood Road consist of the following:

1. Eastbound Little Fresh Pond Road Approach: A combined left/thru/right turn lane.

2. Westbound Edge of Woods Road Approach: A combined left/thru/right turn lane.

3. Northbound Major's Path Approach: A combined left/thru/right turn lane.

4. Southbound Major's Path Approach: A combined left/thru/right turn lane.

The lane configurations at the unsignalized four-way stop controlled, four way intersection of approaches of Major's Path at North Sea-Mecox Road consists of the following:

1.	Eastbound North Sea-Mecox Road Approach:	A combined left/thru/right turn lane.
2.	Westbound North Sea-Mecox Road Approach:	A combined left/thru/right turn lane.
3.	Northbound Major's Path Approach:	A combined left/thru lane and a separate right turn lane.
4.	Southbound Major's Path Approach:	A combined left/thru lane and a separate right turn lane.

The lane configurations of the one-way stop controlled three-way T-intersection of Major's Path at North Sea Road (C.R. 38) consist of the following:

1.	Westbound Major's Path Approach:	A combined left/right turn lane.
2.	Northbound North Sea Road Approach:	A separate thru lane and a separate channelized right turn lane.
3.	Southbound North Sea Road Approach:	A combined left/thru lane.

The lane configurations of the one-way stop controlled three-way T-intersection of North Sea-Mecox Road at North Sea Road (C.R. 38) consists of the following:

1.	Westbound North Sea-Mecox Road Approach:	A combined left/right turn lane.
2.	Northbound North Sea Road Approach:	A combined thru/right turn lane.
3.	Southbound North Sea Road Approach:	A combined left/thru lane.

The lane configuration at the unsignalized three-way intersection approaches of the site entrance drive at Major's Path consists of the following:

1.	Northbound Major's Path Approach:	A combined left/thru lane.
2.	Southbound Major's Path Approach:	A combined thru/right turn lane.

The lane configuration at the unsignalized one-way stop controlled, three-way T-intersection of the site exit driveway at Major's Path consists of the following:

1.	Eastbound Site Driveway Exit Approach:	A combined left/right turn lane.
2.	Northbound Major's Path Approach:	A thru lane.
3.	Southbound Major's Path Approach:	A thru lane.

The lane configuration at the unsignalized one-way stop controlled, three-way T-intersection of the southerly site driveway at Major's Path consists of the following:

1.	Eastbound Southerly Site Driveway Approach:	A combined left/right turn lane.
2.	Northbound Major's Path Approach:	A left/thru lane.
3.	Southbound Major's Path Approach:	A thru/right lane.

Signalized Intersections

In the vicinity of the site, the following signalized intersection was investigated:

- North Sea Road (C.R. 38) at Sandy Hollow Road (C.R. 52)

The lane configurations at the signalized T-intersection of North Sea Road (C.R. 38) at Sandy Hollow Road (C.R. 52) consist of the following:

1.	Eastbound Sandy Hollow Road Approach:	A separate left and a separate right turn lane.
2.	Northbound North Sea Road Approach:	A separate left turn lane and a separate thru lane.
3.	Southbound North Sea Road Approach:	A separate thru lane.

Traffic Volumes

No agency traffic volume data was found to be available for Major's Path. In order to determine the existing traffic volumes, Automatic Traffic Recorder (ATR) machine counts were collected on Major's Path in the vicinity of the site. An ATR was placed just north of the proposed northernmost site driveway to record the 24-hour traffic volumes from Tuesday, August 20, 2013 through Thursday, August 22, 2013. The results of these counts indicate an average 24 hour traffic flow of 4,846 vehicles, (2,492 northbound and 2,354 southbound). Weekday A.M. peak hour traffic volume was 446 vehicles per hour, 193 northbound and 253 southbound, and weekday P.M. traffic volume was 432 vehicles, 215 northbound and 217 southbound. Projecting the traffic volumes to the 2015 condition utilizing a 2% per year growth factor utilized by NYSDOT for the Southampton area indicates that Major's Path now has an average 24-hour traffic flow of 5,034 vehicles (2,592 northbound and 2,442 southbound). The 2015 Weekday A.M. peak hour traffic flow is 464 vehicles (201 northbound and 263 vehicles southbound) while the 2015 Weekday P.M. peak hour of flow is 449 vehicles (224 vehicles northbound and 225 vehicles southbound). The ATR counts can be found in the section of the Appendix entitled, "ATR Traffic Volume Counts".

Traffic in Southampton is highly seasonal, with significant peaks during the summer. Therefore, in order to account for the higher traffic volumes that would be present during the summer when the day camp is in operation, the ATR counts conducted in the summer of 2013 were used without a seasonal adjustment.

Accident Records

Initially, information was obtained from NYSDOT regarding all accidents that have occurred on Major's Path in the immediate vicinity of the site for three years in the original report prepared for this project in March of 2011, this data consisted of computer-generated verbal description summaries of each reportable and non-reportable accident case that occurred on the segment of Major's Path between North Sea Mecox Road on the south and Little Fresh Pond Road on the north (endpoints inclusive) between April 1, 2007 and March 31, 2010. The accident verbal descriptions obtained from NYSDOT can be found in the Appendix in the section entitled, "NYSDOT Accident Verbal Descriptions".

An examination of the accident data then indicated that the accident experience along this portion of Major's Path for the study period was minimal, with a total of four (4) accidents occurring over the entire three year period, none of which involved injuries or fatalities.

Of the four accidents, two occurred in June of 2008, and two in October of 2009. None of the accidents was reported to have occurred at any of the existing access points to the Southampton Racquet Club, which was open and operating during the study period.

In the vicinity of the proposed project, one accident took place when a vehicle backed onto the roadway improperly, and a second when an inexperienced driver ran off the road in wet conditions. Of the two remaining accidents, one occurred when a vehicle operated by a driver under the influence of alcohol struck a tree, and the last was a rear end accident due to driver inattention and unsafe speed.

Thus, there is no evidence of any trends or patterns in the accident experience, and no accidents were found to be attributable to any unsafe roadway condition or geometric deficiency.

The previously conducted accident analysis has been updated and expanded to include Major's Path from Edge of Woods Road/Little Fresh Pond Road to North Sea Road, North Sea Road from Major's Path to North Sea-Mecox Road and North Sea-Mecox Road from North Sea Road to Major's Path. The accident records obtained included the period July 10, 2012 to September 2014, twenty six months. The accident records are provided in the Appendix. Note that while the detail records indicate a period from July 10, 2012 to July 10, 2015, this is limited by the availability of data only to September 30, 2014 as indicated in the next line. However, two accidents occurring after September 30, 2014 were reported in the data received from NYSDOT; those occurring on December 18, 2014 and February 19, 2015. Both are included in the accident discussion.

In the 24 month study period there was a generally low level of accident occurrences. Two accidents occurred at the intersection of North Sea Road at North Sea-Mecox Road, two accidents occurred on North Sea-Mecox Road between North Sea Road and Major's Path and one accident occurred on Major's Path between North Sea-Mecox Road and North Sea Road. No accidents occurred at the intersections of Major's Path with North Sea Road, North Sea-Mecox Road or Edge of Woods Road/Little Fresh Pond Road.

Accident rates have been calculated for two sections of North Sea Road and for Major's Path for the two year period from July 10, 2012 to September 30, 2014. the calculated accident rates per million vehicle miles are as follows:

- North Sea Road: Major's Path to Sandy Hollow Road - 0 - (No accidents occurred).
- North Sea Road: Sandy Hollow Road to North Sea-Mecox Road - 0.207 accidents per million vehicle miles.
- Major's Path: North Sea Road to Little Fresh Pond Road/Edge of Woods Road - 2.35 accidents per million vehicle miles.

The calculation of an accident rate was not possible for North Sea-Mecox Road from Major's Path to North Sea Road, however, only two accidents were noted in this roadway segment during the two year period.

The Statewide accident average for two lane roadways with no access control is 3.44 accidents per million vehicle miles and all three roadway sections fall under the Statewide average.

There were six accidents on Major's Path between North Sea-Mecox Road and Edge of Woods Road/Little Fresh Pond Road in the vicinity of the site. It should be noted that "T" Road is the existing circular roadway within the site that begins as a one way entrance roadway from Major's Path, traverses the site and exits as a one way exit only roadway onto Major's Path approximately 120 feet south of the entrance. "S" Road is a minor subdivision road that intersects Major's Path just north of the site. The six accidents are as follows:

- Major's Path 93 meters (305 feet) south of T Road. (It is unknown whether the reference to T Road is to the entrance or exit). Occurred on November 27, 2013 at 11:46 A.M. The accident occurred in the rain on a curve in the road and the southbound vehicle was purported to hit curbing. Unsafe speed was noted as a contributing factor.
- Major's Path 40 meters (131 feet) south of T Road. (It is unknown whether the reference to T Road is to the entrance or exit. Occurred on January 4, 2014 at 3:00 P.M. The accident occurred during snow/ice conditions on a curve and the southbound vehicle hit a tree off the road.
- Major's Path 40 meters (131 feet) south of T Road. (It is unknown whether the reference to T Road is to the entrance or exit). Occurred on January 10, 2014 at 3:45 A.M. The accident occurred on a curve in the road and the southbound vehicle hit a tree off the road. Alcohol was noted as a contributing factor.
- Major's Path, 93 meters (305 feet) south of T Road. (It is not known whether the reference to T Road is to the entrance or exit). Occurred on Saturday, July 12, 2014 at 4:58 P.M. Two vehicles, both traveling northbound were involved. The accident occurred on a curve. An apparent factor noted was "Passing or lane usage improperly".
- Major's Path, 40 meters (131 feet) south of T Road. (It is not known whether the reference to T Road is to the entrance or exit). Occurred on September 25, 2014 at 11:31 A.M. The accident occurred in the rain, on a curve when a southbound vehicle left the road and hit a tree.
- Major's Path at S Road. Occurred Thursday, December 18, 2014 at 10:02 A.M. A southbound vehicle hit an animal. The accident occurred on a segment of road termed straight and narrow.

Six accidents as noted above were identified as having occurred on Major's Path in the vicinity of the site. One was a collision with an animal and could be considered a random occurrence with little significance. Four of the five remaining accidents involved southbound vehicles running off the road on a curve. These accidents were identified as occurring either at 305 feet south of T Road or 131 feet south of T Road. It could not be identified which intersection of T Road at Major's Path was the reference point but those two intersections are only 250 feet apart so all four accidents occurred in close proximity. All the vehicles were southbound and inclement weather is noted in several. This appears to be a change from the prior study period. A twenty mile per hour curve warning sign is posted north of the area where the accidents occurred. The curve warning sign is augmented by a chevron sign just preceding of the curves. The chevron sign could be posted more affectively to be more in line with the view of motorists approaching the curve or be augmented with an additional sign further south.

This segment of road has recently been resurfaced by the Town which would have increased skid resistance and aided vehicles in keeping on the road. Further monitoring is needed to determine whether the resurfacing has reduced the accident potential.

The final, of the six accidents, involved northbound motorists and a contributing factor was noted as passing or lane usage improperly. The accident does not appear to be linked to anything other than driver error and does not indicate a pattern of accidents at the location.

None of the six accidents appear to be linked to activity involving the Southampton Day Camp. All occurred at time when the camp was not operating and would not be operating in the future. The Camp did operate in summers of 2013 and 2014 and none of the accidents were associated with the actual access points.

The addition of the very small estimated increase in traffic due to the proposed project should not result in any increase in accident experience at this location, and the recommended access arrangement should further enhance the safe operation of the roadway.

Planned Roadway Improvements

The Suffolk County Department of Public Works and the Town of Southampton were contacted to determine if there were plans for any road improvements that would affect highways within the Study area and a mile from the site. Neither agency identified any planned improvements. The New York State Department of Transportation was not contacted as there are no State highways within the vicinity of the project.

EXISTING EMERGENCY SERVICES

The availability of police protection, fire protection and ambulance services in the vicinity of the proposed site is excellent. The area of the proposed site is patrolled by the Southampton Town Police Department. At present, numerous Southampton Town Police patrols travel past the site on a daily basis.

The site is located in the Southampton Fire District. The Southampton Fire Department's main house is located on Hampton Road at Narrow Lane, approximately 2 miles south of the site.

The site is also located within the Southampton Volunteer Ambulance District whose headquarters are located on North Sea Road (C.R. 38) just north of Fresh Pond Lane less than a mile from the site.

Due to the close proximity of the firehouse, ambulance service and the presence of police patrols, excellent emergency services are available to service the site.

SITE TRIP GENERATION ANALYSIS

In order to estimate the number of new vehicles that the proposed development might be expected to add to the surrounding roadway network, a trip generation analysis was conducted. In many cases, analyses of this nature are based on information presented in the Institute of Transportation Engineers (ITE) *Trip Generation* Report, which provides data regarding trip-making characteristics any many common land uses. However, the report provides no information on developments similar to the proposed project.

Traffic volume counts were taken during July of 2015 at the three access driveways to the site during the weekday A.M. and P.M. peak hours of camp's drop-off and pick-up activity. Those time periods were 8:00 A.M. to 10:00 A.M. and from 3:00 P.M. to 5:00 P.M. In 2015 the camp operated 16 small busses (16 seat) that were used to carry campers to and from the site. The remaining volume reflects parental drop-offs. The small busses represent approximately 1/3 of the traffic in the one hour morning peak and approximately one half of the traffic in the afternoon. This is due to the earlier departure of very young campers prior to regular dismissal. In addition, the younger campers have a higher percentage of caregiver transport than the majority of the campers. As the 16 person camp owned vans, primarily transport staff before and after camp hours these vehicles would not be reflect in "peak hour" counts. Within those two hour time periods the one hour peak period was identified. Table 1, Existing Site Generated Traffic presents the peak one hour entering and exiting traffic the site generated in summer of 2015.

	Weekday A.M. Peak Hours		Weekday P.M. Peak Hours	
	Enter	Exit	Enter	Exit
Camp Entrance/Exit	50	22	6	33
Tennis Club/Staff Parking Area	37	0	2	20
Total	87	22	8	53

Table 1
Existing Site Generated Traffic
Summer 2015

During the summer of 2015 the camp provided services to 215 children and was operated by 65 staff members. The Southampton Racquet Club operated as it has for many years and no growth in the existing facility is anticipated.

The Camp has experienced continual growth in the last few years since the current operators took over. In 2013 the camp served 104 children with 44 staff members. In 2014 the camp served 182 children with 57 staff members.

In 2015 the Southampton Day Camp operated with an enrollment of 215 campers and 65 staff members. Of the 65 staff members, 25 were housed on-site in the cottages which were available. The remaining staff members were transported to the site from off-site locations by two 16 passenger vans owned and operated by the camp.

In 2016 the Southampton Day Camp is operating with an enrollment of 280 campers and 72 staff members. Of the 72 staff members, 53 where housed on-site and the remaining staff was transported by 16 seat camp vans from off-site locations. At maximum capacity with 360 campers, 90 staff will be on-site with 65 being housed on-site and 25 being transported in by camp vans. Other than the Camp Director and the Assistant Director no other staff park on-site. The two 16 passenger camp vans do park on-site when not in use.

Transportation of the campers is included in the enrollment fee and there is no discount should a caregiver want to provide transportation. Transportation of campers by the caregivers is discouraged. Almost all campers are picked-up by the camp operators using 16 to 24 seat small school buses. The newer buses have the larger capacity with 24 seats.

In 2015 16 small buses served the camp while in 2016 it is up to 20 with a projection of 25 being needed for the 360 campers at maximum capacity.

Campers and staff arrive at the camp for a typical day via the northerly entrance only driveway to the camp. This driveway splits shortly after entering the site and passenger vehicles must make a left turn into a parking/drop off area while buses proceed further into the site to the bus drop-off area. Passenger vehicles are not permitted into the bus drop-off area. This arrangement where there is an internal bus loop for camper drop-off/pick-up and an outer loop for passenger vehicles is typical public schools and is designed to maximize the safety of the children.

All vehicles exiting the camp do so via the center exit only driveway and enter via the north enter only driveway.

In addition to the day camp, the site is also used by the Southampton Racquet Club which has seven tennis courts. All Racquet Club members enter and exit the site via the southerly two way access driveway and park in the existing parking lot located between the tennis courts and Major's Path.

The proposed modifications to the existing facility are designed to provide a better camping experience to the users of the site, and to accommodate the offerings of a full service camp. At full occupancy with the proposed modifications/additions the camp will support up to 360 campers with 90 staff members.

Functionally, the camp will operate as described in the existing operations discussions, however improvements will be made to operate the camp more efficiently and safely. These improvements include:

1. The relocation of the central exit only driveway to the south in order to improve sight distance for vehicles exiting the site and for vehicles on Major's Path.

2. Improvements to the bus drop-off loop to provide more basic storage and additional sidewalk areas for loading and unloading campers. Manual access gates to close off the bus loop to unauthorized vehicles will also be installed.

3. Creation of 23 parking spaces on the passenger vehicle portion of the loop road to provide more formal parking for the few caregivers that pick-up or drop-of campers and others that have need to visit the camp offices and Welcome Center.

4. Relocation of the southerly access driveway that serves the parking lot by the tennis courts farther to the south to improve sight distance for vehicles entering and exiting the site and for vehicles on Major's Path.

With these improvements the camp will operate more efficiently and safely.

In order to examine how much traffic the site will generate a ratio of the change in camp population between the actual 2015 attendance and the anticipated full occupancy was determined. As noted previously, the proposed camp once fully occupied will host up to 360 campers with a staff of 90. This report having been prepared prior to the finalization of the camp capacity based on other factors assumed a camp population of 390 campers and 95 staff personnel. In order to take a conservative approach the traffic analysis was conducted with the higher population of 390 campers and 95 staff members. The ratio of new campers to 2015 campers is 390/215 = 1.81, an 81 percent increase. The ratio of future staff to 2015 staff members is 95/65 = 1.46 a 46 percent increase. The mix of small busses operated by the camp and passenger vehicles generated by caregiver drop-off and pick-up is expected to remain similar. Table 2, Future Full Occupancy Site Generated Traffic indicates the anticipated entering and exiting traffic from the site once full occupancy of the modified site is achieved.

	Weekday A.M. Peak Hours		Weekday P.M. Peak Hours	
	Enter	Exit	Enter	Exit
Camp Entrance/Exit	91	40	11	60
Tennis Club/Staff Parking Area	54	0	3	29
Total	145	40	14	99

Table 2
Site Generated Traffic
Future Full Occupancy

It should be noted that the straight use of the expansion ratio with 2015 operations as a base is extremely conservative. In 2016 there were 280 campers and 72 staff so that by 2016 over half of the anticipated growth in use, accounted for in the anticipated trip generation estimated, has already occurred with the existing facility. It is further anticipated that the use of the camp will continue to grow with or without the implementation of the proposed improvements to the camp and the Town's approval of them.

We note further that while the camp population increased by 30% between 2015 and 2016, the number of buses necessary to bring them to camp only went from 16 to 20 vehicles or a 25% increase because of larger seating capacity in newer 24 seat buses and because buses on set routes were able to run fuller.

Further, it was originally assumed that trips generated from the Tennis Club/staff parking lot would increase based on the expected increase inn staff. There will be no expansion of the tennis club as the number of courts will remain the same. No expansion of the club has been proposed. Membership at the club has remained relatively constant over the years and use is limited by the number of courts which will remain the same.

As noted previously, in the future 65 of the staff will be housed on-site and the staff on-site, other than the manager and assistant manager, do not have autos. Most of the staff are visiting students either from other countries or other parts of the United States. The remaining staff parks off-site at the Tuckahoe Elementary School through a lease arrangement and are transported to the site via the two 16 seat camp owned vans which do park in the staff lot when not in use. The Southampton Country Day Camp is fully committed to continuing to operate the facility in this manner.

However, as noted above, a 46% increase in traffic generated by the Tennis Club/staff parking lot has been included in anticipated trip generation for the fully completed facility.

Table 3, Additional Site Generated Traffic presents the amount of new traffic the site is conservatively anticipated to generate once the proposed work is completed and the site fully occupied based on the 2015 operation of the camp.

	Weekday A.M. Peak Hours		Weekday P.M. Peak Hours	
	Enter	Exit	Enter	Exit
Camp Entrance/Exit	41	18	5	27
Tennis Club/Staff Parking Area	17	0	1	9
Total	58	18	6	36

Table 3
Additional Site Generated Traffic

DIRECTIONAL DISTRIBUTION ANALYSIS

In order to determine the origins and destinations of vehicles entering and exiting the future site, a directional distribution analysis was performed. The initial directional distribution of traffic for the site was based on manual turning movement counts collected at the site driveways in summer of 2015. In order to further distribute the traffic through the road network, the distribution was based on an examination of the distribution of the population the camp will draw from in the vicinity of the property. Population within a ten mile radius of the site was generally considered, although the drawing area to the east was truncated at the East Hampton Town Line, due to the existence of a similar facility in closer proximity to the residents of East Hampton. Residences within 5 miles of the facility were given greater weighting than those 5-10 miles away because of the increased travel distance and time spent reaching the camp.

Figure 4, Directional Distribution of Site-Generated Traffic, Caregiver / Parent Vehicles, Buses and Staff, presents the directional distribution of the additional traffic that is expected to arrive at and depart from the Southampton Country Day Camp project via the existing roadway network. Additional information on the Directional Distribution Analysis can be found in the appendix of this report.

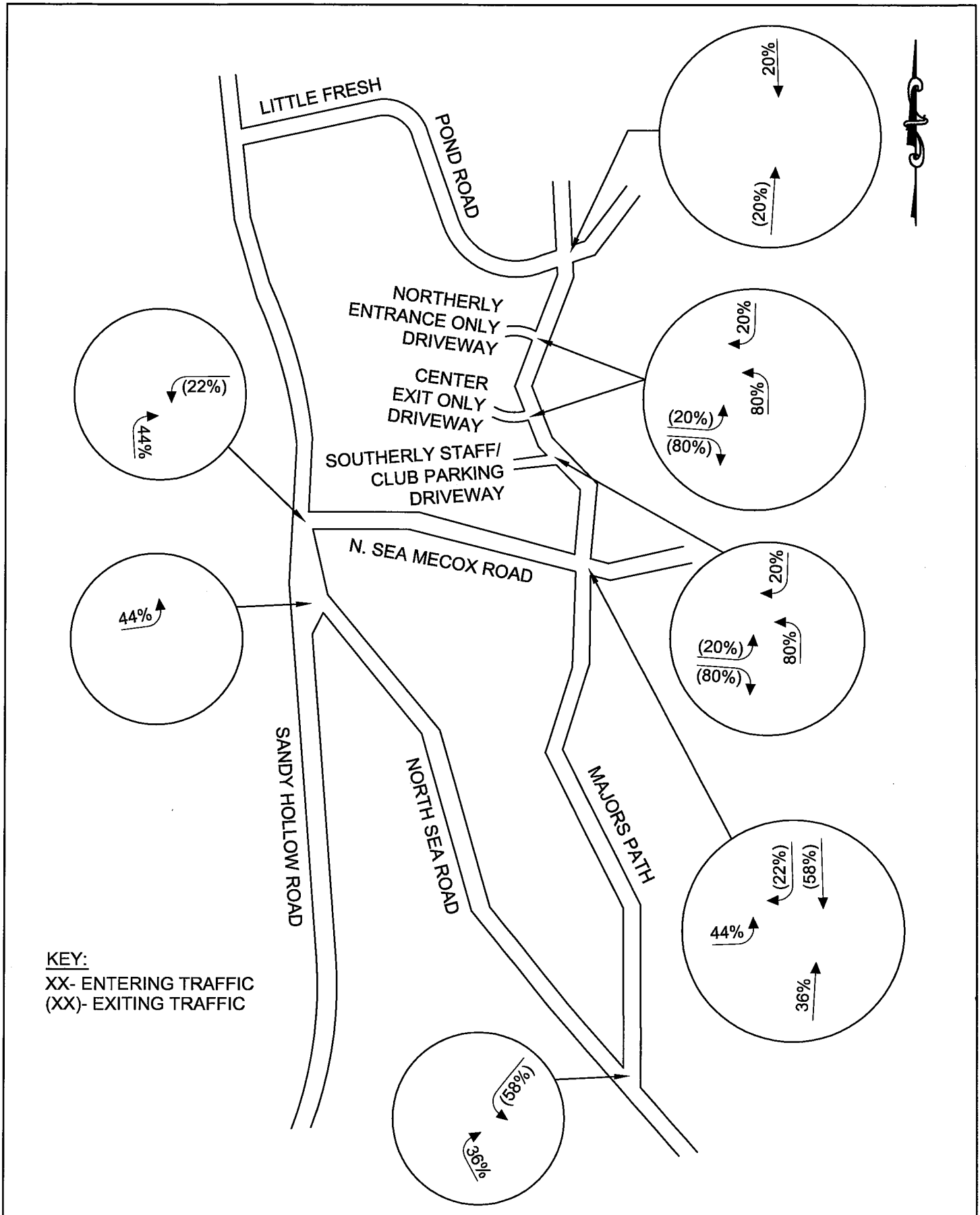

FIGURE 4
DISTRIBUTION OF ADDITIONAL
SITE GENERATED TRAFFIC

TRAFFIC ASSIGNMENT ANALYSIS

The results of the site-generated traffic and directional distribution analysis were utilized to assign the expected generated traffic volumes at the proposed access points and on the surrounding roadway network.

Figure 5 and 6, Assignment of Weekday Peak Hour Site-Generated Traffic, Caregiver Vehicles, Buses and Staff, presents the results of this assignment for the Weekday A.M. and P.M. peak hour of the arrivals and departures at the site, respectively.

Figures 7 and 8 present the composite traffic volumes for the surrounding intersections with the 2017 No Build traffic with the anticipated site generated traffic resulting from the proposed change of use of the site and the proposed enhancements. Figures 7 and 8 present this data, for the Weekday A.M. and P.M. peak hour of the arrivals and departures at the site, respectively.

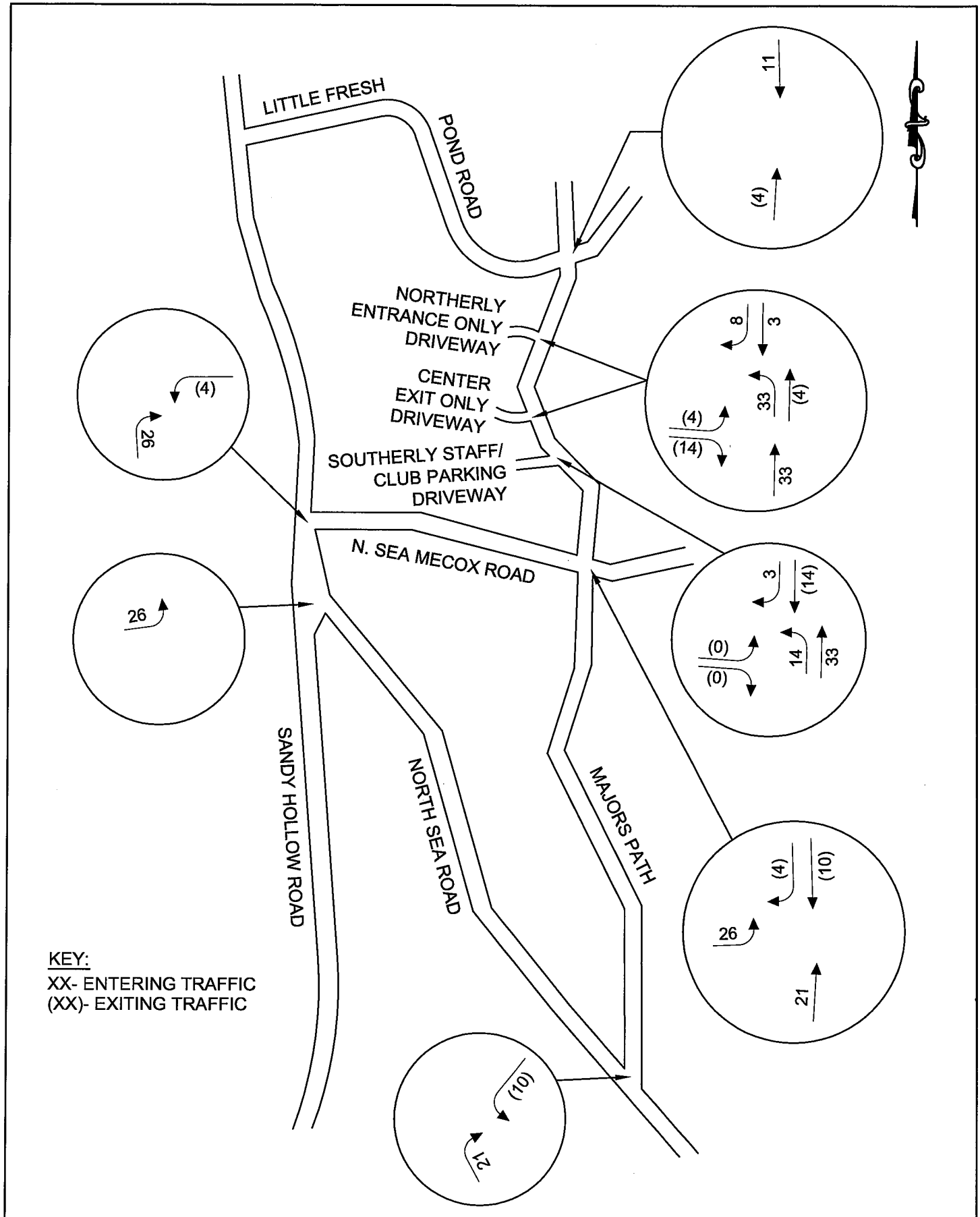

FIGURE 5
AM TRIP ASSIGNMENTS

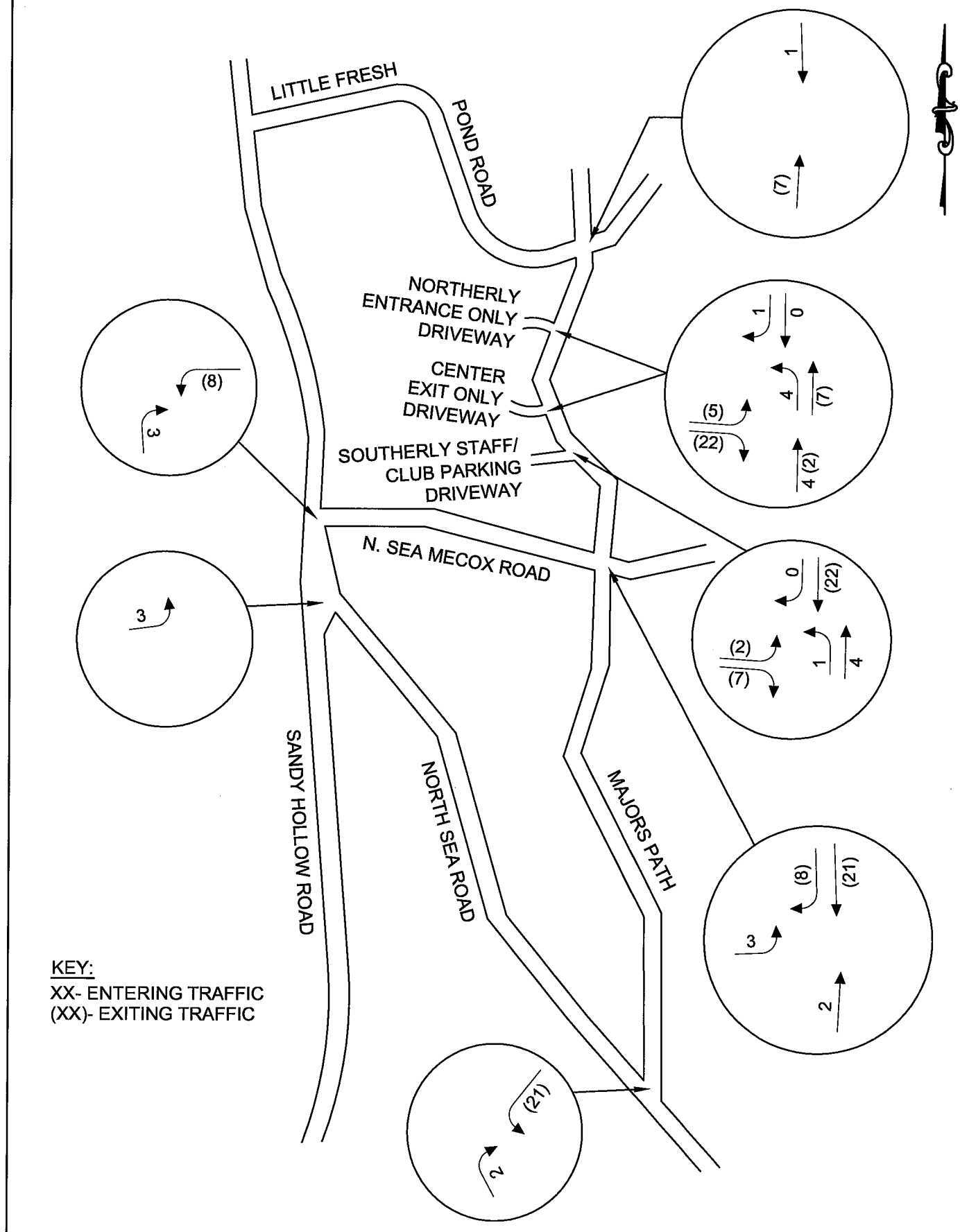

FIGURE 6
PM TRIP ASSIGNMENTS

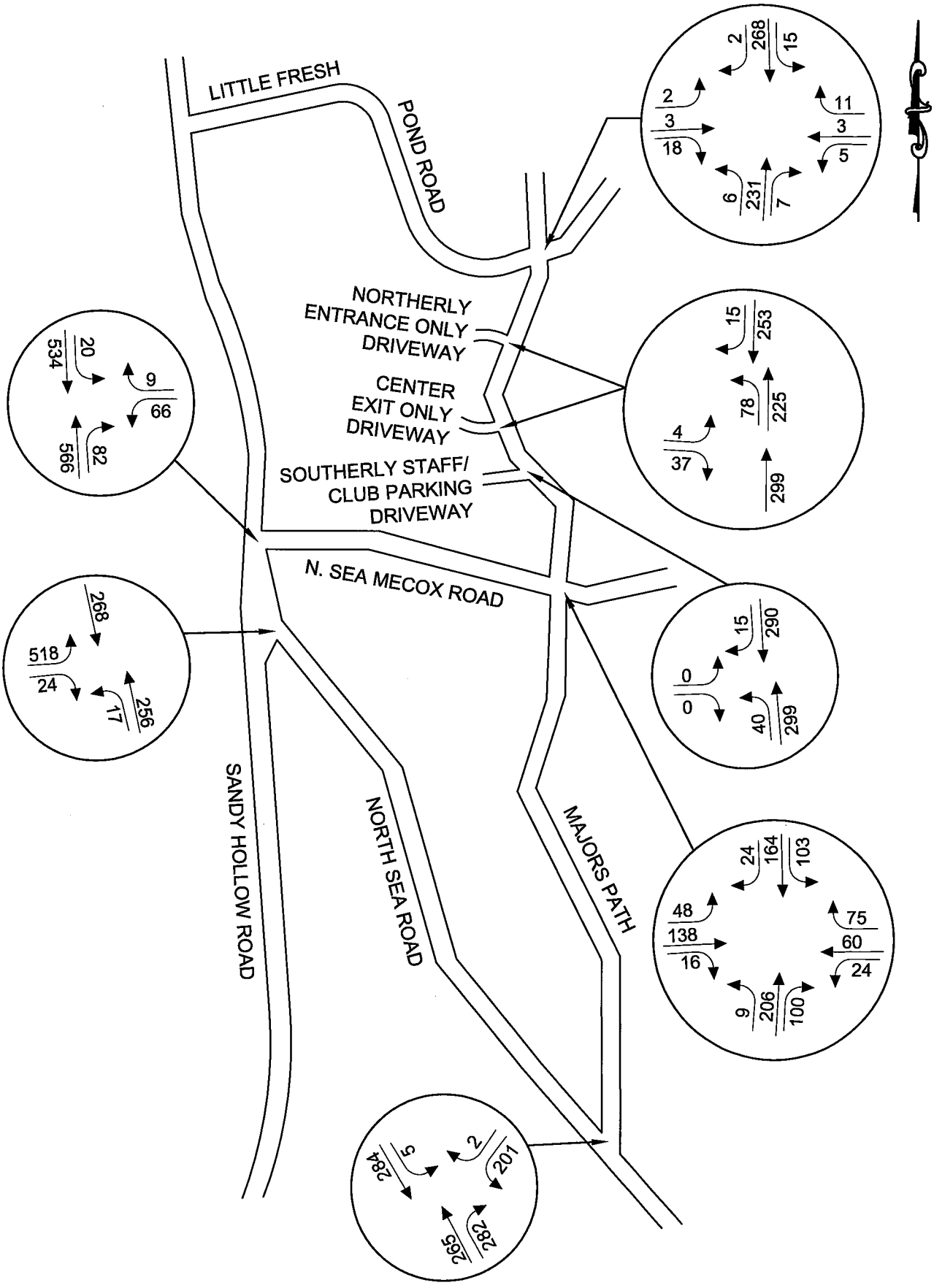

FIGURE 7
2017 COMPOSITE AM VOLUMES

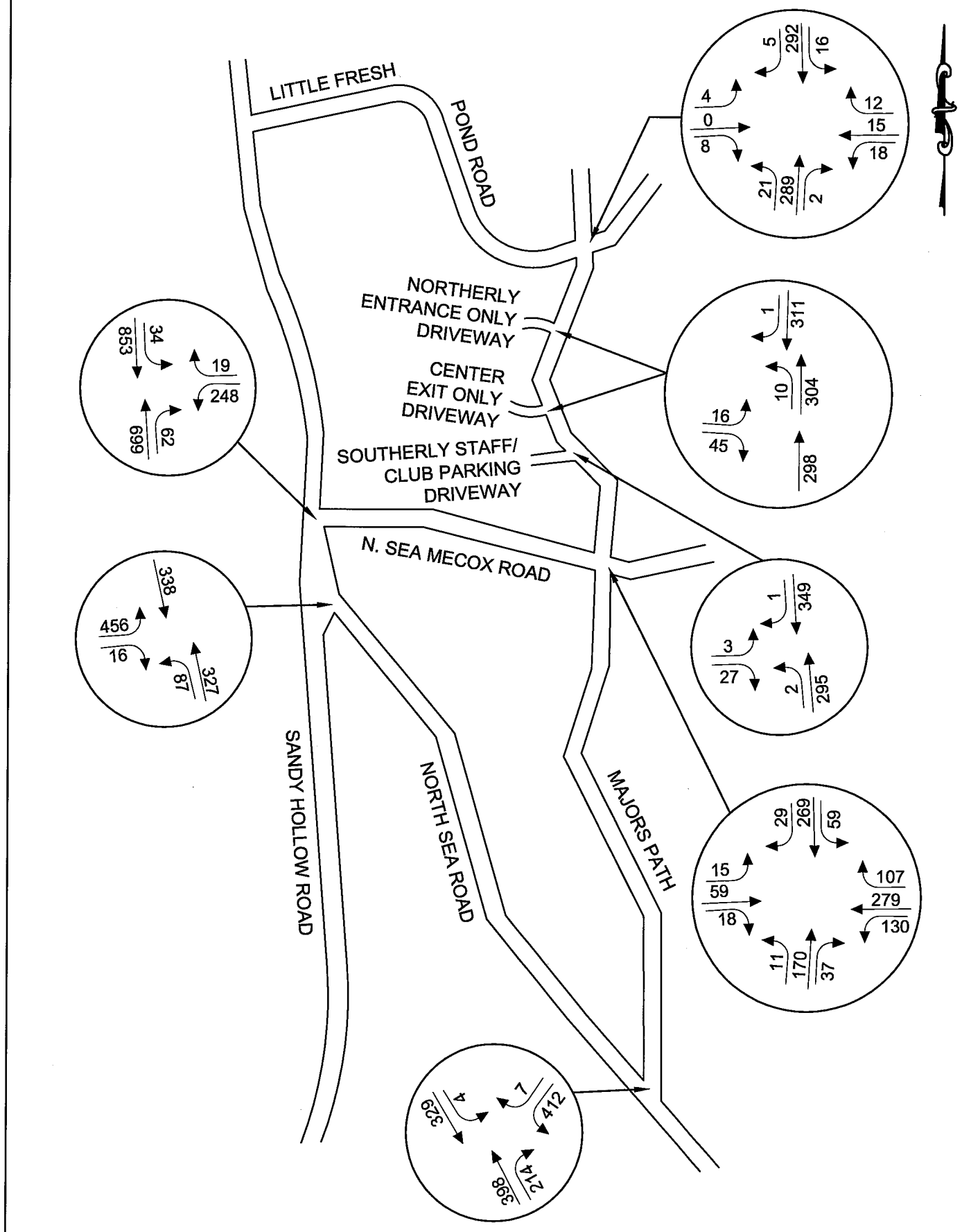

FIGURE 8
2017 COMPOSITE PM VOLUMES

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 locations noted below:

- Major's Path at the Proposed Entrance Only Site Access Driveway
- Major's Path at the Proposed Exit Only Site Access Driveway
- Major's Path at the relocated Southerly Access Driveway
- Major's Path at Little Fresh Pond Road/Edge of Wood Road
- Major's Path at North Sea Road-Mecox Road
- Major's Path at North Sea Road (C.R. 38)
- North Sea Road at North Sea-Mecox Road

The unsignalized capacity analyses were performed at the above locations to examine traffic operations during the Weekday AM arrival period (8:30 to 9:00 AM) and the Weekday PM dismissal period (3:00 to 4:00 PM). The analysis was performed in accordance with the methodology set forth in the latest (2000) edition of the Highway Capacity Manual using the most current version of the Highway Capacity Software (HCS+).

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 two-way stop-controlled intersections, including level of conflicting traffic impeding a minor street movement or major street left turn movement, the size and availability of gaps in the conflicting traffic stream, the use of shared lanes, and upstream signals inducing major-street platoons.

Level of service for an unsignalized intersection is defined in terms of 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 4, 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 2010,* Transportation Research Board, National Research Council, Washington, D.C. 2010	

Table 4
Unsignalized Intersections
Level of Service Criteria

As discussed earlier in the "Existing Traffic Flow Conditions" section of this report, traffic in Southampton is highly seasonal, with significant peaks during the summer. To account for the higher thru volumes that would be observed traversing roadways during the summer when the day camp is in operation, summer traffic counts were collected. Some of the data collected for the study was collected in the summer of 2013 and additional data collected in 2015. The intersections counted in 2013 were Major's Path at Little Fresh Pond Road/Edge of Woods Road and Major's Path at North Sea-Mecox Road. An ATR was also collected between these two intersections on Major's Path in 2013.

In order to equate all the data to existing 2015 conditions, an adjustment was made to the summer 2013 counts, collected previously using a linear growth factor of 2.0% per year to account for normal background traffic growth. The counts were projected to 2015 to reflect normal background traffic growth over 2 years. The 2.0% linear annual growth factor used was based on the results of the NYSDOT's LITP2000 planning study and is specific to the Town of Southampton. All of the counts were then grown to the year 2017 in order to establish the 2017 No Build Condition. The No Build Condition also includes the development of Sandy Hollow Cove which would add to the adjacent road network. This residential development is located on the west side of Sandy Hollow Road at its intersection with North Sea Road and traffic from it would impact only intersections on North Sea Road. Intersection capacity analyses were then conducted for both the 2015 Existing Condition and the 2017 No Build Condition.

The inputs to the capacity analyses calculation for the site exit drive were adjusted to reflect the presence of a large number of heavy vehicles (the shuttle buses) in the site generated traffic, as well as the fact that a significant amount of the hourly traffic will actually occur on the driveways during a thirty minute period. This adjustment referred to as the Peak Hour Factor (phf), results in a more

accurate depiction of operating condition during the portion of the peak hour when traffic flows are highest.

The results of these analyses are summarized in the Tables provided in the Appendix Section entitled, "Intersection Capacity Analyses Summaries". Printouts of capacity analysis results can be found in the Appendix in the section entitled "Intersection Capacity Analyses Results."

The unsignalized capacity analyses show that addition of the site generated traffic on the unsignalized intersections within the vicinity of the site and included in this study would have a negligible effect. Among the seven unsignalized intersections studied, the additional traffic resulted in only one level of service change for one movement at one intersection, during one of the two study periods (i.e., the P.M. Peak period only). The Level-of-Service change occurred at the intersection at Major's Path with Little Fresh Pond Road/Edge of Woods Road for the combined westbound approach of Edge of Woods Road to Major's Path. The Level-of-Service went from a "B" to a "C" due to a minor three tenths of a second delay increase during the P.M. Peak period only. The Level-of-Service "C" is still a good operating level-of-service and the three tenths of a second increase in delay is negligible.

The unsignalized capacity analysis also indicated that the three proposed site driveways that will serve the site will operate at Level-of-Service "B" or better at all time periods examined. Level-of-Service "B" is indicative of excellent intersection operating conditions and further indicates that the driveways will operate safely.

At two intersections during the weekday P.M. analysis period, the left turn movement from the minor street experiences Level-of-Service F during the Existing 2015, No Build 2017 and Build 2017 peak periods according to the analysis. These intersections and movements are:

- North Sea Road at North Sea-Mecox Road: The westbound to southbound movement from North Sea-Mecox Road onto North Sea Road.
- North Sea Road at Major's Path: The south/westbound left turn from Major's Path onto North Sea Road.

In both cases the left turn movements operating at Level-of-Service F exhibit high volumes of traffic during the weekday P.M. peak hours of traffic flow while the companion westbound right turn movements experience little flow so that better levels-of-service cannot be gained by providing separate right and left turn lanes. The only feasible improvement would be signalization of the intersection to correct poor levels-of-service that exist only during the weekday peak hours of an hour or two. We further note that during the 24-month period from July 10, 2012 to July 10, 2014 only two accidents occurred at the intersection of North Sea Road at North Sea-Mecox Road and no

accidents occurred at the intersection of North Sea Road at Major's Path, so despite the poor levels-of-service that occurred during the weekday P.M. peak period the congestion is not causing an accident problem.

The capacity analysis at the intersection of North Sea Road at North Sea-Mecox Road indicated that in 2015 the delay associated with the westbound to southbound movement was 1,991.8 seconds or 33 minutes. Observations conducted on a Wednesday, July 6, 2016 during the peak hour of 4:00 to 5:00 P.M. revealed a maximum queue during that one hour period of 18 vehicles with the last vehicle in that queue taking 2 minutes and 38 seconds to make the left turn onto North Sea Road. During the one hour period the queue varied in length reducing to two vehicles before building again to 16 vehicles. While there is considerable queuing and delay it is not nearly as severe as indicated by the analysis. Similar observations were made at the intersection of Major's Path at North Sea Road on Thursday, July 7, 2016. The maximum queue was observed to be five vehicles and the delay of the final vehicle in the queue was 42 seconds. As at the other intersection, there was considerable variation in the length of the queue during the one hour observation period with no vehicles being queued for brief periods.

It must also be recognized that the heavy traffic volumes associated with the left turn movements at both locations during the P.M. peak hour are due to "trade parade" traffic using these roadways to avoid the congestion on Montauk Highway and County Road 39. The traffic originates from Montauk Highway, Scuttle Hole Road, Head of Pond Road and Seven Ponds Road, all in Watermill, connecting with North Sea-Mecox Road. Some of the traffic then uses North Sea-Mecox Road to North Sea Road to Sandy Hollow Road and then onto CR 39 while some turns south on Major's Path to reach CR 39. Which routes these motorists use (i.e., 1) Montauk Highway/CR 39, 2) North Sea-Mecox Road/Sandy Hollow Road, or 3) North Sea-Mecox Road/Major's Path) is only dependent on which road the motorist thinks will produce the shortest trip. Should a traffic signal be installed at the intersection of North Sea Road at North Sea-Mecox Road and reduce the delay associated with the North Sea-Mecox Road/Sandy Hollow Road route significantly it is likely to be attracted more traffic to that route until the road system rebalances the distribution of traffic.

Finally, it must be recognized what how much traffic the project adds to these movements. At North Sea Road at North Sea-Mecox Road the project adds 8 vehicles to a No Build volume of 240 vehicles or a 3% increase based on 2015 camp operations. At North Sea Road at Major's Path the project adds 21 vehicles to 391 vehicles or a 5% increase. With regard to the increase number of trips it must be further recognized that the study was based on 2015 camp operations with 215 campers and 65 staff, while in 2016 the camp has 280 campers and 72 staff. Should the project not be approved the camp will still further increase campers and staff with the existing already approved facilities. The traffic analysis, based on the 2015 camp operation is thus extremely conservative and the amount of traffic

that will be added to these intersection movements because of the proposed enhancements which require Town approval will be much less than 5% and will thus have minimal impact.

Based on the results of the unsignalized intersection capacity analysis performed for this study, it can be seen that the traffic generated by the proposed action will have a very minimal impact on the surrounding roadway network.

Signalized Intersection

In order to examine the impact of the site-generated traffic on the adjacent roadways in the vicinity of the proposed development, signalized intersection capacity analyses were performed at the existing signalized intersection noted below:

- North Sea Road (C.R. 38) at Sandy Hollow Road (C.R. 32)

Signalized capacity analyses were conducted at the above study intersection to examine traffic operations during the Weekday A.M. and Weekday P.M. peak hours of the site arrival and departure periods. These intersection capacity analyses calculations were performed in accordance with the methodology set forth in the latest (2010) edition of the Highway Capacity Manual using the most current version of the Highway Capacity Software (HCS+).

The capacity analysis performed utilized background traffic volumes observed in the summer represent the peak summer season. Therefore, the results of the analysis represent conditions which would exist during an approximately three month peak seasonal period.

Methodology

The signalized intersection capacity analysis methodology evaluates the average control delay per vehicle to determine intersection level of service. Several variables impact the measure of control delay, including quality of progression, cycle length, green ratio, and volume-to-capacity (V/C) ratio for the lane group in question.

Level of service for a signalized 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, 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, Signalized Intersections – Level of Service Criteria.

Level of Service	Control Delay (seconds per vehicle)
A	≤ 10.0
B	10.1 – 20.0
C	20.1 – 35.0
D	35.1 – 55.0
E	55.1 – 80.0
F	> 80.0
Source: Highway Capacity Manual 2010, Transportation Research Board, National Research Council, Washington, D.C. 2010.	

Table 5
Signalized Intersections
Level of Service Criteria

Intersection capacity analyses were first performed to examine existing levels of service (2015 Existing Condition). As discussed earlier in the "Existing Traffic Flow Conditions" section of this report, traffic in Southampton is highly seasonal, with significant peaks during the summer. To account for the higher thru volumes that would be observed traversing the roadways during the peak summer season, the intersection turning movement counts were collected during the peak summer season.

The 2013 counts collected previously were projected to 2015 by utilizing a linear growth factor of 2.0% per year to account for normal background traffic growth to establish the existing 2015 traffic volumes. The 2.0% linear annual growth factor used was based on the results of the NYSDOT's LITP2000 planning study and is specific to the South Fork of Eastern Long Island. The 2.0% per year linear growth factor was then applied to all the 2015 traffic volumes to grow the traffic to the 2017 No Build year. The No Build Condition also includes the development of Sandy Hollow Cove which would add to the adjacent road network. This residential development is located on the west side of Sandy Hollow Road at its intersection with North Sea Road and traffic from it would impact only intersections on North Sea Road. The capacity analyses were run to examine 2015 Existing Condition and the future 2017 No Build levels of service before the development of the proposed site. The 2017 No-Build Condition takes into account the 2.0% per year normal background traffic growth factor over two years.

Finally, capacity analyses were performed to examine 2017 levels of service with the added traffic from the proposed action (2017 Build Condition). This analysis reflects conditions which could be expected to prevail after the project is completed and fully operating.

A summary of the results of these analyses is provided in Table A, Summary of Signalized Intersection Capacity Analyses Results, which can be found in the section of the Appendix entitled, "Intersection Capacity Analyses Summaries". Detailed HCS+ printouts with all input and output parameters can also be found in the Appendix.

At the signalized intersection of North Sea Road at Sandy Hollow Road there are no changes in individual movement Level-of-Services during each peak period. However, during the Weekday P.M. peak hour of flow the overall intersection Level-of-Service does change from "B" to "C" due to the increase in traffic generated by the proposed site. The change in Levels-of-Service results from a minor three tenths of a second increase in overall intersection delay. Level-of-Service "C" is still indicative of good signalized intersection operating conditions and the three tenths of a second increase in delay is minimal. Further, there are no changes in individual movement Level-of-Service during the same period. The change in intersection operations during this period is minimal.

ACCESS EXAMINATION

As shown on the site plan, an access plan has been developed to provide the safest and most efficient operation for camper transport vehicles entering and leaving the site. As noted earlier, the proposed site will utilize access driveways (one for entering only and one for exiting only) presently serving the existing site. A third southerly access driveway will be used as it is today for members of the tennis club and staff members of the camp portion of the site. Improvements will be made to the access driveways to better serve and circulate the traffic flow associated with the Southampton Country Day Camp and the Racquet Club when the project is complete. The exit only driveway serving the camp will be relocated to the south in order to provide improved sight distance for vehicles traveling on Major's Path and utilizing the driveway, as discussed further below. In addition, the southerly access driveway will also be relocated to the south to improve sight distance.

The north access driveway will be the main entrance for the day camp. This main entrance will be a one-way road that will travel through the property and exit via the center driveway. This one-way road configuration will serve both AM and PM arrival and departure traffic (bus, parent drop-off and staff).

The north enter only access driveway will accommodate northbound left-turning bus, staff and parent drop-off traffic, as well as southbound right-turning bus, staff and parent drop-off traffic, arriving via Major's Path during the AM arrival period and the PM departure period.

The center exit only driveway will accommodate left-turning/right-turning bus, staff and parent drop-off traffic departing the site during the AM arrival and PM departure periods. This driveway will be STOP controlled. The driveway will be relocated approximately 50 feet to the south to maximize the sight distance available at the access.

The staff and tennis club parking lot access, which will be south of the other two driveways, will also be relocated further to the south then currently existing in order to maximize the available sight distance. The relocation will connect the southerly side of the parking lot to Major's Path rather than the northerly side of the lot.

In the vicinity of the three site access driveways, Major's Path has horizontal and vertical curvature that could affect a driver's sight distance when arriving and departing from the site's driveways during the morning arrival and afternoon departure periods.

In order to make certain that the access driveways can operate in as safe and efficient a manner possible, sight distance availability measurements were performed. The American Association of State Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets", provides stopping sight distance information based on the design speed or 85th percentile speed on a roadway facility. The design speed for Major's Path was determined through spot speed studies performed using a radar speed gun. Details of these spot speed studies can

be found in the section of the Appendix entitled "Spot Speed Study". The results of the speed study indicate that in the northbound direction on Major's Path, the 85th percentile speed was found to be 39 mph. In the southbound direction on Major's Path, the 85th percentile speed was found to be 41 mph. AASHTO indicates that for a design speed of 40mph, 305 feet of stopping sight distance is required.

Field measurements of the sight distance at the ingress/egress points on Major's Path were performed, and are presented in Table 6. The results of these measurements indicate that sufficient sight distance will be available at the north driveway to meet AASHTO guidelines. At the center (exit only) driveway, sight distance to the north was found to be somewhat lower than recommended. Therefore, the center driveway will be relocated to the south to provide adequate sight distance in both directions. The current site plan depicts the new driveway location.

Finally, at the southernmost driveway, which was previously intended to provide access and egress for camp employee vehicles and tennis club patrons, sight distance to the north was found to satisfy the guidelines. However, due to the existing horizontal and vertical curvature on Major's Path, sight distance to the south is somewhat limited, to approximately 250 feet. Relocation of this driveway to the south by 100 feet results in significant improvement to the available stopping sight distance to the south.

The proposed changes to the site access driveways will improve the safety and operating efficiency of the site.

Stopping Sight Distance	Recommended Intersection Sight Distance	Location	Available Existing Sight Distance		Recommended Improvements Available Sight Distance		Remarks
			To North	To South	To North	To South	
305 ft.	385 ft	Major's Path at the Proposed Entrance Only (Northern) Site Access Driveway	570ft.±	310ft.±	570ft.±	N/A	Sight distance to the south is not a factor for entering traffic.
305 ft.	440 ft.	Major's Path at the Proposed Exit Only (Center) Site Access Driveway	290ft.±	360ft.±	320ft.±	370ft.±	Driveway relocated 50 feet from present location to improve sight distance.
305 ft.	440 ft.	Major's Path at the Proposed Staff and Tennis Club Entrance and Exit Site Access Driveway	420ft.±	250ft.±	435ft.±	455ft.±	Driveway relocated to the south 100 feet to improve sight distance.

N/A = Not Applicable

Table 6

Available Stopping Sight Distance

Thus, an access plan has been developed that will provide for safe and orderly operation for caregivers, staff and bus traffic entering and exiting the site.

ADDITIONAL CONSIDERATIONS

Parking Considerations

The Southampton Town Code does not provide parking requirements for the Southampton Country Day Camp nor the Southampton Racquet Club which also utilizes the site. In reviewing Section 330 of the Town Code two possible uses were identified that have similar characteristics as noted below:

- School: The requirement is one per employee plus one per every eight students in the 12th grade and one for every three students for grades higher than 12. The maximum age of campers is 14 years of age and none would be permitted to drive by law. The requirements would therefore be one space for each employee (staff member). At full use the camp is projected to have 90 staff members to supervise 360 campers. The 90 staff members would therefore require 90 parking spaces.

- Golf Course: Three spaces per hole plus one for each employee. While there are remarkable differences between a golf course and a tennis club, the standard of three spaces per court and one per employee is reasonable. Note that the staff that maintains and operates the racquet club is included in the camp staff of ultimately 90 employees so no additional parking is required for employees. With the seven tennis courts that translates to a need for 21 parking spaces to support the racquet club.

Utilizing a school and a golf course to determining the site parking requirements a total of 111 spaces. The proposed site plan provides 47 parking spaces in the parking lot adjacent to the tennis courts and 27 spaces in the passenger loop road for a total of 74 spaces, a deficiency of 41 spaces.

As explained in the discussion of camp operations, most of the staff employees housed on-site (53 in 2016 and 65 ultimately) do not have vehicles. In addition, other staff employees are transported to the camp via camp owned and operated 16 passenger vans. The lack of need for employee parking reduces the need for parking on the site and the 74 spaces provided will be adequate.

In addition to reviewing the Southampton Town Zoning Code for parking, other sources were researched to find a better requirement for parking that fit the site of the Southampton Country Day Camp. Most codes did not list either day camps or tennis courts in their parking requirements section. Some codes provided requirements based on gross square footage of space but that is difficult to define in this site, as much space is unused. One that did provide requirements was the City of Yonkers that required one space per employee plus one per camp vehicle parked on site. The Yonkers code also required 2 spaces per tennis court plus 1 space per 100 square feet of accessory structure. Using this calculation, 90 staff plus 2 camp vehicles generate a need for 92 spaces for the camp and 7 courts with 500 square feet of accessory space generate a need for 19 spaces. The total spaces required by the Yonkers Code would be 111.

Another code found that had both uses was for Palm Beach County, Florida. It required 1 space for every 10 campers plus 1 drop-off space per 20 campers. This, in turn, would translate into 36 parking spaces and 18 drop-off spaces. The tennis court requirement was 1.5 per court or an 11 space requirement. Thus, the total parking space requirement would be 47 parking spaces and 18 drop-off spaces. It should be noted that the current site plan for the Southampton Country Day Camp provides more than 18 drop-off spaces in the bus circle and additional drop-off spaces in the inside loop for non bus traffic.

Another source of information regarding parking for different land uses is the Institute of Transportation Engineers Reference Book Parking Generation, 4th Edition. Data is provided on tennis clubs, (Land Use Code 491) but the data is based on only three study locations. The clubs studied often had swimming pools, whirlpools, saunas and weight rooms not available at the Southampton Racquet Club. Average weekday demand for parking was 3.56 spaces per court or 25 spaces. It also noted a 85th percentile demand of 4.13 spaces per court or 29 spaces. The ITE provides no data on Day Camps and the closest possible use is Land Use Code 565, Day Care Centers. Average demand was 0.24 spaces per student or 87 spaces while the 85th percentile demand was .33 spaces per student or 119 spaces. Using the ITE peak parking demand at the 85th percentile confidence level parking is calculated at 119 plus 29 or 148 parking spaces. Neither of the ITE described land uses is a fit for the proposed Southampton Country Day Camp. Both uses in the ITE reference are more intensive and do not operate with an operational plan that is aimed at minimizing the use of on site parking and trip generation.

The two Code Based sources that were found, that listed both camps and tennis courts, indicated a requirement for 111 parking spaces (Yonkers, N.Y.) and 47 parking spaces and 18 drop-off spaces (Palm Beach, Florida). The Yonkers Code yields results similar to the 111 parking space requirement generated using the Southampton Town Code for an Elementary School and Golf Course. The Palm Beach Code yields a requirement for substantially less parking spaces but recognizes the need for drop-off/pick-up spaces, which the Southampton Country Day Camp provides.

The ITE data indicated a peak parking demand for space at an 85th percentile confidence level of 148 parking spaces with an average demand among the studies conducted of 112 spaces. As noted above, the tennis facilities studied by the ITE were more complete facilities having accessories more typical of health club, which are known to generate significant parking demand. Such facilities are not provided by the Southampton Racquet Club. More importantly, the ITE does not specify whether the Day Care Facilities studied utilized bus transportation and many do not. Thus, while the ITE data does indicate that some of their studies indicated a higher demand for parking (148), the average study results indicated a demand similar to the 111 spaces calculated based on the Code requirements of the Town of Southampton and Yonkers.

While the camp owners and management believe that with the current and future planned operation of the camp no additional parking will be required, space on the site plan has been allocated for the construction of 37 additional spaces, should they be necessary. These parking spaces will be landbanked and can be constructed if the Town deems that they should be. Thus, of the 111 parking spaces that would be required if the requirement was based on tennis courts and a golf course, 74 spaces will be provided and one third, or 37 spaces, will be landbanked should the Town believe they are necessary in the future. Based on the proposed operation of the camp the 74 spaces will be adequate, however. It should be further noted that twenty or more drop-off spaces provided in the bus loop have not been counted as parking spaces but are in fact parallel parking spaces utilized by buses making drop-offs and pick-ups.

Public Transportation

There are no regularly scheduled public transit routes that currently serve Major's Path. The closest public transit route is the Suffolk County Transit (SCT) Route 10A which traverses North Sea Road past the intersection of North Sea Road at North Sea Mecox Road. SCT Route 10A travels between Southampton College on Montauk Highway at Tuckahoe Road to the South Ferry Terminal in North Haven. The Route also stops at the Long Island Rail Road Station and Southampton Town Hall in Southampton Village. The 10A Route also connects to SCT Route S92 which traverses County Road 39 and North Sea Road South of County Road 39. The S92 travels from Orient on the North Fork to Montauk on the South Fork and makes stops at the Peconic Bay Medical Center, the County Center and Courts in Riverhead.

Copies of Suffolk County Transit Route 10A ad S92 schedules and routes are provided in the Appendix of the report.

Pedestrian Traffic

On-Site: The camp is designed to separate camp activity and pedestrians from vehicular traffic. The vehicular access for both buses and auto is located directly off of Major's Path and the camp and its activities are located around this area to the west and north. Pathways are provided within the activity areas and a sidewalk is provided along the outer edge of the loop roadway for bus loading and connects several of the other pathways. It should be noted that the bus drop-off pick-up area is restricted for buses only and is only used during arrivals and departures. The vehicular access and pedestrian access is designed to eliminate potential conflicts between pedestrians and vehicles.

Similarly, the parking for the tennis courts is provided between the courts and Major's Path and visitors exit the parking lot onto a walkway along the west side of the parking lot between the lot and the courts.

Off-Site: Major's Path and the surrounding roadways do not provide sidewalks. The roadways are generally of variable width ranging from 26 to 28 feet. Major's Path is provided with a shoulder edgeline creating a minimal shoulder but other adjacent roads are not provided with an edgeline. The vegetative rights-of-way adjacent to the roadway can be negotiated by pedestrians in some areas but in other areas slopes and obstruction preclude their use.

Pedestrian and bicycle activity on these roadways was negligible although an occasional biker or pedestrian was observed.

Alternate Camp Operation

The owners and operators of the Southampton Country Day Camp have designed the operation of the camp to work well with the site. The operation follows closely with that of other day camps operated by the owner and has been developed based on years of practical experience.

As noted earlier in this report, the fee for camp attendance includes transportation to and from the site via 16 to 24 passenger school buses. Transportation via the camper's caregiver directly is discouraged, although it is recognized that individuals may occasionally be picked up or dropped off due to unforeseen circumstances or scheduling. The bus operation reduces substantially the number of vehicles entering and exiting the site, reduces the number of parking spaces and queuing space required and greatly eases the process of loading and unloading children making for a much safer operation.

The camp owners and operators cannot envision operating the camp in any other manner; however, the environmental scoping for the project requires a discussion of camp operation without bussing. The following is a hypothetical discussion of camp operation without bussing.

The camp proposes to have an ultimate enrollment of 360 campers. It is not anticipated that each camper would be transported to the camp individually as often there are siblings enrolled together or parents, for there own convenience, share transportation responsibilities with other parents. Based on these considerations, it is assumed that each parent will transport 1.5 campers. Further, while the maximum enrollment at the camp is 360 campers, not every camper attends each day and it is estimated that on an average day attendance is at 85% of the total enrollment, or 306 campers. The number of trips anticipated to be generated is 204. While it is anticipated that the morning arrival time would generate 204 entry and exiting movements, the afternoon peak would be less as the young children's program ends several hours earlier than the main programs and other children are occasionally picked up early. It is anticipated that the afternoon dismissal period would generate between 150 and 160 arrivals and departures.

The volume of traffic entering and exiting the site could not be readily accommodated on site as there would not be sufficient queuing space to accommodate the vehicles. Of particular concern would be the afternoon pickup period, which despite the smaller number of vehicles to be accommodated, requires more dwelling time on the site as parents arrive on site, wait for dismissal and then wait for the child to find the vehicle. While staggered start and stop times may help smooth the process the operation for the camp would be substantially more difficult.

In addition, the volume of traffic entering and exiting the site would more than double.

CONCLUSIONS

The analyses conducted for this report indicate that the development of the Southampton Country Day Camp recreational site will not have an adverse impact on the highway network in the immediate vicinity of the site. Although the proposed development will marginally add some traffic to the adjacent network during peak hours, the additional peak period traffic can be easily accommodated by the existing roadway network.

The following points should be recognized:

1. Traffic in Southampton is highly seasonal, with significant peaks during the summer. In order to account for the higher traffic volumes that would be present during the summer when the site will be in full operation, traffic volumes utilized in this study were collected during the summer months.

2. Based on the results of the unsignalized and signalized intersection capacity analyses performed for this study, the traffic generated by the proposed change in use will have a minimal impact on the surrounding roadway network.

3. An access plan has been developed to provide the safest and most efficient operation for all vehicles entering and leaving the site. The proposed site will utilize three access driveways presently serving the existing site. Improvements will be made to the remaining access driveways to better serve and circulate the traffic flow associated with the site's operation. The exit driveway will be relocated to the south in order to provide improved sight distance for vehicles traveling on Major's Path and utilizing the driveway. The southerly entrance/exit driveway will also be relocated to the south in order to increase the sight distance available to vehicles using this access. With the recommended improvements the available stopping sight distance will meet and exceed ASSHTO requirements and provide safer access than is presently available.

4. Information obtained from NYSDOT regarding all accidents that have occurred on Major's Path in the immediate vicinity of the site indicates that the accident experience along this portion of Major's Path was minimal. In addition, there is no evidence of any trends or patterns in the accident experience, and no accidents were found to be attributable to any unsafe roadway condition or geometric deficiency. The addition of the very small estimated increase in traffic due to the proposed project should not result in any increase in accident experience at this location, and the proposed access arrangement should further enhance the safe operation of the roadway.

5. The tennis club on site currently generates a minimal amount of traffic for a 5-month period from mid-May until early October, seven days a week from approximately 8:00 A.M. to 7:00 P.M. There is no anticipated change to the operation of the tennis club that will result from the approval of the proposed enhancement to the site currently proposed.

6. The proposed Southampton Country Day Camp will generate traffic for a two month period from late June until late August, only on weekdays; weekend traffic would be limited to that generated by the staff living on the property for the season as they currently do.

7. The availability of police protection, ambulance and fire protection services in the vicinity of the proposed site is excellent. The area of the proposed site is patrolled by the Southampton Town Police Department. The Southampton Fire Department's main house is located on Hampton Road, approximately 2 miles south of the site. The Southampton Volunteer Ambulance District headquarters are located on North Sea Road (C.R. 33) just north of Fresh Pond Lane, less than one mile from the site. Due to the close proximity of the firehouse, the ambulance service and the presence of police patrols, excellent emergency services are available to service the site of the proposed recreational development.

8. It must be recognized that the Traffic Impact Study was performed using conservative methodology based on the use of the Southampton Day Camp in the summer of 2015 when there were 215 campers and 65 staff. Full use of the site, once all of the improvements are in place, anticipates 360 campers and 90 staff. In 2016 there were 280 campers and 72 staff so that by 2016 over half of the anticipated growth in use has already occurred with the existing facility. It is further anticipated that the use of the camp will continue to grow with or without the implementation of the proposed improvements to the camp and the Town's approval of them.

9. The proposed improvements, while having little traffic impact as a result of increase in campers, will enhance the traffic safety of the site and its access to Major's Path. Two driveways will be relocated to optimize sight distance for both driveways. Internally, additional parking will be provided for caregivers picking up campers and the bus loading area will be improved with more stacking space and sidewalk areas for safer loading and unloading.

Based on the foregoing, no transportation engineering concerns exist which would preclude approval of the project.

APPENDIX

APPENDIX

Intersection Capacity Analyses Results

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

2015 Existing Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path onto Little Fresh Pond Road	7.8	7.9	A	A
Southbound to Eastbound Left Turn from Major's Path onto Edge of Woods Road	7.7	7.8	A	A
Combined Eastbound Approach on Little Fresh Pond Road	10.6	11.8	B	B
Combined Westbound Approach on Edge of Woods Road	11.2	14.3	B	B
2017 No Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path onto Little Fresh Pond Road	7.8	7.9	A	A
Southbound to Eastbound Left Turn from Major's Path onto Edge of Woods Road	7.7	7.9	A	A
Combined Eastbound Approach on Little Fresh Pond Road	10.6	12.1	B	B
Combined Westbound Approach on Edge of Woods Road	11.3	14.9	B	B
2017 Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path onto Little Fresh Pond Road	7.8	7.9	A	A
Southbound to Eastbound Left Turn from Major's Path onto Edge of Woods Road	7.7	7.9	A	A
Combined Eastbound Approach on Little Fresh Pond Road	10.7	12.1	B	B
Combined Westbound Approach on Edge of Woods Road	11.4	15.1	B	C

Table A
Summary of Unsignalized Intersection Capacity Analyses Results
Major's Path at Little Fresh Pond Road/Edge of Woods Road

2015 Existing Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Combined Northbound Approach on Major's Path	11.1	14.4	B	B
Combined Southbound Approach on Major's Path	14.2	22.5	B	C
Combined Eastbound Approach on North Sea/Mecox Road	11.5	11.8	B	B
Combined Westbound Approach on North Sea/Mecox Road	10.9	44.4	B	E
Entire Intersection	12.1	30.1	B	D
2017 No Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Combined Northbound Approach on Major's Path	11.5	15.3	B	C
Combined Southbound Approach on Major's Path	15.0	25.7	C	D
Combined Eastbound Approach on North Sea/Mecox Road	11.9	12.3	B	B
Combined Westbound Approach on North Sea/Mecox Road	11.2	57.9	B	F
Entire Intersection	12.6	37.3	B	E
2017 Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Combined Northbound Approach on Major's Path	12.5	15.8	B	C
Combined Southbound Approach on Major's Path	11.3	29.5	C	D
Combined Eastbound Approach on North Sea/Mecox Road	13.1	12.7	B	B
Combined Westbound Approach on North Sea/Mecox Road	11.7	64.2	B	F
Entire Intersection	13.6	40.9	B	E

Table B
Summary of Unsignalized Intersection Capacity Analyses Results
Major's Path at North Sea/Mecox Road

2015 Existing Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Southbound to Eastbound Left Turn from North Sea Road onto Major's Path	8.6	8.9	A	A
Combined Westbound Approach at Major's Path	24.3	278.3	C	F
2017 No Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Southbound to Eastbound Left Turn from North Sea Road onto Major's Path	8.7	9.1	A	A
Combined Westbound Approach at Major's Path	27.6	356.6	D	F
2017 Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Southbound to Eastbound Left Turn from North Sea Road onto Major's Path	8.8	9.1	A	A
Combined Westbound Approach at Major's Path	29.1	395.9	D	F

Table C
Summary of Unsignalized Intersection Capacity Analyses Results
North Sea Road at Major's Path

2015 Existing Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Southbound to Eastbound Left Turn from North Sea Road onto North Sea/Mecox Road	0.6	1.4	A	A
Combined Westbound Approach at North Sea/Mecox Road	57.1	1991.8	F	F
2017 No Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Southbound to Eastbound Left Turn from North Sea Road onto North Sea/Mecox Road	0.7	1.7	A	A
Combined Westbound Approach at North Sea/Mecox Road	69.6	2438.0	F	F
2017 Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Southbound to Eastbound Left Turn from North Sea Road onto North Sea/Mecox Road	0.7	1.7	A	A
Combined Westbound Approach at North Sea/Mecox Road	79.1	2544.0	F	F

Table D
Summary of Unsignalized Intersection Capacity Analyses Results
North Sea Road at North Sea/Mecox Road

2015 Existing Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path into the Site	8.0	7.9	A	A
2017 No Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path into the Site	8.0	7.9	A	A
2017 Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path into the Site	8.2	8.0	A	A

Table E
Summary of Unsignalized Intersection Capacity Analyses Results
North Sea Road at the Northerly One-Way Entrance

2015 Existing Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Combined Eastbound Approach at the Site One-Way Exit Driveway	10.1	11.9	B	B
2017 No Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Combined Eastbound Approach at the Site One-Way Exit Driveway	10.2	12.1	B	B
2017 Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Combined Eastbound Approach at the Site One-Way Exit Driveway	11.2	12.6	B	B

Table F
Summary of Unsignalized Intersection Capacity Analyses Results
Major's Path at the Center One-Way Exit

2015 Existing Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path into the Club-Staff Lot	8.0	7.9	A	A
Combined Eastbound Approach at Major's Path	*	10.8	*	B
2017 No Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path into the Club-Staff Lot	8.0	8.0	A	A
Combined Eastbound Approach at Major's Path	*	10.9	*	B
2017 Build Condition				
Location / Movement	**Average Control Delay (sec/veh.)**		**Level of Service**	
	A.M.	**P.M.**	**A.M.**	**P.M.**
Northbound to Westbound Left Turn from Major's Path into the Club-Staff Lot	8.1	8.0	A	A
Combined Eastbound Approach at Major's Path	*	11.7	*	B

*The absence of a volume produced no results.

Table G
Summary of Unsignalized Intersection Capacity Analyses Results
Major's Path at Club-Staff Lot

Signalized Intersections Level of Service – AM Peak Hour								
Intersection	Movement	Lane Group	Existing 2015		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
North Sea Road At Sandy Hollow Road	EB	L	33.9	C	39.2	D	48.3	D
		R	15.3	B	15.4	B	15.4	B
		Approach	33.2	C	38.1	D	46.8	D
	NB	L	13.3	B	13.5	B	13.5	B
		T	11.7	B	11.9	B	11.9	B
		Approach	11.9	B	12.0	B	12.0	B
	SB	T	11.9	B	12.0	B	12.0	B
		Approach	11.9	B	12.0	B	12.0	B
	Overall		22.3	C	24.7	C	29.4	C

Signalized Intersections Level of Service – PM Peak Hour								
Intersection	Movement	Lane Group	Existing 2015		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
North Sea Road At Sandy Hollow Road	EB	L	28.0	C	30.1	C	31.1	C
		R	15.3	B	15.3	B	15.3	B
		Approach	27.6	C	30.1	C	30.6	C
	NB	L	16.4	B	17.2	B	17.2	B
		T	12.7	B	12.9	B	12.9	B
		Approach	13.4	B	13.8	B	13.8	B
	SB	T	12.9	B	13.1	B	13.1	B
		Approach	12.9	B	13.1	B	13.1	B
	Overall		18.7	B	19.8	B	20.1	C

Table H
Summary of Signalized Intersection Capacity Analysis Results
North Sea Road at Sandy Hollow Road

Intersection Capacity Analysis

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

Major's Path
at
Little Fresh Pond Road/
Edge of Wood Road

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

A.M. Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RH*
Agency/Co.	*DEA*
Date Performed	*10/22/2015*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Major at Little Fresh Pon*
Jurisdiction	
Analysis Year	*2015*

Project Description *Southampton Day Camp*

East/West Street: *Little Fresh Pond Rd/ Edge of*

North/South Street: *Major's Path*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*6*	*218*	*7*	*14*	*247*	*2*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*6*	*229*	*7*	*14*	*260*	*2*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*2*	*3*	*17*	*5*	*3*	*11*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*2*	*3*	*18*	*5*	*3*	*12*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*6*	*14*		*20*			*23*	
C (m) (veh/h)	*1308*	*1337*		*605*			*671*	
v/c	*0.00*	*0.01*		*0.03*			*0.03*	
95% queue length	*0.01*	*0.03*		*0.10*			*0.11*	
Control Delay (s/veh)	*7.8*	*7.7*		*11.2*			*10.6*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*11.2*			*10.6*		
Approach LOS	--	--	*B*			*B*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RH	Intersection	Major at Little Fresh Pon
Agency/Co.	DEA	Jurisdiction	
Date Performed	10/22/2015	Analysis Year	2017 No Build
Analysis Time Period	AM Peak		

Project Description: Southampton Day Camp

East/West Street: Little Fresh Pond Rd/ Edge of | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	227	7	15	257	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	6	238	7	15	270	2
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2	3	18	5	3	11
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	2	3	20	5	3	12
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	6	15		20			25	
C (m) (veh/h)	1297	1327		590			666	
v/c	0.00	0.01		0.03			0.04	
95% queue length	0.01	0.03		0.11			0.12	
Control Delay (s/veh)	7.8	7.7		11.3			10.6	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	11.3			10.6		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RH*
Agency/Co.	*DEA*
Date Performed	*10/22/2015*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Major at Little Fresh Pon*
Jurisdiction	
Analysis Year	*2017 Build*

Project Description *Southampton Day Camp*

East/West Street: *Little Fresh Pond Rd/ Edge of*

North/South Street: *Major's Path*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*6*	*231*	*7*	*15*	*268*	*2*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*6*	*243*	*7*	*15*	*282*	*2*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*2*	*3*	*18*	*5*	*3*	*11*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*2*	*3*	*20*	*5*	*3*	*12*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*6*	*15*		*20*			*25*	
C (m) (veh/h)	*1284*	*1321*		*582*			*654*	
v/c	*0.00*	*0.01*		*0.03*			*0.04*	
95% queue length	*0.01*	*0.03*		*0.11*			*0.12*	
Control Delay (s/veh)	*7.8*	*7.8*		*11.4*			*10.7*	
LOS	*A*	*A*		*B*			*B*	
Approach Delay (s/veh)	--	--	*11.4*			*10.7*		
Approach LOS	--	--	*B*			*B*		

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Generated: 10/22/2015 3:56 PM

P.M. Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Time Period	PM Peak

Site Information

Intersection	Major at Little Fresh Pon
Jurisdiction	
Analysis Year	2015

Project Description: Southampton Day Camp

East/West Street: Little Fresh Pond Rd/ Edge of

North/South Street: Major's Path

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	20	271	2	15	280	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	21	285	2	15	294	5
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4	0	8	17	14	12
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	4	0	8	18	15	13
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	21	15		46			12	
C (m) (veh/h)	1268	1281		432			539	
v/c	0.02	0.01		0.11			0.02	
95% queue length	0.05	0.04		0.35			0.07	
Control Delay (s/veh)	7.9	7.8		14.3			11.8	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	14.3			11.8		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RH	Intersection	Major at Little Fresh Pon
Agency/Co.	DEA	Jurisdiction	
Date Performed	10/22/2015	Analysis Year	2017 No Build
Analysis Time Period	PM Peak		

Project Description: Southampton Day Camp

East/West Street: Little Fresh Pond Rd/ Edge of | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	21	282	2	16	291	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	22	296	2	16	306	5
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4	0	8	18	15	12
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR (veh/h)	4	0	8	20	16	13
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	22	16		49			12	
C (m) (veh/h)	1255	1269		412			522	
v/c	0.02	0.01		0.12			0.02	
95% queue length	0.05	0.04		0.40			0.07	
Control Delay (s/veh)	7.9	7.9		14.9			12.1	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	14.9			12.1		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RH*
Agency/Co.	*DEA*
Date Performed	*10/22/2015*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Major at Little Fresh Pon*
Jurisdiction	
Analysis Year	*2017 Build*

Project Description *Southampton Day Camp*

East/West Street: *Little Fresh Pond Rd/ Edge of*

North/South Street: *Major's Path*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*21*	*289*	*2*	*16*	*292*	*5*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*22*	*304*	*2*	*16*	*307*	*5*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*0*	*8*	*18*	*15*	*12*
Peak-Hour Factor, PHF	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*4*	*0*	*8*	*20*	*16*	*13*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*22*	*16*		*49*			*12*	
C (m) (veh/h)	*1254*	*1260*		*406*			*517*	
v/c	*0.02*	*0.01*		*0.12*			*0.02*	
95% queue length	*0.05*	*0.04*		*0.41*			*0.07*	
Control Delay (s/veh)	*7.9*	*7.9*		*15.1*			*12.1*	
LOS	*A*	*A*		*C*			*B*	
Approach Delay (s/veh)	--	--	*15.1*			*12.1*		
Approach LOS	--	--	*C*			*B*		

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Major's Path
at
North Sea Road-Mecox Road

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

A.M. Peak Hour

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	RH
Agency/Co.	
Date Performed	11/30/2015
Analysis Time Period	AM

Site Information

Intersection	Major's Path/N Sea Mecox
Jurisdiction	
Analysis Year	2015 Existing

Project ID *Southampton Day Camp*

East/West Street: *North Sea Mecox Road* | North/South Street: *Major's Path*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	21	133	15	23	58	72
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	178	96	99	148	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	R	LT	R
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	186		169		207	106	274	21
% Heavy Vehicles	3		3		3	3	3	3
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.0	0.0	0.4	0.0
Prop. Right-Turns	0.1		0.5		0.0	1.0	0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.2		0.1	-0.6	0.3	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.17		0.15		0.18	0.09	0.24	0.02
hd, final value (s)	5.92		5.74		6.14	5.40	6.31	5.39
x, final value	0.306		0.270		0.353	0.159	0.480	0.031
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	3.9		3.7		3.8	3.1	4.0	3.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	600		626		591	663	571	700
Delay (s/veh)	11.5		10.9		12.2	9.1	14.7	8.3
LOS	B		B		B	A	B	A
Approach: Delay (s/veh)	11.5		10.9		11.1		14.2	
LOS	B		B		B		B	
Intersection Delay (s/veh)	12.1							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	RH
Agency/Co.	
Date Performed	11/30/2015
Analysis Time Period	AM

Site Information

Intersection	Major's Path/N Sea Mecox
Jurisdiction	
Analysis Year	2017 No Build

Project ID *Southampton Day Camp*

East/West Street: *North Sea Mecox Road*

North/South Street: *Major's Path*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	22	138	16	24	60	75
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	185	100	103	154	20
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	R	LT	R
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	194		175		215	111	285	22
% Heavy Vehicles	3		3		3	3	3	3
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.0	0.0	0.4	0.0
Prop. Right-Turns	0.1		0.5		0.0	1.0	0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.2		0.1	-0.6	0.3	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.17		0.16		0.19	0.10	0.25	0.02
hd, final value (s)	6.03		5.86		6.24	5.51	6.41	5.49
x, final value	0.325		0.285		0.373	0.170	0.507	0.034
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.0		3.9		3.9	3.2	4.1	3.2

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	588		603		581	653	559	733
Delay (s/veh)	11.9		11.2		12.6	9.3	15.5	8.4
LOS	B		B		B	A	C	A
Approach: Delay (s/veh)	11.9		11.2		11.5		15.0	
LOS	B		B		B		C	
Intersection Delay (s/veh)	12.6							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	RH
Agency/Co.	
Date Performed	11/30/2015
Analysis Time Period	AM

Site Information

Intersection	Major's Path/N Sea Mecox
Jurisdiction	
Analysis Year	2017 Build

Project ID *Southampton Day Camp*

East/West Street: *North Sea Mecox Road* | North/South Street: *Major's Path*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	48	138	16	24	60	75
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	206	100	103	164	24
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	R	LT	R
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	223		175		238	111	296	26
% Heavy Vehicles	3		3		3	3	3	3
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.1		0.0	0.0	0.4	0.0
Prop. Right-Turns	0.1		0.5		0.0	1.0	0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.2		0.1	-0.6	0.2	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.20		0.16		0.21	0.10	0.26	0.02
hd, final value (s)	6.24		6.12		6.45	5.71	6.62	5.71
x, final value	0.386		0.298		0.426	0.176	0.544	0.041
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	4.2		4.1		4.1	3.4	4.3	3.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	572		583		553	617	548	650
Delay (s/veh)	13.1		11.7		13.8	9.6	16.9	8.7
LOS	B		B		B	A	C	A
Approach: Delay (s/veh)	13.1		11.7		12.5		16.3	
LOS	B		B		B		C	
Intersection Delay (s/veh)	13.6							
Intersection LOS	B							

P.M. Peak Hour

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	RH
Agency/Co.	
Date Performed	11/30/2015
Analysis Time Period	PM

Site Information

Intersection	Major's Path/N Sea Mecox
Jurisdiction	
Analysis Year	2015 Existing

Project ID *Southampton Day Camp*

East/West Street: *North Sea Mecox Road* | North/South Street: *Major's Path*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	12	52	17	125	268	103
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	162	36	57	238	21
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	R	LT	R
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	88		549		192	40	327	23
% Heavy Vehicles	3		3		3	3	3	3
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.1	0.0	0.2	0.0
Prop. Right-Turns	0.2		0.2		0.0	1.0	0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.0		0.1	-0.6	0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.08		0.49		0.17	0.04	0.29	0.02
hd, final value (s)	7.22		6.04		7.58	6.83	7.33	6.51
x, final value	0.176		0.921		0.404	0.076	0.666	0.042
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	5.2		4.0		5.3	4.5	5.0	4.2

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	489		597		480	500	488	575
Delay (s/veh)	11.8		44.4		15.3	10.1	23.5	9.5
LOS	B		E		C	B	C	A
Approach: Delay (s/veh)	11.8		44.4		14.4		22.5	
LOS	B		E		B		C	
Intersection Delay (s/veh)	30.1							
Intersection LOS	D							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	RH
Agency/Co.	
Date Performed	11/30/2015
Analysis Time Period	PM

Site Information

Intersection	Major's Path/N Sea Mecox
Jurisdiction	
Analysis Year	2017 NO Build

Project ID *Southampton Day Camp*

East/West Street: *North Sea Mecox Road* | North/South Street: *Major's Path*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	12	54	18	130	279	107
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	168	37	59	248	21
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	R	LT	R
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	93		572		198	41	340	23
% Heavy Vehicles	3		3		3	3	3	3
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.1	0.0	0.2	0.0
Prop. Right-Turns	0.2		0.2		0.0	1.0	0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.1	-0.6	0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.08		0.51		0.18	0.04	0.30	0.02
hd, final value (s)	7.48		6.19		7.83	7.07	7.54	6.71
x, final value	0.193		0.983		0.430	0.080	0.712	0.043
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	5.5		4.2		5.5	4.8	5.2	4.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	489		584		460	513	479	575
Delay (s/veh)	12.3		57.9		16.3	10.4	26.7	9.7
LOS	B		F		C	B	D	A
Approach: Delay (s/veh)	12.3		57.9		15.3		25.7	
LOS	B		F		C		D	
Intersection Delay (s/veh)	37.3							
Intersection LOS	E							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	RH
Agency/Co.	
Date Performed	11/30/2015
Analysis Time Period	PM

Site Information

Intersection	Major's Path/N Sea Mecox
Jurisdiction	
Analysis Year	2017 Build

Project ID *Southampton Day Camp*

East/West Street: *North Sea Mecox Road* | North/South Street: *Major's Path*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	15	54	18	130	279	107
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	170	37	59	269	29
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LT	R	LT	R
PHF	0.90		0.90		0.90	0.90	0.90	0.90
Flow Rate (veh/h)	96		572		200	41	363	32
% Heavy Vehicles	3		3		3	3	3	3
No. Lanes	1		1		2		2	
Geometry Group	2		2		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.3		0.1	0.0	0.2	0.0
Prop. Right-Turns	0.2		0.2		0.0	1.0	0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.0		0.1	-0.6	0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20	3.20	3.20	3.20
x, initial	0.09		0.51		0.18	0.04	0.32	0.03
hd, final value (s)	7.70		6.33		7.98	7.22	7.61	6.79
x, final value	0.205		1.006		0.443	0.082	0.767	0.060
Move-up time, m (s)	2.0		2.0		2.3		2.3	
Service Time, t_s (s)	5.7		4.3		5.7	4.9	5.3	4.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	457		566		455	513	471	533
Delay (s/veh)	12.7		64.2		16.9	10.6	31.2	9.9
LOS	B		F		C	B	D	A
Approach: Delay (s/veh)	12.7		64.2		15.8		29.5	
LOS	B		F		C		D	
Intersection Delay (s/veh)	40.9							
Intersection LOS	E							

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Major's Path
at
North Sea Road (C.R. 38)

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

A.M. Peak Hour

HCS 2010 Two-Way Stop-Control Summary Report

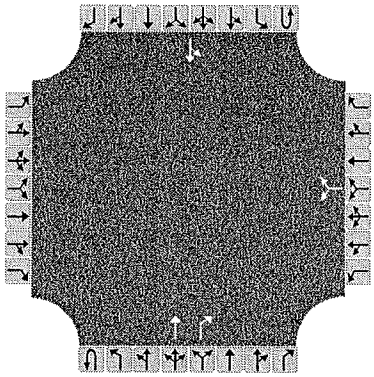
General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Year	2015 Existing
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	Major at North Sea
Jurisdiction	
East/West Street	Major's Path
North/South Street	North Sea Road
Peak Hour Factor	0.85
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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						184		2			252	251		5	269	
Percent Heavy Vehicles						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)							218							322		
Capacity							400							995		
v/c Ratio							0.54							0.32		
95% Queue Length							3.2							0.0		
Control Delay (s/veh)							24.3							8.6		
Level of Service (LOS)							C							A		
Approach Delay (s/veh)					24.3								0.2			
Approach LOS					C								A			

HCS 2010 Two-Way Stop-Control Summary Report

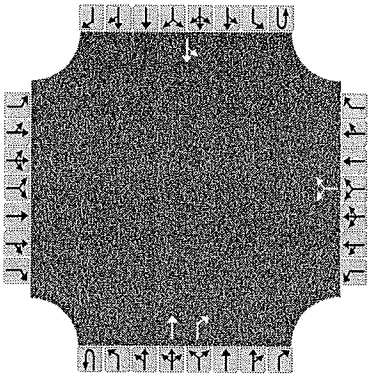
General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Year	2017 No Build
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	Major at North Sea
Jurisdiction	
East/West Street	Major's Path
North/South Street	North Sea Road
Peak Hour Factor	0.85
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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						191		2			265	261		5	284	
Percent Heavy Vehicles						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)							227							340		
Capacity							380							971		
v/c Ratio							0.60							0.35		
95% Queue Length							3.7							0.0		
Control Delay (s/veh)							27.6							8.7		
Level of Service (LOS)							D							A		
Approach Delay (s/veh)						27.6								0.2		
Approach LOS						D								A		

HCS 2010 Two-Way Stop Control Summary Report

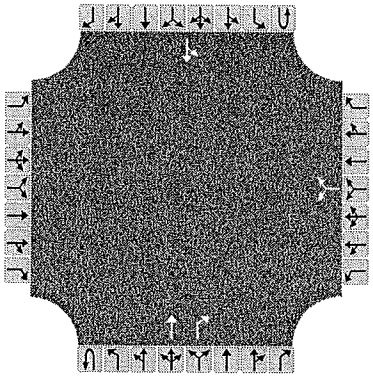
General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Year	2017 Build
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	Major at North Sea
Jurisdiction	
East/West Street	Major's Path
North/South Street	North Sea Road
Peak Hour Factor	0.85
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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						201		2			265	282		5	284	
Percent Heavy Vehicles						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)							238							340		
Capacity							380							951		
v/c Ratio							0.63							0.36		
95% Queue Length							4.1							0.0		
Control Delay (s/veh)							29.1							8.8		
Level of Service (LOS)							D							A		
Approach Delay (s/veh)					29.1								0.2			
Approach LOS					D								A			

P.M. Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

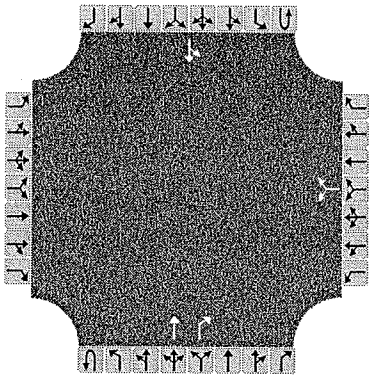
General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Year	2015 Existing
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	Major at North Sea
Jurisdiction	
East/West Street	Major's Path
North/South Street	North Sea Road
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						376		7			374	204		4	314	
Percent Heavy Vehicles						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)							450							374		
Capacity							298							922		
v/c Ratio							1.51							0.41		
95% Queue Length							25.6							0.0		
Control Delay (s/veh)							278.3							8.9		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					278.3								0.2			
Approach LOS					F								A			

HCS 2010 Two-Way Stop-Control Summary Report

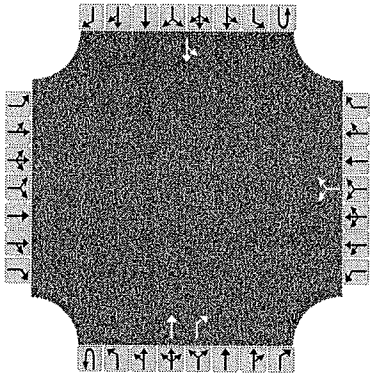
General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Year	2017
Time Analyzed	PM Peak No Build
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	Major at North Sea
Jurisdiction	
East/West Street	Major's Path
North/South Street	North Sea Road
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						391		7			398	212		4	329	
Percent Heavy Vehicles						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)							468							392		
Capacity							277							893		
v/c Ratio							1.69							0.44		
95% Queue Length							29.7							0.0		
Control Delay (s/veh)							356.6							9.1		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					356.6								0.2			
Approach LOS					F								A			

HCS 2010 Two-Way Stop Control Summary Report

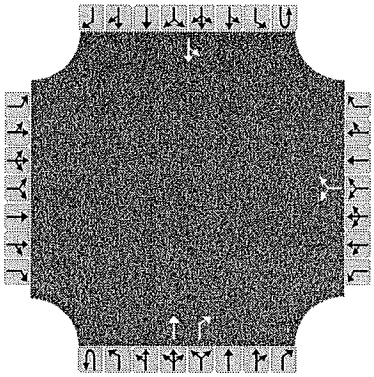
General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Year	2017 Build
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	Major at North Sea
Jurisdiction	
East/West Street	Major's Path
North/South Street	North Sea Road
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	1	0	0	1	0
Configuration							LR				T	R		LT		
Volume (veh/h)						412		7			398	214		4	329	
Percent Heavy Vehicles						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)							493							392		
Capacity							277							891		
v/c Ratio							1.78							0.44		
95% Queue Length							32.6							0.0		
Control Delay (s/veh)							395.9							9.1		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					395.9								0.2			
Approach LOS					F								A			

North Sea Road
at
North Sea-Mecox Road

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

A.M. Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

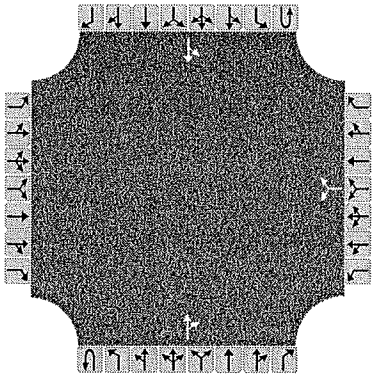
General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Year	2015 Existing
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	North Sea RD at N Sea Mecox
Jurisdiction	
East/West Street	North Sea Mecox Road
North/South Street	North Sea Road
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						60		9			542	54		19	513	
Percent Heavy Vehicles						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)							82							626		
Capacity							146							905		
v/c Ratio							0.56							0.69		
95% Queue Length							2.8							0.1		
Control Delay (s/veh)							57.1							9.1		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					57.1								0.6			
Approach LOS					F								A			

HCS 2010 Two-Way Stop Control Summary Report

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Year	2017 No Build
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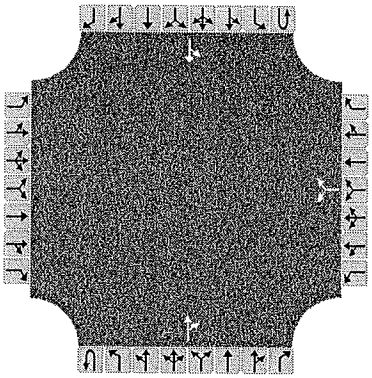
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	North Sea RD at N Sea Mecox
Jurisdiction	
East/West Street	North Sea Mecox Road
North/South Street	North Sea Road
Peak Hour Factor	0.85
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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						62		9			566	56		20	534	
Percent Heavy Vehicles						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)							84							652		
Capacity							133							882		
v/c Ratio							0.63							0.74		
95% Queue Length							3.3							0.1		
Control Delay (s/veh)							69.6							9.2		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)						69.6								0.7		
Approach LOS						F								A		

HCS 2010 Two-Way Stop Control Summary Report

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
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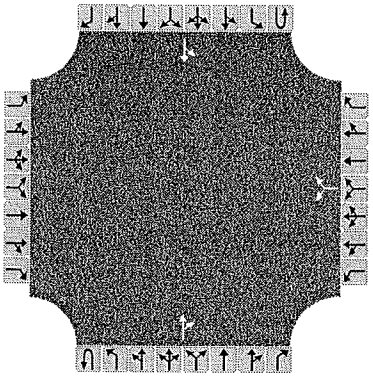
Time Analyzed	AM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	North Sea RD at N Sea Mecox
Jurisdiction	
East/West Street	North Sea Mecox Road
North/South Street	North Sea Road
Peak Hour Factor	0.85
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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						66		9			566	82		20	534	
Percent Heavy Vehicles						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)							89							652		
Capacity							129							860		
v/c Ratio							0.69							0.76		
95% Queue Length							3.8							0.1		
Control Delay (s/veh)							79.1							9.3		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					79.1								0.7			
Approach LOS					F								A			

P.M. Peak Hour

HCS 2010 Two-Way Stop Control Summary Report

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
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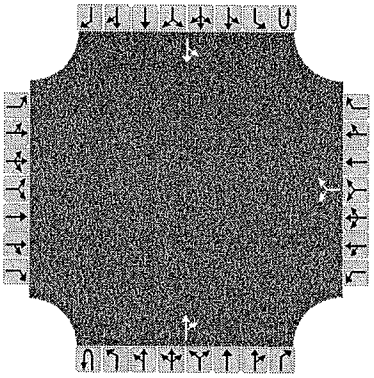
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	North Sea RD at N Sea Mecox
Jurisdiction	
East/West Street	North Sea Mecox Road
North/South Street	North Sea Road
Peak Hour Factor	0.85
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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						231		18			671	57		33	818	
Percent Heavy Vehicles						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)							293							1001		
Capacity							57							793		
v/c Ratio							5.11							1.26		
95% Queue Length							32.8							0.2		
Control Delay (s/veh)							1991.8							9.8		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					1991.8								1.4			
Approach LOS					F								A			

HCS 2010 Two-Way Stop-Control Summary Report

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Analyst	RH
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Date Performed	10/22/2015
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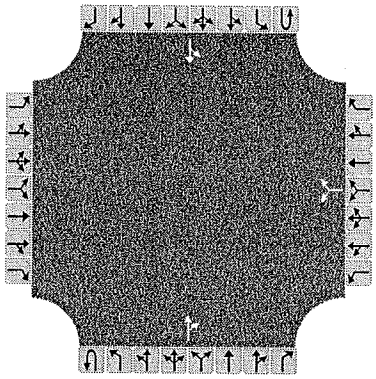
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	North Sea RD at N Sea Mecox
Jurisdiction	
East/West Street	North Sea Mecox Road
North/South Street	North Sea Road
Peak Hour Factor	0.85
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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						240		19			699	59		36	851	
Percent Heavy Vehicles						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)							304							1043		
Capacity							50							769		
v/c Ratio							6.06							1.36		
95% Queue Length							35.0							0.2		
Control Delay (s/veh)							2438.0							9.9		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					2438.0								1.7			
Approach LOS					F								A			

HCS 2010 Two-Way Stop-Control Summary Report

General Information

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Date Performed	10/22/2015
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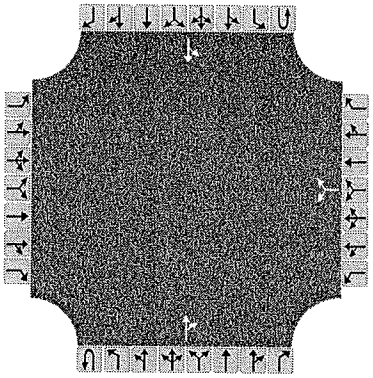
Time Analyzed	PM Peak
Intersection Orientation	North-South
Project Description	Southampton Day Camp

Site Information

Intersection	North Sea RD at N Sea Mecox
Jurisdiction	
East/West Street	North Sea Mecox Road
North/South Street	North Sea Road
Peak Hour Factor	0.85
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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						248		19			699	62		36	851	
Percent Heavy Vehicles						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)							314							1043		
Capacity							50							767		
v/c Ratio							6.30							1.36		
95% Queue Length							36.3							0.2		
Control Delay (s/veh)							2544.0							10.0		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					2544.0								1.7			
Approach LOS					F								A			

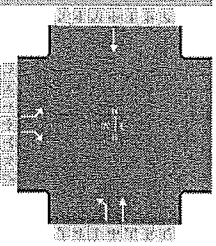
North Sea Road (C.R. 38)
at
Sandy Hollow Road (C.R. 32)

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

A.M. Peak Hour

HCS 2010 Signalized Intersection Results Summary

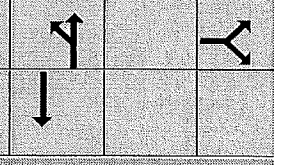
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	RH	Analysis Date	11/25/2015	Area Type	Other
Jurisdiction	SCDPW	Time Period	AM Existing	PHF	0.90
Urban Street	North Sea Road	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	North Sea Rd at Sandy...	File Name	NSRSHRAMEX.xus		
Project Description	Southampton Day Camp				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	471		19				13	246			258	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	34.0	24.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



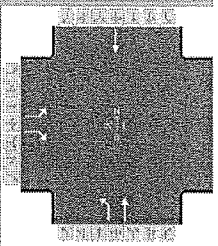
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		8.0
Phase Duration, s		30.0				40.0		40.0
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.2				0.0		0.0
Queue Clearance Time (g_s), s		21.5						
Green Extension Time (g_e), s		0.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		1.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	523		21				14	273			287	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757		1563				1077	1845			1845	
Queue Service Time (g_s), s	19.5		0.6				0.6	6.3			6.6	
Cycle Queue Clearance Time (g_c), s	19.5		0.6				7.2	6.3			6.6	
Green Ratio (*g/C*)	0.34		0.34				0.49	0.49			0.49	
Capacity (*c*), veh/h	602		536				524	896			896	
Volume-to-Capacity Ratio (*X*)	0.869		0.039				0.028	0.305			0.320	
Available Capacity (c_a), veh/h	602		536				524	896			896	
Back of Queue (*Q*), veh/ln (50 th percentile)	8.9		0.2				0.1	2.3			2.4	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	21.5		15.3				13.2	10.9			11.0	
Incremental Delay (d_2), s/veh	12.4		0.0				0.1	0.9			0.9	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	33.9		15.3				13.3	11.7			11.9	
Level of Service (LOS)	C		B				B	B			B	
Approach Delay, s/veh / LOS	33.2	C		0.0			11.8	B		11.9	B	
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	0.7	A	2.2	B
Bicycle LOS Score / LOS		F			1.0	A	1.0	A

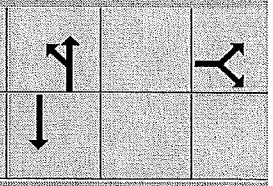
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	RH	Analysis Date	11/25/2015	Area Type	Other
Jurisdiction	SCDPW	Time Period	AM No Build	PHF	0.90
Urban Street	North Sea Road	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	North Sea Rd at Sandy...	File Name	NSRSHRAMNB.xus		
Project Description	Southampton Day Camp				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492		24				17	256			268	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	34.0	24.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0

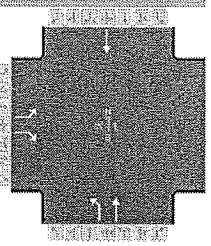
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		8.0
Phase Duration, s		30.0				40.0		40.0
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.2				0.0		0.0
Queue Clearance Time (g_s), s		22.8						
Green Extension Time (g_e), s		0.2				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		1.00						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	547		27				19	284			298	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757		1563				1067	1845			1845	
Queue Service Time (g_s), s	20.8		0.8				0.8	6.6			6.9	
Cycle Queue Clearance Time (g_c), s	20.8		0.8				7.7	6.6			6.9	
Green Ratio (*g/C*)	0.34		0.34				0.49	0.49			0.49	
Capacity (*c*), veh/h	602		536				515	896			896	
Volume-to-Capacity Ratio (*X*)	0.908		0.050				0.037	0.317			0.332	
Available Capacity (c_a), veh/h	602		536				515	896			896	
Back of Queue (*Q*), veh/ln (50 th percentile)	10.2		0.3				0.2	2.4			2.5	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	21.9		15.4				13.4	10.9			11.0	
Incremental Delay (d_2), s/veh	17.2		0.0				0.1	0.9			1.0	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	39.2		15.4				13.5	11.9			12.0	
Level of Service (LOS)	D		B				B	B			B	
Approach Delay, s/veh / LOS	38.1	D		0.0			12.0	B		12.0	B	
Intersection Delay, s/veh / LOS	24.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	0.7	A	2.2	B
Bicycle LOS Score / LOS		F			1.0	A	1.0	A

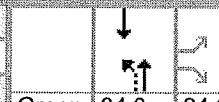
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	RH	Analysis Date	11/25/2015	Area Type	Other
Jurisdiction	SCDPW	Time Period	AM Build	PHF	0.90
Urban Street	North Sea Road	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	North Sea Rd at Sandy...	File Name	NSRSHRAMB.xus		
Project Description	Southampton Day Camp				

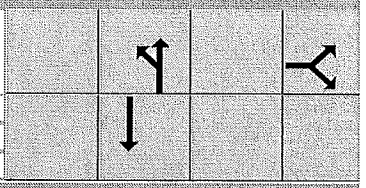


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	518		24				17	256			268	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB		WB		NB	
Green	34.0	24.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		8.0
Phase Duration, s		30.0				40.0		40.0
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.2				0.0		0.0
Queue Clearance Time (g_s), s		24.4						
Green Extension Time (g_e), s		0.0				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		1.00						

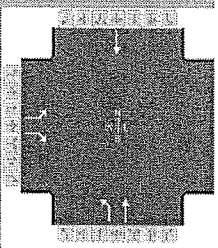
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	576		27				19	284			298	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757		1563				1067	1845			1845	
Queue Service Time (g_s), s	22.4		0.8				0.8	6.6			6.9	
Cycle Queue Clearance Time (g_c), s	22.4		0.8				7.7	6.6			6.9	
Green Ratio (*g/C*)	0.34		0.34				0.49	0.49			0.49	
Capacity (*c*), veh/h	602		536				515	896			896	
Volume-to-Capacity Ratio (*X*)	0.956		0.050				0.037	0.317			0.332	
Available Capacity (c_a), veh/h	602		536				515	896			896	
Back of Queue (*Q*), veh/ln (50 th percentile)	12.2		0.3				0.2	2.4			2.5	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	22.5		15.4				13.4	10.9			11.0	
Incremental Delay (d_2), s/veh	25.8		0.0				0.1	0.9			1.0	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	48.3		15.4				13.5	11.9			12.0	
Level of Service (LOS)	D		B				B	B			B	
Approach Delay, s/veh / LOS	46.8	D		0.0			12.0	B		12.0	B	
Intersection Delay, s/veh / LOS	29.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	0.7	A	2.2	B
Bicycle LOS Score / LOS		F			1.0	A	1.0	A

P.M. Peak Hour

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	RH	Analysis Date	11/25/2015	Area Type	Other
Jurisdiction	SCDPW	Time Period	PM Existing	PHF	0.90
Urban Street	North Sea Road	Analysis Year	2015	Analysis Period	1> 7:00
Intersection	North Sea Rd at Sandy...	File Name	NSRSHRPMEX.xus		
Project Description	Southampton Day Camp				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	435		13				75	314			325	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	34.0	24.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

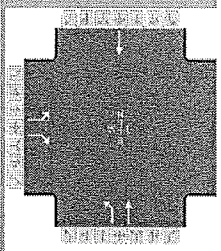
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		8.0
Phase Duration, s		30.0				40.0		40.0
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (MAH), s		3.2				0.0		0.0
Queue Clearance Time (g_s), s		19.5						
Green Extension Time (g_e), s		0.6				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.48						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (v), veh/h	483		14				83	349			361	
Adjusted Saturation Flow Rate (s), veh/h/ln	1757		1563				1006	1845			1845	
Queue Service Time (g_s), s	17.5		0.4				4.0	8.4			8.8	
Cycle Queue Clearance Time (g_c), s	17.5		0.4				12.8	8.4			8.8	
Green Ratio (g/C)	0.34		0.34				0.49	0.49			0.49	
Capacity (c), veh/h	602		536				466	896			896	
Volume-to-Capacity Ratio (X)	0.802		0.027				0.179	0.389			0.403	
Available Capacity (c_a), veh/h	602		536				466	896			896	
Back of Queue (Q), veh/ln (50 th percentile)	7.3		0.1				0.9	3.1			3.2	
Queue Storage Ratio (RQ) (50 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	20.9		15.3				15.6	11.4			11.5	
Incremental Delay (d_2), s/veh	7.2		0.0				0.8	1.3			1.3	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (d), s/veh	28.0		15.3				16.4	12.7			12.9	
Level of Service (LOS)	C		B				B	B			B	
Approach Delay, s/veh / LOS	27.6	C		0.0			13.4	B		12.9	B	
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	0.7	A	2.2	B
Bicycle LOS Score / LOS		F			1.2	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

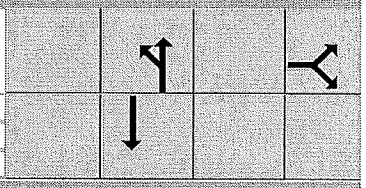
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	RH	Analysis Date	11/25/2015	Area Type	Other
Jurisdiction	SCDPW	Time Period	PM NO Build	PHF	0.90
Urban Street	North Sea Road	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	North Sea Rd at Sandy...	File Name	NSRSHRPMNB.xus		
Project Description	Southampton Day Camp				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	453		16				87	327			338	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	34.0	24.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						



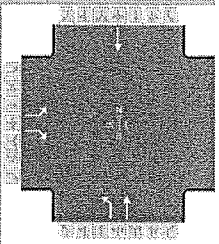
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		8.0
Phase Duration, s		30.0				40.0		40.0
Change Period, (*Y+R c*), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.2				0.0		0.0
Queue Clearance Time (*g s*), s		20.5						
Green Extension Time (*g e*), s		0.5				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.85						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	503		18				97	363			376	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757		1563				993	1845			1845	
Queue Service Time (*g s*), s	18.5		0.5				4.9	8.8			9.2	
Cycle Queue Clearance Time (*g c*), s	18.5		0.5				14.1	8.8			9.2	
Green Ratio (*g/C*)	0.34		0.34				0.49	0.49			0.49	
Capacity (*c*), veh/h	602		536				455	896			896	
Volume-to-Capacity Ratio (*X*)	0.836		0.033				0.213	0.406			0.419	
Available Capacity (*c a*), veh/h	602		536				455	896			896	
Back of Queue (*Q*), veh/ln (50 th percentile)	8.1		0.2				1.1	3.2			3.4	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (*d 1*), s/veh	21.2		15.3				16.2	11.5			11.6	
Incremental Delay (*d 2*), s/veh	9.4		0.0				1.1	1.4			1.4	
Initial Queue Delay (*d 3*), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	30.6		15.3				17.2	12.9			13.1	
Level of Service (LOS)	C		B				B	B			B	
Approach Delay, s/veh / LOS	30.1	C		0.0			13.8	B		13.1	B	
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	0.7	A	2.2	B
Bicycle LOS Score / LOS		F			1.2	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

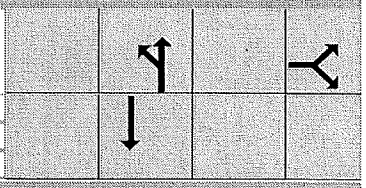
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	RH	Analysis Date	11/25/2015	Area Type	Other
Jurisdiction	SCDPW	Time Period	PM Build	PHF	0.90
Urban Street	North Sea Road	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	North Sea Rd at Sandy...	File Name	NSRSHRPMB.xus		
Project Description	Southampton Day Camp				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	456		16				87	327			338	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	34.0		24.0	0.0		0.0	0.0					
Yellow	4.0		4.0	0.0		0.0	0.0					
Red	2.0		2.0	0.0		0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		8.0
Phase Duration, s		30.0				40.0		40.0
Change Period, (*Y+R c*), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		3.2				0.0		0.0
Queue Clearance Time (*g s*), s		20.6						
Green Extension Time (*g e*), s		0.5				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.93						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	507		18				97	363			376	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757		1563				993	1845			1845	
Queue Service Time (*g s*), s	18.6		0.5				4.9	8.8			9.2	
Cycle Queue Clearance Time (*g c*), s	18.6		0.5				14.1	8.8			9.2	
Green Ratio (*g/C*)	0.34		0.34				0.49	0.49			0.49	
Capacity (*c*), veh/h	602		536				455	896			896	
Volume-to-Capacity Ratio (*X*)	0.841		0.033				0.213	0.406			0.419	
Available Capacity (*c a*), veh/h	602		536				455	896			896	
Back of Queue (*Q*), veh/ln (50 th percentile)	8.2		0.2				1.1	3.2			3.4	
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (*d 1*), s/veh	21.2		15.3				16.2	11.5			11.6	
Incremental Delay (*d 2*), s/veh	9.8		0.0				1.1	1.4			1.4	
Initial Queue Delay (*d 3*), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	31.1		15.3				17.2	12.9			13.1	
Level of Service (LOS)	C		B				B	B			B	
Approach Delay, s/veh / LOS	30.6	C		0.0			13.8	B		13.1	B	
Intersection Delay, s/veh / LOS	20.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	0.7	A	2.2	B
Bicycle LOS Score / LOS		F			1.2	A	1.1	A

Major's Path
at
The Relocated Southerly Access Driveway

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

A.M. Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RH*
Agency/Co.	*DEA*
Date Performed	*10/22/2015*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Major at Staff Lot*
Jurisdiction	
Analysis Year	*2015 Existing*

Project Description *Southampton Day Camp*

East/West Street: *Club/Staff Lot* | North/South Street: *Major's Path*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*25*	*256*	*0*	*0*	*265*	*12*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*50*	*269*	*0*	*0*	*278*	*24*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*0*		*0*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*3*			*-3*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*50*	*0*		*0*			*0*	
C (m) (veh/h)	*1265*	*1300*						
v/c	*0.04*	*0.00*						
95% queue length	*0.12*	*0.00*						
Control Delay (s/veh)	*8.0*	*7.8*						
LOS	*A*	*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RH*	Intersection	*Major at Staff Lot*
Agency/Co.	*DEA*	Jurisdiction	
Date Performed	*10/22/2015*	Analysis Year	*2017 No Build*
Analysis Time Period	*AM Peak*		

Project Description *Southampton Day Camp*

East/West Street: *Club/Staff Lot*	North/South Street: *Major's Path*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*26*	*266*	*0*	*0*	*276*	*12*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*52*	*280*	*0*	*0*	*290*	*24*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*0*		*0*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*3*			*-3*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*52*	*0*		*0*			*0*	
C (m) (veh/h)	*1252*	*1288*						
v/c	*0.04*	*0.00*						
95% queue length	*0.13*	*0.00*						
Control Delay (s/veh)	*8.0*	*7.8*						
LOS	*A*	*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RH*	Intersection	*Major at Staff Lot*
Agency/Co.	*DEA*	Jurisdiction	
Date Performed	*10/22/2015*	Analysis Year	*2017 Build*
Analysis Time Period	*AM Peak*		

Project Description *Southampton Day Camp*

East/West Street: *Club/Staff Lot*	North/South Street: *Major's Path*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*40*	*299*	*0*	*0*	*290*	*15*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*80*	*314*	*0*	*0*	*305*	*30*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*0*		*0*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*3*			*-3*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*80*	*0*		*0*			*0*	
C (m) (veh/h)	*1230*	*1252*						
v/c	*0.07*	*0.00*						
95% queue length	*0.21*	*0.00*						
Control Delay (s/veh)	*8.1*	*7.9*						
LOS	*A*	*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RH	Intersection	Major at Staff Lot
Agency/Co.	DEA	Jurisdiction	
Date Performed	10/22/2015	Analysis Year	2015 Existing
Analysis Time Period	PM Peak		

Project Description: Southampton Day Camp

East/West Street: Club/Staff Lot | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	280	0	0	314	1
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	2	294	0	0	330	2
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	19	0		0
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	2	0	38	0	0	0
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)	3			-3		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	2	0		0			40	
C (m) (veh/h)	1233	1273					664	
v/c	0.00	0.00					0.06	
95% queue length	0.00	0.00					0.19	
Control Delay (s/veh)	7.9	7.8					10.8	
LOS	A	A					B	
Approach Delay (s/veh)	--	--				10.8		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RH	Intersection	Major at Staff Lot
Agency/Co.	DEA	Jurisdiction	
Date Performed	10/22/2015	Analysis Year	2017 No Build
Analysis Time Period	PM Peak		

Project Description *Southampton Day Camp*

East/West Street: *Club/Staff Lot* | North/South Street: *Major's Path*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	1	291	0	0	327	1
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	2	306	0	0	344	2
Percent Heavy Vehicles	1	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	0	20	0		0
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	2	0	40	0	0	0
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)		3			-3	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	2	0		0			42	
C (m) (veh/h)	1219	1260					652	
v/c	0.00	0.00					0.06	
95% queue length	0.00	0.00					0.21	
Control Delay (s/veh)	8.0	7.9					10.9	
LOS	A	A					B	
Approach Delay (s/veh)	--	--				10.9		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RH*	Intersection	*Major at Staff Lot*
Agency/Co.	*DEA*	Jurisdiction	
Date Performed	*10/22/2015*	Analysis Year	*2017 Build*
Analysis Time Period	*PM Peak*		

Project Description *Southampton Day Camp*

East/West Street: *Club/Staff Lot* | North/South Street: *Major's Path*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*295*	*0*	*0*	*349*	*1*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*4*	*310*	*0*	*0*	*367*	*2*
Percent Heavy Vehicles	*1*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*3*	*0*	*27*	*0*		*0*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*6*	*0*	*54*	*0*	*0*	*0*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*3*			*-3*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*4*	*0*		*0*			*60*	
C (m) (veh/h)	*1195*	*1256*					*598*	
v/c	*0.00*	*0.00*					*0.10*	
95% queue length	*0.01*	*0.00*					*0.33*	
Control Delay (s/veh)	*8.0*	*7.9*					*11.7*	
LOS	*A*	*A*					*B*	
Approach Delay (s/veh)	--	--				*11.7*		
Approach LOS	--	--				*B*		

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P.M. Peak Hour

Major's Path
at
The Proposed Entrance Only
Site Access Driveway

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

A.M. Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RH*
Agency/Co.	*DEA*
Date Performed	*10/22/2015*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Major at Camp Entrance*
Jurisdiction	
Analysis Year	*2015 Existing*

Project Description *Southampton Day Camp*

East/West Street: *Camp Entrance* | North/South Street: *Major's Path*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*43*	*235*	*0*	*0*	*240*	*7*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*86*	*247*	*0*	*0*	*252*	*14*
Percent Heavy Vehicles	*2*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*0*		*0*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*1*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*86*	*0*		*0*			*0*	
C (m) (veh/h)	*1298*	*1325*						
v/c	*0.07*	*0.00*						
95% queue length	*0.21*	*0.00*						
Control Delay (s/veh)	*8.0*	*7.7*						
LOS	*A*	*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Time Period	AM Peak

Site Information

Intersection	Major at Camp Entrance
Jurisdiction	
Analysis Year	2017 No Build

Project Description: Southampton Day Camp

East/West Street: Camp Entrance | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	45	244	0	0	250	7
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	90	256	0	0	263	14
Percent Heavy Vehicles	2	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0		0
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)		1			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	90	0		0			0	
C (m) (veh/h)	1286	1315						
v/c	0.07	0.00						
95% queue length	0.23	0.00						
Control Delay (s/veh)	8.0	7.7						
LOS	A	A						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Time Period	AM Peak

Site Information

Intersection	Major at Camp Entrance
Jurisdiction	
Analysis Year	2017 Build

Project Description: Southampton Day Camp

East/West Street: Camp Entrance | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	78	244	0	0	253	15
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	156	256	0	0	266	30
Percent Heavy Vehicles	2	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0		0
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)	1			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	156	0		0			0	
C (m) (veh/h)	1265	1315						
v/c	0.12	0.00						
95% queue length	0.42	0.00						
Control Delay (s/veh)	8.2	7.7						
LOS	A	A						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

P.M. Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Time Period	PM Peak

Site Information

Intersection	Major at Camp Entrance
Jurisdiction	
Analysis Year	2015 Existing

Project Description: Southampton Day Camp

East/West Street: Camp Entrance | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	276	0	0	299	0
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	12	290	0	0	314	0
Percent Heavy Vehicles	2	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0		0
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)		1			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	12	0		0			0	
C (m) (veh/h)	1246	1278						
v/c	0.01	0.00						
95% queue length	0.03	0.00						
Control Delay (s/veh)	7.9	7.8						
LOS	A	A						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Time Period	PM Peak

Site Information

Intersection	Major at Camp Entrance
Jurisdiction	
Analysis Year	2017 No Build

Project Description: Southampton Day Camp

East/West Street: Camp Entrance | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	6	287	0	0	311	0
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	12	302	0	0	327	0
Percent Heavy Vehicles	2	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0		0
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)		1			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	12	0		0			0	
C (m) (veh/h)	1233	1265						
v/c	0.01	0.00						
95% queue length	0.03	0.00						
Control Delay (s/veh)	7.9	7.8						
LOS	A	A						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RH*
Agency/Co.	*DEA*
Date Performed	*10/22/2015*
Analysis Time Period	*PM Peak*

Site Information

Intersection	*Major at Camp Entrance*
Jurisdiction	
Analysis Year	*2017 Build*

Project Description *Southampton Day Camp*

East/West Street: *Camp Entrance* | North/South Street: *Major's Path*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*294*	*0*	*0*	*311*	*1*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*20*	*309*	*0*	*0*	*327*	*2*
Percent Heavy Vehicles	*2*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*0*		*0*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*1*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*20*	*0*		*0*			*0*	
C (m) (veh/h)	*1231*	*1257*						
v/c	*0.02*	*0.00*						
95% queue length	*0.05*	*0.00*						
Control Delay (s/veh)	*8.0*	*7.9*						
LOS	*A*	*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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Generated: 10/26/2015 3:00 PM

Major's Path
at
The Proposed Exit Only
Site Access Driveway

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

A.M. Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RH*
Agency/Co.	*DEA*
Date Performed	*10/22/2015*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Major at Camp Exit*
Jurisdiction	
Analysis Year	*2015 Existing*

Project Description *Southampton Day Camp*

East/West Street: *Camp Exit* | North/South Street: *Major's Path*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*278*	*0*	*0*	*240*	*0*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*292*	*0*	*0*	*252*	*0*
Percent Heavy Vehicles	*2*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*0*		*22*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*44*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*1*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*0*	*0*		*44*			*0*	
C (m) (veh/h)	*1313*	*1275*		*752*				
v/c	*0.00*	*0.00*		*0.06*				
95% queue length	*0.00*	*0.00*		*0.19*				
Control Delay (s/veh)	*7.7*	*7.8*		*10.1*				
LOS	*A*	*A*		*B*				
Approach Delay (s/veh)	--	--	*10.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*RH*
Agency/Co.	*DEA*
Date Performed	*10/22/2015*
Analysis Time Period	*AM Peak*

Site Information

Intersection	*Major at Camp Exit*
Jurisdiction	
Analysis Year	*2017 No Build*

Project Description *Southampton Day Camp*

East/West Street: *Camp Entrance* | North/South Street: *Major's Path*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*289*	*0*	*0*	*250*	*0*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*304*	*0*	*0*	*263*	*0*
Percent Heavy Vehicles	*2*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*0*		*23*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*46*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*1*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*0*	*0*		*46*			*0*	
C (m) (veh/h)	*1301*	*1263*		*740*				
v/c	*0.00*	*0.00*		*0.06*				
95% queue length	*0.00*	*0.00*		*0.20*				
Control Delay (s/veh)	*7.8*	*7.9*		*10.2*				
LOS	*A*	*A*		*B*				
Approach Delay (s/veh)	--	--	*10.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*RH*	Intersection	*Major at Camp Exit*
Agency/Co.	*DEA*	Jurisdiction	
Date Performed	*10/22/2015*	Analysis Year	*2017 Build*
Analysis Time Period	*PM Peak*		

Project Description *Southampton Day Camp*

East/West Street: *Camp Exit*	North/South Street: *Major's Path*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*322*	*0*	*0*	*253*	*0*
Peak-Hour Factor, PHF	*0.50*	*0.95*	*0.95*	*0.95*	*0.95*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*338*	*0*	*0*	*266*	*0*
Percent Heavy Vehicles	*2*	--	--	*1*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*0*	*4*		*37*
Peak-Hour Factor, PHF	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*8*	*0*	*74*
Percent Heavy Vehicles	*1*	*0*	*0*	*1*	*0*	*0*
Percent Grade (%)		*1*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*0*	*0*
Configuration		*LTR*			*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LR*			*LTR*	
v (veh/h)	*0*	*0*		*82*			*0*	
C (m) (veh/h)	*1298*	*1227*		*662*				
v/c	*0.00*	*0.00*		*0.12*				
95% queue length	*0.00*	*0.00*		*0.42*				
Control Delay (s/veh)	*7.8*	*7.9*		*11.2*				
LOS	*A*	*A*		*B*				
Approach Delay (s/veh)	--	--	*11.2*					
Approach LOS	--	--	*B*					

P.M. Peak Hour

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Time Period	PM Peak

Site Information

Intersection	Major at Camp Exit
Jurisdiction	
Analysis Year	2015 Existing

Project Description: Southampton Day Camp

East/West Street: Camp Exit | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	282	0	0	299	0
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	0	296	0	0	314	0
Percent Heavy Vehicles	2	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	11		22
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	0	0	0	22	0	44
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)	1			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	0	0		66			0	
C (m) (veh/h)	1246	1271		585				
v/c	0.00	0.00		0.11				
95% queue length	0.00	0.00		0.38				
Control Delay (s/veh)	7.9	7.8		11.9				
LOS	A	A		B				
Approach Delay (s/veh)	--	--	11.9					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RH	Intersection	Major at Camp Exit
Agency/Co.	DEA	Jurisdiction	
Date Performed	10/22/2015	Analysis Year	2017 No Build
Analysis Time Period	PM Peak		

Project Description: Southampton Day Camp

East/West Street: Camp Exit | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	293	0	0	311	0
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	0	308	0	0	327	0
Percent Heavy Vehicles	2	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	11		23
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	0	0	0	22	0	46
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)		1			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	0	0		68			0	
C (m) (veh/h)	1233	1258		574				
v/c	0.00	0.00		0.12				
95% queue length	0.00	0.00		0.40				
Control Delay (s/veh)	7.9	7.9		12.1				
LOS	A	A		B				
Approach Delay (s/veh)	--	--	12.1					
Approach LOS	--	--	B					

HCS+™ Version 5.6

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	RH
Agency/Co.	DEA
Date Performed	10/22/2015
Analysis Time Period	PM

Site Information

Intersection	Major at Camp Exit
Jurisdiction	
Analysis Year	2017 Build

Project Description: Southampton Day Camp

East/West Street: Camp Exit | North/South Street: Major's Path

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	299	0	0	311	0
Peak-Hour Factor, PHF	0.50	0.95	0.95	0.95	0.95	0.50
Hourly Flow Rate, HFR (veh/h)	0	314	0	0	327	0
Percent Heavy Vehicles	2	--	--	1	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	16		45
Peak-Hour Factor, PHF	0.50	0.50	0.50	0.50	0.50	0.50
Hourly Flow Rate, HFR (veh/h)	0	0	0	32	0	90
Percent Heavy Vehicles	1	0	0	1	0	0
Percent Grade (%)	1			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration		LTR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LR			LTR	
v (veh/h)	0	0		122			0	
C (m) (veh/h)	1233	1252		594				
v/c	0.00	0.00		0.21				
95% queue length	0.00	0.00		0.77				
Control Delay (s/veh)	7.9	7.9		12.6				
LOS	A	A		B				
Approach Delay (s/veh)	--	--	12.6					
Approach LOS	--	--	B					

HCS+™ Version 5.6

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Traffic Volume Spreadsheets

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

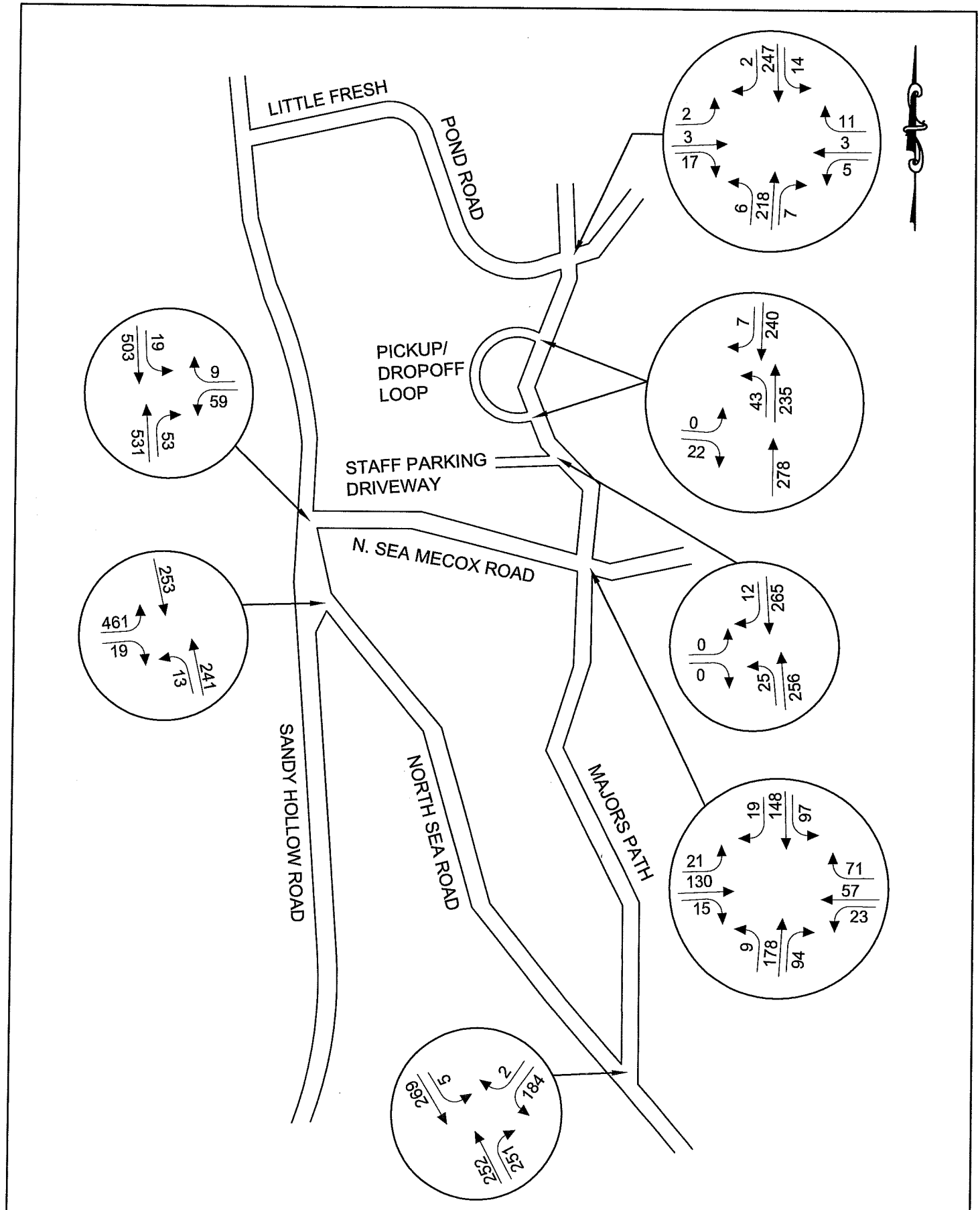


FIGURE A
2015 EXISTING AM VOLUMES

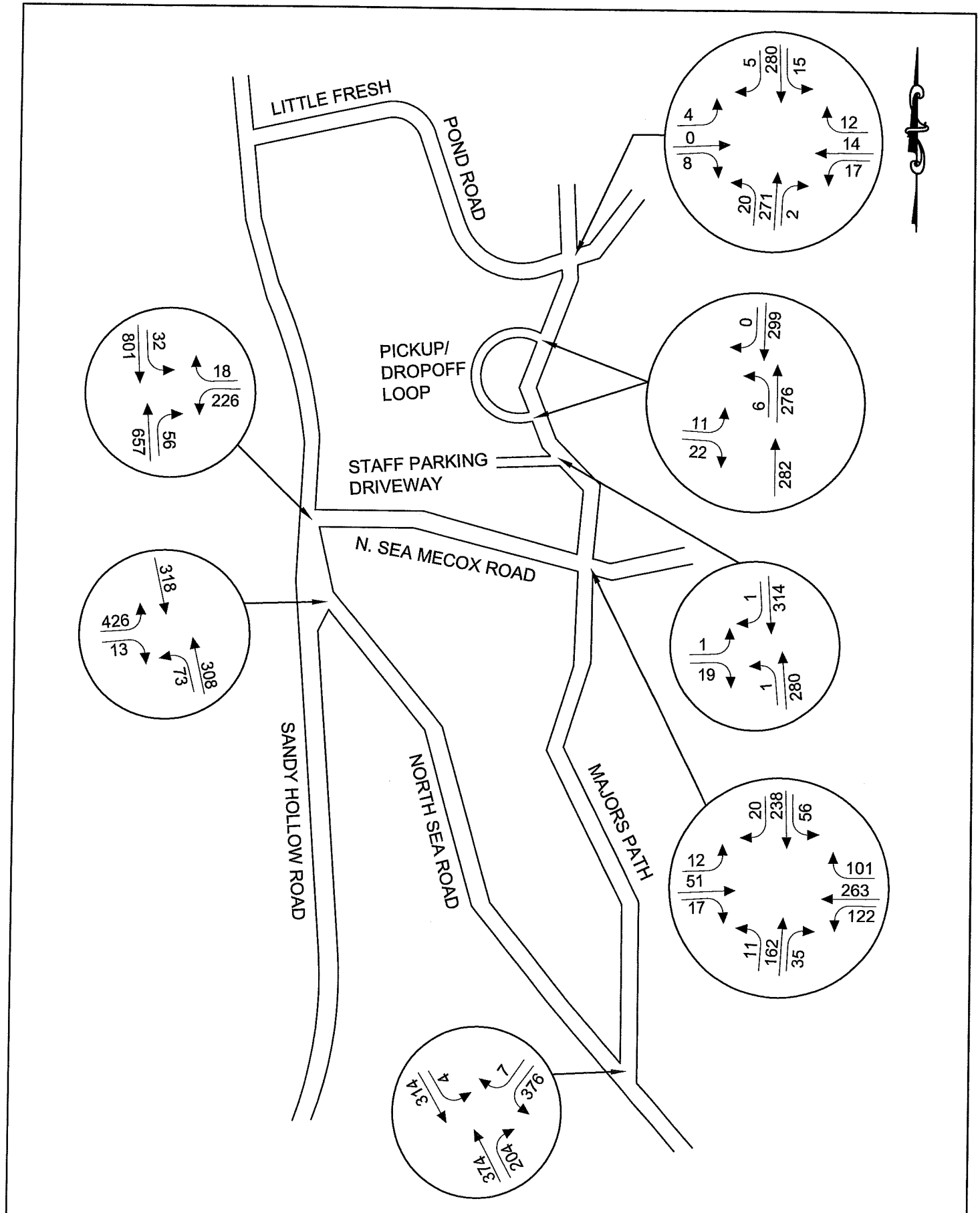


FIGURE B
2015 EXISTING PM VOLUMES

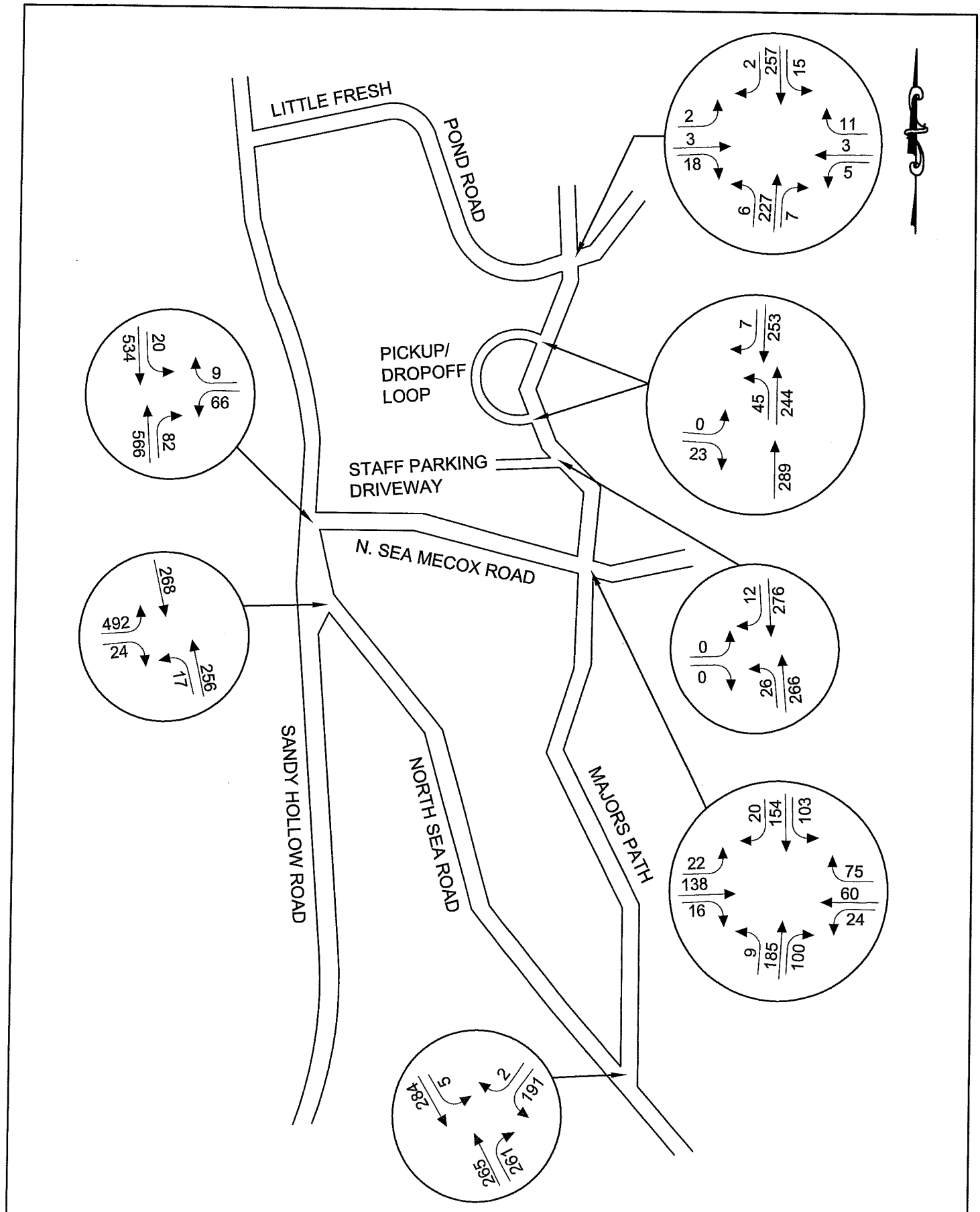


FIGURE C
2017 NO BUILD AM VOLUMES

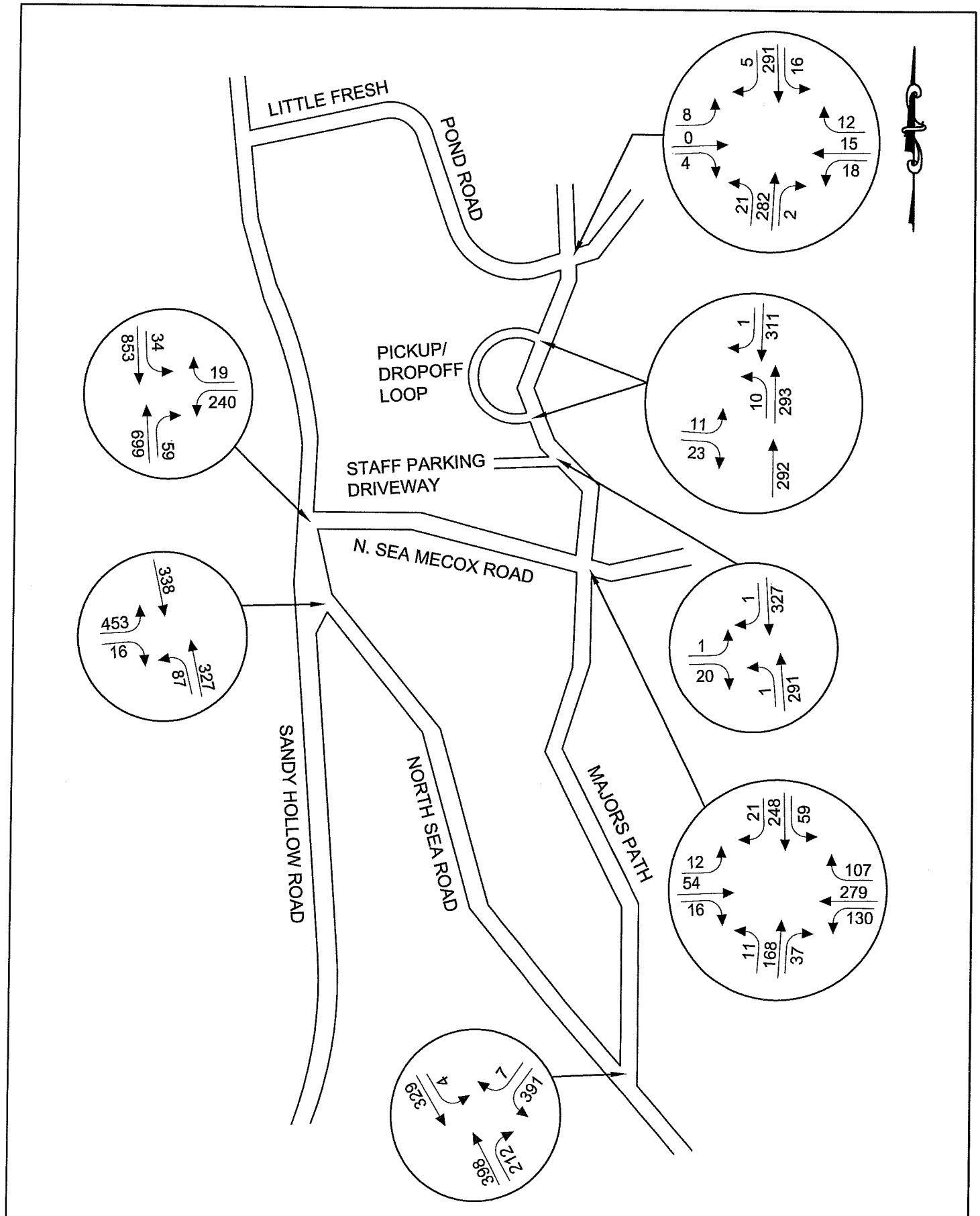


FIGURE D
2017 NO BUILD PM VOLUMES

Major's Path
at
Little Fresh Pond Road/
Edge of Wood Road

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: AM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at Little Fresh Pond Road/ Edge of Woods Road

TIME PERIOD: AM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	6	218	7	14	247	2	2	3	17	5	3	11
GROWTH PERCENT PER YEAR 2.00	6	227	7	15	257	2	2	3	18	5	3	11
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	6	227	7	15	257	2	2	3	18	5	3	11
SITE TRAFFIC	0	4	0	0	11	0	0	0	0	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	6	231	7	15	268	2	2	3	18	5	3	11

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: PM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at Little Fresh Pond Road/ Edge of Woods Road

TIME PERIOD: PM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	20	271	2	15	280	5	4	0	8	17	14	12
GROWTH PERCENT PER YEAR 2.00	21	282	2	16	291	5	4	0	8	18	15	12
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	21	282	2	16	291	5	4	0	8	18	15	12
SITE TRAFFIC	0	7	0	0	1	0	0	0	0	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	21	289	2	16	292	5	4	0	8	18	15	12

Major's Path
at
North Sea Road-Mecox Road

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: AM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at North Sea Mecox Road

TIME PERIOD: AM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	9	178	96	99	148	19	21	133	15	23	58	72
GROWTH PERCENT PER YEAR 2.00	9	185	100	103	154	20	22	138	16	24	60	75
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	9	185	100	103	154	20	22	138	16	24	60	75
SITE TRAFFIC	0	21	0	0	10	4	26	0	0	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	9	206	100	103	164	24	48	138	16	24	60	75

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: PM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at North Sea Mecox Road

TIME PERIOD: PM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	11	162	36	57	238	20	12	52	17	125	268	103
GROWTH PERCENT PER YEAR 2.00	11	168	37	59	248	21	12	54	18	130	279	107
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	11	168	37	59	248	21	12	54	18	130	279	107
SITE TRAFFIC	0	2	0	0	21	8	3	0	0	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	11	170	37	59	269	29	15	54	18	130	279	107

Major's Path
at
North Sea Road (C.R. 38)

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: AM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at North Sea Road

TIME PERIOD: AM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	252	251	5	269	0	0	0	0	184	0	2
GROWTH PERCENT PER YEAR 2.00	0	262	261	5	280	0	0	0	0	191	0	2
OTHER DEVELOPMENTS												
1) Sandy Hollow Cove	0	3	0	0	4	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	3	0	0	4	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	265	261	5	284	0	0	0	0	191	0	2
SITE TRAFFIC	0	0	21	0	0	0	0	0	0	10	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	265	282	5	284	0	0	0	0	201	0	2

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: PM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at North Sea Road

TIME PERIOD: PM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	374	204	4	314	0	0	0	0	376	0	7
GROWTH PERCENT PER YEAR 2.00	0	389	212	4	327	0	0	0	0	391	0	7
OTHER DEVELOPMENTS												
1) Sandy Hollow Cove	0	9	0	0	2	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	9	0	0	2	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	398	212	4	329	0	0	0	0	391	0	7
SITE TRAFFIC	0	0	2	0	0	0	0	0	0	21	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	398	214	4	329	0	0	0	0	412	0	7

North Sea Road
at
North Sea-Mecox Road

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: AM

TRAFFIC VOLUME SUMMARY

INTERSECTION : North Sea Road at North Sea Mecox Road

TIME PERIOD: AM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	542	54	19	513	0	0	0	0	60	0	9
GROWTH PERCENT PER YEAR 2.00	0	564	56	20	534	0	0	0	0	62	0	9
OTHER DEVELOPMENTS												
1) Sandy Hollow Cove	0	2	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	2	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	566	56	20	534	0	0	0	0	62	0	9
SITE TRAFFIC	0	0	26	0	0	0	0	0	0	4	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	566	82	20	534	0	0	0	0	66	0	9

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: PM

TRAFFIC VOLUME SUMMARY

INTERSECTION : North Sea Road at North Sea Mecox Road

TIME PERIOD: PM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS
INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	671	57	33	818	0	0	0	0	231	0	18
GROWTH PERCENT PER YEAR 2.00	0	698	59	34	851	0	0	0	0	240	0	19
OTHER DEVELOPMENTS												
1) Sandy Hollow Cove	0	1	0	0	2	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	1	0	0	2	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	699	59	34	853	0	0	0	0	240	0	19
SITE TRAFFIC	0	0	3	0	0	0	0	0	0	8	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	699	62	34	853	0	0	0	0	248	0	19

North Sea Road (C.R. 38)
at
Sandy Hollow Road (C.R. 32)

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: AM

TRAFFIC VOLUME SUMMARY

INTERSECTION : North Sea Road at Sandy Hollow Road

TIME PERIOD: AM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	13	246	0	0	258	0	471	0	19	0	0	0
GROWTH PERCENT PER YEAR 2.00	14	256	0	0	268	0	490	0	20	0	0	0
OTHER DEVELOPMENTS												
Sandy Hollow Cove	3	0	0	0	0	0	2	0	4	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	3	0	0	0	0	0	2	0	4	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	17	256	0	0	268	0	492	0	24	0	0	0
SITE TRAFFIC	0	0	0	0	0	0	26	0	0	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	17	256	0	0	268	0	518	0	24	0	0	0

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: PM

TRAFFIC VOLUME SUMMARY

INTERSECTION : North Sea Road at Sandy Hollow Road

TIME PERIOD: PM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	75	314	0	0	325	0	435	0	13	0	0	0
GROWTH PERCENT PER YEAR 2.00	78	327	0	0	338	0	452	0	14	0	0	0
OTHER DEVELOPMENTS												
1) Sandy Hollow cove	9	0	0	0	0	0	1	0	2	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	9	0	0	0	0	0	1	0	2	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	87	327	0	0	338	0	453	0	16	0	0	0
SITE TRAFFIC	0	0	0	0	0	0	3	0	0	0	0	0
PASS-BY CREDIT 20	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	87	327	0	0	338	0	456	0	16	0	0	0

Major's Path
at
The Relocated Southerly Access Driveway

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: AM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at Club-Staff Lot

TIME PERIOD: AM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	25	256	0	0	265	12	0	0	0	0	0	0
GROWTH PERCENT PER YEAR 2.00	26	266	0	0	276	12	0	0	0	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	26	266	0	0	276	12	0	0	0	0	0	0
SITE TRAFFIC	14	33	0	0	14	3	0	0	0	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	40	299	0	0	290	15	0	0	0	0	0	0

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: PM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at Club-Staff Lot

TIME PERIOD: PM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	1	280	0	0	314	1	1	0	19	0	0	0
GROWTH PERCENT PER YEAR 2.00	1	291	0	0	327	1	1	0	20	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	1	291	0	0	327	1	1	0	20	0	0	0
SITE TRAFFIC	1	4	0	0	22	0	2	0	7	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	2	295	0	0	349	1	3	0	27	0	0	0

Major's Path
at
The Proposed Entrance Only
Site Access Driveway

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: AM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at Camp Access

TIME PERIOD: AM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	43	235	0	0	240	7	0	0	0	0	0	0
GROWTH PERCENT PER YEAR 2.00	45	244	0	0	250	7	0	0	0	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV	45	244	0	0	250	7	0	0	0	0	0	0
SITE TRAFFIC	33	0	0	0	3	8	0	0	0	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	78	244	0	0	253	15	0	0	0	0	0	0

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: PM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at Camp Access

TIME PERIOD: PM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	6	276	0	0	299	0	0	0	0	0	0	0
GROWTH PERCENT PER YEAR 2.00	6	287	0	0	311	0	0	0	0	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	6	287	0	0	311	0	0	0	0	0	0	0
SITE TRAFFIC	4	7	0	0	0	1	0	0	0	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	10	294	0	0	311	1	0	0	0	0	0	0

Major's Path
at
The Proposed Exit Only
Site Access Driveway

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: AM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at Camp Exit

TIME PERIOD: AM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	278	0	0	240	0	0	0	22	0	0	0
GROWTH PERCENT PER YEAR 2.00	0	289	0	0	250	0	0	0	23	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	289	0	0	250	0	0	0	23	0	0	0
SITE TRAFFIC	0	33	0	0	3	0	4	0	14	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	322	0	0	253	0	4	0	37	0	0	0

DUNN ENGINEERING ASSOCIATES
66 MAIN STREET, WESTHAMPTON BEACH, NEW YORK 11978

FILE NAME: PM

TRAFFIC VOLUME SUMMARY

INTERSECTION : Majors Path at Camp Exit

TIME PERIOD: PM

EXISTING YEAR: 2015
HORIZON YEAR: 2017

DONE BY: RH

ALT X CLEARS INPUT VALUES

	NB			SB			EB			WB		
CONDITION	L	T	R	L	T	R	L	T	R	L	T	R
EXISTING	0	282	0	0	299	0	11	0	22	0	0	0
GROWTH PERCENT PER YEAR 2.00	0	293	0	0	311	0	11	0	23	0	0	0
OTHER DEVELOPMENTS												
1)	0	0	0	0	0	0	0	0	0	0	0	0
2)	0	0	0	0	0	0	0	0	0	0	0	0
3)	0	0	0	0	0	0	0	0	0	0	0	0
4)	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	0	0	0	0	0	0	0	0	0	0
FUTURE "NO BUILD" WITH OTHER DEV.	0	293	0	0	311	0	11	0	23	0	0	0
SITE TRAFFIC	0	6	0	0	0	0	5	0	22	0	0	0
PASS-BY CREDIT 0	0	0	0	0	0	0	0	0	0	0	0	0
"BUILD" TRAFFIC	0	299	0	0	311	0	16	0	45	0	0	0

ATR Traffic Volume Counts

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

Dunn Engineering Associates
66 Main Street
Westhampton Beach NY 11978
(631) 288-2480

*** Basic Count Print (#302) ***

****

Site ID : MAJORS PATH1S2N
Info 1 : Lane 1 SB
Info 2 : Lane 2 NB

Data Starts : 18:00 on 08/20/1
Data Ends : 16:45 on 08/22/1
Adj. Factor : 1.000%

****

Lane #1 Info :
Lane Mode : Directional

Sensor Used : Axle

****

********** Lane 1 Basic Count Print **********

Date	Time	:00	:15	:30	:45	Total
08/20/13	18:00	35	27	29	25	116
	19:00	24	21	24	18	87
	20:00	20	10	12	12	54
	21:00	8	8	4	5	25
	22:00	5	6	3	1	15
	23:00	4	3	1	3	11

Daily Total : 308
AM Total : 0 (0.0%)
PM Total : 308 (100.0%)
Peak AM Hour:
Peak PM Hour: 18:00= 116 (37.7%)

Average Period: 12.3
Average Hour : 51.3

Peak AM Factor:
Peak PM Factor: 0.829

Dunn Engineering Associates
66 Main Street
Westhampton Beach NY 11978
(631) 288-2480

********** Lane 1 Basic Count Print **********

Date	Time	:00	:15	:30	:45	Total
08/21/13	00:00	6	1	1	2	10
	01:00	0	2	0	0	2
	02:00	0	1	0	0	1
	03:00	0	0	0	0	0
	04:00	0	0	0	0	0
	05:00	2	2	3	5	12
	06:00	8	12	21	23	64
	07:00	18	16	29	34	97
	08:00	32	30	34	51	147
	09:00	79	69	54	51	253
	10:00	41	32	37	46	156
	11:00	49	42	35	52	178
	12:00	65	53	42	25	185
	13:00	53	40	43	33	169
	14:00	50	38	34	48	170
	15:00	67	35	40	39	181
	16:00	57	60	46	54	217
	17:00	40	39	32	60	171
	18:00	36	27	36	36	135
	19:00	22	25	23	15	85
	20:00	20	13	7	13	53
	21:00	3	10	10	5	28
	22:00	3	8	4	6	21
	23:00	2	4	6	7	19

Daily Total : 2354
AM Total : 920 (39.1%)
PM Total : 1434 (60.9%)
Peak AM Hour: 08:45= 253 (10.7%)
Peak PM Hour: 16:00= 217 (9.2%)

Average Period: 24.3
Average Hour : 98.1

Peak AM Factor: 0.801
Peak PM Factor: 0.904

Dunn Engineering Associates
66 Main Street
Westhampton Beach NY 11978
(631) 288-2480

********** Lane 1 Basic Count Print **********

Date	Time	:00	:15	:30	:45	Total
08/22/13	00:00	0	0	3	1	4
	01:00	0	2	1	0	3
	02:00	2	1	0	0	3
	03:00	0	1	0	2	3
	04:00	0	0	0	0	0
	05:00	2	3	4	7	16
	06:00	6	8	8	26	48
	07:00	22	15	22	35	94
	08:00	29	46	21	52	148
	09:00	67	65	40	43	215
	10:00	40	52	45	36	173
	11:00	37	43	34	42	156
	12:00	49	67	38	42	196
	13:00	50	41	39	42	172
	14:00	62	50	29	40	181
	15:00	51	53	44	52	200
	16:00	65	44	55	48	212

Daily Total : 1824
AM Total : 863 (47.3%)
PM Total : 961 (52.7%)
Peak AM Hour: 08:45= 224 (12.3%)
Peak PM Hour: 15:45= 216 (11.8%)

Average Period: 26.8
Average Hour : 107.3

Peak AM Factor: 0.836
Peak PM Factor: 0.831

Dunn Engineering Associates
66 Main Street
Westhampton Beach NY 11978
(631) 288-2480

****

Lane #2 Info :
Lane Mode : Directional Sensor Used : Axle

****

********** Lane 2 Basic Count Print **********

Date	Time	:00	:15	:30	:45	Total
08/20/13	18:00	57	31	41	30	159
	19:00	27	28	25	22	102
	20:00	21	29	26	15	91
	21:00	19	8	8	13	48
	22:00	11	9	9	11	40
	23:00	13	6	13	4	36

Daily Total : 476
AM Total : 0 (0.0%)
PM Total : 476 (100.0%)
Peak AM Hour:
Peak PM Hour: 18:00= 159 (33.4%)

Average Period: 19.0
Average Hour : 79.3
Peak AM Factor:
Peak PM Factor: 0.697

Date	Time	:00	:15	:30	:45	Total
08/21/13	00:00	6	2	1	1	10
	01:00	2	0	2	0	4
	02:00	0	0	1	0	1
	03:00	0	0	1	0	1
	04:00	1	1	1	0	3
	05:00	1	0	0	7	8
	06:00	3	6	12	23	44
	07:00	12	35	26	53	126
	08:00	34	42	40	62	178
	09:00	73	56	36	28	193
	10:00	28	33	52	36	149
	11:00	40	33	50	56	179
	12:00	55	48	42	38	183
	13:00	50	50	45	54	199
	14:00	36	27	41	45	149
	15:00	53	55	49	54	211
	16:00	53	55	51	56	215
	17:00	56	40	42	42	180
	18:00	31	34	40	31	136
	19:00	37	20	19	26	102
	20:00	17	24	20	22	83
	21:00	17	17	15	19	68
	22:00	9	10	12	9	40
	23:00	8	8	7	7	30

Daily Total : 2492
AM Total : 896 (36.0%)
PM Total : 1596 (64.0%)
Peak AM Hour: 08:30= 231 (9.3%)
Peak PM Hour: 16:15= 218 (8.7%)

Average Period: 25.7
Average Hour : 103.8
Peak AM Factor: 0.791
Peak PM Factor: 0.973

Dunn Engineering Associates
66 Main Street
Westhampton Beach NY 11978
(631) 288-2480

********** Lane 2 Basic Count Print **********

Date	Time	:00	:15	:30	:45	Total
08/22/13	00:00	2	3	6	2	13
	01:00	2	1	2	3	8
	02:00	0	0	1	1	2
	03:00	1	1	2	0	4
	04:00	0	1	0	0	1
	05:00	1	2	2	4	9
	06:00	3	4	12	20	39
	07:00	20	36	25	40	121
	08:00	27	35	41	54	157
	09:00	69	48	45	30	192
	10:00	28	49	42	44	163
	11:00	33	29	30	44	136
	12:00	57	34	47	50	188
	13:00	46	42	47	52	187
	14:00	53	42	32	49	176
	15:00	46	46	43	51	186
	16:00	36	48	62	58	204

Daily Total : 1786
AM Total : 845 (47.3%)
PM Total : 941 (52.7%)
Peak AM Hour: 08:45= 216 (12.1%)
Peak PM Hour: 16:00= 204 (11.4%)

Average Period: 26.3
Average Hour : 105.1

Peak AM Factor: 0.783
Peak PM Factor: 0.823

Dunn Engineering Associates
66 Main Street
Westhampton Beach NY 11978
(631) 288-2480

GRAND TOTALS

********** LANES #1, & #2 FINAL **********

Total Lane 1	4486		Avg Period Lane 1		23.6
Lane 2	4754		Lane 2		25.0
TOTAL	9240		AVERAGE		24.3
# Days Lane 1	1.98		ADT Lane 1		2267
Lane 2	1.98		Lane 2		2402
HIGHEST	1.98		ADT		4669
AM Total Lane 1	1783	(39.7%)	Avg Hour Lane 1		95.4
Lane 2	1741	(36.6%)	Lane 2		101.1
TOTAL	3524	(38.1%)	AVERAGE		196.6
PM Total Lane 1	2703	(60.3%)			
Lane 2	3013	(63.4%)			
TOTAL	5716	(61.9%)			
Peak AM Lane 1	08:45=	253 (08/21/13)	AM Factor Lane 1		0.801
Lane 2	08:30=	231 (08/21/13)	Lane 2		0.791
FINAL	08:45=	253 (08/21/13)	FINAL		0.801
Peak PM Lane 1	16:00=	217 (08/21/13)	PM Factor Lane 1		0.904
Lane 2	16:15=	218 (08/21/13)	Lane 2		0.973
FINAL	16:15=	218 (08/21/13)	FINAL		0.973

STATION: **078123**

Suffolk County
Traffic Count Hourly Report

38-02 NB

ROAD #: CR CR38 ROAD NAME: CR 38
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 28
DATE OF COUNT: 07/07/2015
NOTES LANE 1: 000000812310

COUNT TAKEN BY: ORG CODE: SUF INITIALS: -TM

FROM: CR 52
REC. SERIAL #: 0123
PLACEMENT: 200' s/o Gondola Gardens
@ REF MARKER:
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: SUF INITIALS: LP

TO: 500 FT NO OF MILLSTONE BRK
FUNC. CLASS: 16
NHS: no
JURIS: Village
CC Stn:
BATCH ID: SUF-WW00

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

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T											441	435	424	393	387	418	436	443	382	270	265	194	120	53			
8	W	36	27	9	5	21	147	421	612	573	498	476	461	479	414	422	437	392	440	375	278	253	216	155	86	7233	612	7
9	T	37	22	12	10	26	147	514	614	590	552	458	502	480	507	473	531	502	451	453	361	316	254					
10	F																											
11	S									456	613	656	751	695	587	534	523	521	382	327	359	306	243	227	171			
12	S	91	54	44	34	31	42	95	171	249	345	443	483	435	437	352	356	327	318	302	229	232	223	127	79	5499	483	11
13	M	33	21	15	14	28	152	458	585	575	459	429	472	488	443	381	417	384	453	321	301	210	185	122	80	7026	585	7
14	T	38	10	13	13	22	165	505	614	618	460	416	423	437	410	389	433	408	412	319	264	230	185	97	70	6951	618	8
15	W	37	25	6	8	25	156	459	553	498	476	420	416	465	401	396	414	427	434	374	252	274	238	144	82	6980	553	7
16	T	44	28	13	14	22	145	524	628																			
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
38	22	11	10	23	150	474	594	564	483	435	447	456	423	403	437	420	434	367	285	255	209	126	73	7139

7226

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED AADT
8	180	5	134	594	8%	0.988	1.186	6019

ROAD #: CR38 ROAD NAME: CR 38
STATION: 078123 STATE DIR CODE: 6
FROM: CR 52
PLACEMENT: 200' s/o Gondola Gardens
TO: 500 FT NO OF MILLSTONE BRK
COUNTY: Suffolk
DATE OF COUNT: 07/07/2015

13,211

STATION: **078123**

Suffolk County
Traffic Count Hourly Report

38 -02 SB

ROAD #: CR CR38 ROAD NAME: CR 38
DIRECTION: Southbound FACTOR GROUP: 40
STATE DIR CODE: 7 WK OF YR: 28
DATE OF COUNT: 07/07/2015
NOTES LANE 1: 000000812350

COUNT TAKEN BY: ORG CODE: SUF INITIALS: -TM

FROM: CR 52
REC. SERIAL #: 0123
PLACEMENT: 300'n/o CR80
@ REF MARKER:
ADDL DATA:
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: SUF INITIALS: LP

TO: 500 FT NO OF MILLSTONE BRK
FUNC. CLASS: 16
NHS: no
JURIS: Village
CC Stn:
BATCH ID: SUF-WW00

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

		AM												PM													
		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
DATE	DAY																										
1	W																										
2	T																										
3	F																										
4	S																										
5	S																										
6	M																										
7	T										559	510	512	580	636	587	772	860	868	676	424	270	149	86	56			
8	W	25	14	2	7	24	74	202	352	429	478	446	480	532	491	648	770	860	825	697	415	259	174	105	61	8370	860	16
9	T	34	14	5	11	19	72	185	330	427	499	441	479	497	607	679	826	962	968	760	493	288	154					
10	F																										
11	S									297	528	541	566	555	539	538	538	592	543	577	400	334	293	270	236			
12	S	125	64	35	41	26	47	105	211	296	432	542	624	628	680	639	741	665	729	681	606	524	395	184	81	9101	741	15
13	M	23	14	9	21	51	108	227	385	465	551	506	618	603	642	695	810	947	820	710	461	302	166	111	60	9305	947	16
14	T	22	10	7	12	24	85	200	381	474	481	481	444	539	536	628	812	936	890	597	350	215	121	89	43	8377	936	16
15	W	23	10	6	14	23	59	193	386	391	446	453	458	543	534	677	754	895	808	636	389	249	139	117	65	8268	895	16
16	T	17	10	13	6	25	58	165	373																		
17	F																										
18	S																										
19	S																										
20	M																										
21	T																										
22	W																										
23	T																										
24	F																										
25	S																										
26	S																										
27	M																										
28	T																										
29	W																										
30	T																										
31	F																										
AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)		24	12	7	10	23	69	193	364	432	496	467	492	542	567	644	782	899	853	671	417	261	148	101	56	ADT 8530	8634	

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	135	899	11%	0.988	1.186	AADT 7192

STATION: **078122**

Suffolk County
Traffic Count Hourly Report

38-01 NB

ROAD #: CR CR38 ROAD NAME: CR 38
DIRECTION: Northbound FACTOR GROUP: 40
STATE DIR CODE: 6 WK OF YR: 28
DATE OF COUNT: 07/07/2015
NOTES LANE 1: 000000812210

FROM: CR 39
REC. SERIAL #: 0123
PLACEMENT: 120' s/o Roman Rd
@ REF MARKER:
ADDL DATA: Class
COUNT TYPE: AXLE PAIRS
PROCESSED BY: ORG CODE: SUF INITIALS: LP

TO: CR 52
FUNC. CLASS: 16
NHS: no
JURIS: Village
CC Stn:
BATCH ID: SUF-WW29

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

COUNT TAKEN BY: ORG CODE: SUF INITIALS: -TM

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T											194	183	242	240	182	232	311	373	286	183	149	108	54	30			
8	W	22	14	7	0	4	14	63	154	172	157	186	197	244	186	219	226	293	367	276	186	138	117	94	44	3380	367	17
9	T	19	21	5	5	7	21	73	140	150	195	196	213	239	241	203	249	290	370	325	230	161	114	94	46	3607	370	17
10	F	30	15	12	3	4	18	60	150	173	213	208	237	287	274	262	282	356	458	347	212	176	140	115	100	4132	458	17
11	S	57	26	11	14	7	13	44	114	141	211	238	274	250	257	222	217	234	290	441	294	182	134	125	88	3884	441	18
12	S	71	34	27	12	16	11	32	67	103	157	191	218	190	168	172	185	176	199	207	142	131	117	63	45	2734	218	11
13	M	9	10	4	4	5	29	77	139	184	179	169	214	248	198	239	235	316	363	290	190	109	113	59	49	3432	363	17
14	T	20	4	5	2	6	17	84	153	188	160	173	207	208	193	219	253	325	358	245	163	142	119	53	24	3321	358	17
15	W	24	13	4	2	8	12	77	150																			
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
23	13	7	2	6	16	72	148	173	181	188	208	236	212	212	239	307	366	284	190	140	114	71	39	3447

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	190	5	124	366	11%	1.000	1.186	**AADT 2906**

ROAD #: CR38 ROAD NAME: CR 38
STATION: 078122 STATE DIR CODE: 6

FROM: CR 39
PLACEMENT: 120' s/o Roman Rd

TO: CR 52

COUNTY: Suffolk
DATE OF COUNT: 07/07/2015

5,686

STATION: **078122**

Suffolk County
Traffic Count Hourly Report

38-01 SB

ROAD #: CR CR38 ROAD NAME: CR 38 | FROM: CR 39 | TO: CR 52 | COUNTY: Suffolk
DIRECTION: Southbound | FACTOR GROUP: 40 | REC. SERIAL #: 0123 | FUNC. CLASS: 16 | TOWN: SOUTHAMPTON
STATE DIR CODE: 7 | WK OF YR: 28 | PLACEMENT: 120' s/o Roman Rd | NHS: no | LION#:
DATE OF COUNT: 07/07/2015 | @ REF MARKER: | JURIS: Village | BIN:
NOTES LANE 1: 000000812250 | ADDL DATA: Class | CC Stn: | RR CROSSING:
COUNT TYPE: AXLE PAIRS | BATCH ID: SUF-WW29 | HPMS SAMPLE:
COUNT TAKEN BY: ORG CODE: SUF INITIALS: -TM | PROCESSED BY: ORG CODE: SUF INITIALS: LP

DATE	DAY	12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	W																											
2	T																											
3	F																											
4	S																											
5	S																											
6	M																											
7	T											232	240	256	244	248	220	193	165	168	173	118	48	43	17			
8	W	4	6	3	0	9	44	136	244	260	252	215	240	239	220	233	203	198	177	204	147	94	87	53	25	3293	260	8
9	T	9	13	4	6	8	48	117	239	266	275	217	243	249	257	204	245	196	195	149	157	108	75	58	24	3362	275	9
10	F	8	8	8	4	7	48	128	222	287	268	218	272	250	258	247	248	211	207	192	200	129	120	63	42	3645	287	8
11	S	21	22	10	12	9	39	80	167	233	288	305	281	241	208	218	184	203	214	221	176	142	103	87	67	3531	305	10
12	S	34	18	21	14	10	37	54	126	163	240	244	252	203	182	180	172	148	142	155	133	119	79	47	28	2801	252	11
13	M	7	6	3	6	13	43	113	242	299	237	240	256	282	231	237	198	210	158	153	148	104	77	48	22	3333	299	8
14	T	8	5	5	2	9	63	120	219	287	240	237	230	245	200	204	209	208	160	149	134	103	43	34	20	3134	287	8
15	W	9	6	2	2	7	44	114	248																			
16	T																											
17	F																											
18	S																											
19	S																											
20	M																											
21	T																											
22	W																											
23	T																											
24	F																											
25	S																											
26	S																											
27	M																											
28	T																											
29	W																											
30	T																											
31	F																											

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

12 TO 1 AM	1 TO 2 AM	2 TO 3 AM	3 TO 4 AM	4 TO 5 AM	5 TO 6 AM	6 TO 7 AM	7 TO 8 AM	8 TO 9 AM	9 TO 10 AM	10 TO 11 AM	11 TO 12 AM	12 TO 1 PM	1 TO 2 PM	2 TO 3 PM	3 TO 4 PM	4 TO 5 PM	5 TO 6 PM	6 TO 7 PM	7 TO 8 PM	8 TO 9 PM	9 TO 10 PM	10 TO 11 PM	11 TO 12 PM	ADT
8	8	4	3	8	49	121	236	280	254	226	247	254	230	225	215	201	171	165	152	105	66	47	22	3297

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	190	5	124	280	8%	1.000	1.186	AADT 2780

Suffolk County
Classification Count Average Weekday Data Report

ROAD #: CR CR38 ROAD NAME: CR 38 YEAR: 2015 STATION: 078122
COUNTY NAME: Suffolk MONTH: July
REGION CODE: 0
FROM: CR 39
TO: CR 52
REF-MARKER:
END MILEPOINT: 0119 NO. OF LANES: 2
FUNC-CLASS: 16 HPMS NO:
STATION NO: 8122 LION#:
COUNT TAKEN BY: ORG CODE: SUF INITIALS: -TM
PROCESSED BY: ORG CODE: SUF INITIALS: LP BATCH ID: SUF-WW29

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	3430	3262	6692
NUMBER OF AXLES	6916	6558	13472
% HEAVY VEHICLES (F4-F13)	6.65%	3.28%	5.01%
% TRUCKS AND BUSES (F3-F13)	31.40%	23.97%	27.76%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

	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	18	4	0	0	0	0	0	0	0	0	0	0	22
	2:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
	3:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	5:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	6:00	0	9	5	0	2	0	0	0	0	0	0	0	0	16
	7:00	0	29	31	1	8	0	0	0	0	0	0	0	0	69
	8:00	0	68	54	2	18	1	0	3	0	0	0	0	0	146
	9:00	0	100	51	2	15	0	0	3	1	0	0	0	0	172
	10:00	0	106	56	2	13	1	0	1	1	0	0	0	0	180
DIRECTION	11:00	0	120	51	1	12	1	0	2	0	0	0	0	0	187
North	12:00	1	144	46	1	12	1	0	2	0	0	0	0	0	207
	13:00	0	162	60	2	15	1	0	2	0	0	0	0	0	242
	14:00	0	148	45	2	14	1	0	2	0	0	0	0	0	212
	15:00	0	146	53	0	10	0	0	1	0	0	0	0	0	210
	16:00	0	170	54	1	12	0	0	1	0	0	0	0	0	238
	17:00	0	220	74	0	10	0	0	1	0	0	0	0	0	305
	18:00	1	261	83	1	15	0	0	3	0	0	0	0	0	364
	19:00	0	204	66	0	10	0	0	2	0	0	0	0	0	282
	20:00	1	137	45	0	5	0	0	1	0	0	0	0	0	189
	21:00	1	108	27	0	4	0	0	0	0	0	0	0	0	140
	22:00	0	91	19	0	2	0	0	0	0	0	0	0	0	112
	23:00	0	57	13	0	1	0	0	0	0	0	0	0	0	71
	24:00	0	29	8	0	1	0	0	0	0	0	0	0	0	38
	TOTAL VEHICLES	4	2349	849	15	181	6	0	24	2	0	0	0	0	3430
	TOTAL AXLES	8	4698	1698	38	362	18	0	84	10	0	0	0	0	6916
	1:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
ENDING HOUR	2:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	5:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	6:00	0	32	14	0	1	1	0	0	0	0	0	0	0	48
	7:00	0	72	43	0	4	0	0	0	0	0	0	0	0	119
	8:00	0	151	68	0	8	2	0	4	0	0	0	0	0	233
	9:00	0	193	67	1	12	1	0	3	0	0	0	0	0	277
	10:00	1	202	44	0	6	1	0	1	0	0	0	0	0	255
	11:00	0	173	44	0	6	0	0	0	0	0	0	0	0	223
DIRECTION	12:00	0	190	43	1	8	1	0	1	0	0	0	0	0	244
South	13:00	0	194	48	1	7	1	0	0	0	0	0	0	0	251
	14:00	0	173	46	1	7	1	0	1	0	0	0	0	0	229
	15:00	0	169	45	1	6	1	0	1	0	0	0	0	0	223
	16:00	0	163	43	1	4	0	0	0	0	0	0	0	0	211
	17:00	1	152	41	0	4	1	0	0	0	0	0	0	0	199
	18:00	0	135	31	1	1	0	0	1	0	0	0	0	0	169
	19:00	0	132	29	0	2	0	0	1	0	0	0	0	0	164
	20:00	1	121	29	0	1	0	0	0	0	0	0	0	0	152
	21:00	0	84	20	0	0	0	0	0	0	0	0	0	0	104
	22:00	0	56	9	0	0	0	0	0	0	0	0	0	0	65
	23:00	0	41	6	0	0	0	0	0	0	0	0	0	0	47
	24:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	TOTAL VEHICLES	3	2477	675	7	77	10	0	13	0	0	0	0	0	3262
	TOTAL AXLES	6	4954	1350	18	154	30	0	46	0	0	0	0	0	6558
	GRAND TOTAL VEHICLES	7	4826	1524	22	258	16	0	37	2	0	0	0	0	6692
	GRAND TOTAL AXLES	14	9652	3048	55	516	48	0	130	10	0	0	0	0	13474

VEHICLE CLASSIFICATION CODES:

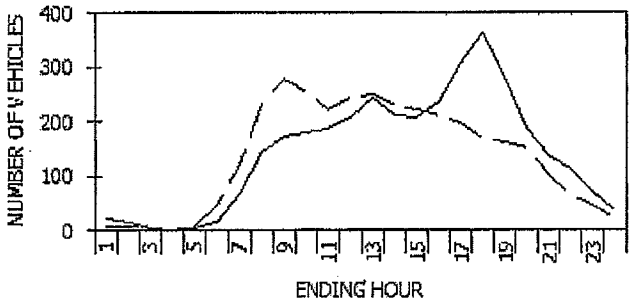
F1. Motorcycles
F2. Autos*
F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
F4. Buses
F5. 2 Axle, 6-Tire Single Unit Trucks
F6. 3 Axle Single Unit Trucks
F7. 4 or More Axle Single Unit Trucks
F8. 4 or Less Axle Vehicles, One Unit is a Truck
F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
F10. 6 or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

TRAFFIC FLOW BY DIRECTION



— North --South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	18	364	A.M.	12	451
South	9	277	P.M.	18	533

SOURCE: NYSDOT DATA SERVICES BUREAU

Traffic Volume Counts

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Edge of Woods Road
DAY OF WK : Wednesday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/08/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
8:00 AM	1	42	0	3	1	0	2	33	2	1	3	2	90
8:15	1	36	2	1	0	1	1	39	0	2	3	0	86
8:30	0	49	2	6	1	2	1	42	0	6	3	1	113
8:45	0	64	6	2	1	0	1	76	3	3	0	1	157
HR TOTAL	2	191	10	12	3	3	5	190	5	12	9	4	446
9:00 AM	0	71	3	2	1	2	0	47	2	6	0	0	134
9:15	2	63	3	1	0	1	5	53	1	2	0	0	131
9:30	0	47	3	2	0	2	1	36	0	4	0	1	96
9:45	1	38	2	0	0	2	3	31	3	2	1	2	85
HR TOTAL	3	219	11	5	1	7	9	167	6	14	1	3	446
DAY TOTAL	5	410	21	17	4	10	14	357	11	26	10	7	892

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:00 AM - 10:00 AM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	8:30 AM	0.89	2	247	14	263	1	94	5
East	8:15 AM	0.53	11	3	5	19	58	16	26
South	8:30 AM	0.72	7	218	6	231	3	94	3
West	8:00 AM	0.63	12	9	4	25	48	36	16

Entire Intersection

North	8:30 AM	0.89	2	247	14	263	1	94	5
East		0.53	11	3	5	19	58	16	26
South		0.72	7	218	6	231	3	94	3
West		0.55	17	3	2	22	77	14	9

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Edge of Woods Road
DAY OF WK : Wednesday

PAGE: 1
FILE: None

Movements by: Primary

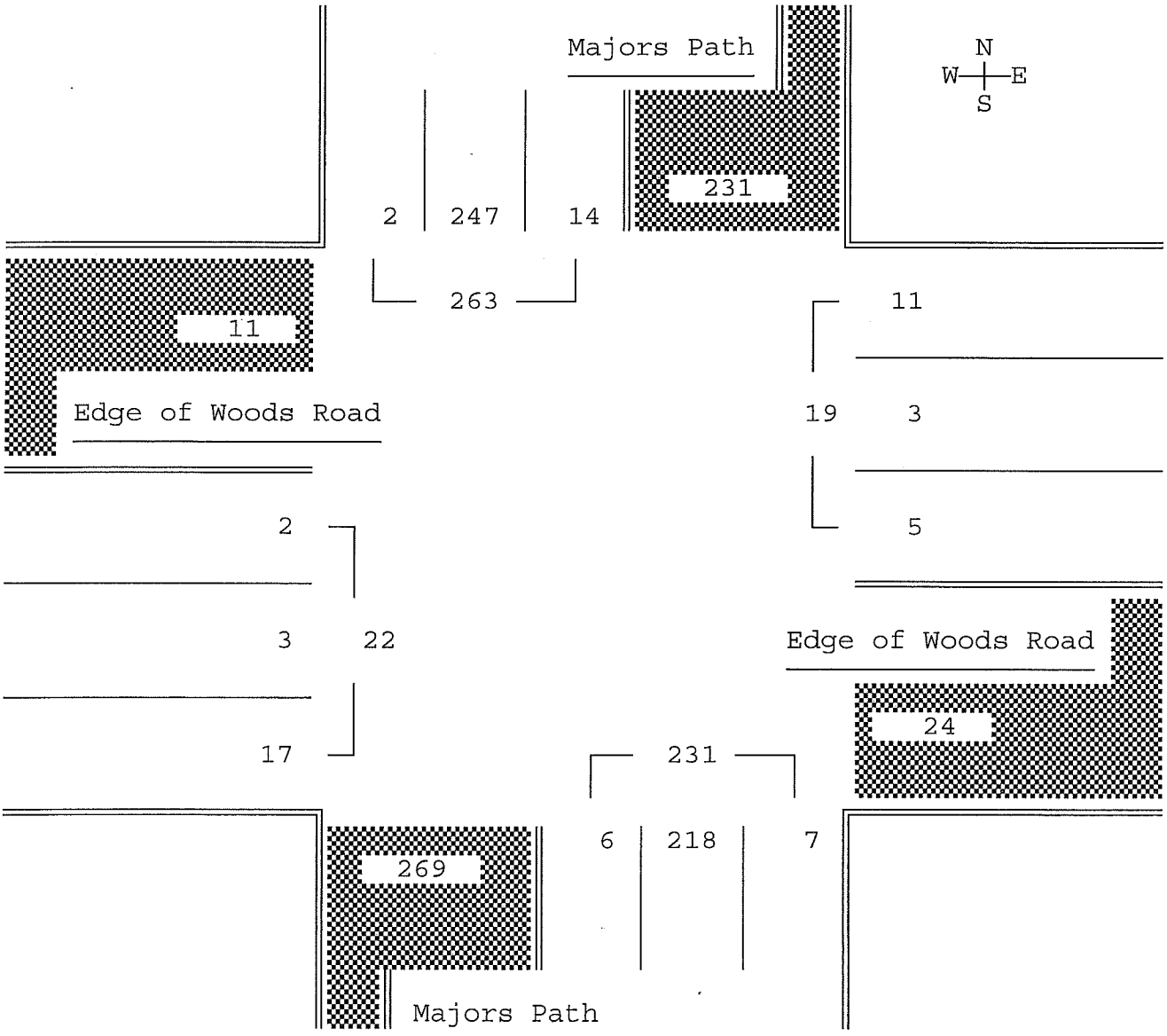
DATE: 7/08/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:30 AM - 9:30 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	8:30 AM	0.89	2	247	14	263	1	94	5
East	8:30 AM	0.53	11	3	5	19	58	16	26
South	8:30 AM	0.72	7	218	6	231	3	94	3
West	8:30 AM	0.55	17	3	2	22	77	14	9

Entire Intersection

North	8:30 AM	0.89	2	247	14	263	1	94	5
East		0.53	11	3	5	19	58	16	26
South		0.72	7	218	6	231	3	94	3
West		0.55	17	3	2	22	77	14	9



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Edge of Woods Road
DAY OF WK : Wednesday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/08/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
3:00 PM	3	34	1	1	1	0	1	46	5	5	1	0	98
3:15	0	37	2	3	3	1	5	49	4	2	0	0	106
3:30	1	37	1	4	4	4	0	66	4	1	0	2	124
3:45	0	61	4	3	3	4	0	77	5	3	0	0	160
HR TOTAL	4	169	8	11	11	9	6	238	18	11	1	2	488
4:00 PM	2	83	6	3	8	2	2	34	7	1	0	1	149
4:15	2	55	4	2	4	1	0	44	4	3	0	1	120
4:30	2	39	4	4	4	6	1	31	5	2	1	0	99
4:45	2	55	1	5	6	5	2	42	4	3	1	1	127
HR TOTAL	8	232	15	14	22	14	5	151	20	9	2	3	495
DAY TOTAL	12	401	23	25	33	23	11	389	38	20	3	5	983

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 5:00 PM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	3:45 PM	0.72	6	238	18	262	2	91	7
East	4:00 PM	0.78	14	22	14	50	28	44	28
South	3:00 PM	0.80	6	238	18	262	2	91	7
West	3:00 PM	0.58	11	1	2	14	79	7	14

Entire Intersection

North	3:30 PM	0.70	5	236	15	256	2	92	6
East		0.81	12	19	11	42	29	45	26
South		0.74	2	221	20	243	1	91	8
West		0.75	8	0	4	12	67	0	33

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Edge of Woods Road
DAY OF WK : Wednesday

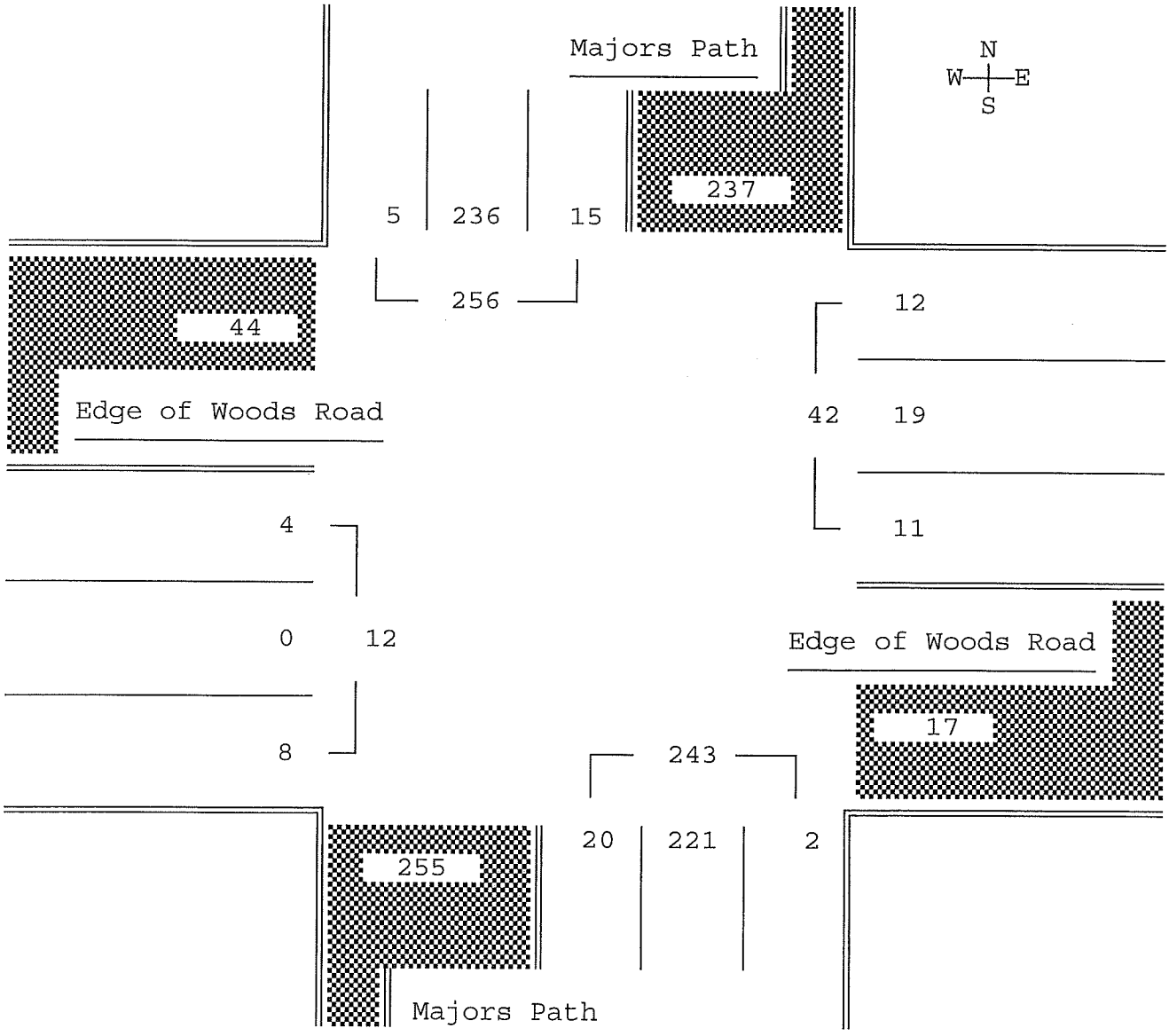
PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/08/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:30 PM - 4:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	3:30 PM	0.70	5	236	15	256	2	92	6
East	3:30 PM	0.81	12	19	11	42	29	45	26
South	3:30 PM	0.74	2	221	20	243	1	91	8
West	3:30 PM	0.75	8	0	4	12	67	0	33

Entire Intersection

North	3:30 PM	0.70	5	236	15	256	2	92	6
East		0.81	12	19	11	42	29	45	26
South		0.74	2	221	20	243	1	91	8
West		0.75	8	0	4	12	67	0	33



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: North Sea Mecox Rd
DAY OF WK : Thursday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/09/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
8:00 AM	2	16	19	10	8	8	26	33	2	1	28	1	154
8:15	1	32	24	13	12	7	31	28	2	2	28	2	182
8:30	2	28	21	17	12	7	21	25	5	3	23	1	165
8:45	5	22	23	16	19	4	24	27	4	4	39	5	192
HR TOTAL	10	98	87	56	51	26	102	113	13	10	118	9	693
9:00 AM	4	29	20	16	14	6	25	34	2	5	41	5	201
9:15	5	34	25	22	10	10	19	41	2	3	24	8	203
9:30	5	33	29	17	14	3	26	26	1	3	26	3	186
9:45	5	23	27	18	17	5	18	32	2	1	21	6	175
HR TOTAL	19	119	101	73	55	24	88	133	7	12	112	22	765
DAY TOTAL	29	217	188	129	106	50	190	246	20	22	230	31	1458

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:00 AM - 10:00 AM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	9:00 AM	0.89	19	119	101	239	8	50	42
East	8:30 AM	0.91	71	55	27	153	46	36	18
South	8:45 AM	0.93	94	128	9	231	41	55	4
West	8:45 AM	0.81	15	130	21	166	9	78	13

Entire Intersection

North	8:45 AM	0.87	19	118	97	234	8	50	41
East		0.90	71	57	23	151	47	38	15
South		0.93	94	128	9	231	41	55	4
West		0.81	15	130	21	166	9	78	13

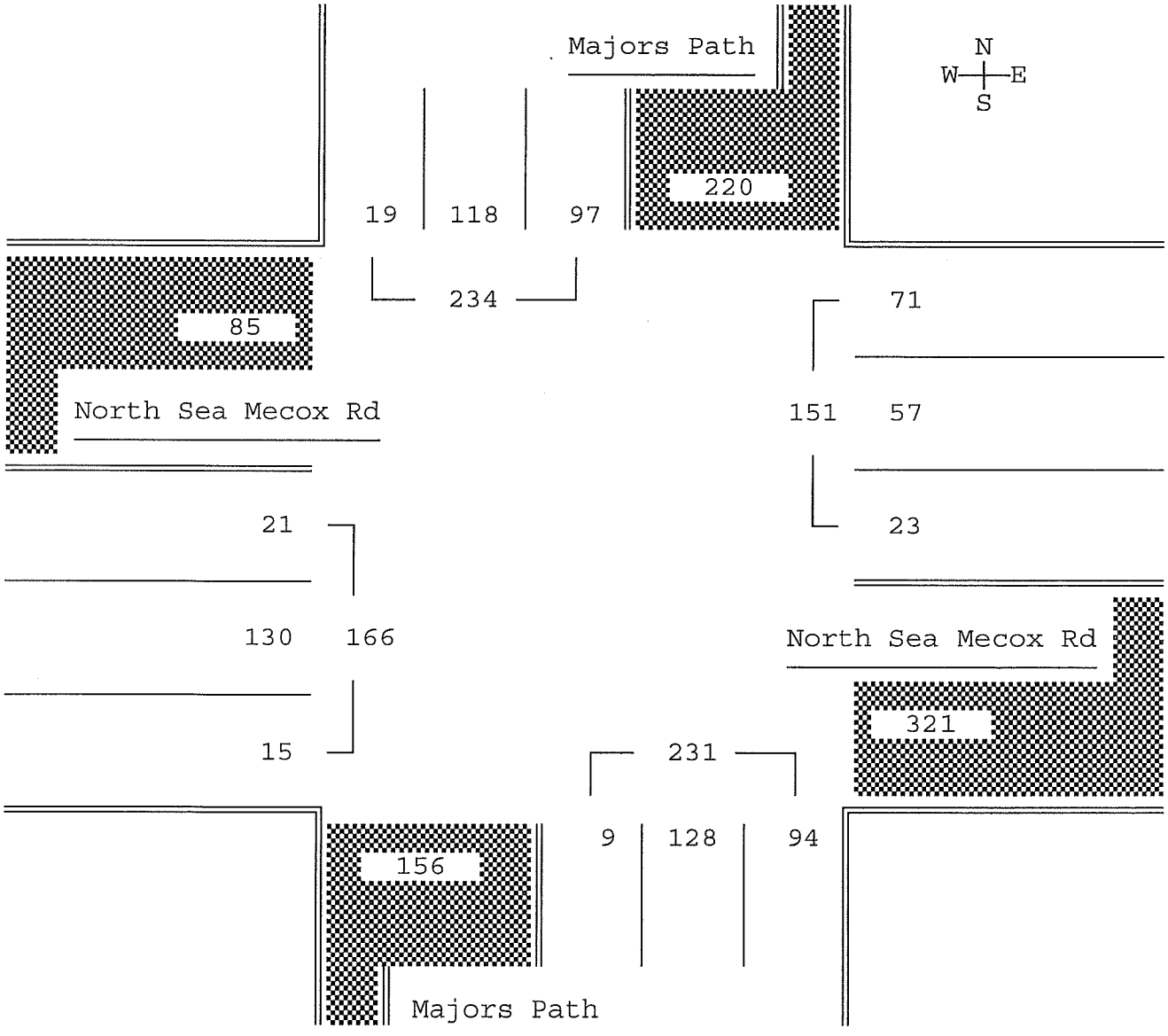
DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: North Sea Mecox Rd
DAY OF WK : Thursday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/09/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:45 AM - 9:45 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	8:45 AM	0.87	19	118	97	234	8	50	41
East	8:45 AM	0.90	71	57	23	151	47	38	15
South	8:45 AM	0.93	94	128	9	231	41	55	4
West	8:45 AM	0.81	15	130	21	166	9	78	13
Entire Intersection									
North	8:45 AM	0.87	19	118	97	234	8	50	41
East		0.90	71	57	23	151	47	38	15
South		0.93	94	128	9	231	41	55	4
West		0.81	15	130	21	166	9	78	13



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: North Sea Mecox Rd
DAY OF WK : Tuesday

PAGE: 1
FILE: None
DATE: 7/07/15

Movements by: Primary

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
3:00 PM	4	19	16	19	64	39	10	31	2	3	12	3	222
3:15	4	22	10	20	62	29	9	35	3	4	10	2	210
3:30	6	20	14	25	57	34	9	27	4	2	9	4	211
3:45	5	25	18	24	66	37	11	27	2	3	10	3	231
HR TOTAL	19	86	58	88	249	139	39	120	11	12	41	12	874
4:00 PM	3	38	15	29	61	25	7	29	6	5	15	2	235
4:15	5	42	11	26	74	29	9	32	2	3	14	4	251
4:30	7	33	12	22	62	31	8	24	1	6	12	3	221
4:45	4	24	18	22	58	34	8	30	1	4	9	2	214
HR TOTAL	19	137	56	99	255	119	32	115	10	18	50	11	921
DAY TOTAL	38	223	114	187	504	258	71	235	21	30	91	23	1795

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 5:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	3:45 PM	0.92	20	138	56	214	9	64	26
East	3:30 PM	0.94	104	258	125	487	21	53	26
South	3:00 PM	0.90	39	120	11	170	23	71	6
West	3:45 PM	0.91	17	51	12	80	21	64	15

Entire Intersection

North	3:45 PM	0.92	20	138	56	214	9	64	26
East		0.94	101	263	122	486	21	54	25
South		0.92	35	112	11	158	22	71	7
West		0.91	17	51	12	80	21	64	15

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: North Sea Mecox Rd
DAY OF WK : Tuesday

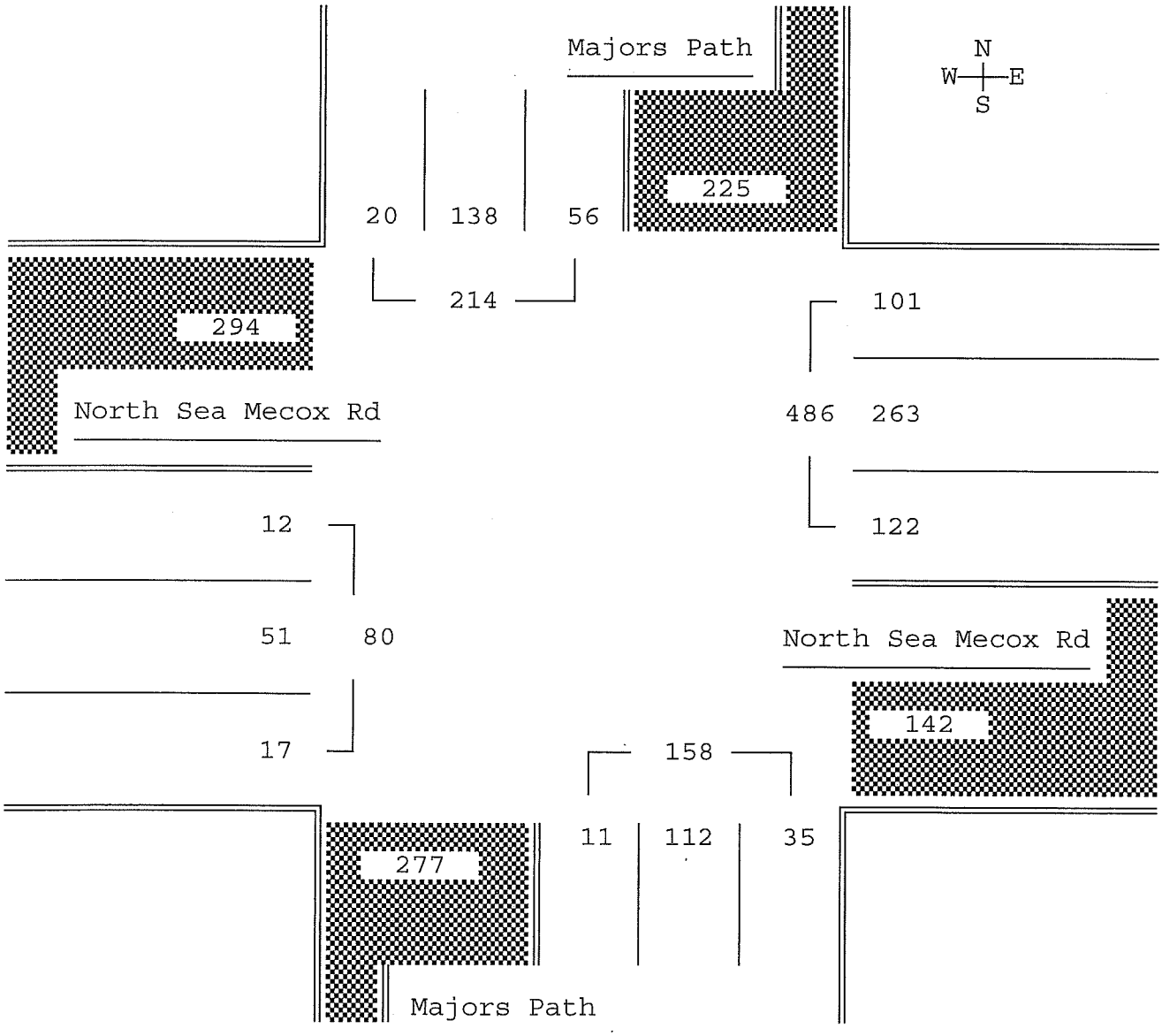
PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/07/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:45 PM - 4:45 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	3:45 PM	0.92	20	138	56	214	9	64	26
East	3:45 PM	0.94	101	263	122	486	21	54	25
South	3:45 PM	0.92	35	112	11	158	22	71	7
West	3:45 PM	0.91	17	51	12	80	21	64	15

Entire Intersection

North	3:45 PM	0.92	20	138	56	214	9	64	26
East		0.94	101	263	122	486	21	54	25
South		0.92	35	112	11	158	22	71	7
West		0.91	17	51	12	80	21	64	15



DUNN ENGINEERING ASSOCIATES

Site Code :

PAGE: 1

N-S Street: North Sea Road

FILE: nsrnsmam

E-W Street: North Sea Mecox Road

DAY OF WK : Wednesday

Movements by: Primary

DATE: 7/22/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
8:00 AM	0	96	9	1	0	16	8	163	0	0	0	0	293
8:15	0	98	7	6	0	7	9	145	0	0	0	0	272
8:30	0	93	5	1	0	14	20	149	0	0	0	0	282
8:45	0	106	5	2	0	15	14	159	0	0	0	0	301
HR TOTAL	0	393	26	10	0	52	51	616	0	0	0	0	1148
9:00 AM	0	108	8	2	0	18	9	124	0	0	0	0	269
9:15	0	122	3	0	0	16	16	142	0	0	0	0	299
9:30	0	134	4	3	0	11	14	137	0	0	0	0	303
9:45	0	139	4	4	0	14	14	128	0	0	0	0	303
HR TOTAL	0	503	19	9	0	59	53	531	0	0	0	0	1174
DAY TOTAL	0	896	45	19	0	111	104	1147	0	0	0	0	2322

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:00 AM - 10:00 AM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	9:00 AM	0.91	0	503	19	522	0	96	4
East	8:30 AM	0.85	5	0	63	68	7	0	93
South	8:00 AM	0.96	51	616	0	667	8	92	0
West	8:00 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	9:00 AM	0.91	0	503	19	522	0	96	4
East		0.85	9	0	59	68	13	0	87
South		0.92	53	531	0	584	9	91	0
West		0.00	0	0	0	0	0	0	0

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: North Sea Road
E-W Street: North Sea Mecox Road
DAY OF WK : Wednesday

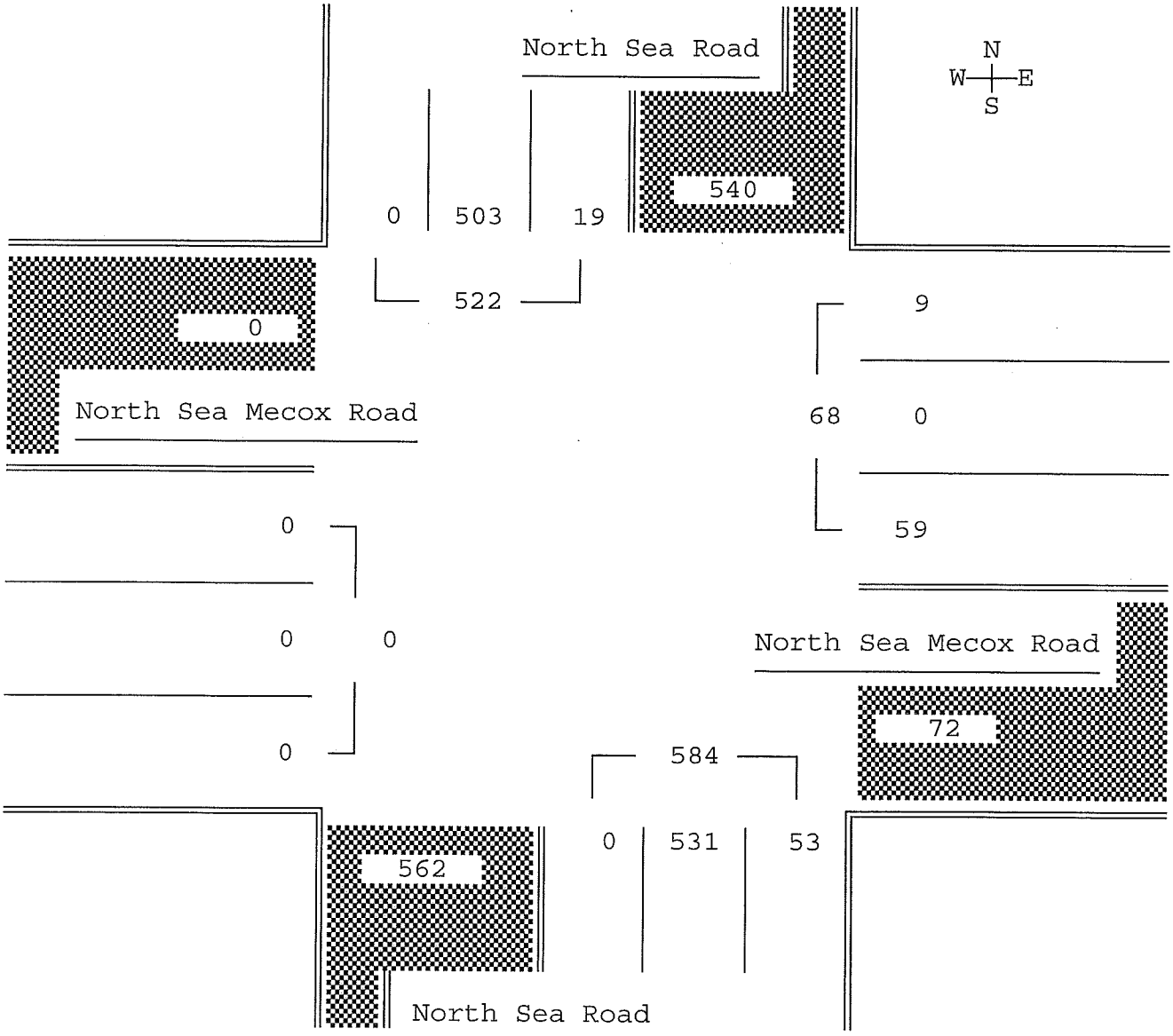
PAGE: 1
FILE: nsrnsmam

Movements by: Primary

DATE: 7/22/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 9:00 AM - 10:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	9:00 AM	0.91	0	503	19	522	0	96	4
East	9:00 AM	0.85	9	0	59	68	13	0	87
South	9:00 AM	0.92	53	531	0	584	9	91	0
West	9:00 AM	0.00	0	0	0	0	0	0	0
Entire Intersection									
North	9:00 AM	0.91	0	503	19	522	0	96	4
East		0.85	9	0	59	68	13	0	87
South		0.92	53	531	0	584	9	91	0
West		0.00	0	0	0	0	0	0	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: North Sea Road
E-W Street: North Sea Mecox Road
DAY OF WK : Wednesday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/22/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
3:00 PM	0	180	7	6	0	44	24	104	0	0	0	0	365
3:15	0	153	6	5	0	43	12	108	0	0	0	0	327
3:30	0	160	7	6	0	39	17	144	0	0	0	0	373
3:45	0	182	4	9	0	43	12	121	0	0	0	0	371
HR TOTAL	0	675	24	26	0	169	65	477	0	0	0	0	1436
4:00 PM	0	186	8	4	0	45	13	114	0	0	0	0	370
4:15	0	203	7	3	0	60	14	129	0	0	0	0	416
4:30	0	207	6	6	0	54	14	129	0	0	0	0	416
4:45	0	205	11	5	0	61	15	135	0	0	0	0	432
HR TOTAL	0	801	32	18	0	220	56	507	0	0	0	0	1634
DAY TOTAL	0	1476	56	44	0	389	121	984	0	0	0	0	3070

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 5:00 PM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	4:00 PM	0.96	0	801	32	833	0	96	4
East	4:00 PM	0.90	18	0	220	238	8	0	92
South	3:30 PM	0.88	56	508	0	564	10	90	0
West	3:30 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	4:00 PM	0.96	0	801	32	833	0	96	4
East		0.90	18	0	220	238	8	0	92
South		0.94	56	507	0	563	10	90	0
West		0.00	0	0	0	0	0	0	0

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: North Sea Road
E-W Street: North Sea Mecox Road
DAY OF WK : Wednesday

Movements by: Primary

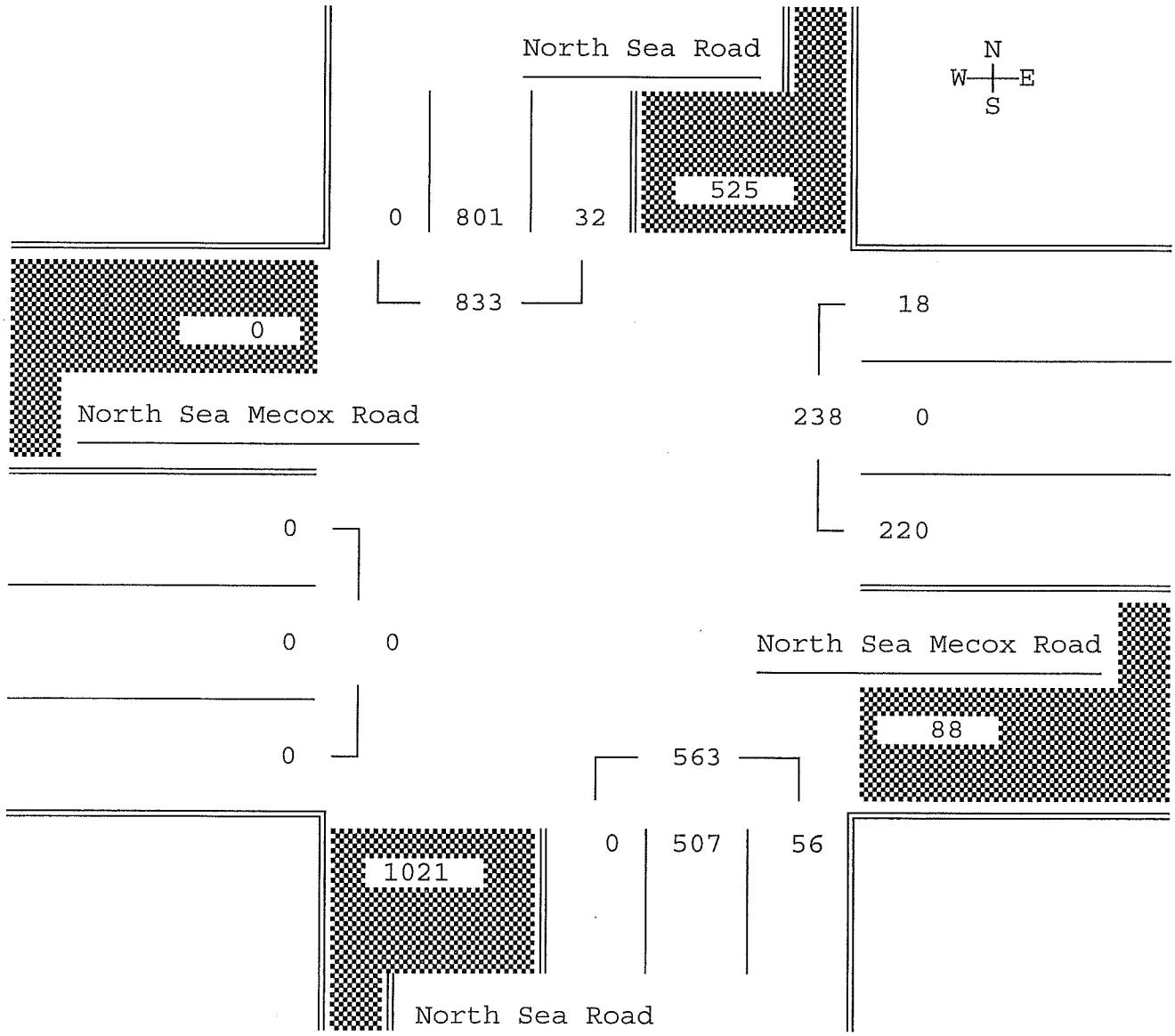
PAGE: 1
FILE: None
DATE: 7/22/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 5:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	4:00 PM	0.96	0	801	32	833	0	96	4
East	4:00 PM	0.90	18	0	220	238	8	0	92
South	4:00 PM	0.94	56	507	0	563	10	90	0
West	4:00 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	4:00 PM	0.96	0	801	32	833	0	96	4
East		0.90	18	0	220	238	8	0	92
South		0.94	56	507	0	563	10	90	0
West		0.00	0	0	0	0	0	0	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: North Sea Road
E-W Street: Sandy Hollow Road
DAY OF WK : Wednesday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/08/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
8:00 AM	53	61	0	0	0	0	0	47	1	4	0	106	272
8:15	53	59	0	0	0	0	0	46	3	7	0	101	269
8:30	67	50	0	0	0	0	0	55	2	1	0	115	290
8:45	71	58	0	0	0	0	0	48	1	2	0	134	314
HR TOTAL	244	228	0	0	0	0	0	196	7	14	0	456	1145
9:00 AM	69	59	0	0	0	0	0	41	6	3	0	117	295
9:15	78	62	0	0	0	0	0	52	4	5	0	109	310
9:30	74	76	0	0	0	0	0	50	2	9	0	101	312
9:45	79	63	0	0	0	0	0	49	3	5	0	92	291
HR TOTAL	300	260	0	0	0	0	0	192	15	22	0	419	1208
DAY TOTAL	544	488	0	0	0	0	0	388	22	36	0	875	2353

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:00 AM - 10:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES ..... Right	Thru	Left	Total	.... PERCENTS ... Right	Thru	Left
North	9:00 AM	0.93	300	260	0	560	54	46	0
East	9:00 AM	0.00	0	0	0	0	0	0	0
South	8:30 AM	0.92	0	196	13	209	0	94	6
West	8:30 AM	0.89	11	0	475	486	2	0	98
Entire Intersection									
North	8:45 AM	0.91	292	255	0	547	53	47	0
East		0.00	0	0	0	0	0	0	0
South		0.91	0	191	13	204	0	94	6
West		0.88	19	0	461	480	4	0	96

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: North Sea Road
E-W Street: Sandy Hollow Road
DAY OF WK : Wednesday

PAGE: 1
FILE: None

Movements by: Primary

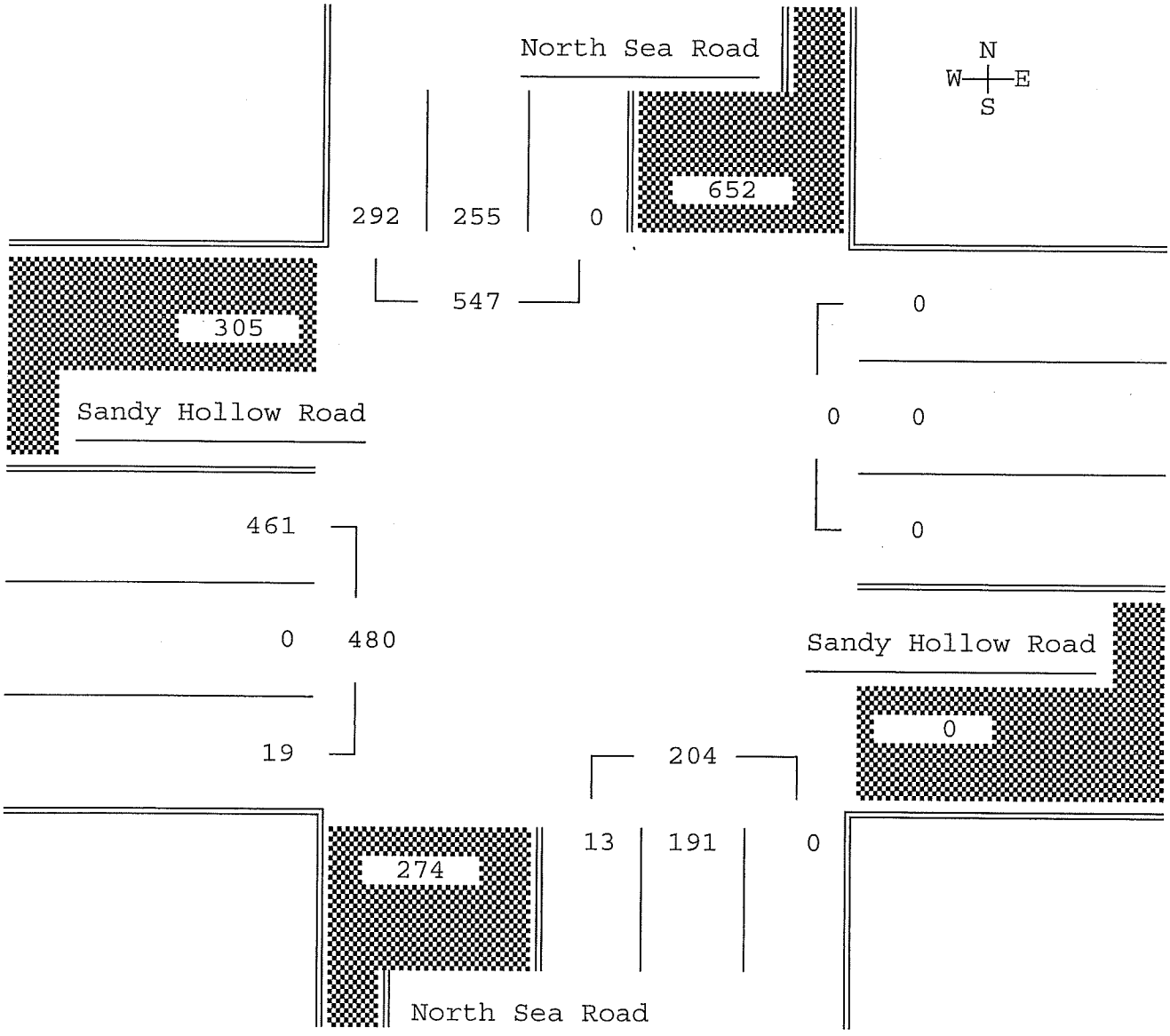
DATE: 7/08/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:45 AM - 9:45 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	8:45 AM	0.91	292	255	0	547	53	47	0
East	8:45 AM	0.00	0	0	0	0	0	0	0
South	8:45 AM	0.91	0	191	13	204	0	94	6
West	8:45 AM	0.88	19	0	461	480	4	0	96

Entire Intersection

North	8:45 AM	0.91	292	255	0	547	53	47	0
East		0.00	0	0	0	0	0	0	0
South		0.91	0	191	13	204	0	94	6
West		0.88	19	0	461	480	4	0	96



Site Code :

N-S Street: North Sea Road

E-W Street: Sandy Hollow Road

DAY OF WK : Wednesday

Movements by: Primary

FILE: None

DATE: 7/08/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
3:00 PM	161	51	0	0	0	0	0	71	5	3	0	101	392
3:15	179	63	0	0	0	0	0	57	11	5	0	93	408
3:30	179	57	0	0	0	0	0	62	2	2	0	89	391
3:45	193	51	0	0	0	0	0	60	14	5	0	104	427
HR TOTAL	712	222	0	0	0	0	0	250	32	15	0	387	1618
4:00 PM	203	45	0	0	0	0	0	72	19	4	0	137	480
4:15	218	63	0	0	0	0	0	66	16	3	0	109	475
4:30	207	51	0	0	0	0	0	81	21	4	0	94	458
4:45	188	59	0	0	0	0	0	89	17	2	0	86	441
HR TOTAL	816	218	0	0	0	0	0	308	73	13	0	426	1854
DAY TOTAL	1528	440	0	0	0	0	0	558	105	28	0	813	3472

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 5:00 PM

DIRECTION	START	PEAK HR	..... VOLUMES				... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	4:00 PM	0.92	816	218	0	1034	79	21	0
East	4:00 PM	0.00	0	0	0	0	0	0	0
South	4:00 PM	0.90	0	308	73	381	0	81	19
West	3:45 PM	0.82	16	0	444	460	3	0	97

Entire Intersection

North	4:00 PM	0.92	816	218	0	1034	79	21	0
East		0.00	0	0	0	0	0	0	0
South		0.90	0	308	73	381	0	81	19
West		0.78	13	0	426	439	3	0	97

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: North Sea Road
E-W Street: Sandy Hollow Road
DAY OF WK : Wednesday

PAGE: 1
FILE: None

Movements by: Primary

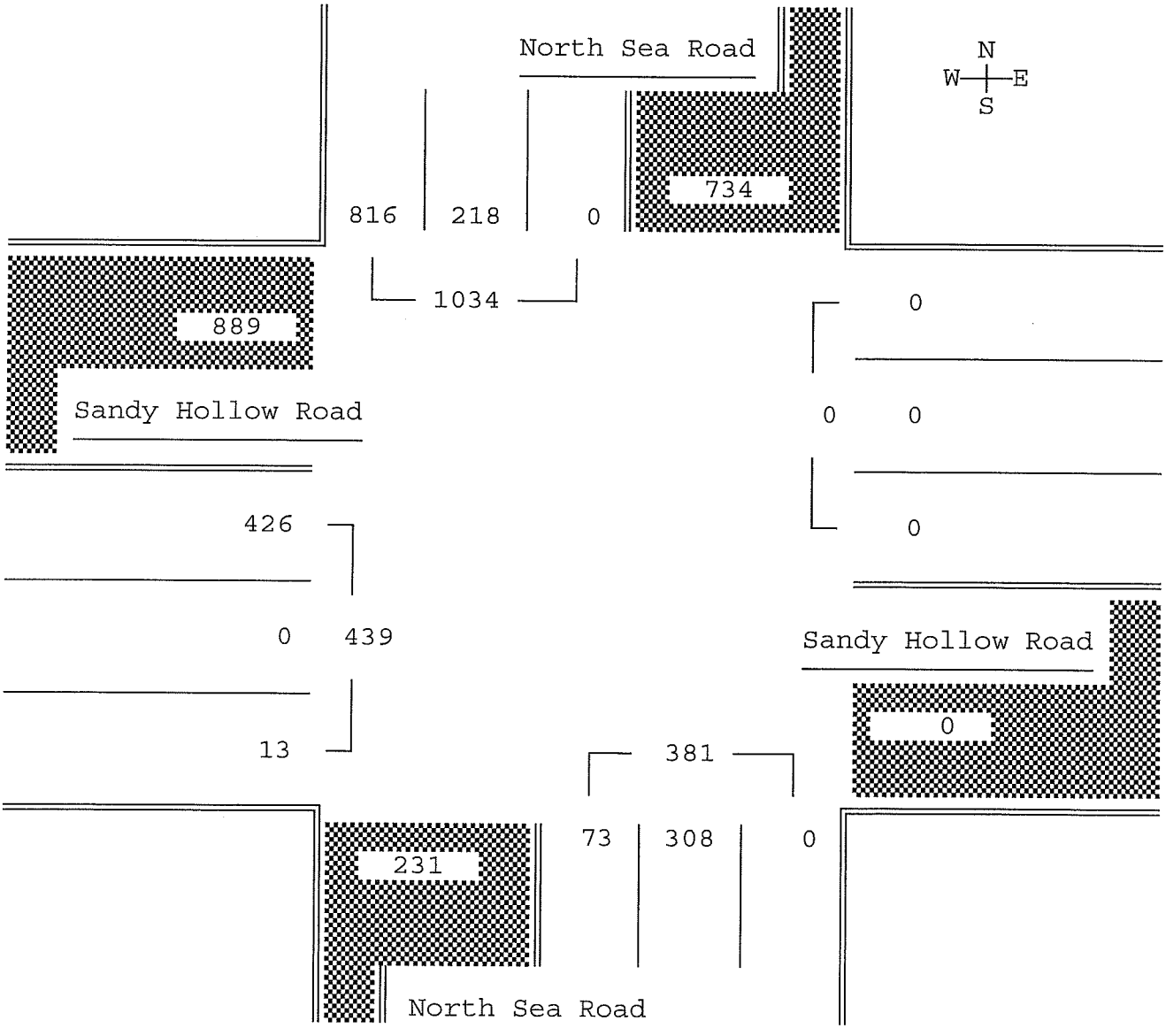
DATE: 7/08/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:00 PM - 5:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	4:00 PM	0.92	816	218	0	1034	79	21	0
East	4:00 PM	0.00	0	0	0	0	0	0	0
South	4:00 PM	0.90	0	308	73	381	0	81	19
West	4:00 PM	0.78	13	0	426	439	3	0	97

Entire Intersection

North	4:00 PM	0.92	816	218	0	1034	79	21	0
East		0.00	0	0	0	0	0	0	0
South		0.90	0	308	73	381	0	81	19
West		0.78	13	0	426	439	3	0	97



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Camp North Driveways
DAY OF WK : Thursday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/09/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
8:00 AM	1	38	0	0	0	0	0	40	3	1	0	0	83
8:15	1	26	0	0	0	0	0	37	1	5	0	1	71
8:30	3	37	0	0	0	0	0	39	0	1	0	0	80
8:45	2	64	0	0	0	0	0	87	18	6	0	0	177
HR TOTAL	7	165	0	0	0	0	0	203	22	13	0	1	411
9:00 AM	1	64	0	0	0	0	0	82	18	2	0	0	167
9:15	3	63	0	0	0	0	0	64	6	9	0	0	145
9:30	1	49	0	0	0	0	0	32	1	5	0	0	88
9:45	2	43	0	0	0	0	0	38	0	2	0	0	85
HR TOTAL	7	219	0	0	0	0	0	216	25	18	0	0	485
DAY TOTAL	14	384	0	0	0	0	0	419	47	31	0	1	896

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:00 AM - 10:00 AM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	8:45 AM	0.94	7	240	0	247	3	97	0
East	8:45 AM	0.00	0	0	0	0	0	0	0
South	8:30 AM	0.75	0	272	42	314	0	87	13
West	8:45 AM	0.61	22	0	0	22	%100	0	0

Entire Intersection

North	8:45 AM	0.94	7	240	0	247	3	97	0
East		0.00	0	0	0	0	0	0	0
South		0.73	0	265	43	308	0	86	14
West		0.61	22	0	0	22	%100	0	0

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Camp North Driveways
DAY OF WK : Thursday

Movements by: Primary

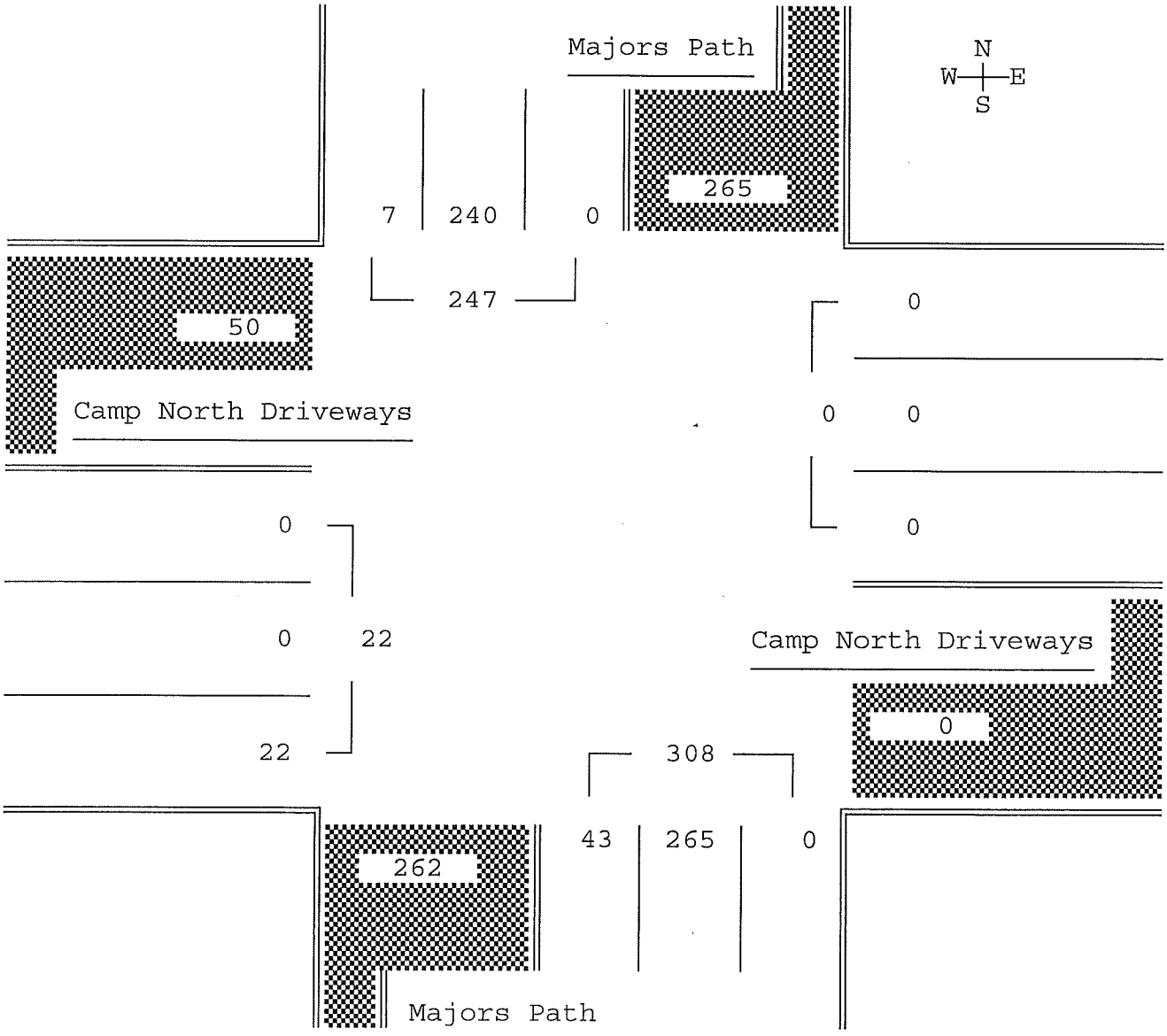
PAGE: 1
FILE: None
DATE: 7/09/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:45 AM - 9:45 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	8:45 AM	0.94	7	240	0	247	3	97	0
East	8:45 AM	0.00	0	0	0	0	0	0	0
South	8:45 AM	0.73	0	265	43	308	0	86	14
West	8:45 AM	0.61	22	0	0	22	%100	0	0

Entire Intersection

North	8:45 AM	0.94	7	240	0	247	3	97	0
East		0.00	0	0	0	0	0	0	0
South		0.73	0	265	43	308	0	86	14
West		0.61	22	0	0	22	%100	0	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Camp North Driveways
DAY OF WK : Thursday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/09/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
3:00 PM	1	46	0	0	0	0	0	59	1	2	0	0	109
3:15	0	57	0	0	0	0	0	71	2	3	0	1	134
3:30	0	72	0	0	0	0	0	82	2	11	0	4	171
3:45	0	88	0	0	0	0	0	86	3	6	0	2	185
HR TOTAL	1	263	0	0	0	0	0	298	8	22	0	7	599
4:00 PM	0	103	0	0	0	0	0	71	0	3	0	5	182
4:15	0	86	0	0	0	0	0	61	1	2	0	0	150
4:30	0	71	0	0	0	0	0	85	0	1	0	1	158
4:45	0	72	0	0	0	0	0	74	1	2	0	3	152
HR TOTAL	0	332	0	0	0	0	0	291	2	8	0	9	642
DAY TOTAL	1	595	0	0	0	0	0	589	10	30	0	16	1241

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 5:00 PM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	3:30 PM	0.85	0	349	0	349	0	%100	0
East	3:30 PM	0.00	0	0	0	0	0	0	0
South	3:15 PM	0.89	0	310	7	317	0	98	2
West	3:15 PM	0.58	23	0	12	35	66	0	34

Entire Intersection

North	3:30 PM	0.85	0	349	0	349	0	%100	0
East		0.00	0	0	0	0	0	0	0
South		0.86	0	300	6	306	0	98	2
West		0.55	22	0	11	33	67	0	33

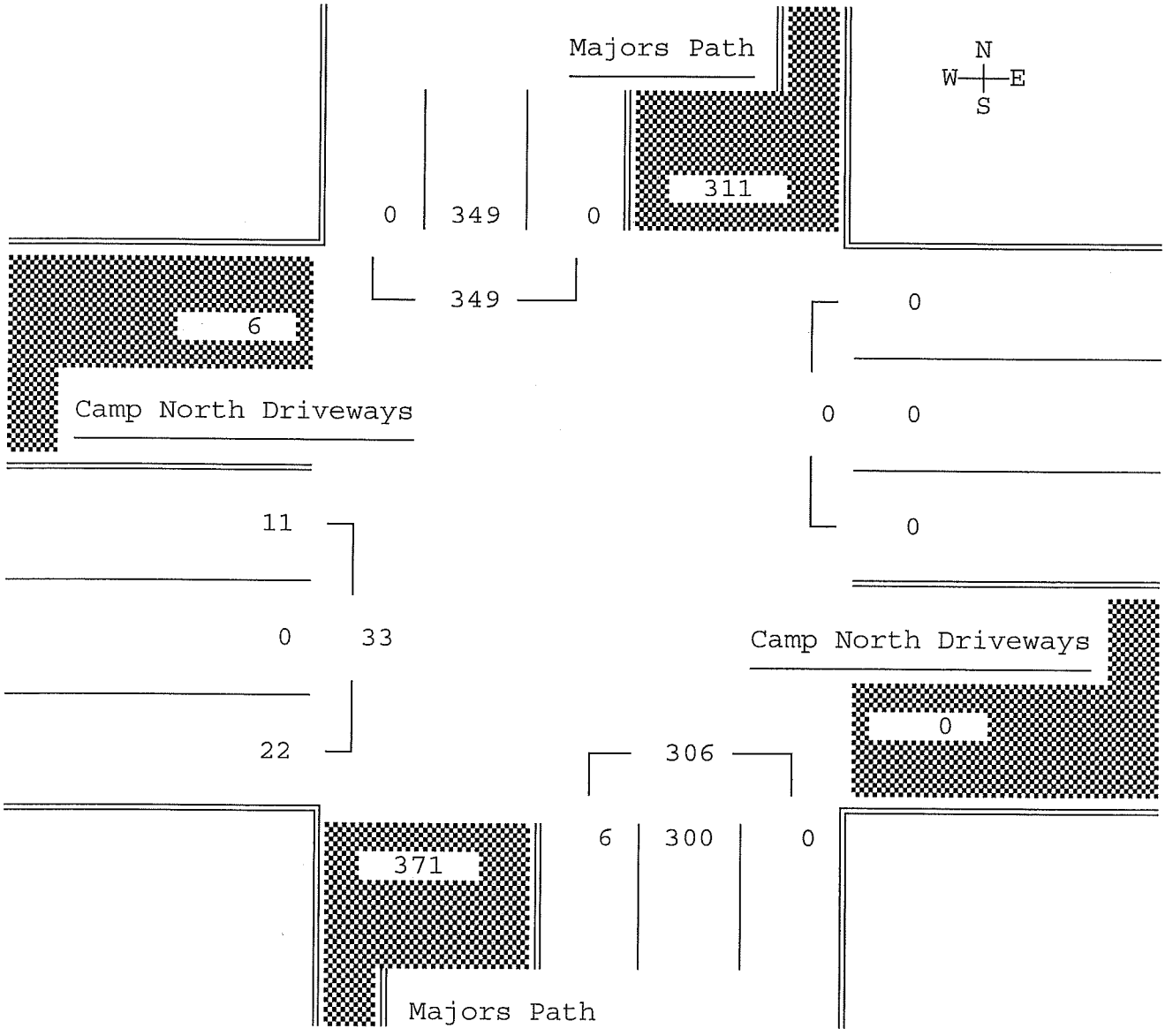
DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Camp North Driveways
DAY OF WK : Thursday

PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/09/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:30 PM - 4:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	3:30 PM	0.85	0	349	0	349	0	%100	0
East	3:30 PM	0.00	0	0	0	0	0	0	0
South	3:30 PM	0.86	0	300	6	306	0	98	2
West	3:30 PM	0.55	22	0	11	33	67	0	33
Entire Intersection									
North	3:30 PM	0.85	0	349	0	349	0	%100	0
East		0.00	0	0	0	0	0	0	0
South		0.86	0	300	6	306	0	98	2
West		0.55	22	0	11	33	67	0	33



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Camp South Driveway
DAY OF WK : Friday

Movements by: Primary

PAGE: 1
FILE: None
DATE: 7/09/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
8:30	0	52	0	0	0	0	0	55	0	0	0	0	107
8:45	3	72	0	0	0	0	0	75	7	0	0	0	157
HR TOTAL	3	124	0	0	0	0	0	130	7	0	0	0	264
9:00 AM	5	77	0	0	0	0	0	78	12	0	0	0	172
9:15	4	64	0	0	0	0	0	48	6	0	0	0	122
DAY TOTAL	12	265	0	0	0	0	0	256	25	0	0	0	558

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:30 AM - 9:30 AM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	8:30 AM	0.84	12	265	0	277	4	96	0
East	8:30 AM	0.00	0	0	0	0	0	0	0
South	8:30 AM	0.78	0	256	25	281	0	91	9
West	8:30 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	8:30 AM	0.84	12	265	0	277	4	96	0
East		0.00	0	0	0	0	0	0	0
South		0.78	0	256	25	281	0	91	9
West		0.00	0	0	0	0	0	0	0

DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Camp South Driveway
DAY OF WK : Friday

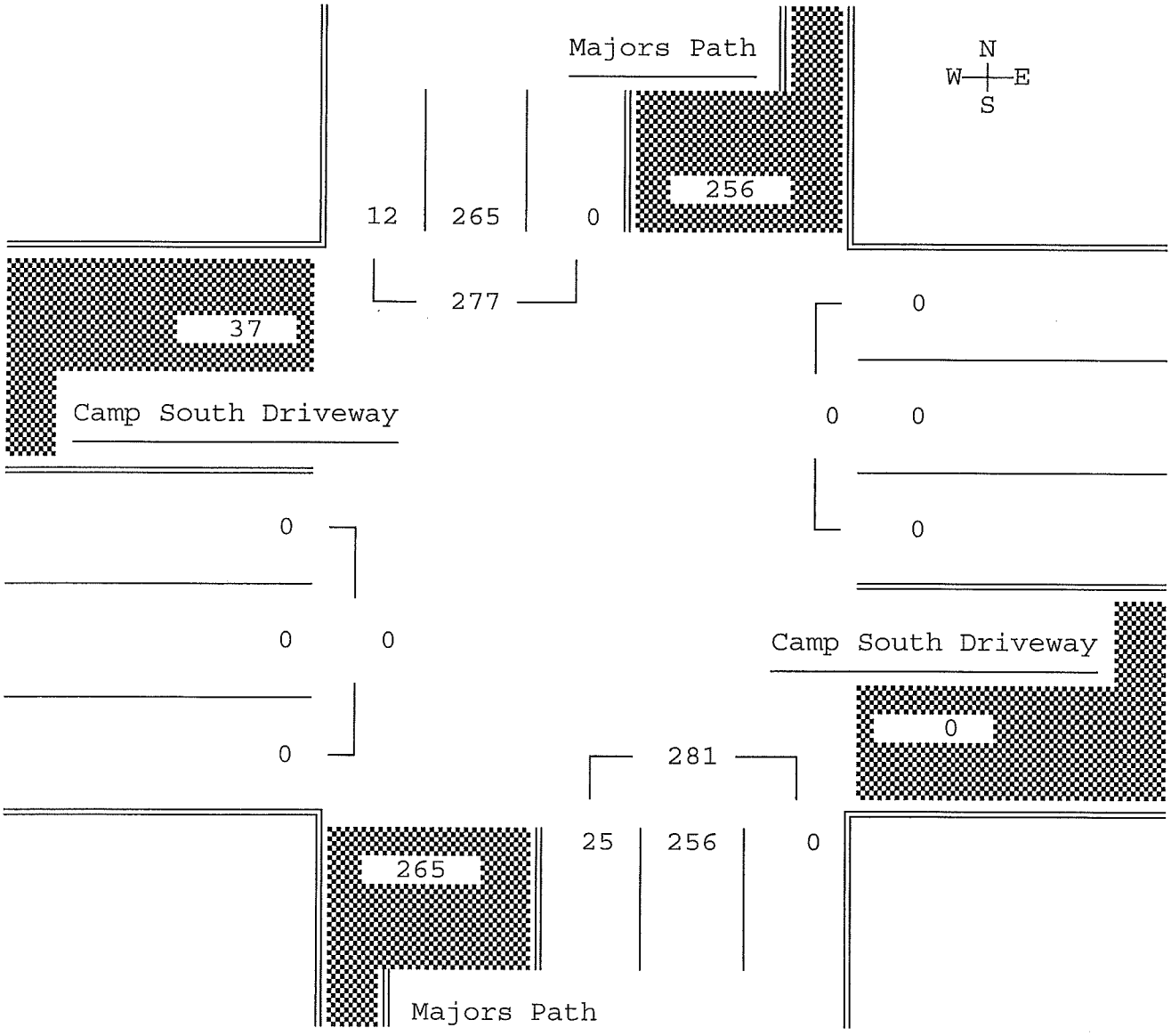
PAGE: 1
FILE: None
Movements by: Primary
DATE: 7/10/15

PEAK PERIOD ANALYSIS FOR THE PERIOD: 8:30 AM - 9:30 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	VOLUMES Right	Thru	Left	Total	PERCENTS Right	Thru	Left
North	8:30 AM	0.84	12	265	0	277	4	96	0
East	8:30 AM	0.00	0	0	0	0	0	0	0
South	8:30 AM	0.78	0	256	25	281	0	91	9
West	8:30 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	8:30 AM	0.84	12	265	0	277	4	96	0
East		0.00	0	0	0	0	0	0	0
South		0.78	0	256	25	281	0	91	9
West		0.00	0	0	0	0	0	0	0



DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Camp South Driveway
DAY OF WK : Tuesday

Movements by: Primary

PAGE: 1
FILE: nsrnsmam
DATE: 7/07/15

Time	From North			From East			From South			From West			Vehicle
Begin	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	Total
3:00 PM	0	46	0	0	0	0	0	57	0	4	0	0	107
3:15	0	70	0	0	0	0	0	60	0	11	0	0	141
3:30	0	84	0	0	0	0	0	73	0	5	0	1	163
3:45	0	94	0	0	0	0	0	71	0	11	0	0	176
HR TOTAL	0	294	0	0	0	0	0	261	0	31	0	1	587
4:00 PM	0	101	0	0	0	0	0	57	1	2	0	0	161
4:15	1	90	0	0	0	0	0	59	0	1	0	0	151
4:30	0	68	0	0	0	0	0	66	1	0	0	0	135
4:45	0	42	0	0	0	0	0	62	0	4	0	0	108
HR TOTAL	1	301	0	0	0	0	0	244	2	7	0	0	555
DAY TOTAL	1	595	0	0	0	0	0	505	2	38	0	1	1142

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:00 PM - 5:00 PM

DIRECTION	START	PEAK HR	..... VOLUMES				.... PERCENTS ...		
FROM	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
North	3:30 PM	0.92	1	369	0	370	0	%100	0
East	3:30 PM	0.00	0	0	0	0	0	0	0
South	3:15 PM	0.90	0	261	1	262	0	%100	0
West	3:00 PM	0.73	31	0	1	32	97	0	3

Entire Intersection

North	3:30 PM	0.92	1	369	0	370	0	%100	0
East		0.00	0	0	0	0	0	0	0
South		0.89	0	260	1	261	0	%100	0
West		0.45	19	0	1	20	95	0	5

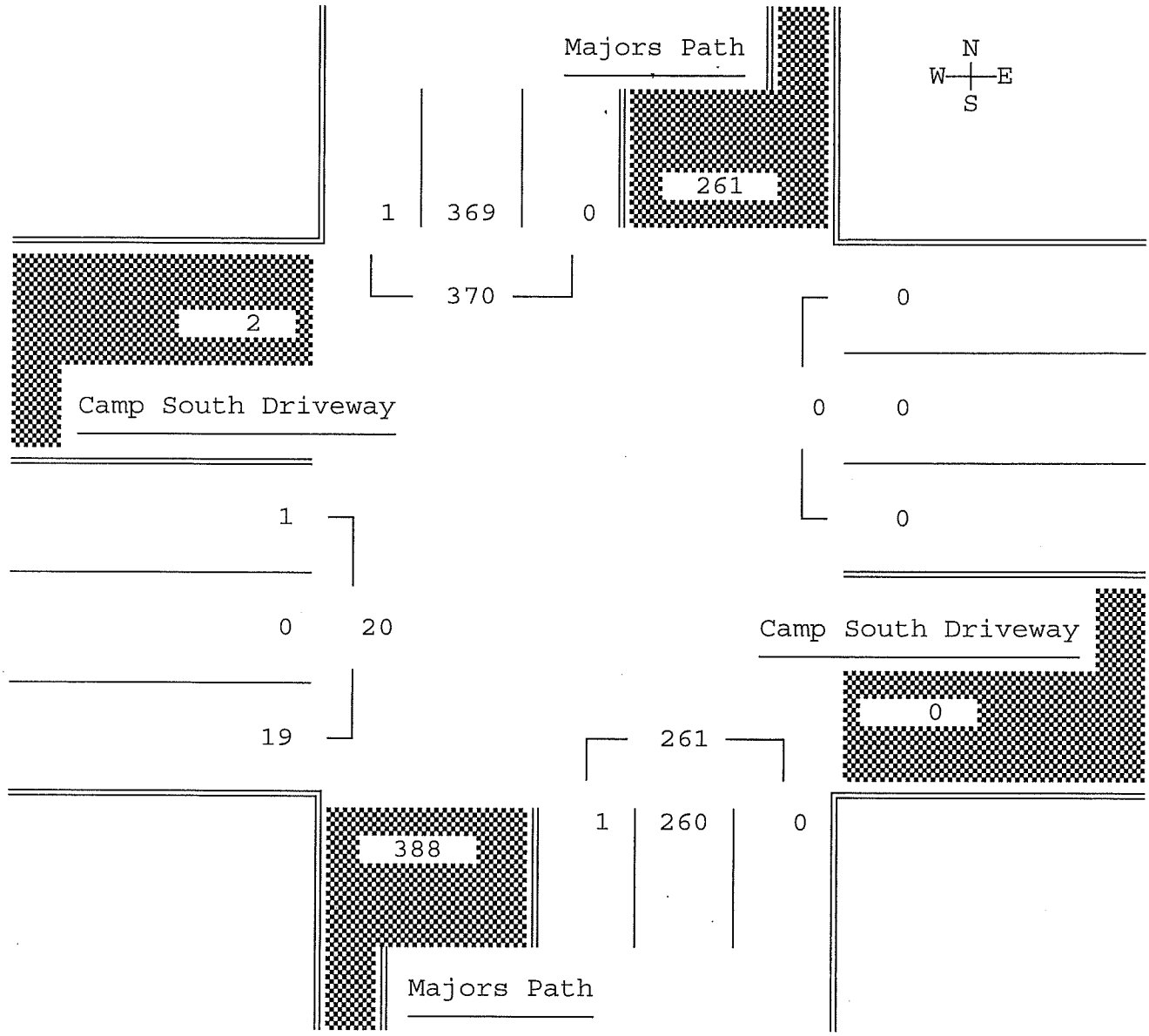
DUNN ENGINEERING ASSOCIATES

Site Code :
N-S Street: Majors Path
E-W Street: Camp South Driveway
DAY OF WK : Tuesday

Movements by: Primary

PAGE: 1
FILE: nsrnsmam
DATE: 7/07/15

Total Turning Volumes for the Period: 3:30 PM - 4:30 PM



Accident Records

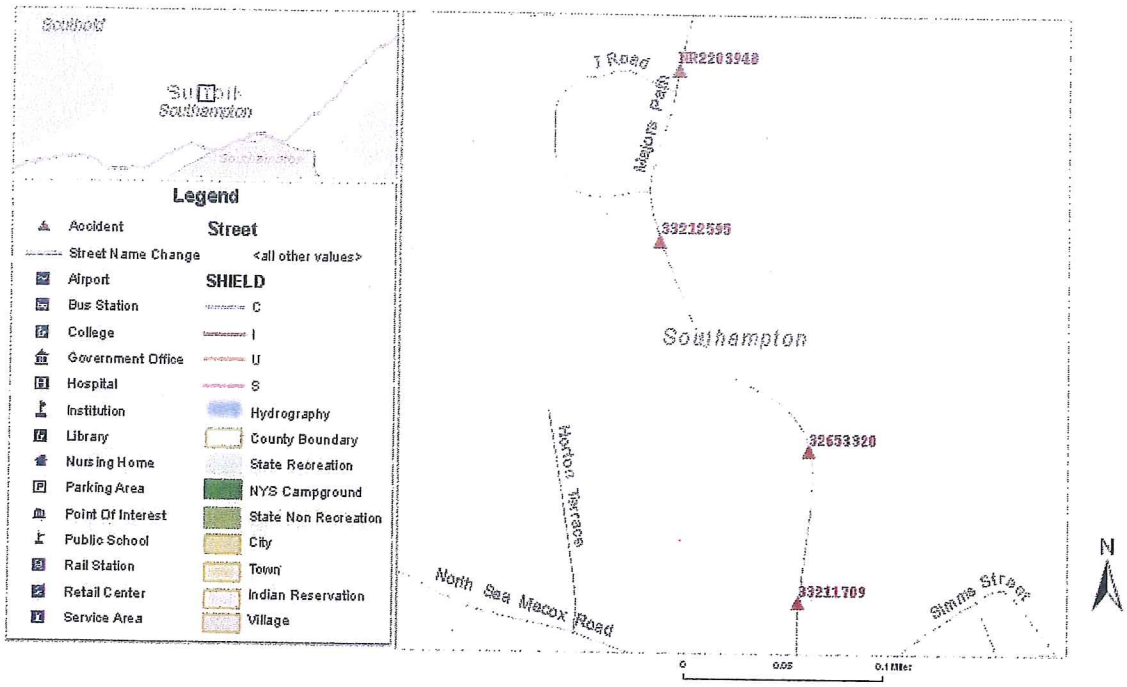
NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

Accident Records

Major's Path Between North Sea Mecox Road and Little Fresh Pond Road, March 31, 2007 to March 11, 2010

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

6027 VDR Major's Path form N Sea Mecox Rd to Little Fresh Pond Rd, Suffolk



Accident Location Information System (ALIS)

Accident Verbal Description Report

6027 VDR Major's Path form N Sea Mecox Rd to Little Fresh Pond Rd, Suffolk

Data in this report covers the period Mar 31, 2007 - Mar 31, 2010

Complete Accident data from NYSDMV is only available thru 3/31/2010

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
259 Meters South of T RD

6/20/2008 Fri 09:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32653320**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: FL
Num of Occupants: 2 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT, UNKNOWN

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
381 Meters South of T Rd

10/31/2009 Sat 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33211709**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5615 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2578 State of Registration: NY
Num of Occupants: 2 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, DRIVER INATTENTION

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
40 Meters South of T Rd

10/29/2009 Thu 07:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33212595**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/EARTH ELE./ROCK CUT/DITCH Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6027 VDR Major's Path form N Sea Mecox Rd to Little Fresh Pond Rd, Suffolk

Data in this report covers the period Mar 31, 2007 - Mar 31, 2010

Complete Accident data from NYSDMV is only available thru 3/31/2010

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TURNING IMPROPER, DRIVER INEXPERIENCE

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
18 Meters North of T Rd
6/28/2008 Sat 08:12 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-NR2203948**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

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

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

Accident Location Information System (ALIS)

County Interim Accident Summary

6027 ASR Major's Path form N Sea Mecox Rd to Little Fresh Pond Rd, Suffolk

Data in this report covers the period Mar 31, 2007 - Mar 31, 2010

Complete Accident data from NYSDMV is only available thru 3/31/2010

Date: 12/14/10 09:33

Number Of Accidents

COUNTY	TOTAL	AT INT.	FTL	INJ	PDO	N/R	WET ROAD	FIXED OBJ	PED & BIKE	TRUCK	LIGHT CONDITION DWN/DSK	DAY	NIGHT
SUFFOLK	4	0	0	0	3	1	1	2	0	0	0	3	1
Total	4	0	0	0	3	1	1	2	0	0	0	3	1

Accident Records

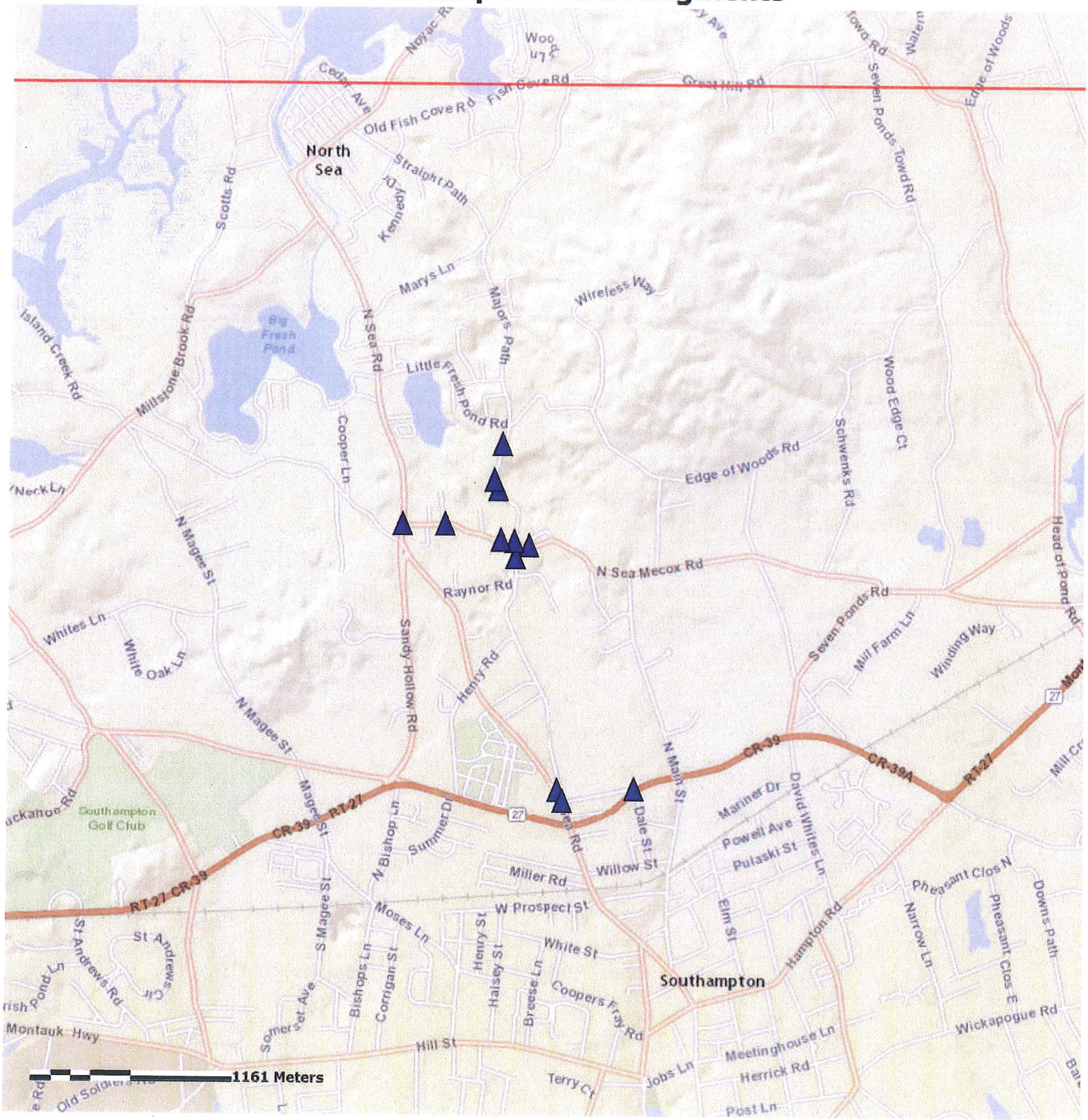
Major's Path Between North Sea Road and Little Fresh Pond Road,

North Sea Road Between Major's Path and North Sea-Mecox Road and North Sea Mecox Road Between North Sea Road and Major's Path

July 10, 2012 to July 10, 2015

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

12068 map for three segments



Legend

Accident Location Information System(ALIS)

Date: 7/10/2015
11:15:44 AM

Accident Verbal Description

12068 VDR for three segments

Date in this report covers the period - 7/10/2012-7/10-2015

Complete Accident data from NYSDMV is only available thru 9/30/2014 12:00:00 AM

X
East of Majors Path

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: N SEA MECOX RD
AT INTERSECTION WITH SIMMS ST
11/16/2012 Fri 07:39 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2012-34565428**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 17500 State of Registration: NY
Num of Occupants: 2 Driver's Age: 52 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 ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5755 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT ENTERED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
18 Meters North of Road D
1/20/2013 Sun 08:14 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34693697**
Accident Class: PROPERTY DAMAGE Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3885 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2945 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N

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

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: N SEA RD
AT INTERSECTION WITH MECOX RD
5/2/2013 Thu 09:16 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34780254**
Accident Class: PROPERTY DAMAGE
Police Agency: SOUTHAMPTON TOWN PD
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: CURVE AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight: 4099
State of Registration: NY
Num of Occupants: 1
Driver's Age: 21
Sex: M
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT ENTERED

Veh :1 CAR/VAN/PICKUP
Registered Weight: 3935
State of Registration: NY
Num of Occupants: 1
Driver's Age: 37
Sex: F
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
AT INTERSECTION WITH N SEA MECOX RD
6/20/2013 Thu 08:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2013-34833501**
Accident Class: PROPERTY DAMAGE
Police Agency: SOUTHAMPTON TOWN PD
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: STOP SIGN
Manner of Collision: REAR END
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT/ GRADE
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 2729
State of Registration: NY
Num of Occupants: 1
Driver's Age: 40
Sex: F
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight: 3527
State of Registration: NY
Num of Occupants: 1
Driver's Age: 25
Sex: F
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
93 Meters South of T Rd
11/27/2013 Wed 11:46 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2013-35042480**
Accident Class: INJURY Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2405 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, NOT ENTERED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
40 Meters South of T Rd
1/4/2014 Sat 15:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2014-35113910**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: CURVE AND HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3613 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, PAVEMENT SLIPPERY

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
40 Meters South of T Rd
1/10/2014 Fri 03:45 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2014-35132793**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT, PAVEMENT SLIPPERY

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: N SEA RD
AT INTERSECTION WITH MAJORS PATH

2/26/2014 Wed 08:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2014-35179351**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: 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: 4608 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 7500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Southampton(V) Ref. Marker: 27 07051570 Street: [Route] 39A
AT INTERSECTION WITH WILTSHIRE ST
6/5/2014 Thu 07:30 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2014-35307991**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: RIVERHEAD TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4138 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 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: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 12000 State of Registration: NY
Num of Occupants: 2 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
93 Meters South of T Rd
7/12/2014 Sat 16:58 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2014-35335904**
Accident Class: INJURY Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLEAR

Road Surface Condition: DRY
Loc. of Ped/Bicycle: NOT APPLICABLE
Road Char.: CURVE AND GRADE
Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight: 3513
State of Registration: NY
Num of Occupants: 1
Driver's Age: 45
Sex: M
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT ENTERED

Veh :1 CAR/VAN/PICKUP
Registered Weight: 5085
State of Registration: NY
Num of Occupants: 2
Driver's Age: 18
Sex: M
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

X

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: N SEA RD
AT INTERSECTION WITH WILTSHIRE ST
7/7/2014 Mon 16:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2014-35345312**
South of Major's Path
Accident Class: PROPERTY DAMAGE
Police Agency: SOUTHAMPTON TOWN PD
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 3142
State of Registration: NY
Num of Occupants: 2
Driver's Age: 20
Sex: F
Citation Issued: N
Direction of Travel: SOUTH
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :2 CAR/VAN/PICKUP
Registered Weight: 5421
State of Registration: NY
Num of Occupants: 1
Driver's Age: 67
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: OTHER
School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT ENTERED

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: N SEA MECOX RD
15 Meters East of ROBINSON RD
8/16/2014 Sat 11:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2014-35385843**
Accident Class: PROPERTY DAMAGE
Police Agency: SOUTHAMPTON 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.: CURVE AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 2690
State of Registration: NY

Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT ENTERED, ANIMAL'S ACTION

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
40 Meters South of T Rd
9/25/2014 Thu 11:31 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2014-35414435**
Accident Class: PROPERTY DAMAGE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH TREE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4326 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Suffolk Muni: Southampton(V) Ref. Marker: Street: WILTSHIRE ST
AT INTERSECTION WITH Dale St
10/3/2014 Fri 21:34 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2014-35421205**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: YIELD SIGN
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND GRADE Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Suffolk Muni: Southampton(V) Ref. Marker: 27 07051570 Street: [Route] 39A
AT INTERSECTION WITH WILTSHIRE ST
10/15/2014 Wed 09:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2014-35435865**
Accident Class: NON-REPORTABLE Police Agency: SOUTHAMPTON 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.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: MAJORS PATH
AT INTERSECTION WITH S Rd
12/18/2014 Thu 10:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2014-35525887**
Accident Class: NON-REPORTABLE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL
Manner of Collision: OTHER Traffic Control: NONE
Road Surface Condition: DRY Weather: CLEAR
Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 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, ANIMAL'S ACTION

County: Suffolk Muni: Southampton(T) Ref. Marker: Street: N SEA MECOX RD
73 Meters West of Majors Path
2/19/2015 Thu 08:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2015-35621136**
Accident Class: NON-REPORTABLE Police Agency: SOUTHAMPTON TOWN PD Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Manner of Collision: OVERTAKING Traffic Control: NONE
Road Surface Condition: DRY Weather: CLEAR
Loc. of Ped/Bicycle: NOT APPLICABLE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, DRIVER INEXPERIENCE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Spot Speed Study

NP: 30093-Southampton Country Day Camp
File: Admin/Reports/FEB2016/TIS.doc

Free Flow Speeeds		
Southbound		Northbound
40		37
41		38
36		35
38		33
35		37
38		36
40		38
40		30
36		34
33		39
36		41
39		32
42		30
36		38
36		22
40		35
43		31
37		28
35		34
33		31
42		35
35		34
35		35
33		36
31		40
44		33
36		36
40		41
38		39
36		35
35		39
38		38
36		34
40		37
38		38
41		35
36		33
39		37
36		30
42		38
40		32
37		30
35		42
33		38
38		40
36		34
42		31
38		35
37		36
34		34
40.65		38.65

85th %-ile Speed

Majors Path Speed Study

Public Transit

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

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Large Print Bus Schedules

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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: Observed Holidays

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

*Saturday Schedule in effect Martin Luther King's Day, Presidents Day and Veterans 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 April 1, 2015

SCHEDULE

10A/10B

Southampton to Sag Harbor, North Haven East Hampton, Springs, to Bridgehampton

10A Serving

Stony Brook Southampton
Southampton
Southampton Hospital
North Sea
Noyac
Sag Harbor
North Haven
South Ferry

10B Serving

East Hampton
Three Mile Harbor
Springs
Bridgehampton

SUFFOLK TRANSIT

42-0334..4.1.15

10A Eastbound Service — Southampton to Sag Harbor, North Haven

Southampton Stony Brook Southampton	Southampton Montauk Hwy. Tuckahoe La.	Southampton Village Arrive	Southampton Village Leave	Southampton Town Hall	North Sea	Noyac	Sag Harbor Arrive	Sag Harbor Leave	North Haven South Ferry
—	—	—	7:05	7:08	7:20	7:35	7:50	—	—
9:00	9:07	9:15	*9:25	9:28	9:40	9:55	10:10	10:15	10:25
11:35	11:40	11:45	—	—	—	—	—	—	—
12:25	12:32	12:40	*12:45	12:48	1:00	1:15	1:30	—	—
2:45	2:52	3:00	*3:05	3:08	3:20	3:35	3:50	3:55	4:05
5:25	5:32	5:40	*5:45	5:48	6:00	6:15	6:30	—	—

10A Westbound Service — Sag Harbor, North Haven to Southampton

North Haven South Ferry	Sag Harbor Arrive	Sag Harbor Leave	Noyac	North Sea	Southampton Town Hall	Southampton Village Arrive	Southampton Village Leave	Southampton Montauk Hwy. Tuckahoe La.	Southampton Stony Brook Southampton
—	—	**6:25	6:35	6:45	6:55	7:00	—	—	—
—	—	7:55	8:10	*8:25	8:37	8:40	8:40	8:48	8:55
10:25	10:35	10:40	10:55	*11:10	11:22	11:25	11:25	11:30	11:35
—	—	—	—	—	—	—	12:05	12:13	12:20
—	—	1:35	1:50	2:05	2:17	2:20	2:25	2:33	2:40
4:05	4:15	4:20	4:35	*4:50	5:02	5:05	5:10	5:18	5:25

10A service available Monday thru Saturday only.

***These buses continue to the Southampton Jitney.**

****No Saturday service on this trip.**

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.

10A Connecting Bus Service

Route No.	Location
S92	SUNY Stony Brook Southampton Southampton Sag Harbor

Long Island Rail Road

Southampton – Montauk Branch

10B Service — East Hampton, Springs to Bridgehampton

East Hampton Village Newtown La.	East Hampton Bristol St. Oak View Hwy.	East Hampton Three Mile Harbor	East Hampton Fireplace Hog Creek Rd.	East Hampton Springs School St.	East Hampton Jackson St.	East Hampton Village Arrive	East Hampton Village Leave	Bridgehampton Commons East	Bridgehampton Commons West	East Hampton Village Newtown La.
6:50	6:55	7:05	7:10	7:15	7:20	7:30	7:30	7:50	7:55	8:15
8:15	8:20	8:30	8:35	8:40	8:45	8:55	9:00	9:20	9:25	9:45
9:45	9:50	10:00	10:05	10:10	10:15	10:25	10:30	10:50	11:35	11:55
12:00	12:05	12:15	12:20	12:25	12:30	12:40	12:40	1:00	1:05	1:25
1:25	1:30	1:40	1:45	1:50	1:55	2:05	2:10	2:30	2:35	2:55
2:55	3:00	3:10	3:15	3:20	3:25	3:35	3:40	4:00	4:15	4:35
4:40	4:45	4:55	5:00	5:05	5:10	5:20	5:30	5:50	5:55	6:15
6:20	6:25	6:35	6:40	6:45	6:50	7:00	—	—	—	—

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AM–LIGHTFACE **PM–BOLDFACE**

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

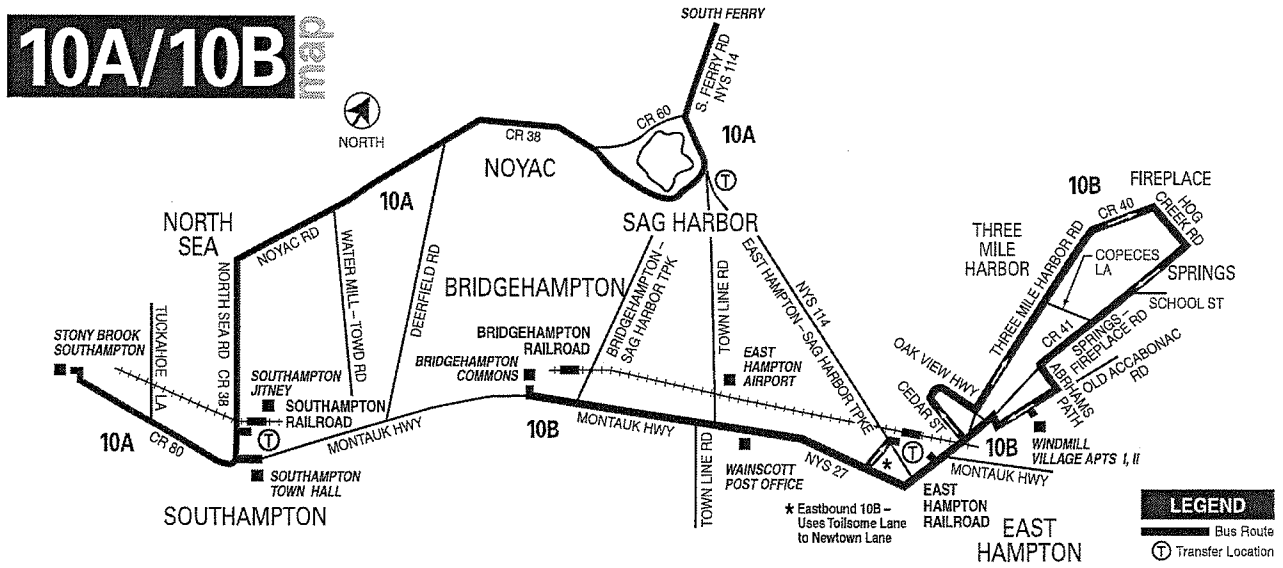
10B Connecting Bus Service

Route No.	Location
S92	Bridgehampton East Hampton Railroad
10C	East Hampton Village East Hampton Railroad

Long Island Rail Road

East Hampton – Montauk Branch

10A/10B map



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NICE, Nassau Inter-County Express . . . 516.228.4000
MTA LONG ISLAND RAIL ROAD 718.217.5477
511NYRideshare . . . . . 511 and say "Rideshare"

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@SCTBusInfo

www.sct-bus.org

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Disability ID call	631.853.8333
Hearing Impaired TTY	631.853.5658

Suffolk County Transit Service: Monday - Sunday

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

Persons with Disabilities

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SUFFOLK COUNTY TRANSIT

Effective April 1, 2015

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...4.1.15

S92 Service — Orient Point to East Hampton

					■		■	■		■	■			■			■	
Orient Point Ferry Dock	—	—	—	—	—	—	8:40	9:40	10:40	11:40	**12:40**	**1:40**	**2:10**	**2:40**	**3:10**	**3:40**	**4:40**	**6:40**
Orient	—	—	—	—	—	—	8:50	9:50	10:50	11:50	**12:50**	**1:50**	**2:20**	**2:50**	**3:20**	**3:45**	**4:50**	**6:50**
East Marion	—	—	—	—	—	—	8:55	9:55	10:55	11:55	**12:55**	**1:55**	**2:25**	**2:55**	**3:25**	**3:50**	**4:55**	**6:55**
Greenport	5:15	5:45	6:15	6:35	6:55	8:00	9:00	10:00	11:00	**12:00**	**1:00**	**2:00**	**2:30**	**3:00**	**3:30**	**4:00**	**5:00**	**7:00**
Southold	5:20	5:50	6:20	6:40	7:05	8:10	9:10	10:10	11:10	**12:10**	**1:10**	**2:10**	**2:40**	**3:10**	**3:40**	**4:10**	**5:10**	**7:10**
Cutchogue	5:25	5:55	6:25	6:45	7:15	8:20	9:20	10:20	11:20	**12:20**	**1:20**	**2:20**	**2:50**	**3:20**	**3:50**	**4:20**	**5:20**	**7:20**
Mattituck	5:35	6:05	6:35	6:55	7:20	8:30	9:30	10:30	11:30	**12:30**	**1:30**	**2:30**	**3:00**	**3:30**	**4:00**	**4:30**	**5:30**	**7:30**
Jamesport	5:40	6:10	6:40	7:00	7:30	8:35	9:35	10:35	11:35	**12:35**	**1:35**	**2:35**	**3:05**	**3:35**	**4:05**	**4:35**	**5:35**	**7:35**
Riverhead Railroad	5:50	6:20	6:50	7:10	7:40	8:45	9:45	10:45	11:45	**12:45**	**1:45**	**2:45**	**3:15**	**3:45**	**4:15**	**4:45**	**5:45**	**7:45**
Riverhead County Ctr, Lv	5:55	6:25	6:55	7:15	7:55	8:55	9:55	10:55	11:55	**12:55**	**1:55**	**2:55**	**3:25**	**3:55**	**4:25**	**4:55**	**5:55**	**7:55**
Flanders	6:10	6:40	7:10	7:30	8:10	9:10	10:10	11:10	**12:10**	**1:10**	**2:10**	**3:10**	**3:40**	**4:10**	**4:40**	**5:10**	**6:10**	**8:10**
Hampton Bays	6:20	6:50	7:20	7:40	8:20	9:20	10:20	11:20	**12:20**	**1:20**	**2:20**	**3:20**	**3:50**	**4:20**	**4:50**	**5:20**	**6:20**	**8:20**
Peconic Beach	6:25	6:55	7:25	7:45	8:25	9:25	10:25	11:25	**12:25**	**1:25**	**2:25**	**3:25**	**3:55**	**4:25**	**4:55**	**5:25**	**6:25**	**8:25**
Shinnecock Club	6:30	7:00	7:30	7:50	8:30	9:30	10:30	11:30	**12:30**	**1:30**	**2:30**	**3:30**	**4:00**	**4:30**	**5:00**	**5:30**	**6:30**	**8:30**
Southampton	6:35	7:05	7:35	7:55	8:35	9:35	10:35	11:35	**12:35**	**1:35**	**2:35**	**3:35**	**4:05**	**4:35**	**5:05**	**5:35**	**6:35**	**8:35**
Hay Ground	6:45	7:15	7:45	8:05	8:45	9:45	10:45	11:45	**12:45**	**1:45**	**2:45**	**3:45**	**4:15**	**4:45**	**5:15**	**5:45**	**6:45**	**8:45**
Bridgehampton	6:50	7:20	7:50	8:10	8:50	9:50	10:50	11:50	**12:50**	**1:50**	**2:50**	**3:50**	**4:20**	**4:50**	**5:20**	**5:50**	**6:50**	**8:50**
Sag Harbor	—	7:30	8:00	8:20	9:00	10:00	11:00	**12:00**	**1:00**	**2:00**	**3:00**	**4:00**	**4:30**	**5:00**	**5:30**	**6:00**	**7:00**	**9:00**
Hardscrabble	—	7:40	8:10	8:30	9:10	10:10	11:10	**12:10**	**1:10**	**2:10**	**3:10**	**4:10**	**4:40**	**5:10**	**5:40**	**6:10**	**7:10**	**9:10**
East Hampton Railroad	—	7:45	8:15	8:35	9:15	10:15	11:15	**12:15**	**1:15**	**2:15**	**3:15**	**4:15**	**4:45**	**5:15**	**5:45**	**6:15**	**7:15**	**9:15**

S92 Service — East Hampton to Orient Point

				■		■		■	■		■			■			
East Hampton Railroad	—	7:35	8:10	8:40	9:10	9:40	10:40	11:40	**12:40**	**1:40**	**2:40**	**3:40**	**4:10**	**4:40**	**5:10**	**5:40**	**6:10**
Hardscrabble	—	7:40	8:15	8:45	9:15	9:45	10:45	11:45	**12:45**	**1:45**	**2:45**	**3:45**	**4:15**	**4:45**	**5:15**	**5:45**	**6:15**
Sag Harbor	—	7:50	8:25	8:55	9:25	9:55	10:55	11:55	**12:55**	**1:55**	**2:55**	**3:55**	**4:20**	**4:55**	**5:25**	**5:55**	**6:25**
Bridgehampton	7:00	8:00	8:35	9:05	9:35	10:05	11:05	**12:05**	**1:05**	**2:05**	**3:05**	**4:05**	**4:35**	**5:05**	**5:35**	**6:05**	**6:35**
Hay Ground	7:05	8:05	8:40	9:10	9:40	10:10	11:10	**12:10**	**1:10**	**2:10**	**3:10**	**4:10**	**4:40**	**5:10**	**5:40**	**6:10**	**6:40**
Southampton	7:10	8:10	8:45	9:15	9:45	10:15	11:15	**12:15**	**1:15**	**2:15**	**3:15**	**4:15**	**4:45**	**5:15**	**5:45**	**6:15**	**6:45**
Shinnecock Club	7:17	8:17	8:50	9:20	9:50	10:20	11:20	**12:20**	**1:20**	**2:20**	**3:20**	**4:20**	**4:50**	**5:20**	**5:50**	**6:20**	**6:50**
Peconic Beach	7:22	8:22	8:55	9:25	9:55	10:25	11:25	**12:25**	**1:25**	**2:25**	**3:25**	**4:25**	**4:55**	**5:25**	**5:55**	**6:25**	**6:55**
Hampton Bays	7:27	8:27	9:00	9:30	10:00	10:30	11:30	**12:30**	**1:30**	**2:30**	**3:30**	**4:30**	**5:00**	**5:30**	**6:00**	**6:30**	**7:00**
Flanders	7:37	8:37	9:10	9:40	10:10	10:40	11:40	**12:40**	**1:40**	**2:40**	**3:40**	**4:40**	**5:10**	**5:40**	**6:10**	**6:40**	**7:10**
Riverhead County Ctr, Lv	7:50	8:50	9:20	9:50	10:20	10:50	11:50	**12:50**	**1:50**	**2:50**	**3:50**	**4:50**	**5:15**	**5:50**	**6:20**	**6:50**	**7:20**
Riverhead Railroad	7:55	8:55	9:25	9:55	10:25	10:55	11:55	**12:55**	**1:55**	**2:55**	**3:55**	**4:55**	**5:35**	**5:55**	**6:25**	**7:00**	**7:30**
Jamesport	8:05	9:05	9:35	10:05	10:35	11:05	**12:05**	**1:05**	**2:05**	**3:05**	**4:05**	**5:15**	**5:45**	**6:05**	**6:35**	**7:05**	**7:35**
Mattituck	8:15	9:15	9:45	10:15	10:45	11:15	**12:15**	**1:15**	**2:15**	**3:15**	**4:15**	**5:25**	**5:55**	**6:15**	**6:45**	**7:15**	**7:45**
Cutchogue	8:20	9:20	9:50	10:20	10:50	11:20	**12:20**	**1:20**	**2:20**	**3:20**	**4:20**	**5:30**	**6:00**	**6:20**	**6:50**	**7:20**	**7:50**
Southold	8:30	9:30	10:00	10:30	11:00	11:30	**12:30**	**1:30**	**2:30**	**3:30**	**4:30**	**5:40**	**6:10**	**6:30**	**7:00**	**7:30**	**8:00**
Greenport	8:40	9:40	10:10	10:40	11:10	11:40	**12:40**	**1:40**	**2:40**	**3:40**	**4:40**	**5:55**	**6:20**	**6:40**	**7:10**	**7:40**	**8:10**
East Marion	8:45	9:45	10:15	10:45	11:15	11:45	**12:45**	**1:45**	**2:45**	—	**4:45**	**6:00**	—	—	—	—	—
Orient	8:50	9:50	10:20	10:50	11:20	11:50	**12:50**	**1:50**	**2:50**	—	**4:50**	**6:05**	—	—	—	—	—
Orient Point Ferry Dock	8:55	9:55	10:25	10:55	11:25	11:55	**12:55**	**1:55**	**2:55**	—	**4:55**	**6:10**	—	—	—	—	—

■ 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 Connecting Bus Service

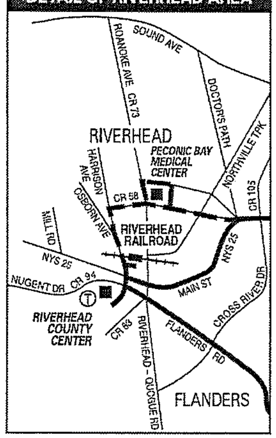
Route No.	Location
S58, S62, S66	Riverhead
S90, 8A	Riverhead
10A	Southampton, Sag Harbor
10B	East Hampton Bridgehampton
10C	East Hampton
10B, 10C	East Hampton Rail Road
10D, 10E	Hampton Bays

Long Island Rail Road

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

S92 map

DETAIL OF RIVERHEAD AREA



LEGEND

Bus Route
Alternate Routing
Ⓣ Transfer Location