



Central Pine Barrens Commission Meeting Agenda  
Wednesday, March 17, 2021 at 2:00 pm  
This Meeting is Being Conducted Remotely Via Zoom

**Zoom Meeting Link and Info**

<https://us02web.zoom.us/j/87623115567?pwd=eHkwd0tvc0x2NHhUkFPbFlyVnFRQT09>

Meeting ID: 876 2311 5567  
Passcode: 305138

Dial by your location	One tap mobile
+1 312 626 6799	+19292056099,,87623115567#,,,,*305138#
+1 301 715 8592	+13126266799,,87623115567#,,,,*305138#
+1 346 248 7799	

**1. Administrative and Public Comment**

- Public comments - verbal comments will be received via Zoom in this section of the meeting. Written comments received via regular mail and email to [info@pb.state.ny.us](mailto:info@pb.state.ny.us) by 12:00 pm on 3/17/21 will be reviewed in this section
- Minutes for 2/24/21 review (*approval*)

**2. Science and Stewardship**

- Education and Outreach Division: *update (Ms. Parrott)*
- Science and Stewardship Division: *update (Ms. Weigand)*

**3. Planning, Land Use and the Pine Barrens Credit Program**

- Compliance and Enforcement Division: *update (Mr. Huss)*
- Land Use Division: *update (Ms. Hargrave)*
- Credit Program: *update (Mr. Tverdy)*
- USGS Water Resources Monitoring: *annual update presentation (Ms. Hargrave and USGS staff)*

**Core Preservation Area**

- Quogue Wildlife Refuge Request for Determination of Jurisdiction / 3 Old Country Road / Quogue / 902-1-1-23.1 et al / expansion of the nature center and construction of a 2,700 square foot barn / *determination (Ms. Hargrave)*
- Kent Animal Shelter Request for Determination of Jurisdiction to renovate and reconstruct existing structures and replace sanitary system on 2.138 acres / 2259 River Road, Calverton / 600-138-1-6.2 and 7.1 / *determination (Ms. Hargrave)*
- Vincent DellaSperanzo Core Hardship Application / Northampton / 900-164-4-40 / two-lot subdivision of 1.8 acres in the R-15 Zoning District with one existing single-family residence / *decision deadline today / accept request to withdraw (Ms. Hargrave)*

**Compatible Growth Area**

- 215 Rogers Way referral at Gabreski Airport / Westhampton / *follow-up (Ms. Hargrave)*

**Credit Program**

- Harriet Murphy / Letter of Interpretation Credit Appeal / Northampton / 900-215.3-1-1.1 and 900-215.3-1-1.2 / *decision (Mr. Tverdy)*

**4. Public Comment** – verbal comments will be received via Zoom in this section

**5. Closed Advisory Session (if necessary)**

Next Commission Meeting  
Wednesday, April 21, 2021 at 2:00 pm  
For meeting information visit <https://pb.state.ny.us/>

Yvette Aguiar  
*Member*

Steven Bellone  
*Member*

Edward P. Romaine  
*Member*

Jay H. Schneiderman  
*Member*

624 Old Riverhead Rd.  
Westhampton Beach,  
NY 11978

Phone (631) 288-1079  
Fax (631) 288-1367  
<https://pb.state.ny.us>

## Hargrave, Julie

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**From:** PB Info  
**Sent:** Monday, March 08, 2021 11:11 AM  
**To:** Hargrave, Julie  
**Subject:** FW: QWL

Received this through pbinfo – letter in support of Quogue Refuge

*Sincerely,*

*Judy Jakobsen*

Interim Executive Director  
Central Pine Barrens Joint Planning & Policy Commission  
624 Old Riverhead Road  
Westhampton Beach, NY 11978  
631-563-0306

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**From:** Laura Fabrizio <laura@morichesbayproject.org>  
**Sent:** Monday, March 08, 2021 8:45 AM  
**To:** PB Info <info@pb.state.ny.us>  
**Subject:** QWL

**CAUTION:** This email originated from outside of SCWA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commission Members,

I would like to express my support for the work that Quogue Wildlife Refuge is asking permission for. The importance of the Refuge is invaluable, both for the community and for the environment.

I think it's extremely important that, while you must function within the laws set forth by the Pine Barrens Act, a property such as QWR deserves the utmost attention and discretion when evaluating their needs to function and to grow.

There's no other property remotely like the Refuge and I believe strongly that special consideration needs to be given to such a wonderful place.

Thank you for your consideration.

Laura Fabrizio  
Co-founder MBP

## Hargrave, Julie

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**From:** PB Info  
**Sent:** Monday, March 08, 2021 5:32 PM  
**To:** Hargrave, Julie  
**Subject:** Fwd: Quogue Wildlife Refuge - Determination of Jurisdiction  
**Attachments:** AVT - QWR Letter of Support 2021-03-08.pdf

Another letter of support for Quogue Refuge

Get [Outlook for iOS](#)

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**From:** Aram Terchunian <aram@firstcoastal.com>  
**Sent:** Monday, March 8, 2021 12:41:09 PM  
**To:** PB Info <info@pb.state.ny.us>  
**Subject:** Quogue Wildlife Refuge - Determination of Jurisdiction

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Commissioners

Please approve the request from the Quogue Wildlife Refuge.

My letter of support is attached

Aram V. Terchunian, M.Sc.  
Coastal Geologist & President  
First Coastal Consulting Corporation  
4 Arthur Street, PO Box 1212  
Westhampton Beach NY 11978  
631 288 2271 Office 516 982 0743 Cell  
[www.firstcoastal.com](http://www.firstcoastal.com)

## Hargrave, Julie

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**From:** PB Info  
**Sent:** Wednesday, March 10, 2021 9:44 AM  
**To:** Hargrave, Julie  
**Subject:** FW: Quogue Wildlife Refuge  
**Attachments:** Esteemed Members of the Pine Barrens Commission.pdf

Another commentor in favor of Quogue

*Sincerely,*

*Judy Jacobsen*

Interim Executive Director  
Central Pine Barrens Joint Planning & Policy Commission  
624 Old Riverhead Road  
Westhampton Beach, NY 11978  
631-563-0306

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**From:** Brian Tyman <BTyman@westhamptonbeach.org>  
**Sent:** Tuesday, March 09, 2021 11:52 AM  
**To:** PB Info <info@pb.state.ny.us>  
**Subject:** Quogue Wildlife Refuge

**CAUTION:** This email originated from outside of SCWA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please find the attached letter regarding the pending application for the Quogue Wildlife Refuge, to be submitted into the record/distributed to Commission members.

Thank you very much.

**Brian Tyman**  
Trustee, Westhampton Beach Village



**Hon. Brian Tymann  
107 Potunk Lane  
Westhampton Beach, NY 11978**

March 9, 2021

Esteemed Members of the Pine Barrens Commission;

I write to you today to ask for your support.

It would be difficult for me to accurately put into words just how important the Quogue Wildlife Refuge is to me, my family, my community and most importantly to the well-being of our natural environment. It serves a litany of purposes and functions, from being a safe haven for an abundance of flora and fauna, to providing an educational forum that cannot be matched. It is a retreat for individuals and families that connects them with nature in a world where we're surrounded and consumed by computers, phones, work and hustle.

Over the past 40+ years that I have been connected with the Refuge, I have witnessed it evolve substantially, and harmoniously with nature. The evolution has been entirely productive and without adverse impact to the ecological sensitivities of the property. Each of my two little girls have been part of dozens upon dozens of programs, classes, camps, events, hikes, seminars, birthday parties and more over the past 6+ years at QWR, and it has been invaluable to their education, well-being and development of respect and appreciation for the natural world.

With these things in mind, I ask for the utmost discretion given to their application and the application of big-picture thinking. While you have clear rules and regulations to follow, you also have clear powers to act subjectively. In fact, if objectivity were the function of the Commission it would be made up of attorneys. Your board, however, can (and does) consider each property unique – in its makeup as well as its function and value to the community and the environment. And while you will never see two properties that are exactly the same, you will undoubtedly never see another property even similar to this. This uniqueness eliminates any concern of another applicant citing this approval as being applicable to themselves.

I close by reiterating my strong and passionate request for you to weight all of the facts and unique aspects of this property and their application. While it exists within the core, I ask "why does their designation follow their property lines?" Certainly environmental designations do not know tax map numbers. So we need to think about why the Refuge is designated as it is.

For the many reasons above that emphasize the importance, and the stellar stewardship, of the Refuge, combined with the actual evaluation of the impact (or lack thereof) of the proposed work, it seems only logical that they be granted the permission that they seek.

Thank you for your time, your tireless service and your dedication to protecting our environment.

With kindness and thanks,

Brian Tymann  
Westhampton Beach Village Trustee

## Hargrave, Julie

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**From:** PB Info  
**Sent:** Wednesday, March 10, 2021 9:48 AM  
**To:** Hargrave, Julie  
**Subject:** FW: Quogue Wildlife Refuge  
**Attachments:** QWR CPBJC.docx

Another letter on Quogue. I sent responses to each person acknowledging the receipt of their letters and that they will be forwarded to the Commission members and read during the public comment portion of the meeting.

*Sincerely,*

*Judy Jakobson*

Interim Executive Director  
Central Pine Barrens Joint Planning & Policy Commission  
624 Old Riverhead Road  
Westhampton Beach, NY 11978  
631-563-0306

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**From:** Joseph Kommer <kommerjok@gmail.com>  
**Sent:** Tuesday, March 09, 2021 10:23 AM  
**To:** PB Info <info@pb.state.ny.us>  
**Subject:** Quogue Wildlife Refuge

**CAUTION:** This email originated from outside of SCWA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see the attached Thank You for your consideration. Jok Kommer

Central Pine Barrens Joint Planning and Policy Commission.  
624 Old Riverhead Rd  
Westhampton Beach, N.Y. 11978

March 9, 2021

Re: Quogue Wildlife Refuge  
Proposed Nature Center Updates and Maintenance Shed Replacement

To Whom It May Concern,

I have read the documents and the minutes regarding the proposed updates and improvements to the Quogue Wildlife Refuge facilities and have discussed this as well with friends who regularly use the refuge and have a vested interest. It became important to me to respond to the commission as I too have a long standing vested interest in not just the property but also the mission and functioning of the Refuge.

QWR is an outstanding functioning part of the greater east end community it serves. It has remained an "island refuge" in our area and indeed students of Westhampton Beach High School have studied it as such for more than the past three decades. Additional student groups I had the pleasure of serving (ex. C.U.R.E. or Classmates United in Restoring the Environment) called this refuge their own and participated actively in fund raising for the refuge and participating in activities for the refuge. Though these connections may point out the obvious, the importance of this refuge has grown and its ability to serve the community has become more vital than it ever was.

The growth of the refuge has been something I have watched with great interest as my own children have grown and now my grandchildren in the appreciation and use of the facilities. The staff have made fantastic use of the grounds as a teaching tool while preserving and protecting the integrity of the refuge proper. Anything the community can do to support the refuge and the mission of its staff is I believe a priority and should be endorsed without reservation. The proposed improvements do not exceed the limitations of the law regulating protection of environmental integrity or habitat and in fact should be viewed under the lense of encouraging the very activities that make this place and places like it the precious gems they are for generations to come.

I do hope you will look favorably on the proposal and support the refuge in every way possible. The mission of the refuge and its importance will need your continued support and diligence.  
Thank You.

Sincerely,

Joseph O. Kommer

63 Topping Dr.  
Riverhead, N.Y. 11901  
kommerjok@gmail.com



## Village of Quogue, N.Y.

P.O. Box 926  
Quogue, New York 11959-0926

(631) 653-4498 Fax (631) 653-4776

PETER SARTORIUS  
Mayor

AIMEE BUHL  
Village Clerk

March 11, 2021

Central Pine Barrens Joint Planning & Policy Commission  
624 Old Riverhead Road  
Westhampton Beach, NY 11978

Dear Central Pine Barrens Joint Planning & Policy Commission,

This letter is to confirm that the Village of Quogue fully supports the application of the Quogue Wildlife Refuge for Pine Barrens Commission approval to expand the Refuge's existing nature/education center building and to replace its maintenance facility. More than 100 acres of the Quogue Wildlife Refuge are owned by the Village of Quogue and licensed to the Southampton Township Wildfowl Association, a not-for-profit corporation, for the purpose of operating the Refuge. That land includes all of the property on which the buildings that are the subject of the application are located. They are in a Residential Zone and exist as accessory structures to a permitted recreational use.

The importance of the Quogue Wildlife Refuge to the Village of Quogue, and indeed the surrounding area as well, cannot be overemphasized. It is a hugely popular and well-utilized facility that has been particularly important to residents over the past 12 months. It must be permitted to grow modestly, as in this application, in order to be able to accomplish its mission effectively.

Sincerely,

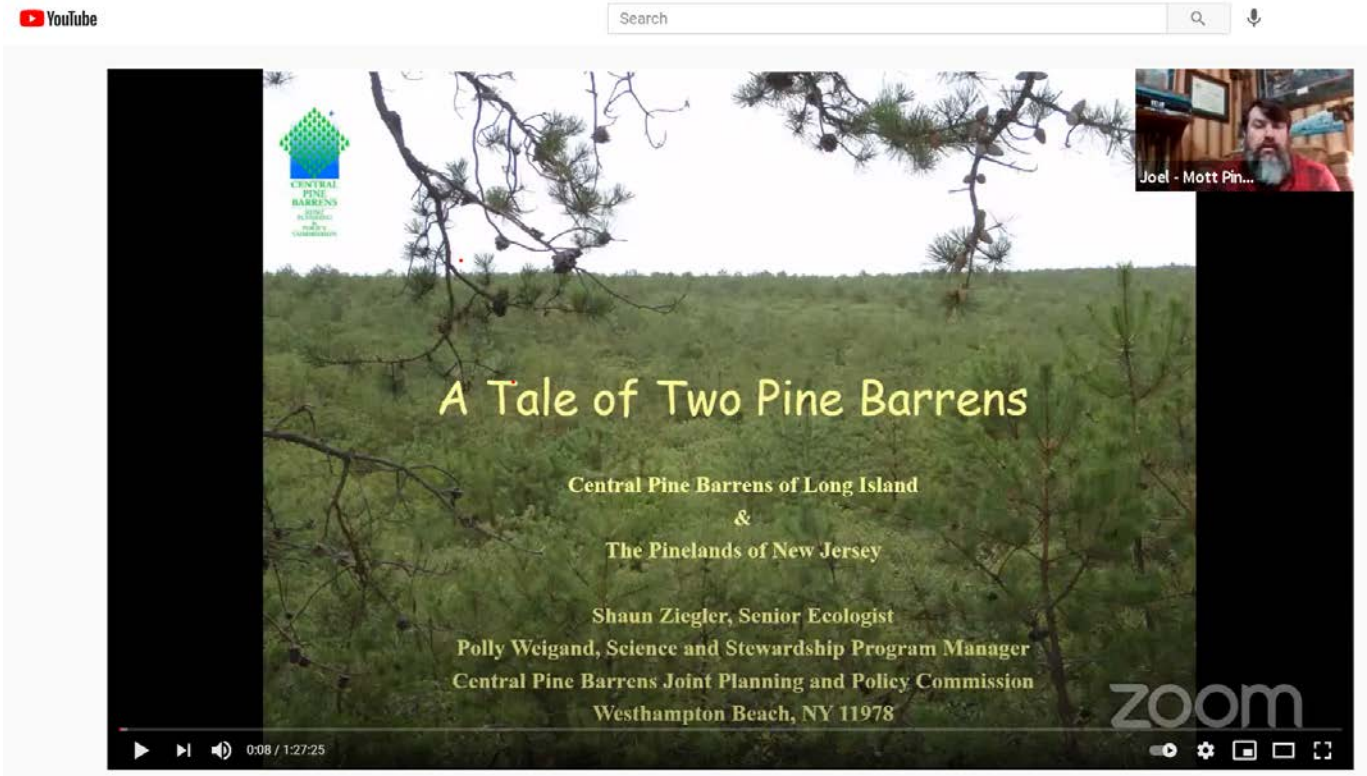
Peter Sartorius  
Mayor



## Science and Stewardship Division Update March 17, 2021

### Administrative:

- A proposal for a grant through the United States Forest Service focused on special technology development was put forth by US Forest Service Durham office, University of Vermont and the Division. We received notification that our application ranked first at the regional level and has moved to the national level for funding consideration. This proposal would fund a graduate student and field research, management, and monitoring to better understand, develop, and improve restoration practices in pine forests after southern pine beetle outbreaks.



- A Tale of Two Pine Barrens, was presented live stream by Polly Weigand and Shaun Zielger as part of an educational services hosted by the Pinelands Commission on March 10. The presentation which was well received with 45 attendees, compared and contrasted the two ecosystems, their land use history and land protections. This is the second educational opportunity that the Commission has partnered with the New Jersey Pinelands Commission and it can viewed here: <https://www.youtube.com/watch?v=ZAzTZ89DDug>

### Commission Prescribed Fire Program:

- **Administration:**
  - Voucher development and annual workplan revisions are ongoing in order to receive reimbursement of general expenses and salary incurred from July to December 2020.
  - Meetings have occurred with SCWA to outline and refine insurance exposure portfolios to solicit bids for overall general liability policies to include prescribed fire. Active work is ongoing to seek and secure appropriate insurance coverages.
  - A continuity budget is also being developed to ensure fire program continuance after Contract competition.



- **Planning:**

- **Meetings:** The standing bimonthly meeting with NYSDEC Region 1 and Forest Health was split into two meetings which occurred on February 4<sup>th</sup> and 18<sup>th</sup> in an effort to better accommodate NYSDEC schedules as many representatives are working at Covid-19 test and vaccination sites. These meeting covered a broad range of operational considerations and collaborative plans for the year as well as providing general updates on burn plan development and future implementation. Additional meetings on prescribed fire planning operations with NYSDEC for Demonstration Forest within the Rocky Point Pine Barrens State Forest also advanced this spring.
- **Prescribed Fire Management Plan:** The final CPB Comprehensive Prescribed Fire Management Plan (CRXFMP) is being posted on the Commission website and a press release announcing plan completion of the plan is in development.
- **MOU/MOA:**
  - A MOU, or other future understanding and approval mechanism, for CPBC to implement prescribed fire on NYSDEC lands after the contract period is being developed with NYSDEC to ensure prescribed fire program continuity after the expiration of the prescribed fire grant in March 2023. Potential alternatives to MOU enactment enabling Commission work on lands within the CPB are also being discussed and explored. The Division is also seeking a similar MOU with the NYS Office of Parks, Recreation and Historic Preservation in order to advance management in Brookhaven State Park.
  - Suffolk County Department of Parks, Recreation and Conservation MOA to allow for Commission-led on-the-ground stewardship activities, especially prescribed fire site preparation and operations on County lands, remains under review by Suffolk County Parks Commissioner Jason Smagin and staff.
  - Brookhaven National Laboratory (BNL) and CPBC have completed a draft Commission/BNL MOU to advance and solidify formalized understanding of collaborative work and facility use for science and stewardship efforts, the prescribed fire program, NYWIMA and other educational programming. Final drafts of all MOU's have been presented to the Commission for review and approval.

- **Burn and Pre-Treatment Plans:**


- The South of Currans Woodlands prescribed burn plan has received final review at the NYSDEC Region 1 level and has been sent to Albany for final review and approval. This plan covers 121 acres within the Rocky Point Pine Barrens State Forest of which 60 acres have been mechanically treated. Prescribed fire is targeted in order to improve protection to nearby subdivisions and for the purposes of forest health improvement.
- Initial planning and burn plan development are under way for the David Sarnoff Pine Barrens State Forest.
- The Division continues to collaborate with NYSDEC Region 1, Forest Health and Forest Protection to coordinate activities and efforts on mechanical reductions and fire control line installation for prescribed fire preparation, forest health and public health improvements.

**Prescribed Fire Plan**

**S of Currans Field Woodlands**

Rocky Point Pine Barrens State Forest  
Brookhaven, NY

March 2021-Dec 2030



- ***Training and Preparedness:***
  - Shaun Ziegler, Polly Weigand, Bob Panko, Jade Blennau, Broderick DeAngelis, and Gary Enright participated in the annual National Wildfire Coordinating Group RT130 - Wildfire Refresher Training on March 15<sup>th</sup> in order to maintain their status for working on prescribed fires.
- ***Education and Outreach:***
  - Several additional components of a holistic education and outreach program including prescribed fire have been incorporated into the Comprehensive Prescribed Fire Management Plan based on feedback from partner agencies and stakeholders.
  - The Division is working to create new and update past CPBC website content related to prescribed fire operations. Website content will be an important resource for the public as it will be referenced via QR code within all future education and outreach deliverables such as brochures, postcards and pamphlets. An informational video is being created to introduce the public to the CPBC prescribed fire program.
- ***Equipment Storage and Purchasing:***
  - Division specified equipment and vehicle storage for the prescribed fire program are awaiting clarification of the NYS budget as well as insurance procurement in order to move forward with purchasing.
  - Several meetings with SCWA have occurred in order to develop a site plan which will provide space for container storage in combination with potential well field pumping capacity increase and parking improvement projects in the planning phases at the Westhampton Beach facility.

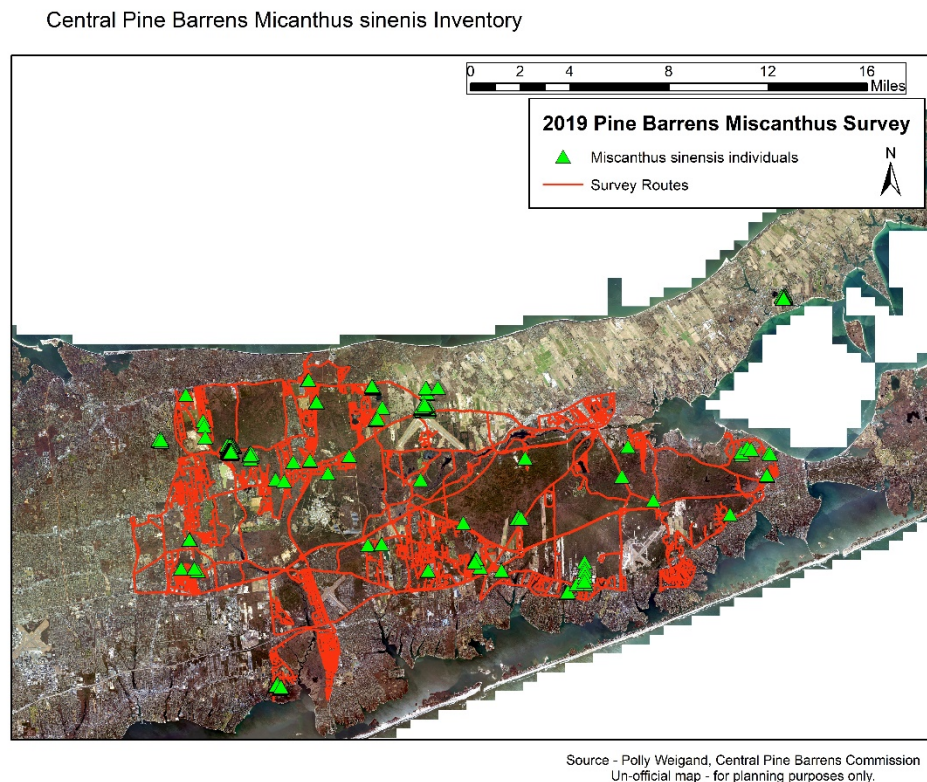
## **Forest Health:**

- ***Southern Pine Beetle (SPB)***
  - **Surveying & Suppression:** Statewide SPB Incident Command System continues to be coordinated by NYSDEC's Forest Health Unit. Operations include aerial and ground surveys, suppression, restoration, research, and forest management.
    - Rapid Detection and Suppression Response continues to be coordinated by the NYSDEC and Commission to strategically address SPB reflective of COVID and available sawyers. Commission headed up SPB surveying until the field season concluded at the end of December. Plans are in place to continue field efforts in spring.
    - NYSDEC conducted its most recent aerial survey on March 4. The data collected from this flight will reveal SPB infestation spread and hotspot areas that will guide ground surveying efforts in spring.
  - **SPB Trapping Data Analysis & Report:** The Division is working to review southern pine beetle monitoring data that was collected in partnership with NYSDEC from 2015-2018.
    - This study will use data from beetle traps set in the field to identify local SPB population emergence, dormancy, and number of generations within a year. In addition, the report will investigate the relationship between SPB and local bark beetles, including their predator, the dubious checkered beetle.
    - Understanding these life cycle events and relationships will be key to informing future SPB management practices in the Central Pine Barrens.
  - **Southern Pine Beetle (SPB) Impact Study**
    - Historic aerial imagery is being analyzed to identify the initial outbreaks of SPB more accurately and to then track the outbreaks through time and space to quantify degree and extent of impact.
    - This information will help in understanding dynamics of this invasive pest and may help inform land managers on where to expect new infestations to occur in the coming years.



- **Early Detection Rapid Response Non-native Bark and Ambrosia Beetle Trapping Study**
  - Early Detection and Rapid Response monitoring program coordinated by NYSDEC and sponsored by the US Forest Service is a program that the Division is once again supporting this field season. This trapping effort helps to protect Central Pine Barrens' forest health management as it allows for rapid management response in the event that new detections of harmful non-native bark or ambrosia beetles are detected. Trapping is occurring around transfer stations and areas of high trade and transport where the highest risk of introduction of such non-native insects occurs.
  - Trap locations, start date, and equipment logistics for the upcoming field season are being organized in order to support a biweekly monitoring study this spring.

## Invasive Species Management:



- The Division attended the Phragmites Control Strategies, Considerations, and Case Studies webinar hosted by the Long Island Invasive Species Management Area (LIISMA). Presentations shared land management lessons learned while strategically combatting this invasive.
- Division staff monitored for *Miscanthus sinensis* in regional grasslands and removed those found through digging in order to prevent further infestation and spread.
- Division staff held meeting with NYSDOT, PSEG, LIISMA, Town of Brookhaven and Town of Southampton staff to coordinate a collaborative management response to documented infestations of *Miscanthus* and to also establish future monitoring and education and outreach activities within the Central Pine Barrens and Long Island region.

## Encroachment Restoration:

- A draft Request for Proposal (RFP) is being developed to solicit, vet and secure contractors for performing restoration work at existing and future encroachment and violation sites.
- Division staff continues to provide restoration recommendations to the New York State Attorney General's office regarding a violation in Eastport.



### CAED Highlights 1/1/21 – 03/08/21

- Seven incident reports to date
- Two conservation easement inspections to date
- Continue work with state, county and towns on unpermitted activity
- Enforcement meetings held with SC Parks; LEC
- Camera surveillance of dump sites continues, 2 dumping investigations i
- Wildfire classes attended on-line

Yvette Aguiar  
*Member*

Steven Bellone  
*Member*

Edward P. Romaine  
*Member*

Jay H. Schneiderman  
*Member*



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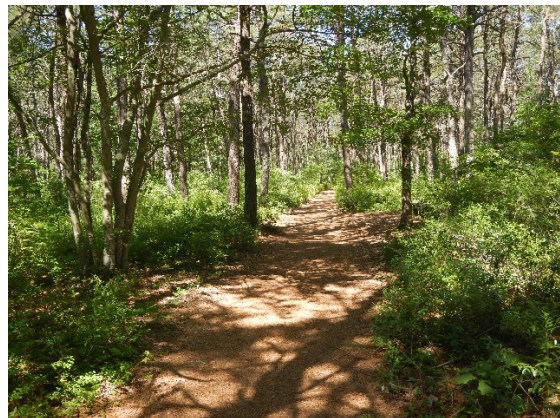
**Central Pine Barrens Joint Planning and Policy Commission**  
 Land Use Division Bi-Monthly Update for the Meeting of March 17, 2021

Action	Central Pine Barrens Location			
	Municipality	Town of Brookhaven	Town of Riverhead	Town of Southampton
<b>Applications and Requests for Determination of Jurisdiction</b>		Kogel Brothers Core Hardship, Middle Island, single-family residence on 5.3 acres, 200-499-3-4 (Core). Decision deadline 6/30/21.	Kent Animal Shelter Determination redevelop existing structures, 1.9 acres, 600-138-1-6.2, 7.1 (Core).	<ul style="list-style-type: none"> <li>DellaSperanzo Core Hardship two-lot subdivision on 1.8 acres, 900-164-4-40. Decision deadline 3/17/21. Request to withdraw application.</li> <li>Quogue Wildlife Refuge Request for Determination of Jurisdiction, nature center expansion and storage building, 902-1-1-23.1 (Core, Village of Quogue).</li> </ul>
<b>SEQRA Coordination, Referrals, Inquiries and Review of Other Information on Projects in the Central Pine Barrens</b>		<ul style="list-style-type: none"> <li>7 Eleven Middle Island revegetation plan.</li> <li>Garden Department, Coram</li> <li>Bus depot, Medford inquiry</li> <li>Dream Come True farm, Eastport, redevelopment inquiry</li> <li>Meadows at Yaphank PDD commercial to residential use phased development</li> </ul>	<ul style="list-style-type: none"> <li>Peconic River Sportsman’s Club revegetation plan (Core).</li> <li>Peconic Herb Farm revegetation plan (Core).</li> </ul>	<ul style="list-style-type: none"> <li>Referral: 215 Rogers Way at Gabreski Airport PDD, 88,060 sf building, 199 parking spaces.</li> <li>Army Corps Dwarf Pine Plains munitions removal project rights of entry review</li> <li>3 ZBA referrals for single-family residences, Flanders</li> <li>Nighttime lighting at Town park inquiry (Core)</li> </ul>
<b>Participation in Other Regional Projects</b>		<ul style="list-style-type: none"> <li>Peconic Estuary Partnership</li> <li>USGS-Commission Water Resources Monitoring Program – annual update by USGS this meeting</li> </ul>		
<b>Other Activity and Participation</b>		<ul style="list-style-type: none"> <li>Hardship applications, SEQRA Coordination, referrals, inquiries, and other applications and information requests: review, analyze, and respond to submissions, referrals of site plans, subdivisions, and mixed-use projects, Developments of Regional Significance, and other materials.</li> <li>Development project site inspections in pre- and post-development phases.</li> <li>Requests for Determination of Jurisdiction: Research and prepare materials for the Commission.</li> <li>Draft Supplemental GEIS for the Central Pine Barrens Comprehensive Land Use Plan Amendments.</li> <li>FOIL Requests: Research and assist with FOIL requests and litigation on development projects.</li> <li>Support Compliance and Enforcement Division on clearing and encroachments, land use and development matters and conservation easements</li> <li>Support other Commission divisions as needed including matters other land use project incidents.</li> </ul>		

Kent Animal Shelter (Core)



Quogue Wildlife Refuge (Core)



***Pine Barrens Credit Program Report for March 17, 2021:***

Activities in the Credit Program since January 1, 2021 included review of applications for Letters of Interpretation, Conservation Easements, Credit Program and FOIL requests management. Some specific work items include:

- 19 Letters of Interpretations were issued, 3 in the Town of Brookhaven, 1 in the Town of Riverhead and 15 in the Town of Southampton.
- 10 Conservation Easements are currently in process: Long Island Country Club, Liguori (two parcels), Broidy, Porter-Bell, Samuels Catering Corp (four parcels), Graf.
- As of March 9, 2021, 75 Conservation Easement Signs were installed (49 in the Town of Brookhaven, 6 in the Town of Riverhead and 20 in the Town of Southampton).
- Harriet Murphy Credit Appeal Decision is due at the March 17, 2021 Commission meeting.
- Armand Gustave LLC v CPB Commission litigation currently in process.

Easement Protected Lands and Pine Barrens Credits As of March 9, 2021								
	Brookhaven	2021	Riverhead	2021	Southampton	2021	Total	2021
Parcels	509	-	36	-	448	-	993	-
Acreage	781.96	-	516.60	-	846.71	-	2145.27	-
Average parcel size	1.54	-	14.35	-	1.89	-	2.16	-
Credits generated	532.91	-	172.39	-	330.94	-	1036.24	-
Credits redeemed	343.97	-	131.16	-	156	-	631.13	-
Credits not redeemed	188.94	-	41.23	-	174.94	-	405.11	-
Credits sold	559.28	1.25	219.3	1	254.18	1.07	1032.76	3.32
Total value of PBC transactions through this date	\$29,547,569	\$117,750	\$8,022,247	\$60,500	\$17,025,702	\$111,120	\$54,595,518	\$289,370
Average Credits value		\$94,200		\$60,500		\$103,850		\$87,160
Credits owned by the Clearinghouse	10.19		-		-		10.19	
# of Inspected CE Parcels	-	-	-	-	-	-	-	-
# of Installed CE Signs	69	-	7	-	76	-	152	-



## **SUFFOLK COUNTY COMPTROLLER**

330 CENTER DRIVE RIVERHEAD, N.Y. 11901-3311

Telephone: (631) 852-1501 FAX (631) 852-1507

JOHN M. KENNEDY, JR.  
COUNTY COMPTROLLER

**March 1st, 2021**

**Central Pine Barrens Joint Planning and  
Policy Commission  
P.O. Box 587  
Great River, N.Y. 11739-0587**

**Dear Pine Barrens Credit Clearinghouse  
Board of Advisors:**

**Attached please find our financial report on the Pine Barrens Credit Program for the  
month of February 2021. Thank you.**

**Respectfully submitted,**

*Christina M. Withers*

---

**Christina M. Withers, CIA, CPFO  
Executive Director of Finance & Taxation**

<b>Suffolk County Comptroller's Office The Pine Barrens Credit Program</b>	
Balance as of December 31st, 2020	\$2,549,449.05
Additional Deposits	0.00
Interest (see below for details)	398.17
Disbursements	0.00
<b>Balance as of February 28th, 2021</b>	<b>\$2,549,847.22</b>

**Interest Earnings & Disbursements  
For the Months of January - December 2021**

**Interest Earnings**

Premier MMA - Public Fund

January	202.57
February	195.60
March	0.00
April	0.00
May	0.00
June	0.00
July	0.00
August	0.00
September	0.00
October	0.00
November	0.00
December	0.00
	<u>\$398.17</u>

<u>Interest Period</u>	<u>APR</u>
01/01/21- 01/31/21	0.1000%
02/01/21- 02/28/21	0.1000%
03/01/21- 03/31/21	0.0000%
04/01/21- 04/30/21	0.0000%
05/01/21- 05/31/21	0.0000%
06/01/21- 06/30/21	0.0000%
07/01/21- 07/31/21	0.0000%
08/01/21- 08/31/21	0.0000%
09/01/21- 09/30/21	0.0000%
10/01/21- 10/31/21	0.0000%
11/01/21- 11/30/21	0.0000%
12/01/21- 12/31/21	0.0000%

**Disbursements**

<b>None</b>	<u>\$ -</u>
	<u>\$ -</u>



## Hargrave, Julie

---

**From:** Michael Nelson <michael@quoguewildliferefuge.org>  
**Sent:** Wednesday, March 10, 2021 2:41 PM  
**To:** Hargrave, Julie; Marisa Nelson; Michael Nelson  
**Subject:** Re: material for determination?  
**Attachments:** March 2021 - QWR - Pine Barrens Commission request letter.PDF; Village Of Quogue Zoning Map with color key.pdf; GIS Tax Map number 902-1-1-23.1 - QWR.PDF

**CAUTION:** This email originated from outside of SCWA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Julie,

Attached please find an updated letter request for determination for the proposed projects at QWR.

Thank you for sending the agenda.

I will be attending by zoom, as well as our counsel - Andrew J. Perel, a few Refuge board members, and possibly the Quogue Village Mayor - Peter Sartorius. Please let me know if they need any special login information other than what is on the agenda.

We appreciate your time and efforts in walking us through this process.

Thank you,  
Michael

**Michael J Nelson**  
Executive Director

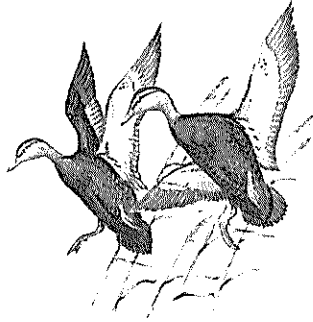
Quogue Wildlife Refuge  
3 Old Country Rd., PO Box 492  
Quogue, NY 11959  
phone (631)653-4771; Fax (631)653-8069  
[www.QuogueWildlifeRefuge.org](http://www.QuogueWildlifeRefuge.org)

# Quogue Wildlife Refuge

## Southampton Township Wildfowl Association

Officers:  
TOM CASEY, *President*  
ALAN E. LAZARESCU, *Vice President*  
MAC HIGHET, *Treasurer*  
  
MICHAEL J. NELSON, *Executive Director*

Directors:  
ANTHONY BONNER  
BOB MURRAY  
EDWARD NECARSULMER III  
LINDA SCHOECK  
GIGI SPATES  
EVELYN VOULGARELIS



Central Pine Barrens Joint Planning & Policy Commission  
624 Old Riverhead Road  
Westhampton Beach, NY 11978

Re: Quogue Wildlife Refuge  
Proposed Nature Center Updates and Maintenance Shed Replacement

March 8, 2021

Dear Central Pine Barrens Joint Planning & Policy Commission,

The Quogue Wildlife Refuge (QWR) is currently in the planning process for several projects to update our facilities, expand our Education Center and become LEED certified. I am reaching out to the CPBJPPC to explain/clarify the proposed scope of work, and to obtain a letter for determination of jurisdiction for the Nature center addition, and the construction of a maintenance/storage barn to replace several dilapidated existing maintenance structures.

We would first like to clarify that the 18.84 acre parcel (Tax Map No: 0902-001-01-23.1) in which the scope of work being proposed is **A-9 residential zoned** within the Village of Quogue. The 305 acre Refuge property is comprised of multiple adjoining lots owned by the Southampton Township Wildfowl Association, The Village of Quogue, and the Town of Southampton.

At the December 2020 Commission meeting our request to build an accessory structure/ barn on the east side of the Refuge residence was deemed 'non development' based on the ECL 57-0107 development exemptions in (13)(iii)(x). Further information was requested for the January 2021 meeting to determine the Commissions jurisdiction on the addition of the Nature Center. At the January 2021 Commission meeting, during a closed session, the decision to reverse the previous determination of jurisdiction for the barn was made, as well as the determination on the Nature Center expansion, requiring a hardship waiver.

We believe these decisions were made based on discrepant information, and are requesting additional review by the Commission.

According to ECL 57-0107 (13)(i)(iii)(v)(vii)(x), we believe the proposed work at the Quogue Wildlife Refuge can fall under one or all of the below exemptions, and therefore does not constitute 'development'.

*(i) Public improvements undertaken for the health, safety or welfare of the public. Such public improvements shall be consistent with the goals and objectives of this article, and shall include, but not be limited to, maintenance of an existing road or railroad track;*

*(iii) work for the maintenance, renewal, replacement, reconstruction, improvement, or alteration of any existing structure or additions to an existing residence or residential property owned by an association formed for the common interest in real property;*

*(v) the use of any land for purpose of agriculture or horticulture; (QWR has onsite apiary and greenhouse)*

*(vii) existing or expanded recreational use consistent with the purposes of this article including scouting activities, the maintenance or expansion of facilities associated with or necessary for such scouting activities including, but not limited to, the addition, modification, expansion or replacement of structures necessary for such activities and such clearing as may be reasonably required for the maintenance or expansion of scouting activities;*

*(x) in the core preservation area, construction of one single family home and customary accessory uses thereto on those parcels identified in the comprehensive land use plan adopted by the commission in June of nineteen hundred ninety-five and as amended on February twenty-first, two thousand one.*

The mission statement of the Quogue Wildlife Refuge is: to serve as a responsible land steward of the Refuge property and its natural resources, while promoting, implementing, and supporting environmental education. The below projects will enable us to continue our mission in current times, as well as to further our work to preserve and enhance the natural, recreational and educational values of the Pine Barrens on site. The unique natural resources and the hydrologic and ecologic integrity of the Pine Barrens will not be impacted as a result of the proposed project, but rather would be supported by the LEED Certification and educational programming carried out at the Quogue Wildlife Refuge.

Due to the expanded recreational use of our facilities by the public, the age of our existing infrastructure (1970), increased programming, increased staff to accommodate and carry out our mission in these busier and more populace times, the Quogue Wildlife Refuge is in need of updating and expanding our nature center/education center.

Below lists the proposed project areas and scope of work, including potential vegetation disturbance:

#### First Floor Expansion

QWR would like to start the planning process of adding approximately 960 sq ft to the existing approximately 3,600 sq ft first floor of the south side of the education center for program space, educational exhibit space, office/meeting space.

***Approximately 960 square feet addition.***

***Area currently includes: 1 pitch pine (approx. 18" Diameter at Breast Height (DBH)) within the proposed expansion site. Plus 1 pitch pine (approx. 12" DBH) and 2 maple (approx. 6" and 6.5" DBH) on the outside of the proposed expansion site leaning towards the existing building.***

***See Attachments A & B in December 2020 request letter.***

#### Second Story Dormer

QWR is also looking to dormer out the attic to create work space for staff and volunteers, and usable program storage space. This dormer space would not increase the footprint of the Nature Center building, as it would only allow safer access to the already existing unfinished attic/storage space of the Nature center. Currently 3 staff desks are in the small kitchen, and we are in need of professional work space.

***Currently we use approximately 1100 sq ft of unfinished attic space for storage. With the addition of the first floor expansion, the total second floor attic storage/work space could increase to approximately 2000 square feet.***

#### Maintenance Facility Replacement

QWR would also like to replace the existing carport/shed structures on the east side of the Residence currently used for storage by the residence and the refuge, and replace it with one 45' x 60' (approximately) pole barn / Morton building. This barn would be used to house and store the necessary equipment needed to maintain the

over 300 acres of refuge property, care for the animals in our animal complex, and provide a maintenance work space / storage for the refuge residence.

*Approximately 2700 sq feet.*

*Area currently includes: (2) small oak trees 7" and 8" DBH and possibly (1) 12" oak DBH.*

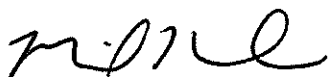
*See attachment C in December 2020 request letter.*

All plans for additions on the Quogue Wildlife Refuge property are thought out and designed to have the least amount of disturbance and impact to the surrounding areas and environment. Although the properties are labeled as being in the core as per property lines, the residential zoned property that the structures are on is actually more deciduous forest. All work requesting to be approved is within 60 feet of the southern property line. With the Refuge being founded in 1934, and the nature center built over 50 years ago, QWR is in need of updates in order to operate effectively and efficiently in current times.

The Quogue Wildlife Refuge is believed to be the oldest sanctuary on Long Island, and has a Board of Directors and staff that are committed to the environment and mission. Being that the Refuge is a unique, one of a kind place in the Core Preservation area, approved updates would not set precedence. By working with the Commission to utilize the exemptions listed in the ECL 57-0107 (13), both the Refuge and Commission would demonstrate to the community our alignment in protecting Long Island's natural resources.

Thank you for your time and careful consideration.

Respectfully,



Michael J. Nelson  
Executive Director





3 OLD COUNTRY RD, QUOGUE X

Show search results for 3 OLD COUN...



Tax Map Number: 0902001000100023001

FIRST NAME	QUOGUE VILLAGE
LAST NAME	OF
ADDRESS NUMBER	
STREET	
STREET TYPE	
STREET DIR	
CITY	
ZIP CODE	
ACRE CALCULATED	18.84
SCHOOL DISTRICT ID	473603
LAND USE CODE	A-9
OWNER NAME	Village of Quogue

[Zoom to](#)



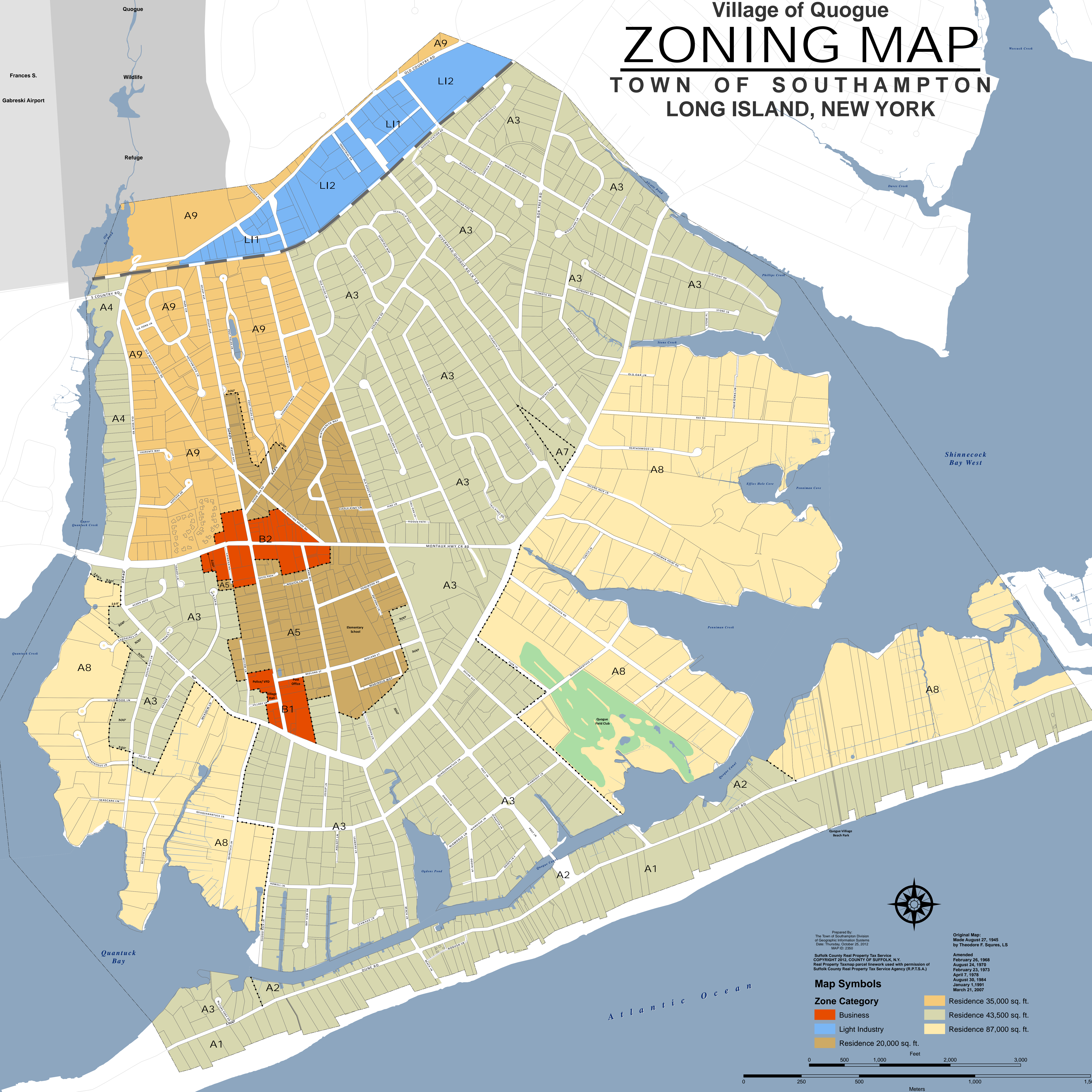


# Village of Quogue

# ZONING MAP

## TOWN OF SOUTHAMPTON

## LONG ISLAND, NEW YORK



Frances S.  
Gabreski Airport

Quogue  
Wildlife  
Refuge

Shinnecock Bay West

Quantuck Bay

Atlantic Ocean

Prepared By:  
The Town of Southampton Division  
of Geographic Information Systems  
Date: Thursday, October 26, 2012  
MAP ID: 2350

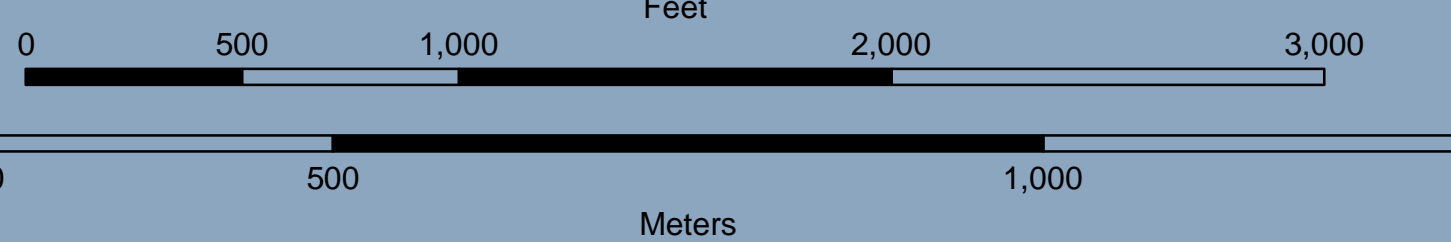
Suffolk County Real Property Tax Service  
COPYRIGHT 2012, COUNTY OF SUFFOLK, N.Y.  
Real Property Taxmap parcel linework used with permission of  
Suffolk County Real Property Tax Service Agency (R.P.T.S.A.)

Original Map:  
Made August 27, 1945  
by Theodore F. Squires, LS

Amended:  
February 26, 1968  
August 24, 1970  
February 23, 1973  
April 7, 1978  
August 30, 1984  
January 1, 1991  
March 21, 2007

### Map Symbols

Zone Category	Description
<span style="color: orange;">■</span>	Residence 35,000 sq. ft.
<span style="color: lightblue;">■</span>	Light Industry
<span style="color: brown;">■</span>	Residence 20,000 sq. ft.
<span style="color: green;">■</span>	Residence 43,500 sq. ft.
<span style="color: yellow;">■</span>	Residence 87,000 sq. ft.







March 1, 2021

Central Pine Barrens Joint Planning & Policy Commission  
624 Old Riverhead Road  
Westhampton Beach, NY 11978

RE: Determination of Jurisdiction  
Kent Animal Shelter  
2259 River Road, Calverton, NY

Dear Sir or Madam:

I am writing to request a determination of jurisdiction letter from the Central Pine Barrens Joint Planning & Policy Commission for proposed renovation and reconstruction of several of the improvements to the Kent Animal Shelter at 2259 River Road, Calverton. As detailed in the enclosed Project Description, proposed improvements to the shelter include renovation and/or in-place reconstruction of existing buildings, abandonment of existing cesspools and installation of new I/A OWTS and stormwater drainage, and establishment of a new native buffer adjacent to the Peconic River. No new structures are proposed, and all building renovation/reconstruction will occur in-place of the existing structures. Accordingly, the development footprint on-site will remain the same as existing conditions following completion of this project.

According to §13(iii) of NYS ECL Article 57, "work for the maintenance, renewal, replacement, reconstruction, improvement, or alteration of any existing structure or additions to an existing residence or residential property owner by an association formed for the common interest in real property" is not considered development. All proposed building improvements at the Kent Animal Shelter consist of maintenance, renewal, replacement, and/or reconstruction, and accordingly should be eligible for non-jurisdiction under Article 57. Additionally, proposed improvements will serve to eliminate existing effluent impacts to the Peconic River through installation of the new I/A OWTS.

In support of this jurisdictional determination request, the following materials have been enclosed:

- (5) Project Descriptions
- (5) Site/Sanitary Plans prepared by Condon Engineering, last dated 1/28/21

If you have any questions or require additional information to enable review and determination issuance, please contact me at (631) 727-2400 or [CBowman@landuse.us](mailto:CBowman@landuse.us). Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles Bowman", is written over a white background.

Charles Bowman  
President

RECEIVED

MAR 2 2021

Central Pine Barrens Joint  
Planning & Policy Commission

Enc.

570 Expressway Drive South, Suite 2F • Medford, New York • 11763  
631-727-2400 • Fax 631-727-2605



## Kent Animal Shelter

2259 River Road, Calverton, NY 11933 | SCTM #600-138-1-6.2 & 7.1

### Project Description

#### *Existing Conditions:*

The applicant proposes to renovate and/or reconstruct several of the existing buildings located at the Kent Animal Shelter at 2259 River Road, Calverton, NY, as well as install a new Innovative and Alternative Onsite Wastewater Treatment System (I/A OWTS), stormwater drainage, and native plantings. The 2.138-acre parcel is currently developed with numerous buildings including six (6) frame buildings (742 SF; 1,187 SF; 1,068 SF; 1,446 SF; 3,091 SF; and 1,045 SF), frame garage (206 SF), two (2) frame sheds (28 SF & 100 SF), sanitary system, asphalt driveway and parking, and various fences. An archaeological site is present throughout the middle of the parcel, and the Peconic River and associated wetlands border the site to the south. No work is proposed within the archaeological site, nor within the limits of the wetland.

#### *Proposed Building Renovations:*

The applicant proposes to renovate and/or reconstruct many of the existing buildings on site. No new buildings or impervious areas are proposed, and all work will be completed within the footprint of the existing structures. Specifically, the existing Cat Retirement Home (1,446 SF), Administration Building (1,068 SF), Adoptable Cats Building (742 SF), and Vet Clinic (1,187 SF) are to be renovated. No changes to the footprint of these buildings are proposed, and the size of renovated buildings will remain equivalent to the existing structures. Additionally, the existing Adoptable Dog Housing Building (3,091 SF) and Isolation Building (1,045 SF) are to be demolished, and new buildings constructed in-place of the existing structures. No changes to the footprint of these buildings are proposed, and the size of reconstructed buildings will remain equivalent to the existing structures.

#### *Proposed I/A OWTS and Drainage:*

The existing sanitary system will be upgraded to a new I/A OWTS. Accordingly, existing cesspools are to be pumped dry and abandoned or removed as per Suffolk County Dept of Health standards. A new I/A OWTS (E/One Extreme Series DH152 Ejector Unit) and associated leaching galleys and septic tanks will be installed to service the renovated and reconstructed buildings. The new I/A OWTS will be located as far landward as possible, and leaching galleys will exhibit a minimum 3' separation to groundwater. Additionally, new French drains and drywells are proposed to accommodate stormwater runoff associated with the buildings.

#### *Native Plantings:*

A new buffer area (12,720 SF) adjacent to the wetlands is also proposed. This buffer area will provide additional native habitat, help enhance the ecological value of the area, and further protect the Peconic River. The existing concrete walk & brick patio within the proposed buffer area are to be removed, and all existing trees and shrubs are to remain. The proposed buffer area will be re-vegetated as follows:

Common Name	Scientific Name	Quantity	Specification
Red Maple	<i>Acer rubrum</i>	16	on 15' centers
White Pine	<i>Pinus strobus</i>	13	on 15' centers
Sweet Pepper Bush	<i>Clethra alnifolia</i>	47	on 6' centers
Southern Arrowwood	<i>Viburnum dentatum</i>	42	on 6' centers

RECEIVED

MAR 2 2021

Central Pine Barrens Joint  
Planning & Policy Commission

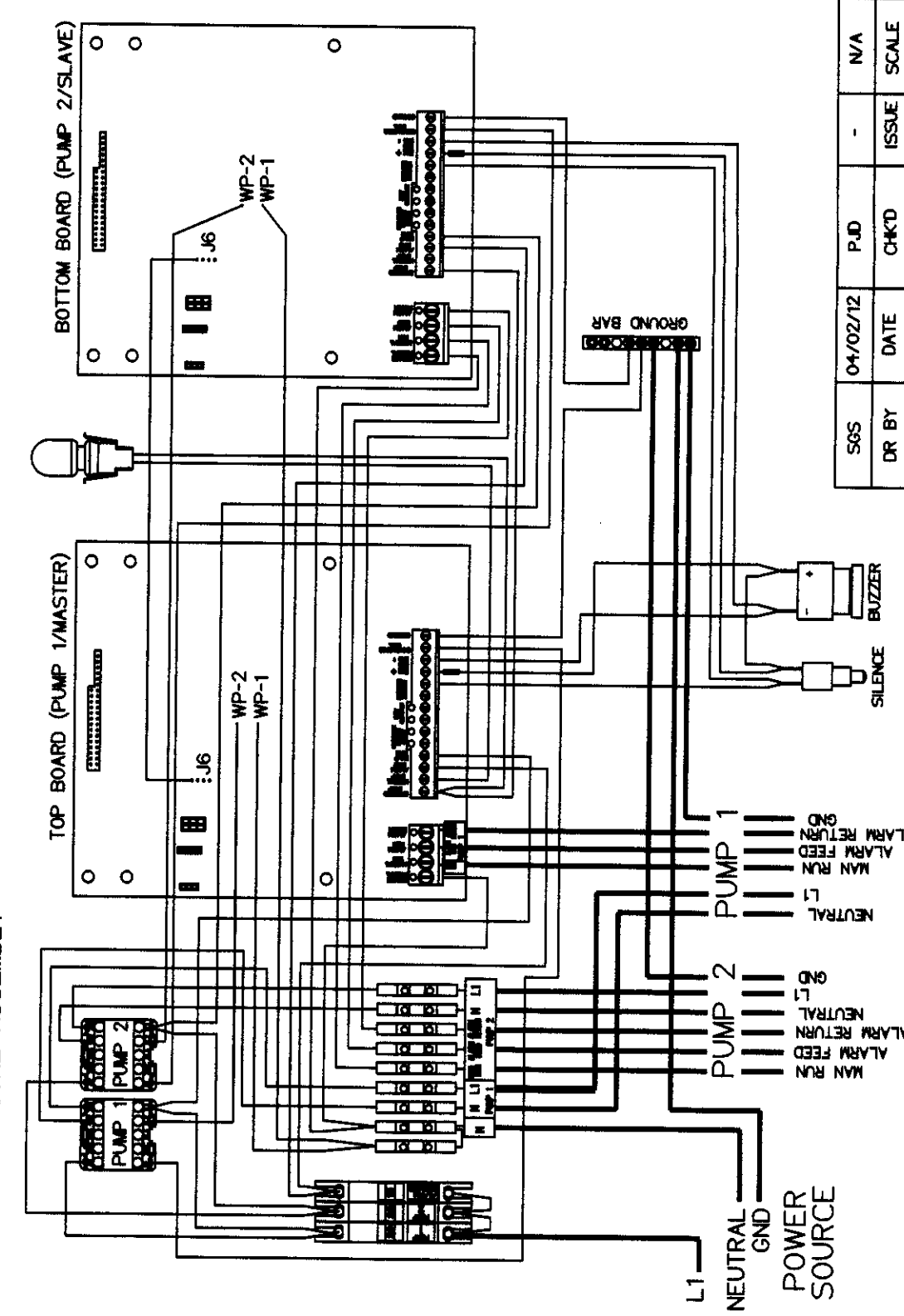






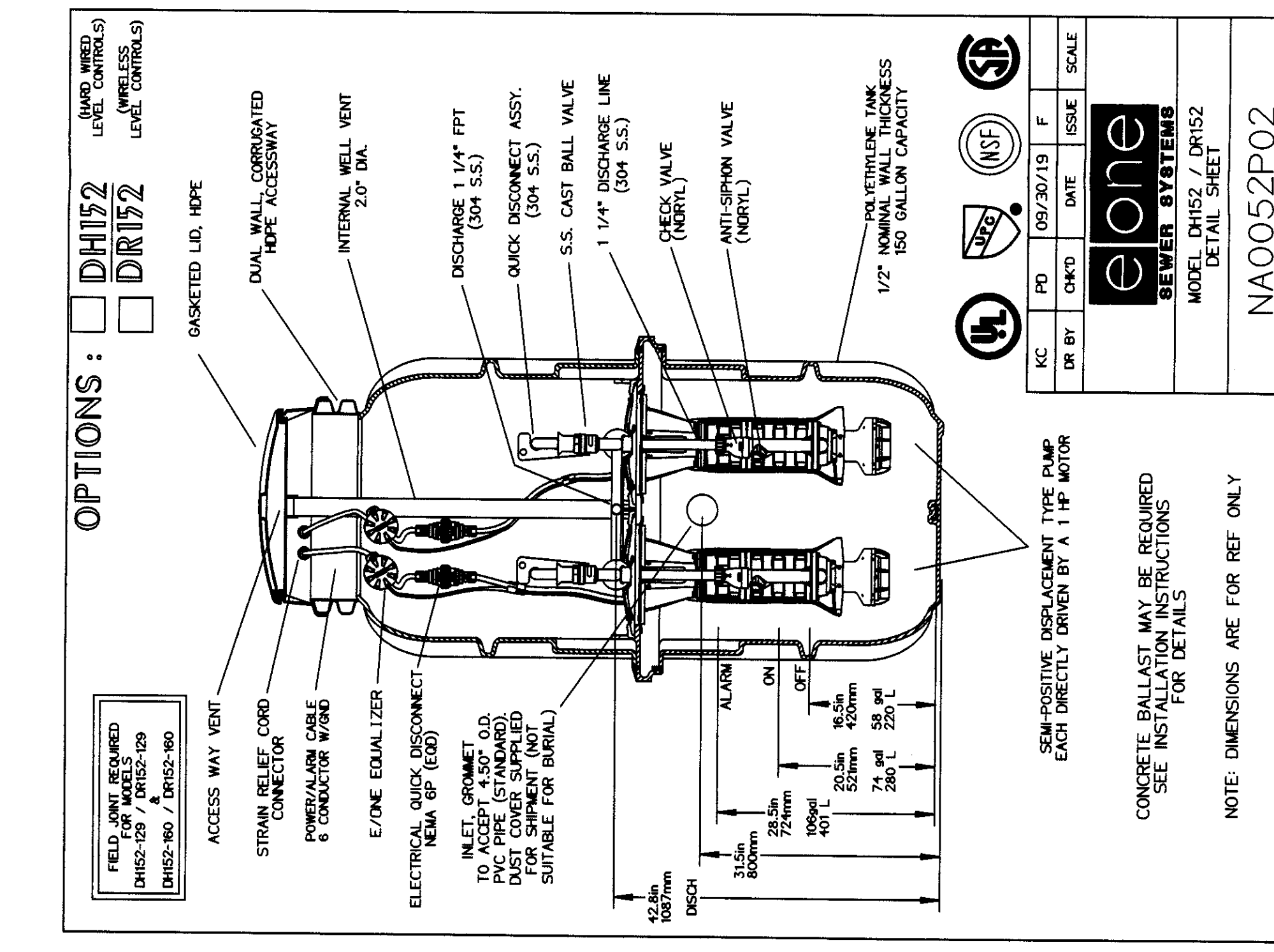
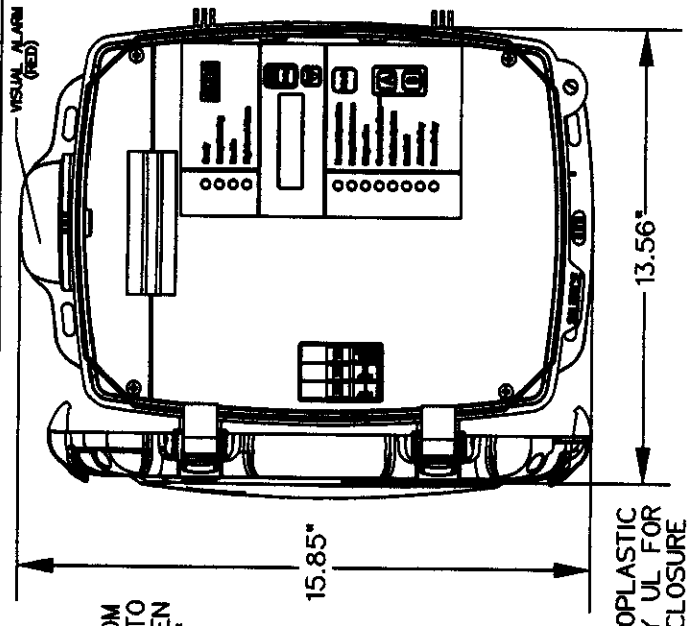
### SENTRY PROTECT PLUS DUPLX

EXTERNAL VISUAL & AUDIBLE ALARM  
REMOTE SENTRY DRY CONTACTS FOR  
OP LOW WATER LOSS HIGH LEVEL  
OP LOW WATER LOSS ALARM FOR WIRELESS  
MANUAL ALARM SILENCE  
STATUS LEDS: NORMAL, PUMP RUNNING, HIGH LEVEL  
TROUBLE INDICATIONS: RUN DRY, OVERPRESSURE, BROWNOUT,  
DRY CONTACTS  
CONFORMAL COATED CIRCUIT BOARD (BOTH SIDES)  
PADLOCK  
REAR FRONT  
REAR TIME PUMP PERFORMANCE  
ADJUSTABLE ALARM DELAY  
HOUR/CYCLE COUNTER  
TYPE TC DIRECT BURIAL



PIN	FUNCTION	2000S	EXTREME
1	MANUAL RUN	RED	BROWN
2	L1	BLACK	RED
3	GND	WHITE	BLACK
4	ALARM FEED	GREEN	GRN/YEL
5	ALARM RETURN	ORANGE	YELLOW
6	ALARM RETURN	BLUE	BLUE

CONTROL CABLE:  
TYPE TC DIRECT BURIAL  
SIX CONDUCTOR



### PUMP STATION NOTES:

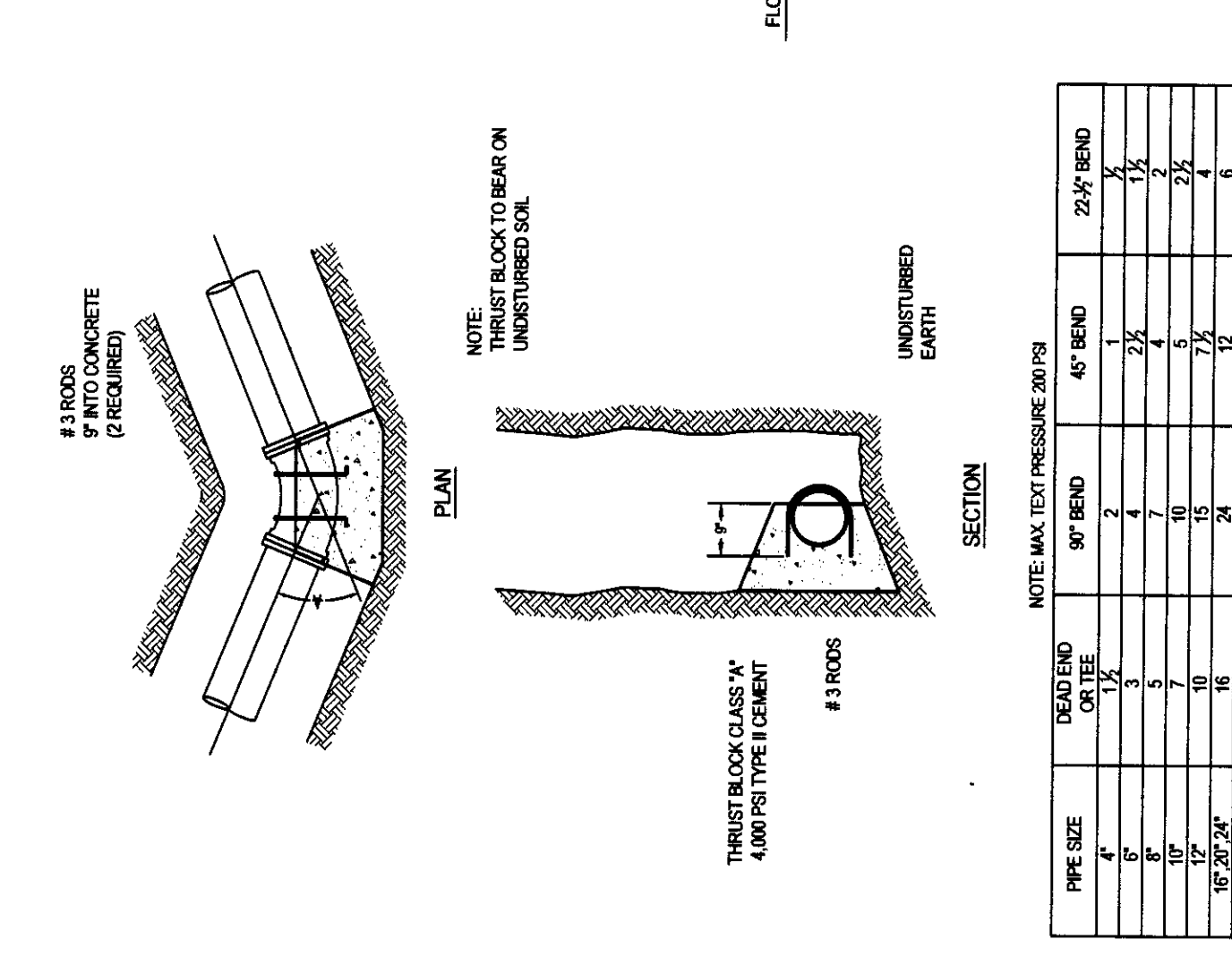
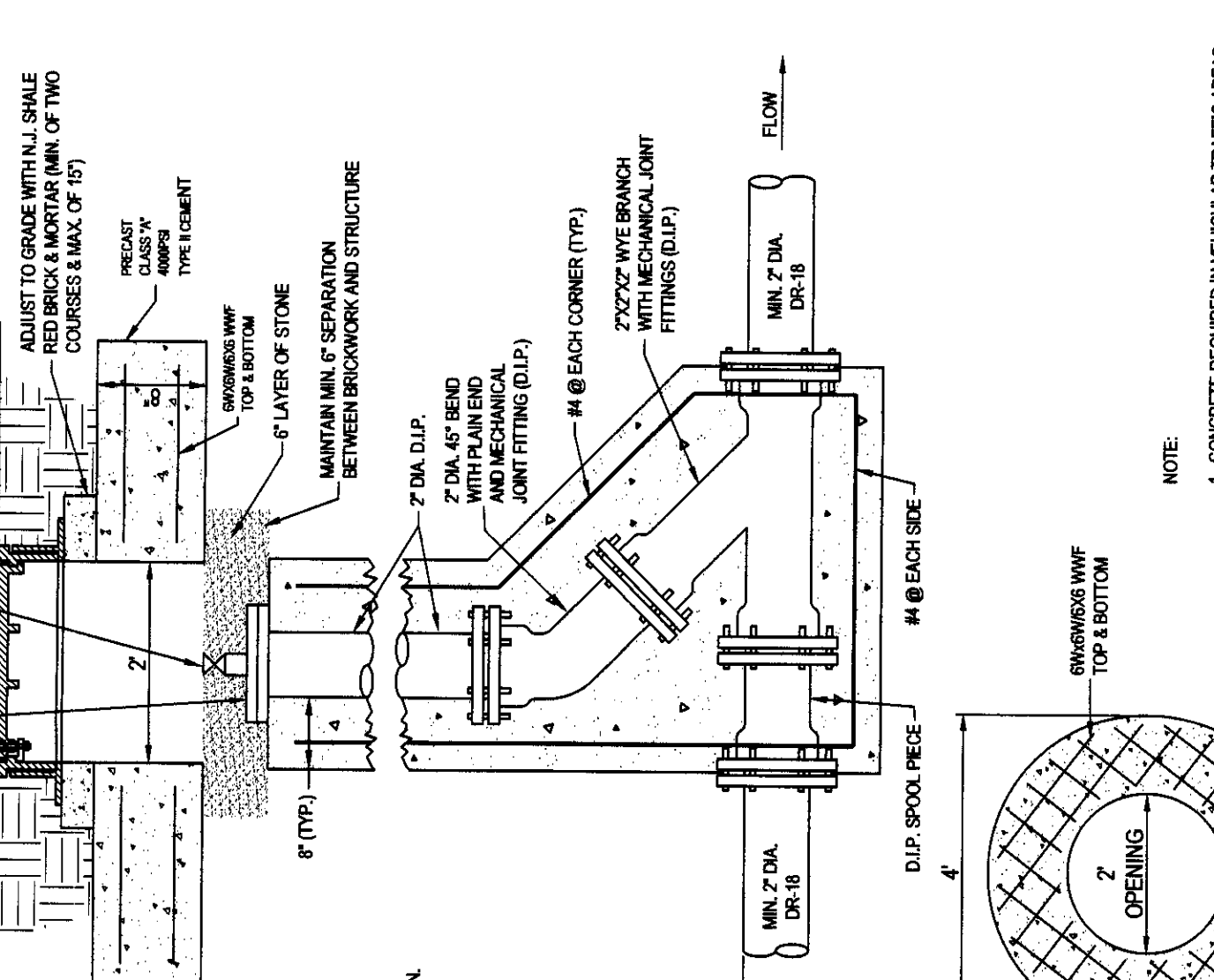
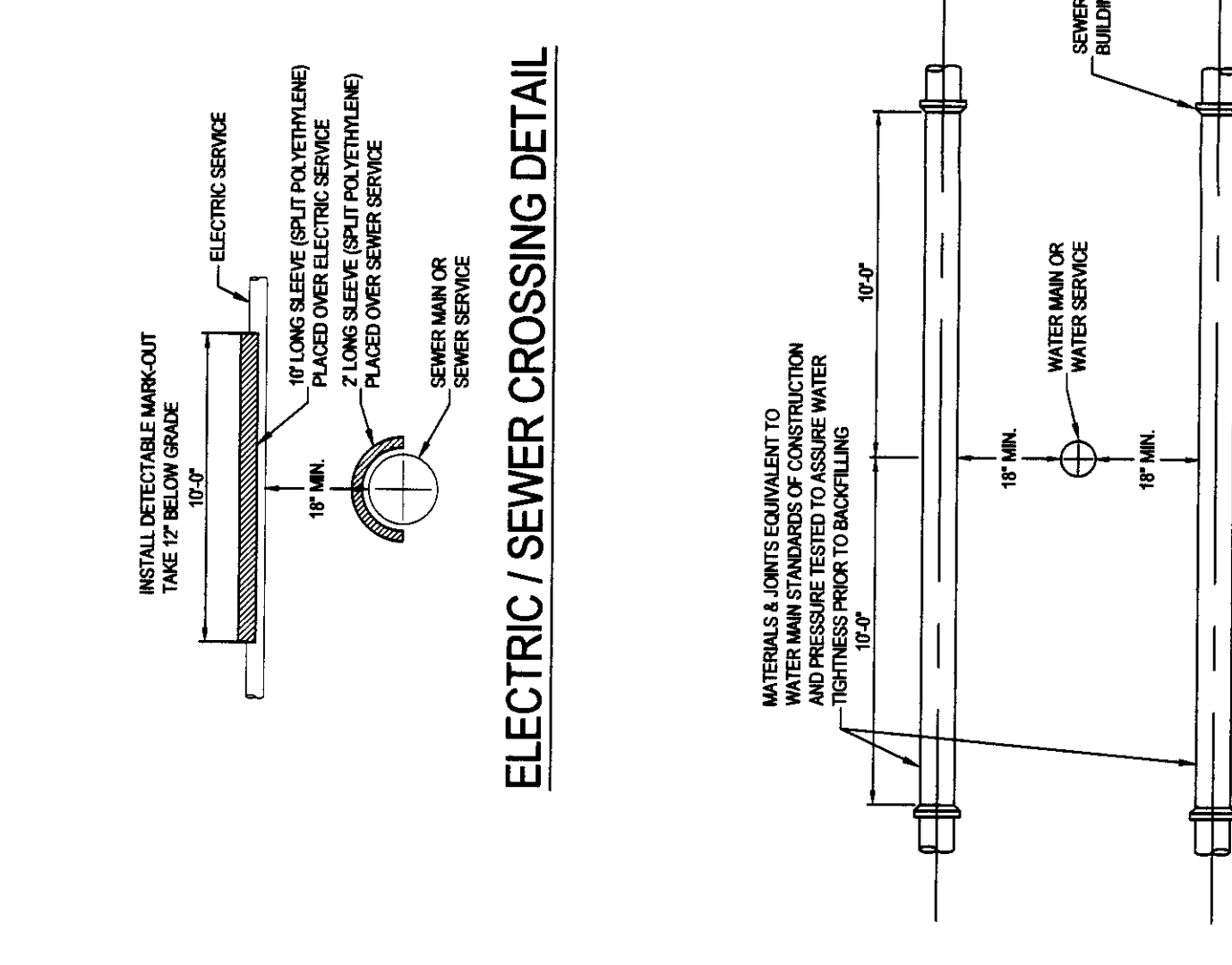
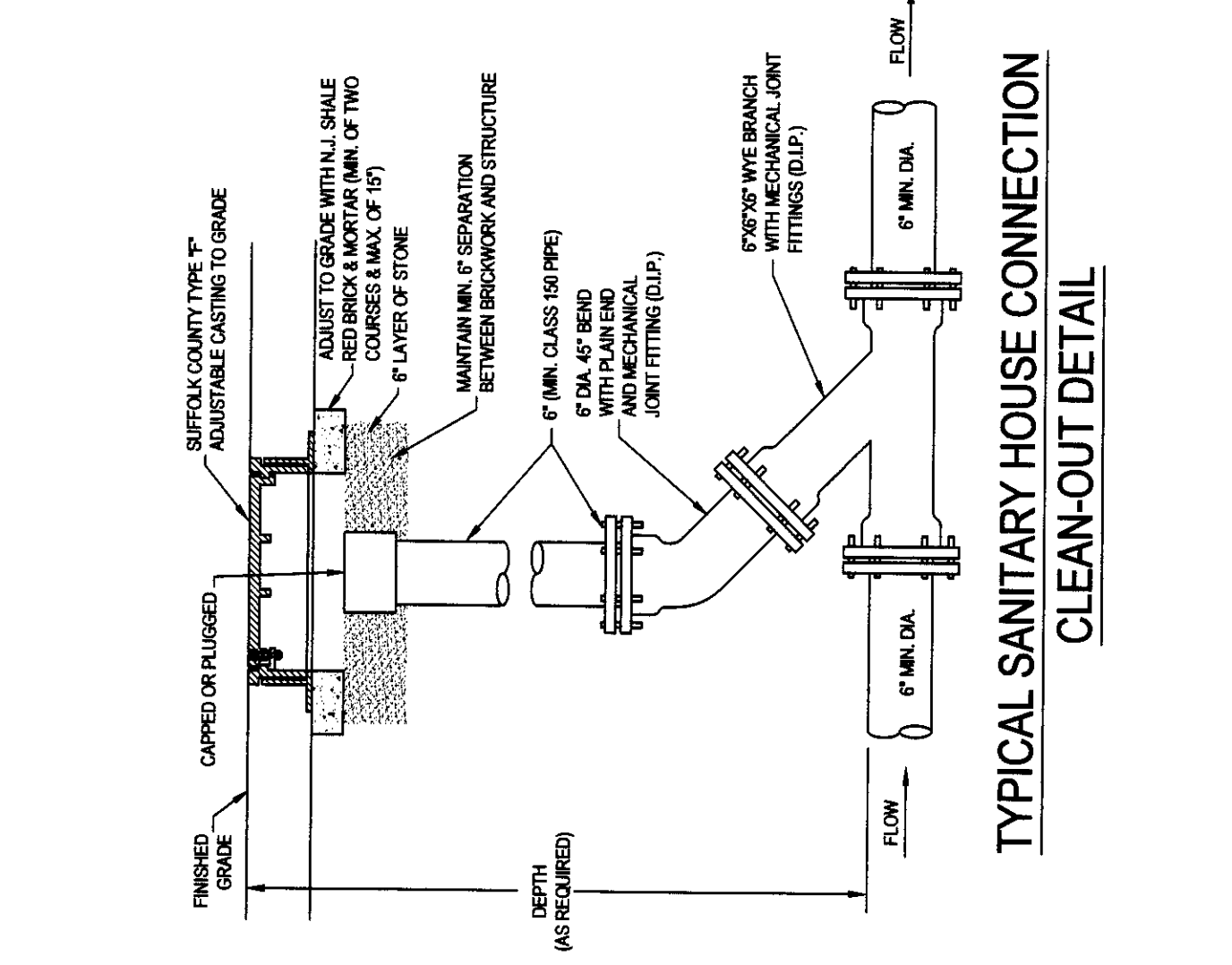
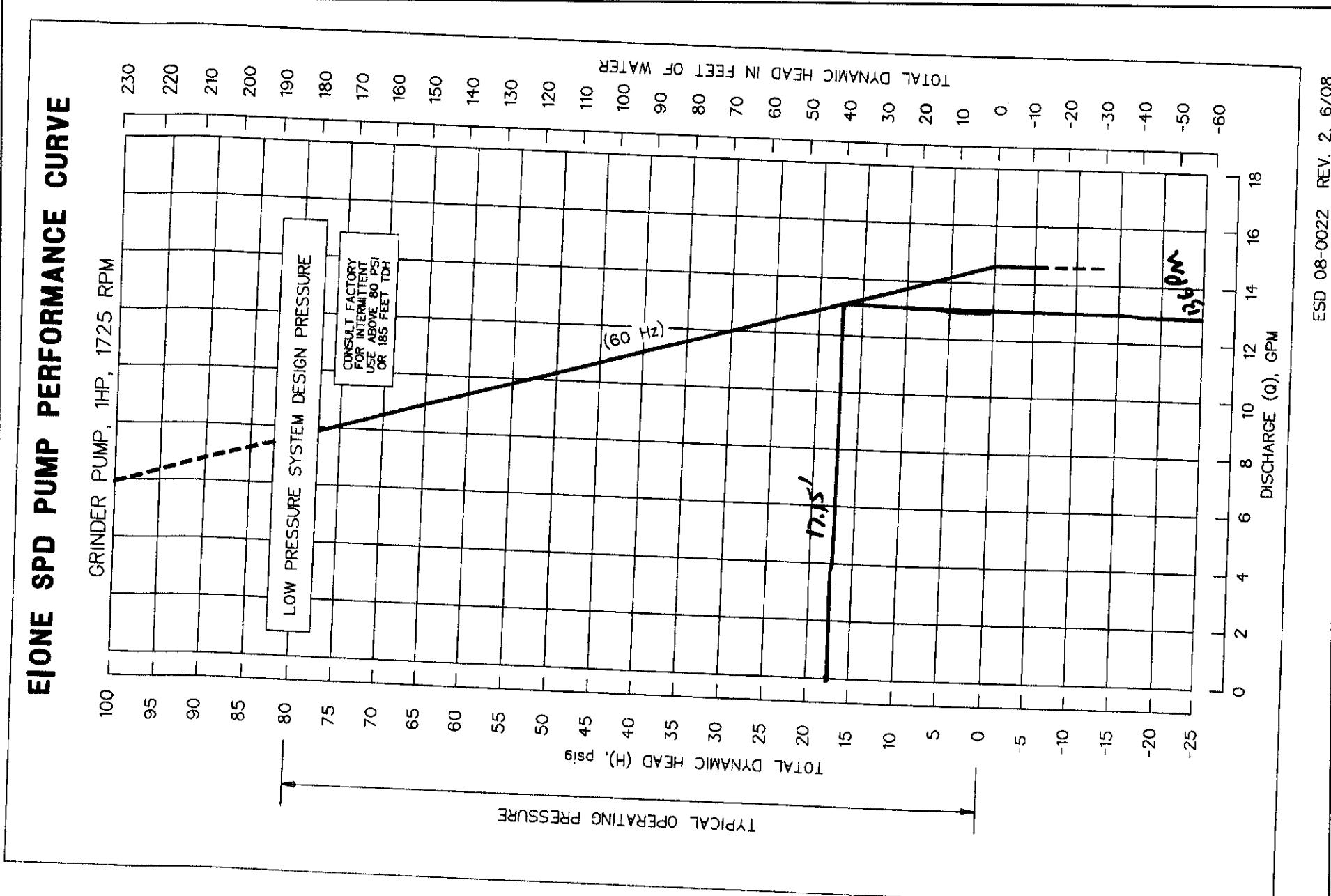
- SINGLE AND DUAL PUMP CONTROL
- ALTERNATE PUMP CYCLES EACH CYCLE TO DISTRIBUTE OPERATING TIME
- LOW AND HIGH LEVEL ALARM
- 4 FLOAT SWITCH OPERATION
- VISUAL AND AUDIBLE ALARM
- ALL WIRING AND EQUIPMENT USE TO BE IN ACCORDANCE WITH THE NEC ART. 90 HAZARDOUS LOCATIONS
- 200 PSI PROVIDE PIPE FITTINGS AND VALVES TO ACCOMMODATE FOR TESTING AS NECESSARY
- LOCKING DEVICES TO BE SUPPLIED FOR ALL ACCESS DOORS AND CONTROL PANELS
- FORCES MAIN PUMP TO BE PUMP IN PIPE GRAVITY SEWER PIPE TO BE PVC-308 18" PIPE
- A HAND-OFF AUTOMATIC IRON SWITCHES TO BE PROVIDED
- PUMP STATION TO BE PROVIDED WITH A DIALER ALARM HIGH WATER ALARM ACTIVATES UNDER SOUNDS ALARM AND ACTIVATES LAB PUMP
- A 2" VENT WITH SCREEN TO BE PROVIDED. LOCATION OF VENT COORDINATED WITH MFD
- PUMPS TO BE GRINDER PUMPS AND UL CERTIFIED

### NEW PUMP STATION FORCE MAIN CALCULATIONS:

AVERAGE DAILY DEMAND: 1.00 GPM  
 PEAK DAILY DEMAND: 4.00 GPM  
 FRICTION LOSS (CL 150): 0.85 PVC  
 LOSS PER 100' @ 1.14": 5.07  
 TOTAL PIPE LOSS: 5.07 x 86.17107' = 4.37' = 12.4" = 17.19'  
 DIAMETER OF PIPE: 1.25 IN  
 VELOCITY: USE A 1.14" PVC DKS 18" FORCE MAIN

### PUMP STATION BUOYANCY CALCULATIONS:

HIGHEST EXPECTED GROUNDWATER ELEV. = 20.3  
 BOTTOM OF UA UNIT ELEV. = 4.0  
 TOTAL BUOYANT FORCE: 8.21 SF x (20.3 - 4.0) x 62.4 PCF = 3,330# x 1.5 = 4,995#  
 RESIST FORCE BALLAST REQUIRED: 4,995# / 150 PCF = 33.3 CF  
 PROVIDE 34 CF OF BALLAST.



Scale: AS SHOWN  
 Drawn by: JUC  
 Date: 1/28/2021

Planes are prepared by Condon Engineering, P.C. It is a violation of the New York State Education Law, Article 16, Section 7203, for any person unless acting under the direction of a licensed Professional Engineer to prepare or cause to be prepared any drawings or specifications for the construction of any building or structure, or any other work, which shall be subject to the jurisdiction of the State Board of Regents, or any other person, who is not a duly licensed Professional Engineer, to prepare or cause to be prepared any drawings or specifications for the construction of any building or structure, or any other work, which shall be subject to the jurisdiction of the State Board of Regents.

**Condon Engineering, P.C.**  
 1755 Sigbee Road  
 Mattituck, New York 11952  
 (631) 298-1986 (631) 298-2851 fax  
 www.condonengineering.com

**KENT ANIMAL SHELTER**  
 2259 RIVER ROAD  
 CALVERTON, NY

**P-3**  
 OF  
**3**

**SANITARY DETAILS**

**SITE DATA:**

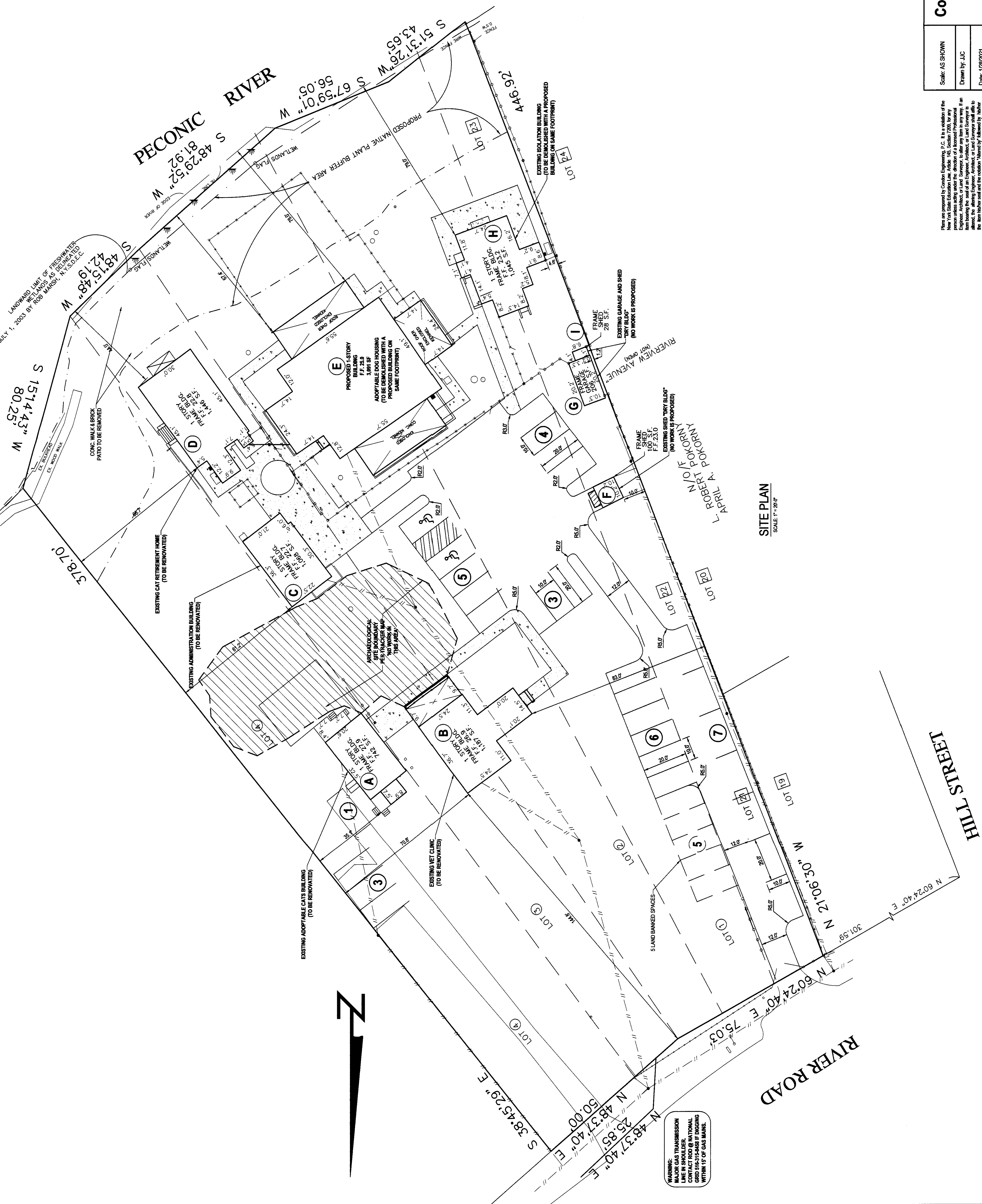
<b>SITE DATA:</b>	<b>EXISTINGS:</b>	<b>PROPOSED/REQD.:</b>
AREA OF SITE:	91,143 SF (2.13AC)	40,000 SF
NOTE: SEE AREA COVERAGE / SEWAGE FLOW RATE CHART FOR BUILDING AREAS.		
<b>AREA OF BUILDINGS:</b>		
EXIST BLDG LOT COVERAGE:	8,943 SF (9.8%)	8,943 SF (9.8%)
PROPOSED BLDG LOT COVERAGE:	158.12	157
<b>MIN. LOT WIDTH @ FRONT STREET:</b>	158.12	157
<b>MAX. IMPERVIOUS SURFACE BUILDINGS:</b>	8,943 SF (9.8%)	8,943 SF (9.8%)
PMT. WALLS, PENS:	15,420 SF (16.9%)	17,624 SF (19.6%)
	2,426 SF (2.7%)	2,627 SF (2.9%)
<b>MAX. HEIGHT OF BUILDINGS:</b>	15.2'	15.2'
<b>MIN. FRONT YARD SETBACK:</b>	11.4'	11.4'
<b>MIN. SIDE YARD DEPTH:</b>	33.1'	33.1'
<b>MIN. REAR YARD DEPTH:</b>	38.87119'	38.87119'
<b>MIN. FRONT YARD DEPTH:</b>	22.118'	22.118'
<b>MIN. REAR YARD DEPTH:</b>	1.3'	1.3'
<b>MIN. SIDE YARD DEPTH:</b>	1.3'	1.3'
<b>MIN. REAR YARD DEPTH:</b>	67.9'	67.9'

**PARKING CALCULATIONS:**

PARKING REQUIRED ON SITE PER TOWN CODE:  
 OFFICE BLDG: 1 SPACE / 100 SF OF FLOOR AREA  
 OTHER BLDGS: 1 SPACE / 100 SF OF FLOOR AREA  
 PROFESSIONAL OFFICE (BLDG C):  
 100 SF / 100 SF PER SPACE (RESTROOMS)  
 800 SF / 100 SF PER SPACE (1 SPACES REQD)  
 OTHER BLDGS (SUM OF BLDGS A, B, D, E, F, G, H, I):  
 742 SF / 148 SF = 5.01 SPACES REQD  
 742 SF / 148 SF PER SPACE = 5.01 SPACES REQD  
 TOTAL PARKING REQUIRED = 24 SPACES  
 TOTAL PARKING PROVIDED = 24 SPACES  
 INCLUDES 2 HANDICAP SPACES

**PROPOSED SITE PLAN:**

SITING AT:  
 2259 RIVER ROAD  
 TOWN OF RIVERHEAD  
 SUFFOLK COUNTY, NEW YORK  
 ZONING: R-100 (RESIDENTIAL)  
 ZONE 'X' MAP NO.: 31100206RH  
 DATE: 11/20/2021



**SITE PLAN**  
SCALE: 1" = 20'-0"

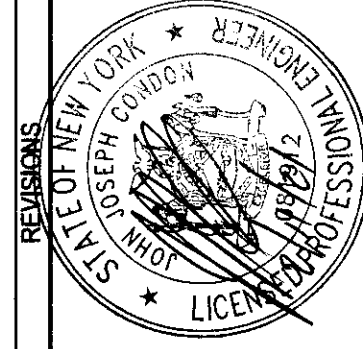
**WARNING:**  
 MAJOR GAS TRANSMISSION  
 LINE IN SHOULDER  
 OF RIVER ROAD  
 GRID 516-515-548 IF DIGGING  
 WITHIN 15' OF GAS MAINS.

**KENT ANIMAL SHELTER**  
 2259 RIVER ROAD  
 CALVERTON, NY  
**DIMENSIONAL PLAN**

**Condon Engineering, P.C.**  
 1755 Sigbee Road  
 Mattituck, New York 11952  
 (631) 298-1986 (631) 298-2651 fax  
 www.condonengineering.com

Scale: AS SHOWN  
 Drawn by: JUC  
 Date: 1/28/2021

I hereby certify that I am a duly Licensed Professional Engineer in the State of New York, License No. 148,300, and I am the author of the design shown on this drawing. I am not providing any services in any way, if an Engineer, Architect, or Land Surveyor, to any other person or entity, and I am not responsible for the design, construction, or performance of any work shown on this drawing. I am not responsible for the design, construction, or performance of any work shown on this drawing. I am not responsible for the design, construction, or performance of any work shown on this drawing.



**APPLICANT**  
 KENT ANIMAL SHELTER  
 2259 RIVER ROAD  
 CALVERTON, NY 11633

RECEIVED  
 MAR 2 2021  
 Central Pied-Bureau, John  
 Flumme & Poles, Calvertton

S.C.T.M.: DIST. 600 SEC. 138 BLK. 1 LOT. 6.2 & 7.1



**DRAINAGE CALCULATIONS:**

THE PROPOSED ON-SITE DRAINAGE SYSTEM TO PROVIDE STORAGE FOR ALL RAINFALL STORAGE OF RAINFALL SHALL BE PROVIDED BY PRECAST LEACHING GALLEYS PROVIDING 32 CF PER VERTICAL FOOT OF STORAGE AND FRENCH DRAINS PROVIDING 2.08 CF FT OF STORAGE. THE DESIGN IS BASED ON THE FOLLOWING RUNOFF COEFFICIENTS: ROOF 1.0, ASPHALT PAVEMENT 1.0, GRAVEL PAVEMENT 0.70 AND LANDSCAPING 0.10.

**DRAINAGE AREA "A" - BUILDING A**  
 STORAGE REQUIRED: 742 SF X 1.00 X 2712 = 1,997.3 CF  
 ROOF AREA: 2,261 SF X 1.00 X 2712 = 3,383.3 CF  
 PAVEMENT: 500.5 CF / 68.33 CFV/F = 7.3 VERTICAL FEET REQUIRED

**DRAINAGE AREA "B" - BUILDING B**  
 STORAGE PROVIDED: USE 4 - 10" Ø DRYWELLS @ 2 VF EACH = 8 VF X 7.3 VF  
 DRAINAGE AREA "B" - BUILDING B  
 STORAGE REQUIRED: 1,187 SF X 1.00 X 2712 = 1,978.8 CF  
 ROOF AREA:

**DRAINAGE AREA "C" - BUILDING C**  
 STORAGE PROVIDED: USE 1 - 10" Ø DRYWELL - 2 VF = 2 X 68.33 = 136.7 CF  
 USE 1 - 30" L.F. FRENCH DRAIN = 30 X 2.08 = 62.4 CF  
 = 199.1 CF > 197.8 CF

**DRAINAGE AREA "D" - BUILDING D**  
 STORAGE PROVIDED: 1,085 SF X 1.00 X 2712 = 178.0 CF  
 ROOF AREA: 1,713 SF X 1.00 X 2712 = 2,655.3 CF  
 PAVEMENT: 463.5 CF / 2.08 CFV/F = 222.8 LINEAR FEET REQUIRED

**DRAINAGE AREA "E" - BUILDING E**  
 STORAGE PROVIDED: USE 4 - 56" L.F. FRENCH DRAIN = 56 X 4.4 = 244.8 LF > 222.8 LF  
 DRAINAGE AREA "E" - BUILDING E  
 STORAGE REQUIRED: 1,446 SF X 1.00 X 2712 = 241.0 CF  
 ROOF AREA: 241.0 CF / 2.08 CFV/F = 115.9 LINEAR FEET REQUIRED

**DRAINAGE AREA "F" - BUILDING F**  
 STORAGE PROVIDED: USE 2 - 38" L.F. FRENCH DRAIN = 58 X 2 = 116 LF > 115.9 LF  
 DRAINAGE AREA "F" - BUILDING F  
 STORAGE REQUIRED: 3,091 SF X 1.00 X 2712 = 515.2 CF  
 ROOF AREA: 680 SF X 1.00 X 2712 = 682.2 CF  
 PAVEMENT: 628.2 CF / 2.08 CFV/F = 301.1 LINEAR FEET REQUIRED

**DRAINAGE AREA "G" - BUILDING G**  
 STORAGE PROVIDED: USE 302 L.F. FRENCH DRAIN = 302.0 LF > 301.1 LF  
 DRAINAGE AREA "G" - BUILDING G & I  
 STORAGE REQUIRED: 334 SF X 1.00 X 2712 = 58.7 CF  
 ROOF AREA: 58.7 CF / 2.08 CFV/F = 28.8 LINEAR FEET REQUIRED

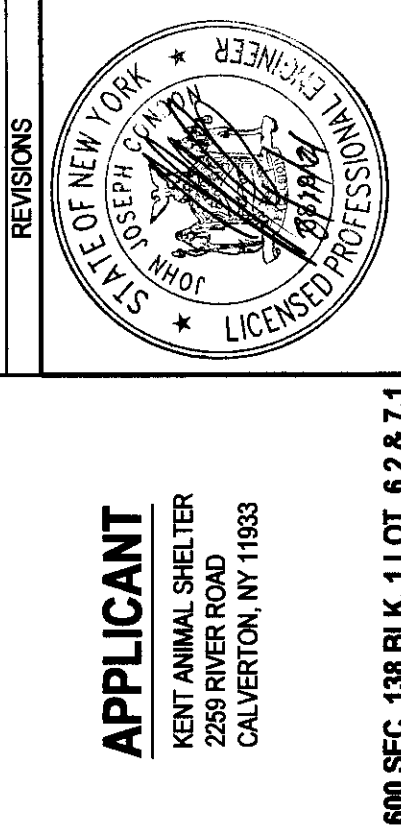
**DRAINAGE AREA "H" - BUILDING H**  
 STORAGE PROVIDED: USE 1 - 27" L.F. FRENCH DRAIN = 27 LF > 26.8 LF  
 DRAINAGE AREA "H" - BUILDING H  
 STORAGE REQUIRED: 1,045.0 SF X 1.00 X 2712 = 174.2 CF  
 ROOF AREA: 1,280.8 SF X 1.00 X 2712 = 3,843.3 CF  
 PAVEMENT: 384.3 CF / 2.08 CFV/F = 184.8 LINEAR FEET REQUIRED

**DRAINAGE AREA "I" - NORTH PARKING AREA**  
 STORAGE REQUIRED: 4,542 SF X 1.00 X 2712 = 207.0 CF  
 DRIVEWAY AREA: 707 CF / 68.33 CFV/F = 10.3 VERTICAL FEET REQUIRED

**DRAINAGE AREA "J" - SOUTH PARKING AREA**  
 STORAGE PROVIDED: USE 6 - 10" Ø DRYWELL - 2 VF X 6 = 12 VF < 10.3 VF  
 DRAINAGE AREA "J" - SOUTH PARKING AREA  
 STORAGE REQUIRED: 8,073 SF X 1.00 X 2712 = 1,365.5 CF  
 DRIVEWAY AREA: 1,365.5 CF / 32 CFV/F = 42.0 VERTICAL FEET REQUIRED

**DRAINAGE AREA "K" - LEACHING GALLEYS**  
 STORAGE PROVIDED: USE 28 - LEACHING GALLEYS - 28 GALLEYS X 1.5 CFV/F = 42 VF < 42.0 VF

RECEIVED  
 MAR 2 2021  
 Central Pipe Barrens Joint  
 Plumbing & Boilers Commission



**APPLICANT**  
 KENT ANIMAL SHELTER  
 2259 RIVER ROAD  
 CALVERTON, NY 11833

**PROJECT**  
 KENT ANIMAL SHELTER  
 2259 RIVER ROAD  
 CALVERTON, NY 11833

S.C.T.M.I. DIST. 600 SEC. 138 BLK. 1 LOT. 6.2 & 7.1

**KENT ANIMAL SHELTER**  
 2259 RIVER ROAD  
 CALVERTON, NY

**GRADING & DRAINAGE PLAN**

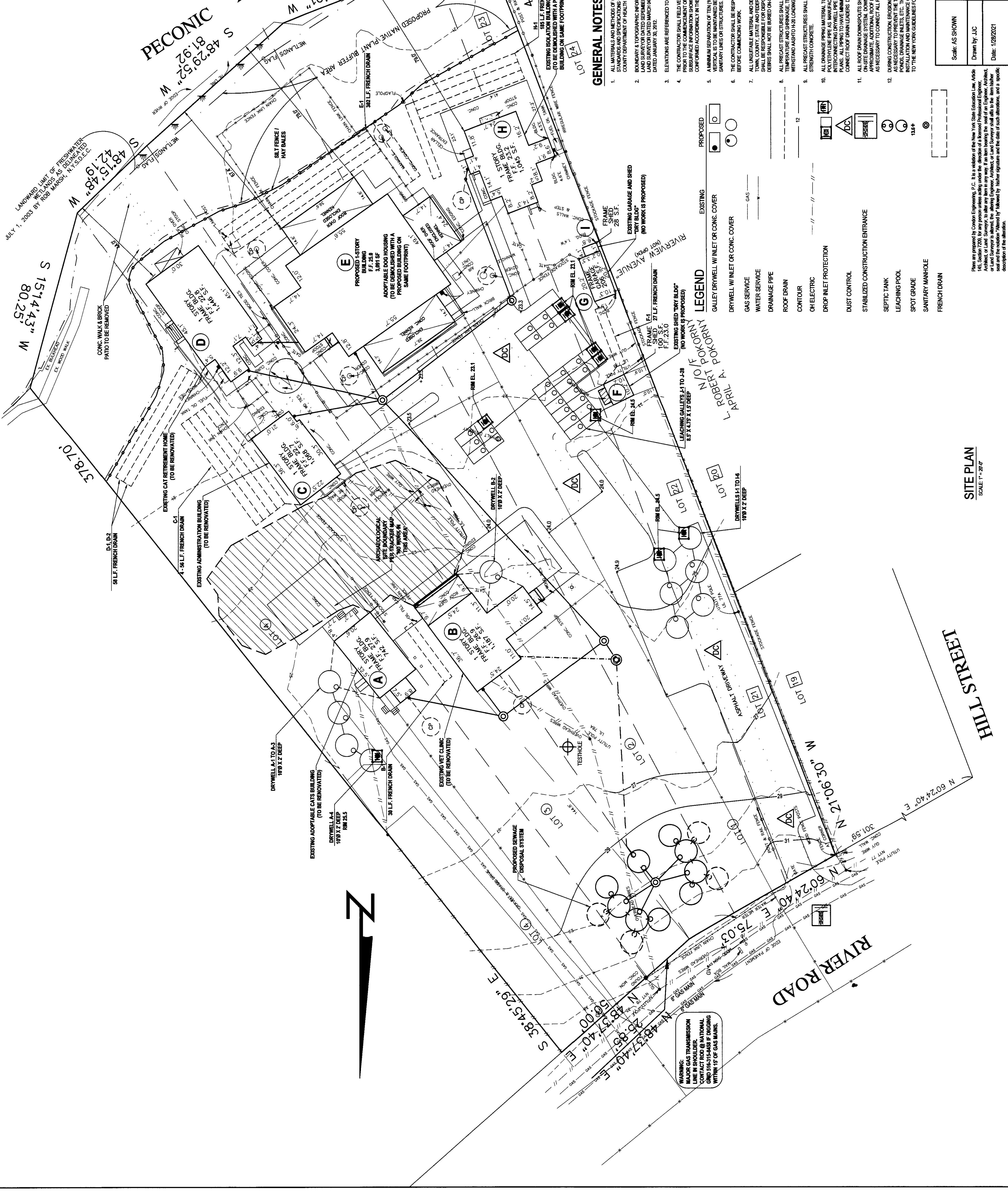
**Condon Engineering, P.C.**  
 1755 Sigbee Road  
 Mattituck, New York 11952  
 (631) 298-1886 (631) 298-2851 fax  
 WWW.CONDONGENGINEERING.COM

Scale: AS SHOWN  
 Drawn by: JUC  
 Date: 1/28/2021

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**TEST HOLE**  
 BY: MCDONALD GEOSCIENCE  
 DATE: MARCH 10, 2010

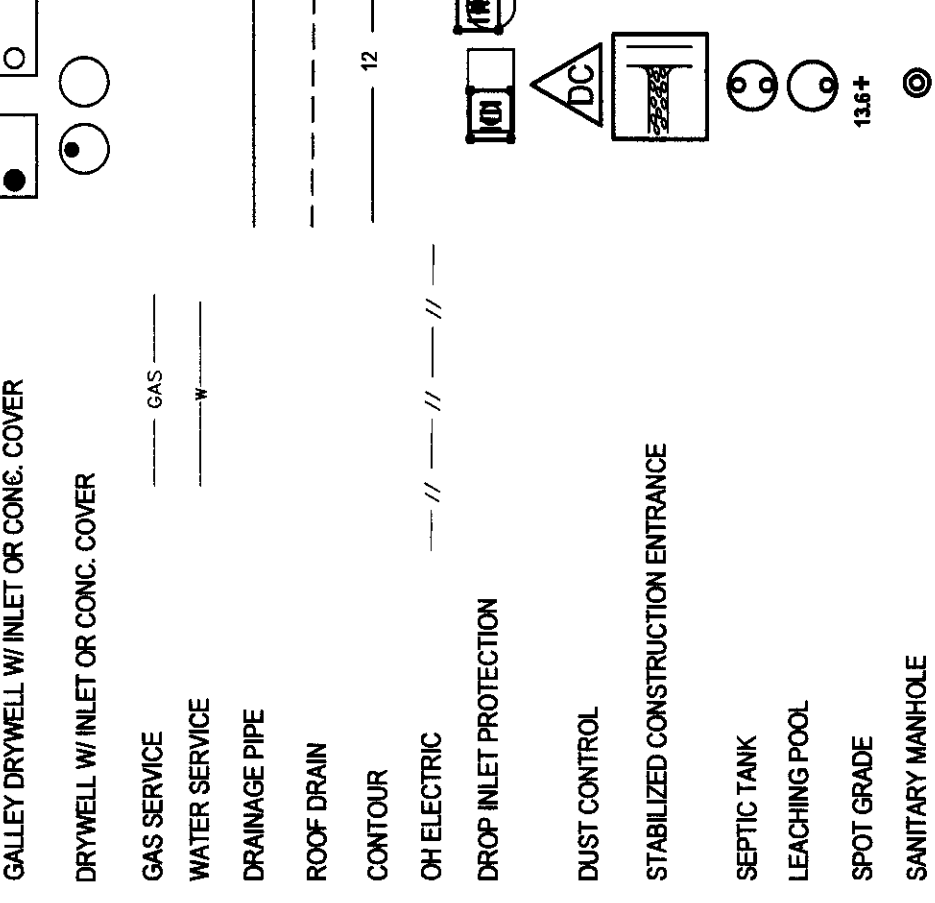
EL. 28.5' - 6" SAND, 2" DARK BROWN LOAM  
 EL. 25.5' - 6" SAND, 2" DARK BROWN LOAM  
 EL. 25.0' - 10" SAND, 2" DARK BROWN LOAM  
 EL. 20.5' - 10" SAND, 2" DARK BROWN LOAM  
 EL. 19.7' - 10" SAND, 2" DARK BROWN LOAM  
 EL. 14.5' - 12.0' BELOW GRADE  
 GROUNDWATER ENCOUNTERED AT 6.0' BELOW GRADE (UPDATED VERTICAL DATUM AND LOCATION 7-20-12)



**GENERAL NOTES**

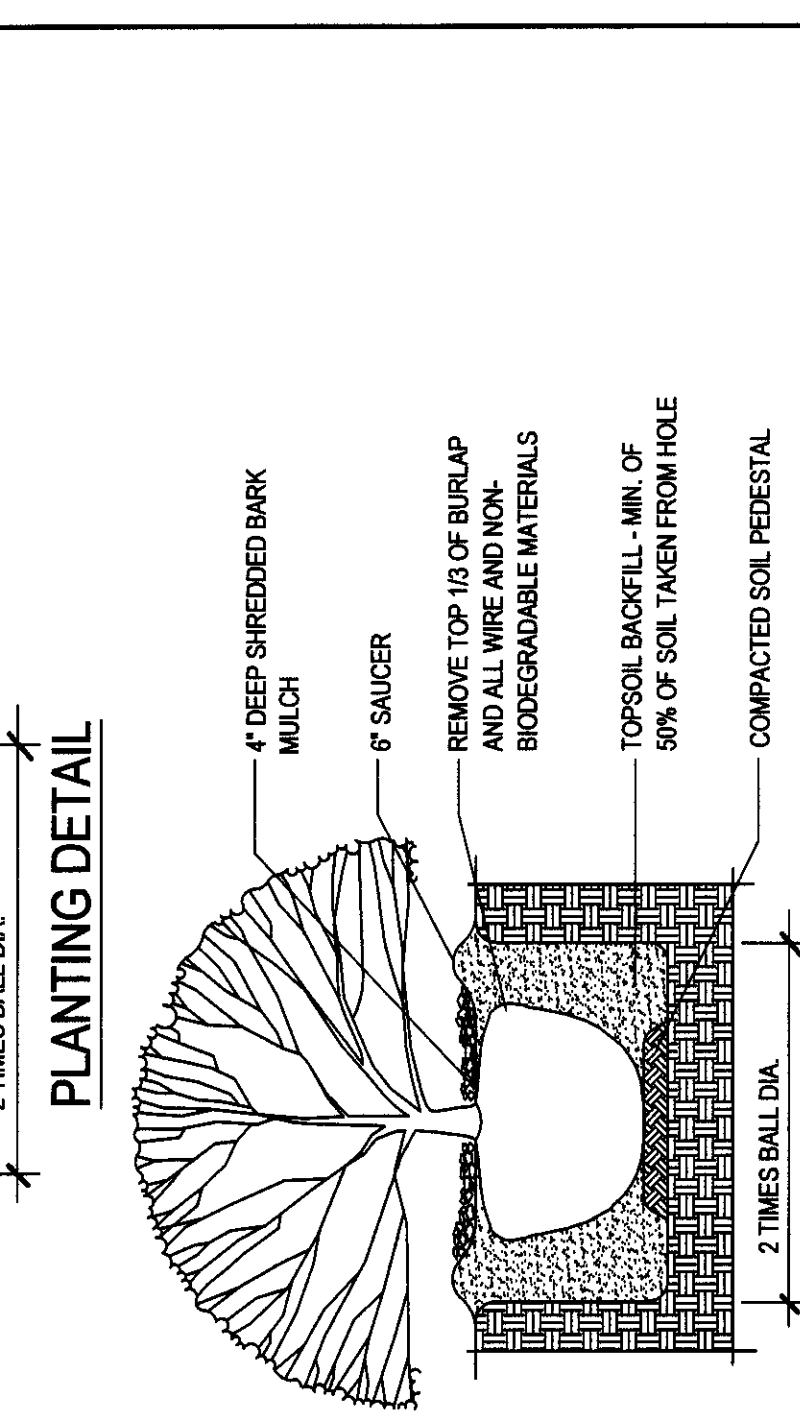
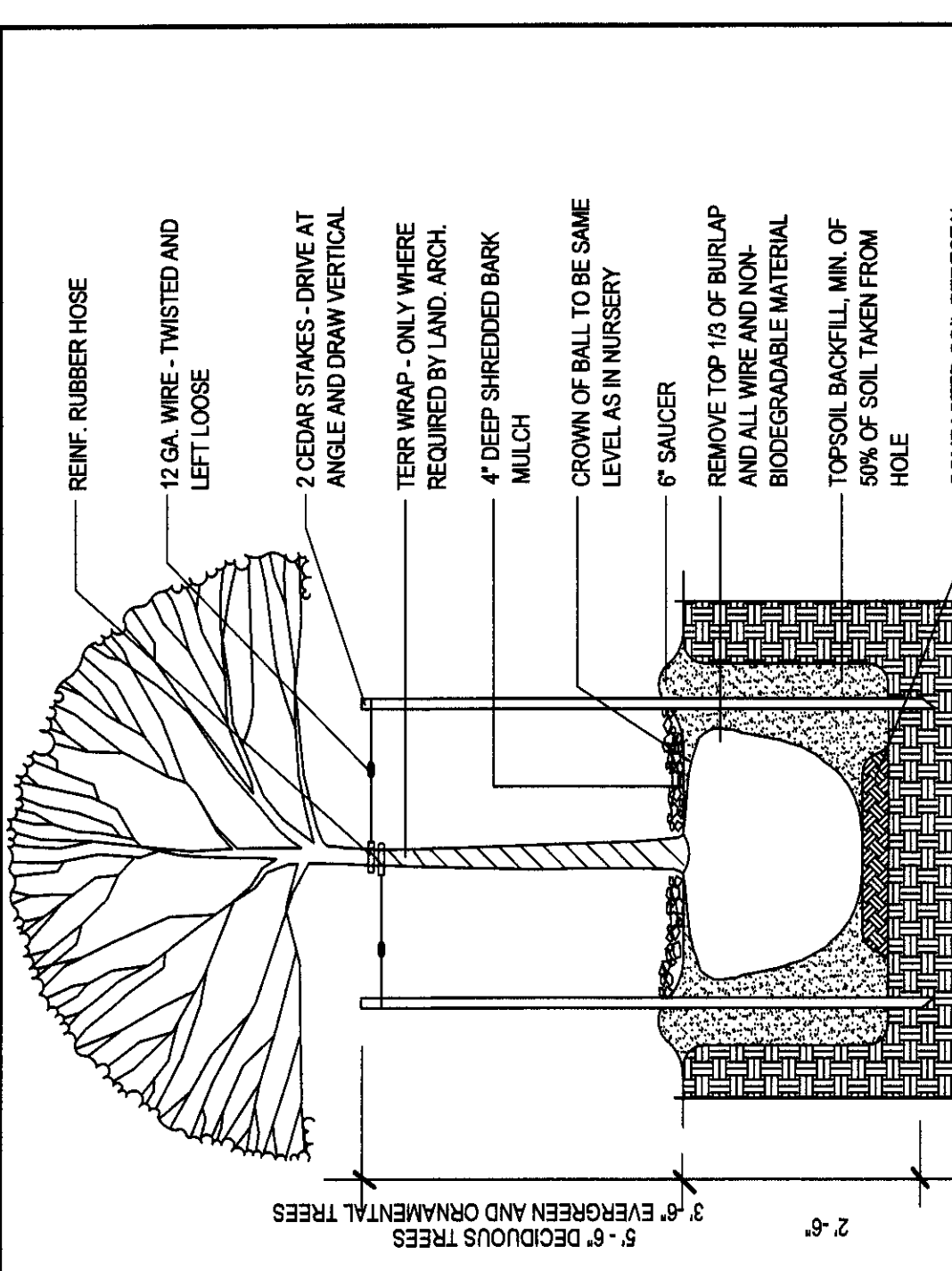
- ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE TOWN OF RIVERHEAD AND THE SUFFOLK COUNTY DEPARTMENT OF HEALTH SERVICES AS REQUIRED.
- BOUNDARY & TOPOGRAPHIC INFORMATION FROM SURVEY BY MATTHEW TART CORWIN LAND SURVEYOR DATED MARCH 10, 2008, SURVEY BY HAROLD F. TRANCKON JR. P.E., LAND SURVEYOR DATED MARCH 14, 2010 AND SITE PLANS BY JEFFREY T. BUTLER, P.E. DATED JANUARY 26, 2012.
- ELEVATIONS ARE REFERENCED TO THE NAV 83 DATUM.
- THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF WORK. THE CONTRACTOR IS ADVISED ALL SUBSURFACE INFORMATION SHOWN ON THESE PLANS IS CONCEPTUAL AND MUST BE CONFIRMED ACCORDINGLY IN THE FIELD.
- A MINIMUM SEPARATION OF TEN (10) FEET HORIZONTAL AND EIGHTEEN (18) INCHES VERTICAL SHALL BE MAINTAINED BETWEEN WATER LINES, STORM DRAINAGE AND SANITARY LINES OR STRUCTURES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS BEFORE COMMENCING WORK.
- ALL UNSUITABLE MATERIAL AND DEBRIS SHALL BE DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE AND FEDERAL LAWS, CODES AND ORDINANCES. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL UNSUITABLE MATERIALS AND DEBRIS SHALL NOT BE BURIED ON-SITE.
- ALL PRECAST STRUCTURES SHALL INCLUDE SUFFICIENT STEEL REINFORCEMENT FOR TEMPERATURE AND SHRINKAGE, TRANSPORT AND TO ALLOW THE STRUCTURE TO WITHSTAND AIRS TO H20 LOADING AT THE COVER CONDITIONS SHOWN ON THE PLANS. STRENGTH CONCRETE.
- ALL DRAINAGE PIPING MATERIAL TO BE USED IN 4" SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE AS MANUFACTURED BY ADS OR AN APPROVED EQUAL. INTERCONNECTING DRYWELL PIPE SHALL BE MINIMUM 12" DIAMETER OR AS NOTED ON PLANS. ALL PIPING TO HAVE MINIMUM 2" OF COVER. 6" PIPE MAY BE USED TO CONNECT ROOF DRAIN LEADERS DIRECT TO DRYWELLS.
- ALL ROOF DRAIN DOWNSPUTS SHALL BE CONNECTED DIRECTLY TO THE PROPOSED DRYWELL. DOWNSPUTS SHALL BE INSTALLED ON THE ROOF AS NEARLY AS POSSIBLE TO THE DRYWELL. AN APPROXIMATE ADJUTANT ROOF DRAIN LAYOUT SHALL BE PROVIDED AS NECESSARY TO CONNECT ALL ROOF DOWNSPUTS.
- DURING CONSTRUCTION, EROSION AND SEDIMENT CONTROL MEASURES TO BE UTILIZED AS NECESSARY TO PREVENT THE TRANSPORT OF SEDIMENT TO OFF-SITE AREAS. PONDING, DRAINAGE INLETS, ETC. THE METHODS AND MATERIALS EMPLOYED IN THE INSTALLATION AND MAINTENANCE OF EROSION CONTROL MEASURES SHALL CONFORM TO THE NEW YORK GOVERNMENT OF EROSION AND SEDIMENT CONTROL.

**LEGEND**



**SITE PLAN**  
 SCALE: 1" = 20'0"





### PLANTING NOTES

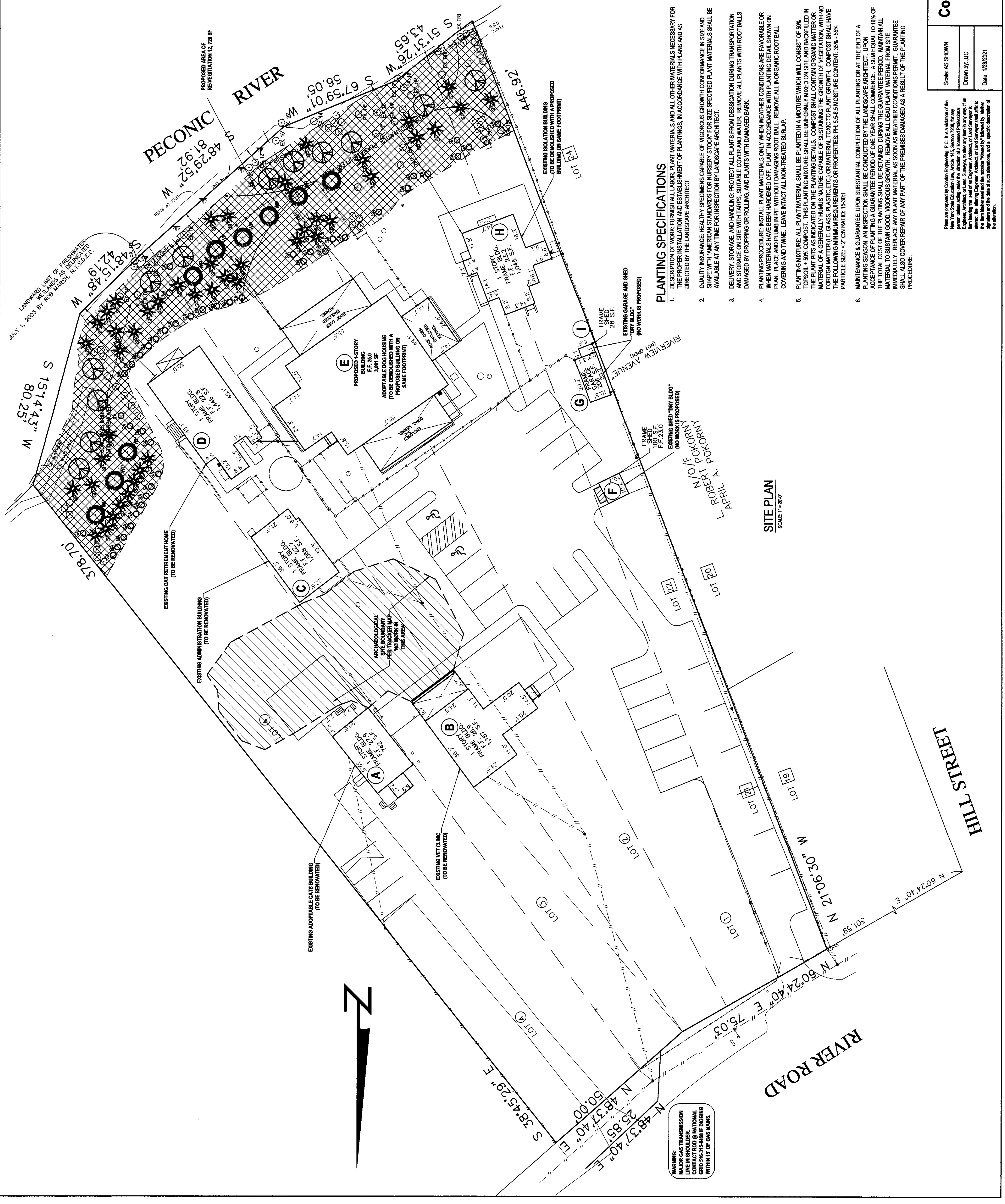
1. ALL PLANT MATERIALS TO BE OF HIGHEST QUALITY NURSERY GROWN STOCK.
2. REFER TO ENGINEERING DRAWINGS PRIOR TO ANY EXCAVATION FOR LOCATION OF MECHANICAL AND UTILITY LINES AND STRUCTURES. IF ANY CONFLICT EXISTS, CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR SUGGESTED CHANGES.
3. ALL PLANT PITS TO BE BACKFILLED WITH TOPSOIL BLENDED WITH 0-20-4 FERTILIZER AT THE RATE OF 5 POUNDS PER YARD.
4. ALL TREE PITS AND SHRUB BEDS TO BE MULCHED WITH 4" DEEP FRESH MILLED SHREDDED BARK MULCH.
5. ALL TREES TO BE PLANTED AND STAKED AS PER DETAIL.
6. ALL PLANT MATERIALS TO BE GUARANTEED FOR A PERIOD OF ONE YEAR AFTER PLANTING.
7. IF ANY DISCREPANCY EXISTS BETWEEN THE PLAN AND PLANT LIST, THE PLAN SHALL GOVERN.
8. ALL PLANT MATERIALS ARE TO BE MAINTAINED WITH FERTILIZER AND OTHER REQUIRED MATERIALS TO MAINTAIN A NEAT AND HEALTHY APPEARANCE.
9. ALL PLANT MATERIALS AND LAWN AREAS ARE TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
10. ALL PLANTS WHICH DIE OR BECOME DISEASED SHALL BE REPLACED BY THE APPLICANT.

### LANDSCAPE SCHEDULE

KEY	QTY	BUFFER ZONE	AREA OF RE-VEGETATION	COMMON NAME	SIZE
⊗	16	12,720 SF	(Acer reburum)	RED MAPLE	ON 15 CENTERS
⊙	13		(Pinus strobus)	WHITE PINE	ON 15 CENTERS
⊛	47		(Celastrus scandens)	SWEET PEPPER BUSH	ON 6 CENTERS
⊜	42		(Viburnum dentatum)	SOUTHERN ARROWWOOD	ON 6 CENTERS
⊝				EXISTING TREES & SHRUBS	

**APPLICANT**  
 KENT ANIMAL SHELTER  
 2259 RIVER ROAD  
 CALVERTON, NY 11933

**RECEIVED**  
 MAY 7 2021  
 COUNTY OF SUFFOLK  
 PLANNING BOARD



### PLANTING SPECIFICATIONS

1. DESCRIPTION OF WORK: FURNISH ALL LABOR, PLANT MATERIALS AND ALL OTHER MATERIALS NECESSARY FOR THE PROPER INSTALLATION AND ESTABLISHMENT OF PLANTINGS, IN ACCORDANCE WITH PLANS AND AS DIRECTED BY THE LANDSCAPE ARCHITECT.
2. QUALITY INSURANCE: HEALTHY SPECIMENS CAPABLE OF VIGOROUS GROWTH CONFORMANCE IN SIZE AND SHAPE WITH AMERICAN STANDARDS FOR NURSERY STOCK. SPECIFIED PLANT MATERIALS SHALL BE AVAILABLE AT ANY TIME FOR INSPECTION BY LANDSCAPE ARCHITECT.
3. DELIVERY, STORAGE, AND HANDLING: PROTECT ALL PLANTS FROM DESSICATION DURING TRANSPORTATION AND STORAGE ON SITE WITH TAPPS, SUITABLE COVER AND WATER. REMOVE ALL PLANTS WITH ROOT BALLS DAMAGED BY DROPPING OR ROLLING, AND PLANTS WITH DAMAGED BARK.
4. PLANTING PROCEDURE: INSTALL PLANT MATERIALS ONLY WHEN WEATHER CONDITIONS ARE FAVORABLE OR WHEN MATERIALS HAVE BEEN HARDENED OFF. PLANT IN ACCORDANCE WITH PLANTING DETAIL SHOWN ON PLANS. PLACE AND HOLD PLANT WITHOUT DAMAGING ROOT BALL. REMOVE ALL INORGANIC ROOT BALL COVERING AND THINE. LEAVE INTACT ALL NON-TREATED BURLAP.
5. PLANTING MIXTURE: ALL PLANT MATERIAL SHALL BE PLANTED IN A MIXTURE WHICH WILL CONSIST OF 50% TOPSOIL + 50% COMPOST. THIS PLANTING MIXTURE SHALL BE UNIFORMLY MIXED ON SITE AND BACKFILLED IN THE PLANT PITS AS INDICATED ON THE PLANTING DETAILS. COMPOST SHALL CONTAIN ORGANIC MATTER OR MATERIAL OF A GENERALLY HUMUS NATURE CAPABLE OF SUSTAINING THE GROWTH OF VEGETATION, WITH NO FOREIGN MATTER (I.E. GLASS, PLASTIC, ETC.) OR MATERIAL TOXIC TO PLANT GROWTH. COMPOST SHALL HAVE THE FOLLOWING MINIMUM REQUIREMENTS OR PROPERTIES: PH: 5.5-6.5 MOISTURE CONTENT: 35% - 55% PARTICLE SIZE: < 2" CN RATIO: 15-30:1
6. MAINTENANCE & GUARANTEE: UPON SUBSTANTIAL COMPLETION OF ALL PLANTING OR AT THE END OF A PLANTING SEASON AN INSPECTION SHALL BE CONDUCTED BY THE LANDSCAPE ARCHITECT. UPON ACCEPTANCE OF PLANTING A GUARANTEE PERIOD OF ONE YEAR SHALL COMMENCE. A SUM EQUAL TO 100% OF THE TOTAL COST OF THE PLANTING SHALL BE RETAINED DURING THE GUARANTEE PERIOD. MAINTAIN ALL MATERIAL TO SUSTAIN GOOD, VIGOROUS GROWTH. REMOVE ALL DEAD PLANT MATERIAL FROM SITE IMMEDIATELY. REPLACE ANY PLANT MATERIAL AS SOON AS WEATHER CONDITIONS PERMIT. GUARANTEE SHALL ALSO COVER REPAIR OF ANY PART OF THE PREMISES DAMAGED AS A RESULT OF THE PLANTING PROCEDURE.

### PLANTING SCHEDULE

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### SITE PLAN

SCALE: 1" = 20'-0"

WARNING: MAJOR GAS TRANSMISSION LINE IN SHOULDER. CONTACT ROAD NATIONAL WITHIN 15' OF GAS MAINS.

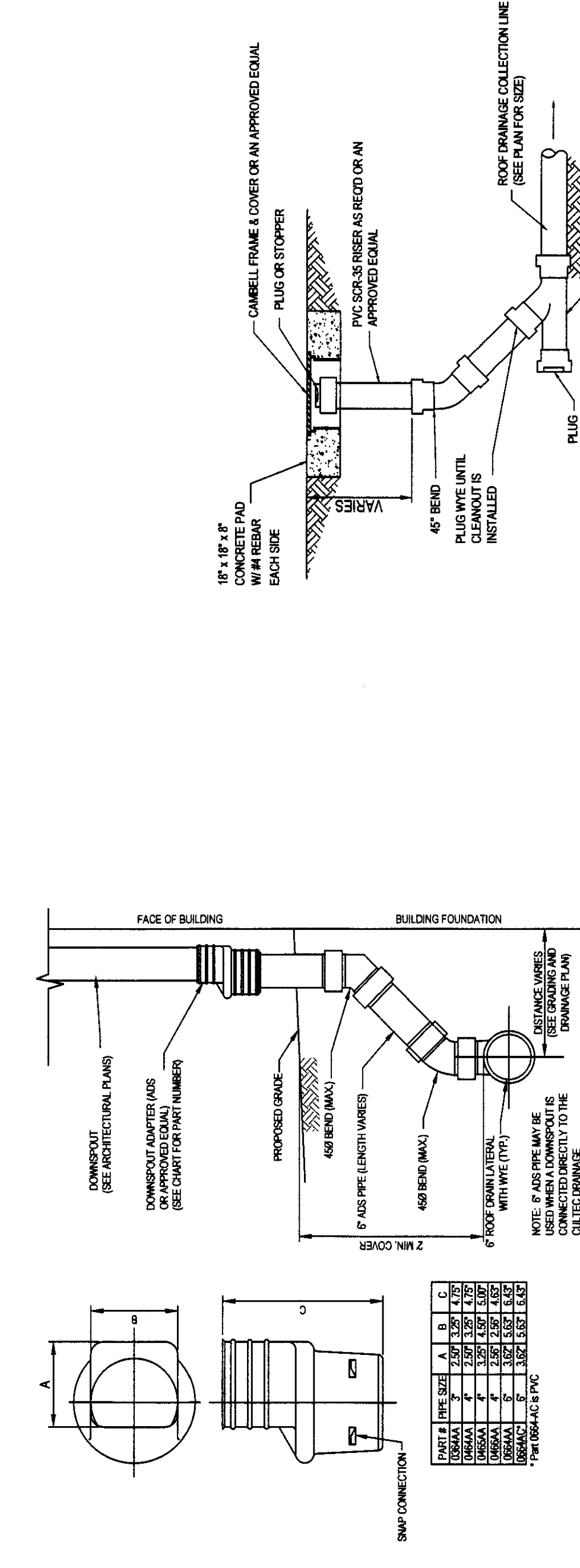
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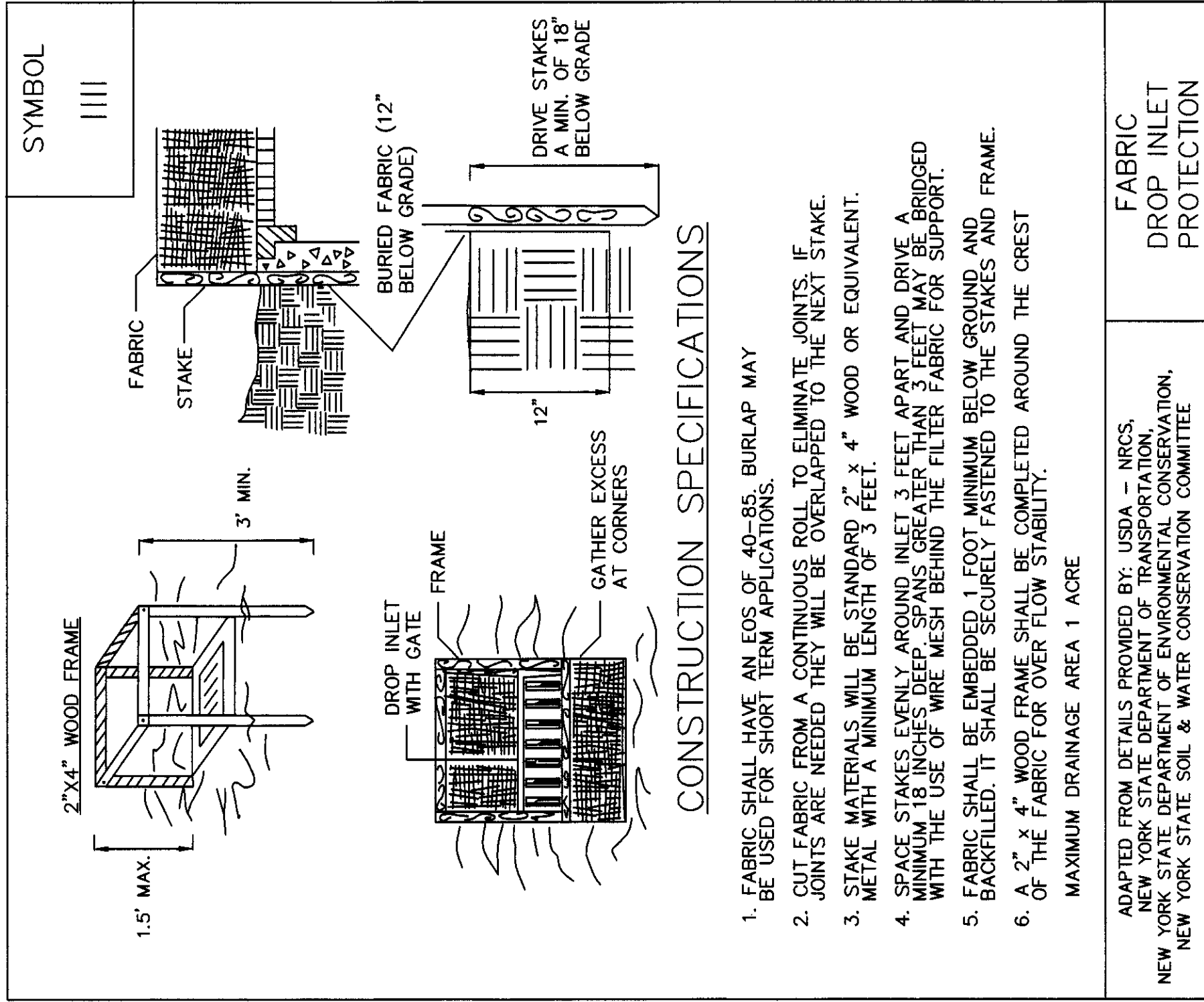
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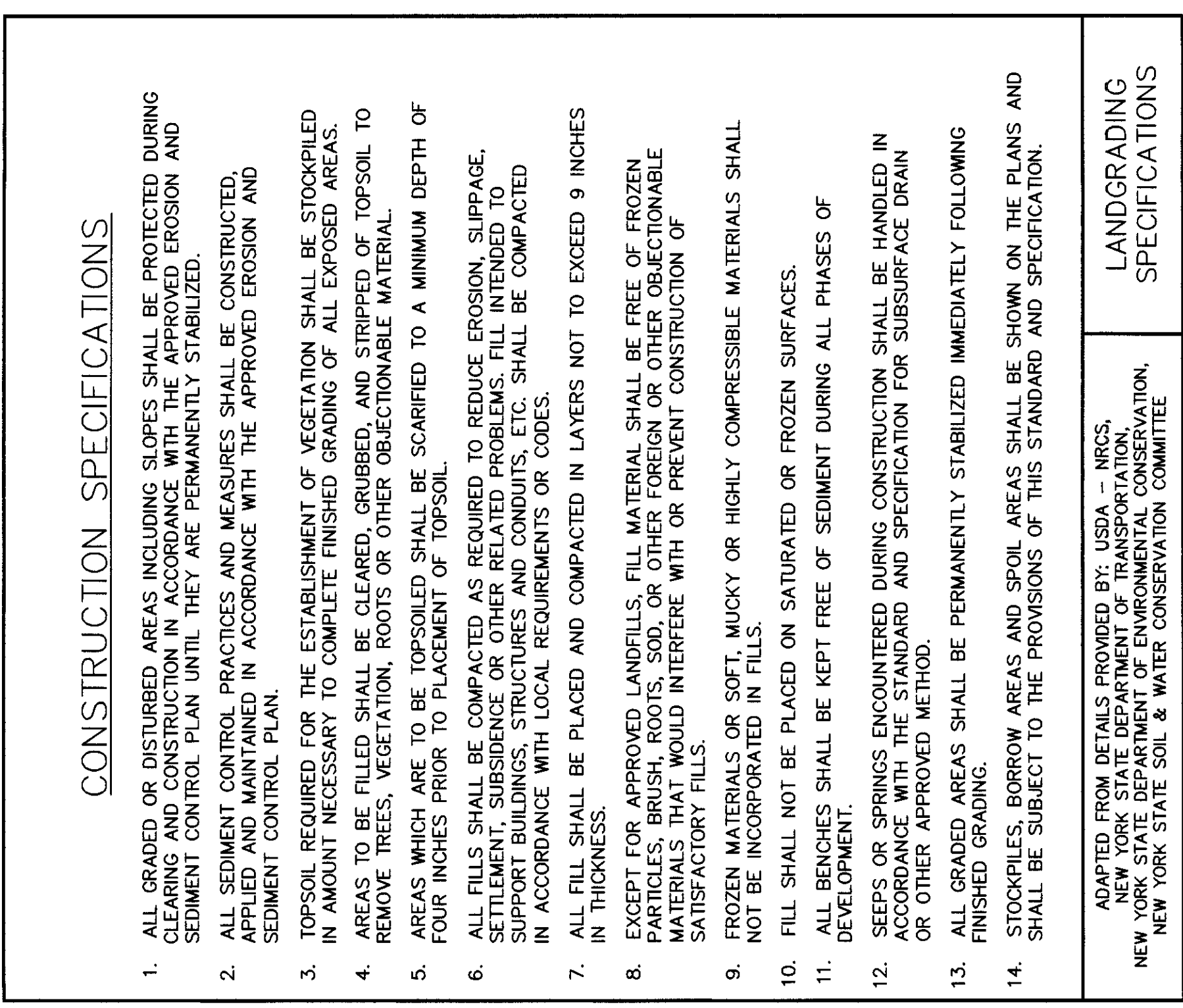


### CONSTRUCTION SPECIFICATIONS

1. FABRIC SHALL HAVE AN EOS OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
3. STAKE MATERIALS WILL BE STANDARD 2" x 4" WOOD OR EQUIVALENT.
4. SPACE STAKES EVENLY AROUND INLET 3 FEET APART AND DRIVE FABRIC UNDER STAKES. USE WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
5. FABRIC SHALL BE EMBEDDED 1 FOOT MINIMUM BELOW GROUND AND FRAME BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
6. A 2" x 4" WOOD FRAME SHALL BE COMPLETED AROUND THE GREST MAXIMUM DRAINAGE AREA 1 ACRE

ADAPTED FROM DETAILS PROVIDED BY: USDA - NRCS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

FABRIC DROP INLET PROTECTION

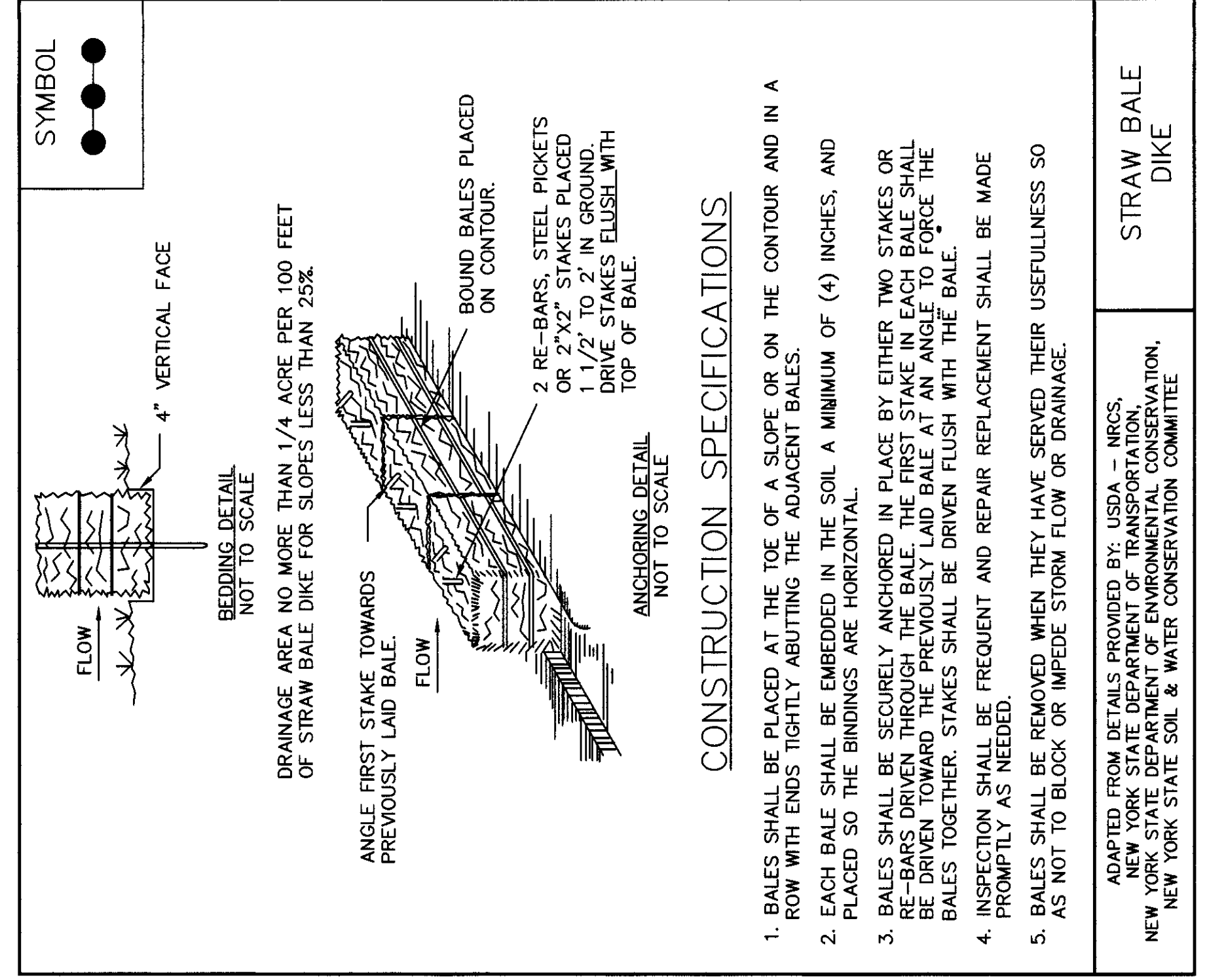


### CONSTRUCTION SPECIFICATIONS

1. ALL GRADED OR DISTURBED AREAS INCLUDING SLOPES SHALL BE PROTECTED DURING CLEARING AND CONSTRUCTION IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENT CONTROL PLAN UNTIL THEY ARE PERMANENTLY STABILIZED.
2. ALL SEDIMENT CONTROL PRACTICES AND MEASURES SHALL BE CONSTRUCTED, APPLIED AND MAINTAINED IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
3. TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED IN AMOUNT NECESSARY TO COMPLETE FINISHED GRADING OF ALL EXPOSED AREAS. AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS OR OTHER OBJECTIONABLE MATERIAL.
4. AREAS WHICH ARE TO BE TOP-SOILED SHALL BE SCARIFIED TO A MINIMUM DEPTH OF FOUR INCHES PRIOR TO PLACEMENT OF TOPSOIL.
5. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES AND CONDUITS, ETC. SHALL BE COMPACTED IN ACCORDANCE WITH LOCAL REQUIREMENTS OR CODES.
7. ALL FILL SHALL BE PLACED AND COMPACTED IN LAYERS NOT TO EXCEED 9 INCHES IN THICKNESS.
8. EXCEPT FOR APPROVED LANDFILLS, FILL MATERIAL SHALL BE FREE OF FROZEN PARTICLES, BRUSH, ROOTS, SOIL, OR OTHER FOREIGN OR OTHER OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY FILLS.
9. FROZEN MATERIALS OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED IN FILLS.
10. FILL SHALL NOT BE PLACED ON SATURATED OR FROZEN SURFACES.
11. ALL BENCHES SHALL BE KEPT FREE OF SEDIMENT DURING ALL PHASES OF DEVELOPMENT.
12. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATION FOR SUBSURFACE DRAIN OR OTHER APPROVED METHOD.
13. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY FOLLOWING FINISHED GRADING.
14. STOCKPILES, BORROW AREAS AND SPOIL AREAS SHALL BE SHOWN ON THE PLANS AND SHALL BE SUBJECT TO THE PROVISIONS OF THIS STANDARD AND SPECIFICATION.

ADAPTED FROM DETAILS PROVIDED BY: USDA - NRCS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

LANDGRADING SPECIFICATIONS

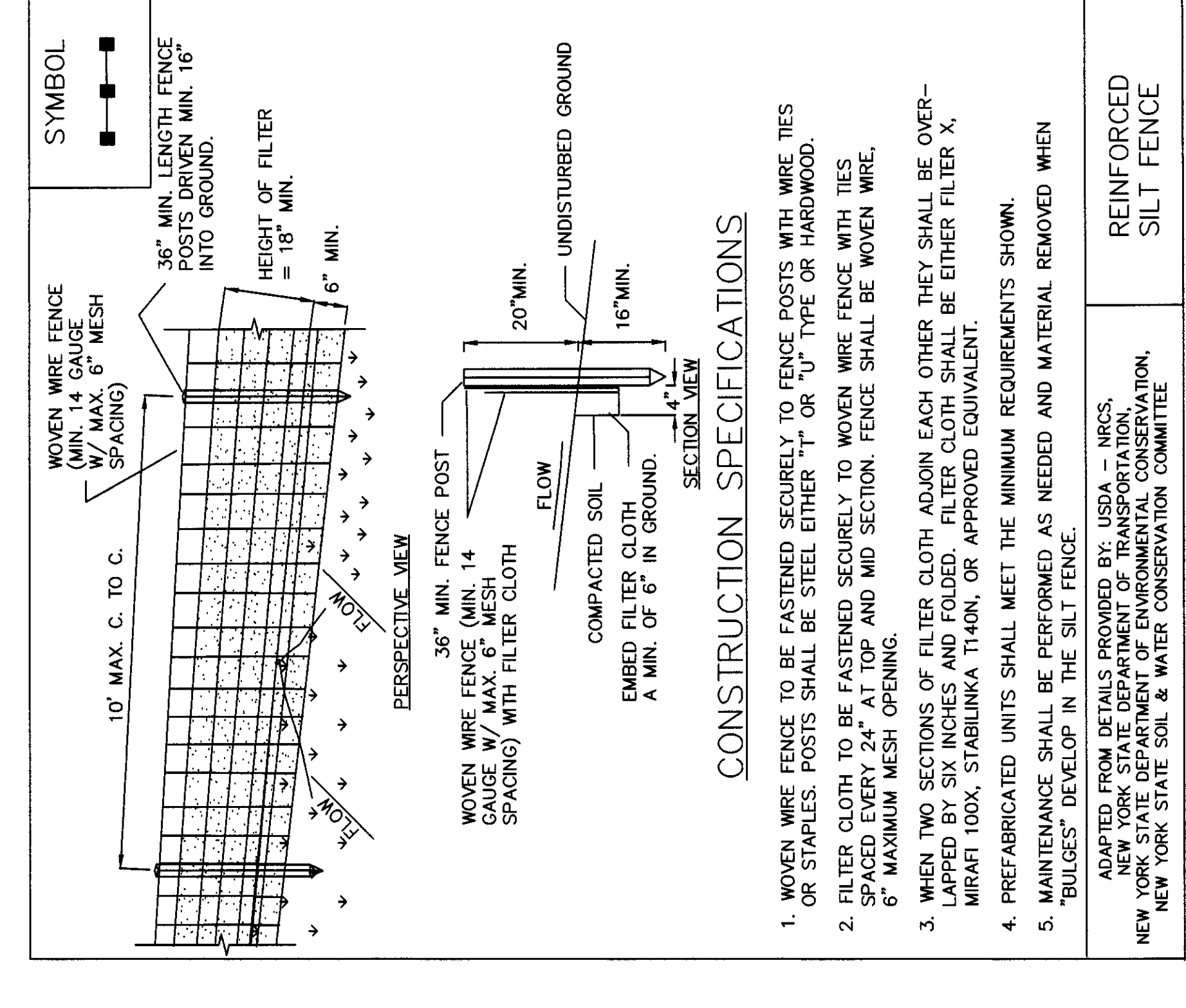


### CONSTRUCTION SPECIFICATIONS

1. BALES SHALL BE PLACED AT THE TOP OF A SLOPE OR ON THE CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF (4) INCHES, AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

ADAPTED FROM DETAILS PROVIDED BY: USDA - NRCS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

STRAW BALE DIKE

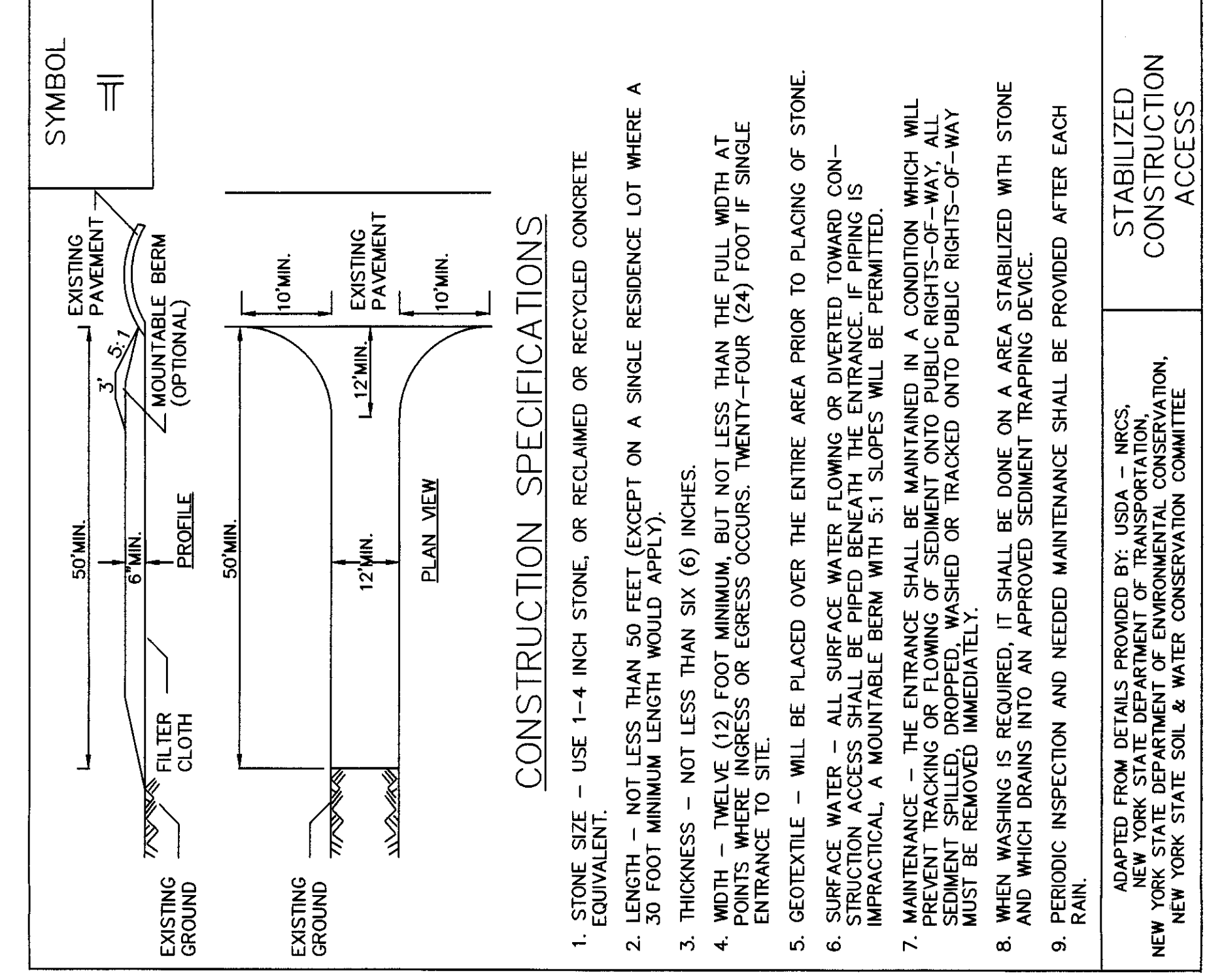


### CONSTRUCTION SPECIFICATIONS

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE STEEL EITHER "1" OR "1 1/2" TYPE OR HARDWOOD.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 6" MAXIMUM MESH OPENING.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N, OR APPROVED EQUIVALENT.
4. PREFABRICATED UNITS SHALL MEET THE MINIMUM REQUIREMENTS SHOWN.
5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

ADAPTED FROM DETAILS PROVIDED BY: USDA - NRCS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

REINFORCED SILT FENCE

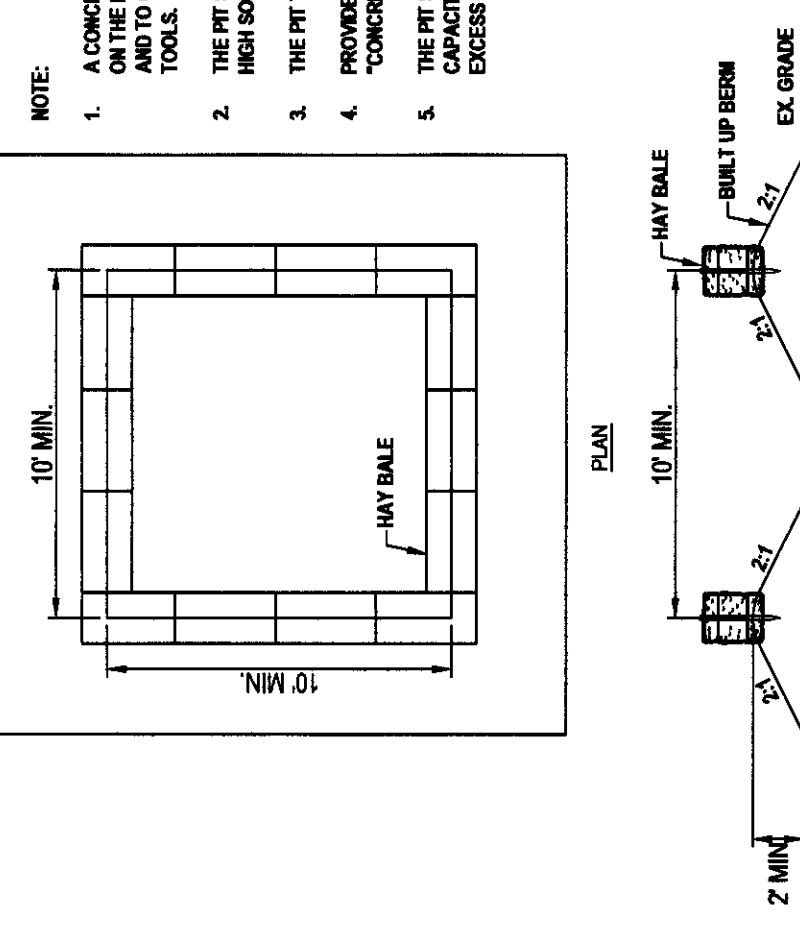


### CONSTRUCTION SPECIFICATIONS

1. STONE SIZE - USE 1-4 INCH STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH - NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
3. THICKNESS - NOT LESS THAN SIX (6) INCHES.
4. WIDTH - TWELVE (12) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE.
5. GEOTEXTILE - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ACCESS SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON A AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

ADAPTED FROM DETAILS PROVIDED BY: USDA - NRCS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

STABILIZED CONSTRUCTION ACCESS



### CONCRETE WASH-OUT AREA DETAIL

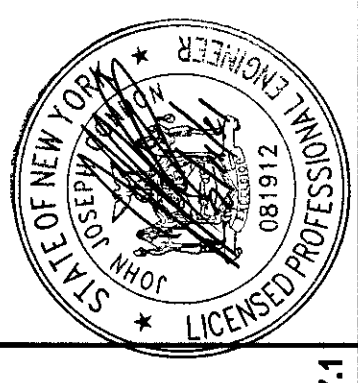
- NOTE:
1. A CONCRETE WASH-OUT PIT SHALL BE INSTALLED ON THE PROPERTY FOR EXCESS CONCRETE AND TO CLEAN CONCRETE EQUIPMENT AND TOOLS.
  2. THE PIT SHOULD BE SURROUNDED WITH A 2" HIGH SOIL BERM.
  3. THE PIT TO BE LINED WITH HAY BALES.
  4. PROVIDE A 2" x 2" WOOD SOUM LABELED 'CONCRETE WASH-OUT PIT'.
  5. THE PIT SHOULD BE EMPTIED WHEN 75% FULL AND REFINISHED AFTER THE EXCESS CONCRETE CURES.

### SLOPE STABILIZATION NOTES:

1. EROSION CONTROL BLANKETS ARE REQUIRED TO BE INSTALLED ON THE 1:3 SLOPES.
2. THE EROSION CONTROLERS SHALL BE CHECKED AS MANUFACTURED BY AMERICAN EXCESSOR COMPANY (AUSTIN, TEXAS 800-777-7860) OR APPROVED EQUAL.
3. THE EROSION CONTROL BLANKETS SHALL BE INSTALLED AND ANCHORED AS PER MANUFACTURERS RECOMMENDATION.

This site was prepared by Condon Engineering, P.C. It is the property of the New York State Department of Environmental Conservation. No person shall use, copy, or reproduce any part of this drawing without the written consent of the New York State Department of Environmental Conservation. The New York State Department of Environmental Conservation is not responsible for any errors or omissions in this drawing. The user assumes all liability for the use of this drawing. The user shall indemnify and hold the New York State Department of Environmental Conservation harmless from and against all claims, damages, costs and expenses, including reasonable attorneys' fees, arising from the use of this drawing.

**APPLICANT**  
KENT ANIMAL SHELTER  
2259 RIVER ROAD  
CALVERTON, NY 11833



S.C.T.M.: DIST. 600 SEC. 139 BLK. 1 LOT. 6.2 & 7.1

**RECEIVED**  
MAR 9 2021  
Central Pine Barrens Joint Planning & Policy Commission

**REVISIONS**

**KENT ANIMAL SHELTER**  
2259 RIVER ROAD  
CALVERTON, NY

**EROSION CONTROL DETAILS**

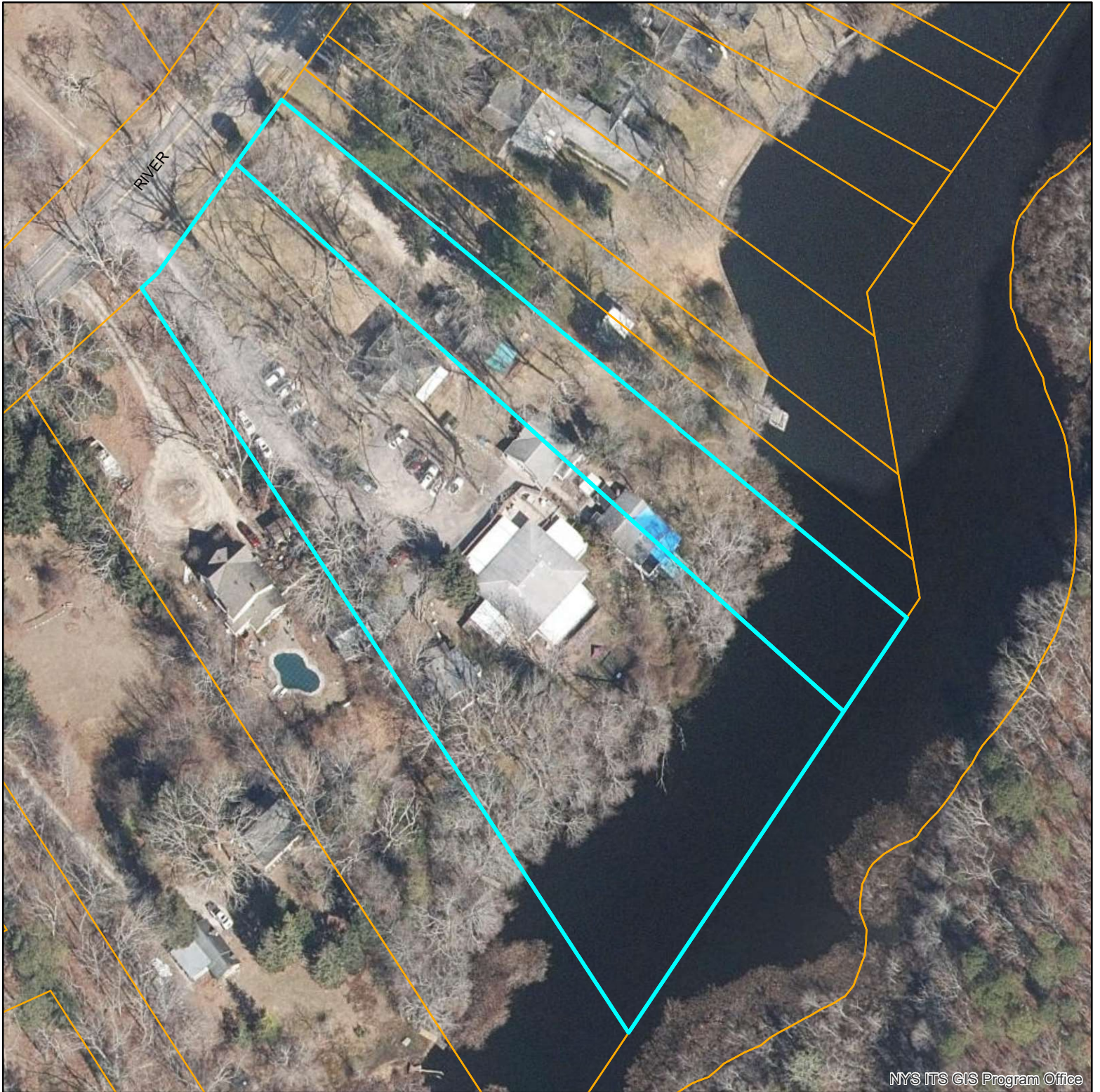
**C-5 OF 5**

**Condon Engineering, P.C.**  
1755 Sigsbee Road  
Matthuck, New York 11952  
(631) 298-1988 (631) 298-2851 fax  
www.condonengineering.com

Scale: AS SHOWN  
Drawn by: JUC  
Date: 1/29/2021



Kent Animal Shelter, Calverton, Town of Riverhead  
600-138-1-6.2, 7.1



NYS ITS GIS Program Office



Kent Animal Shelter, Calverton, Town of Riverhead  
600-138-1-6.2, 7.1



NYS ITS GIS Program Office



## Hargrave, Julie

---

**From:** Vincent DellaSperanzo <countryviewhomes@yahoo.com>  
**Sent:** Monday, March 08, 2021 2:27 PM  
**To:** Hargrave, Julie  
**Subject:** Re: status

**CAUTION:** This email originated from outside of SCWA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Julie,  
Glad all is well with you and that Spring is on it's way!

the following letter if for the commissions reference:

Dear Central Pine Barrens Commission,

I am requesting that my application regarding 102 Topping Rd. Riverhead, NY to be withdrawn.  
I appreciate your time with regard to this matter.

Best Always,  
Vincent Dellasperanzo



aerial photo of the site. The site plan is for North Ridge Estates, a residential subdivision, and Mr. Girandola stated that it received final approval in late 1992, and that the project would thus be nondevelopment under the pine barrens law.

It was noted that a list of parcels which are partly included in that preserve's buffer and in the core area could be prepared for use by the Brookhaven Town planning staff.

- Suffolk County Gabreski Airport light industrial park / Westhampton: opinion of counsel re jurisdiction (*distributed; from 7/24*)  
Summary: Mr. Corwin reported that Mr. Rigano has recommended that the proposed light industrial park at the County's Gabreski Airport, as outlined in a letter from Mr. Gatta, Deputy County Executive, and discussed at the 7/24/96 meeting, be deemed nondevelopment. The site consists of approximately 56 acres in the Compatible Growth Area portion of the Gabreski Airport. It was agreed that the project is nondevelopment pursuant to Environmental Conservation Law Article 57-0107(13)(i).

### **Administrative**

- Public comment

Summary: The first speaker was Mr. Olsen, representing the Civil Property Rights Associates. He stated that the Pine Barrens Credit allocations are pathetic and too low, that there should be no surprise that there has been no willingness to sell credits, and that the values of credits are too low. He asked the Commission members to place themselves in the position of the core property owners, and stated that the legislation calls for bonuses and incentives for owners to participate in the transfer program, and that the only incentives at present are for the persons using credits to build in the receiving areas.

Mr. Olsen stated that there is a risk in having builders proceeding with projects requiring redemption of Pine Barrens Credits before purchasing the credits. He said that a method is needed to encourage the Clearinghouse to put incentives into the program to attract owners, that there has been no appreciable change in the program, and that the Commission will see a total boycott of the program.

Mr. Girandola restated that there are people who have agreed to be listed in the Registry as sellers of credits, but who have been unwilling to even discuss a price when approached by purchasers. He stated that the problem is that there has not been any discussion of price. A discussion ensued regarding the values of properties now versus previous years, market conditions, and the approval rate of the Commission for core area applications. Mr. Cowen referred to the approvals of core hardships, and stated that such applications may be filed by core area owners.

Mr. Dittmer, also representing Civil Property Rights Associates, referred to Dr. Nicholas' comments at the first meeting with Dr. Nicholas in Center Moriches, and subsequent meetings. Mr. Dittmer stated that Dr. Nicholas warned that the program was unworkable as it was formulated.

### **Adjournment**

Summary: The regular meeting was adjourned without a resolution at approximately 4:50 pm.

### **Public hearing at 5:00 pm**

- Exact Technology Corp. (affiliate of TNT Waterworks, Ltd.) / Westhampton (new site): core hardship application  
Summary: A separate stenographic transcript exists for the hearing.

COUNTY OF SUFFOLK



7/24/96  
ATTACHMENT

OFFICE OF THE COUNTY EXECUTIVE

ROBERT J. GAFFNEY  
SUFFOLK COUNTY EXECUTIVE

GEORGE GATTA, JR.  
DEPUTY COUNTY EXECUTIVE

July 23, 1996

Mr. Ray Corwin, Executive Director  
Central Pine Barrens Joint Planning & Policy Commission  
P.O. Box 587  
Great River, New York 11739-0587

RE: Francis Gabreski Airport

Dear Mr. Corwin:

In 1990, Suffolk County completed a master plan for the Francis Gabreski Airport located in Southampton. Recognizing the close proximity of the dwarf pine planes, the master plan recommended preserving the open space north of the runways and concentrating any new development in the southern region. This master plan had concluded that since this was a general aviation facility, there was acreage available for a commercial/industrial park at the southern location.

A task force composed of County, Town and Village representatives is currently preparing an RFP for the development of a light industrial park on fifty-six acres of the airport property. As you know, the airport lies within the boundaries established by the Pine Barrens Protection Act of 1993. It is the County's belief that this municipal activity constitutes non-development under the definitions found in that law. Furthermore, this proposal may also be able to absorb TDR credits from the Town of Southampton. I would therefore appreciate the Commission reviewing our position and advising me of their concurrence.

Sincerely,

GEORGE GATTA, JR.  
Deputy County Executive

GP/GG:ba

The tenth speaker was Mr. Gil Turpin, representing himself. He stated that he is a resident of the area behind the nursery site and has attended all of the town meetings on the Manorville Nursery Expansion project. He believes that there is no concern for residents. He moved there in 1977, prior to much of the development that has occurred in the ensuing time, and the current project, which he described as sand mining, motivated him to speak. He expressed concern about the community's future.

The eleventh speaker was Mr. Walter Olsen, representing Civil Property Rights Associates. He stated that the public comment period today has turned into a public hearing on the Manorville Expansion project. He believes that the past work on Critical Resource Areas (CRAs) during the Plan development set the stage for the current discussions regarding the Manorville Nursery Expansion. Mr. Olsen also remarked that there should be public comment periods at both the start and end of the Commission meetings, and noted on the agenda.

The twelfth speaker was Mr. Greg Good, representing Cobbleridge Condominiums. He is opposed to the Manorville Nursery Expansion project. He said that it sets a dangerous precedent, and that he is concerned about impacts upon communities, ecology, and the quality of life. He stated that the impacts should be weighed against benefits to the community.

- Draft summary 7/9 meeting (faxed)  
Summary: This will be held until the 8/7/96 meeting.
- Meeting schedule for remainder of 1996 (faxed)  
Summary: The attached proposed Commission meeting schedule was briefly discussed. **A motion was made by Mr. Freleng and seconded by Mr. Cowen to approve the attached meeting schedule. The motion was approved by a vote of 5-0.**
- Designation of Mr. Freleng, and removal of Mr. Duffy, as a treasurer  
Summary: Mr. Corwin explained that the Clearinghouse Board members are normally designated as Commission treasurers, and Mr. Freleng has recently replaced Mr. Duffy as the Southampton members of the Clearinghouse Board. **A motion was then made by Ms. Filmanski and seconded by Mr. Cowen to remove Mr. Duffy as a Commission treasurer and to designate Mr. Freleng as a Commission treasurer. The motion was approved by a vote of 4-0-1, with Mr. Freleng abstaining.**

### Compatible Growth Area

- Correspondence from G. Gatta, SC Executive's Office re Gabreski Airport (not on the original agenda)  
Summary: The attached 7/23/96 letter from Mr. Gatta, Deputy County Executive, regarding Gabreski Airport was discussed. The letter explains that a Request for Proposals for development of a light industrial park within the Compatible Growth Area of the airport is being written, and requests the Commission's review of the development or nondevelopment status of the project under the pine barrens law. This

was referred to counsel for an opinion at the 8/7/96 meeting.

### **Pine Barrens Credit Program**

- Nonresidential property allocation work: status

*Summary:* Mr. Hopkins reviewed the staff recommendations for allocating Pine Barrens Credits (PBCs) to nonresidentially zoned core property, which were discussed at the 7/10/96 meeting, and distributed the attached draft chart of those recommendations. A discussion ensued over the use of a 40,000 square foot or 43,560 square foot definition of an acre for the purposes of allocating PBCs to these lands. The possibility of changing the chart to use "40,000 square feet" instead of an acre was raised, and of changing the chart to read 0.25 PBC per acre for the Riverhead Open Space Conservation-zoned lands. Ms. Wiplush requested that no vote be taken on this chart or any version of it until the next meeting.

Ms. Wiplush was absent when the following vote to enter executive session was taken, and returned during the executive session. Mr. Stark was present during part of the executive session.

### **Executive session re current litigation**

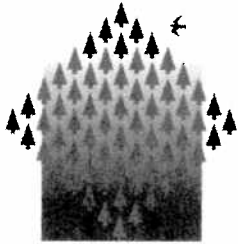
*Summary:* A motion was made by Mr. Cowen and seconded by Mr. Freleng to enter into executive session to discuss litigation issues. The motion was approved by a vote of 4-0, with Ms. Wiplush not present at that time. The Commission entered into executive session at approximately 3:35 pm. A motion was later made by Mr. Freleng and seconded by Ms. Filmanski to exit executive session and return to open session. The motion was approved by a vote of 5-0, and the Commission returned to open session at approximately 4:29 pm.

### **Plan implementation**

- Wildfire Task Force: Interim Progress Report changes and acceptance (from 7/10); results of open sessions with countywide fire departments and districts  
*Summary:* A motion was made by Mr. Cowen and seconded by Mr. Freleng to accept, but not to adopt, the attached Wildfire Task Force Interim Progress Report dated 7/24/96, and to thank the members of the Wildfire Task Force for their efforts and hard work. The motion was approved by a vote of 5-0.

### **Pine Barrens Credit Program**

- Southampton Town Code amendments to conform residential allocation formula with Plan amendments (not on the original agenda)  
*Summary:* Mr. Rigano recommended that the Commission place on the 8/7/96 agenda a vote on the proposed Southampton Town code amendments. The amendments



**CENTRAL  
PINE  
BARRENS**  
JOINT  
PLANNING  
&  
POLICY  
COMMISSION

October 18, 2006

Mr. Anthony C. Ceglio  
Airport Manager  
Francis S. Gabreski Airport  
Administration Building #1  
Westhampton Beach, NY 11978

Re: Applicability of Central Pine Barrens Comprehensive Land Use  
Plan to Gabreski Airport Proposed Land Use Plan

Dear Mr. Ceglio:

In 1993 New York State adopted the Long Island Pine Barrens Protection Act which designated an area of Suffolk County within the Towns of Brookhaven, Riverhead and Southampton as the Central Pine Barrens. The Act declared the Central Pine Barrens as a major resource area of statewide significance where the hydrological and ecological integrity is endangered. In order to protect unique features of the area, the Act required the preparation and implementation of a State supported regional comprehensive plan.

The Act also established the Central Pine Barrens Joint Planning and Policy Commission (the "Commission") and charged it with preparing and implementing the Comprehensive Land Use Plan (the "Central Pine Barrens Plan"). The Commission consists of five members, one member appointed by the governor, and four ex officio members who are the county executive, and the supervisors of the Towns of Brookhaven, Riverhead and Southampton.

Two subareas were defined in the Central Pine Barrens, the Core Preservation Area (the "Core") and the Compatible Growth Area (the "CGA"). The Act sets forth how the Plan was to be designed for the Central Pine Barrens region as a whole and for each subarea. (ECL §57-0121). Furthermore, the legislation defined the types of activities which would be subject to the Commission's jurisdiction which are collectively known as "development."

Development, as defined in ECL §57-0121(13) must conform to the Act and the Central Pine Barrens Plan. Any development that does not conform must receive a Commission hardship exemption. Furthermore, the Act empowers the Commission to review any development in the Central Pine Barrens upon a majority vote of the Commission members. Any entity who undertakes development that does not conform to the Act and Central Pine Barrens Plan or has not received a hardship exemption may incur criminal and civil liability.

Peter A. Scully  
*Chair*

Philip J. Cardinale  
*Member*

Brian X. Foley  
*Member*

Patrick A. Heaney  
*Member*

Steve A. Levy  
*Member*

P.O. Box 587  
3525 Sunrise  
Highway  
2<sup>nd</sup> Floor  
Great River, NY  
11739-0587

Phone (631) 224-2604  
Fax (631) 224-7653  
www.pb.state.ny.us



Mr. Anthony Ceglio  
October 18, 2006  
Page 2

On June 28, 1995, the Central Pine Barrens Plan was adopted and consistent with the Act's legislative charge, Chapter 5 of the Plan contains Standards and Guidelines for Land Use. In the CGA, development projects are required to meet all of the standards contained in Chapter 5 unless a hardship permit is granted by the Commission. (Plan §5.3.3). Standards govern, among other things, the amount of nitrate-nitrogen which may be generated from a project site, the percentage of a project site which may be cleared, and the amount of fertilizer dependent vegetation that may be maintained on a project site. Standards also require that open space on a project site be unfragmented and that mitigative measures be incorporated within a development proposal that will have a significant negative impact on special species and ecological communities.

Suffolk County development activities are not exempt from Commission review. In fact the Commission on numerous occasions has reviewed County sponsored projects on County owned property to determine whether the projects conformed to the Act and the Central Pine Barrens Plan. Likewise, development proposals of New York State, municipalities and special districts are subject to the Commission's jurisdiction. For example, the Commission exercised its review jurisdiction over development proposals of the Town of Southampton, the Longwood Central School District and the Long Island Power Authority. Thus, development as defined by the Act at Gabreski Airport is subject to the Commission's jurisdiction.

Suffolk County has inquired of the Commission as to the impact the Central Pine Barrens Plan will have on activities at the Francis S. Gabreski Airport in Westhampton in the Town of Southampton. Gabreski contains 1,451 acres of industrially zoned property in both the Core and the CGA. In order to facilitate long range planning at Gabreski, the County has submitted to the Commission the County's "Gabreski Airport Proposed Land Use Plan," last dated August 3, 2006 (enclosed herewith). The County's intent in preparing the Gabreski Plan was to set forth the areas of the Gabreski site that would be available for future development and the areas that would remain in their current natural state in accordance with the Act.

Pursuant to the Central Pine Barrens Plan, 65% of the overall Gabreski property may be cleared and utilized for conforming development activities. Absent a hardship exemption, the clearing must occur in the CGA. In determining whether a project site meets the clearing standard, the amount of existing cleared area of a site is combined with the amount of area to be cleared. If the total clearing, including the existing and the proposed clearing, does not exceed the applicable clearing standard for the site, the site meets the standard. A preliminary review of the Gabreski Plan indicates that it conforms with the Central Pine Barrens Plan's clearing standard. Any change in the Gabreski Plan which will require clearing of the areas designated to remain natural on the Gabreski Plan would not conform to the Plan or the Act.

The Gabreski Plan also reflects the County's efforts to maintain unfragmented open spaces. When reviewed in the larger context of the Gabreski site and its adjoining parcels, it appears that the Gabreski Plan, to the greatest extent possible, maintains large areas of connected Pine Barrens environments, including maintained grasslands. The Commission has not identified

Mr. Anthony Ceglio  
October 18, 2006  
Page 3

any other possible configurations of the Gabreski property which would maintain such integrated Pine Barrens environments. Therefore, the Central Pine Barrens Plan's unfragmented open space standard would be met if the Gabreski Plan is implemented.

The Gabreski Plan also properly recognizes that the recently cleared areas near the northeast terminus of the approach ends of runway 24 may not be counted as a natural area in determining if the Gabreski Plan satisfies the current Pine Barrens Plan clearing standard. These exclusions are entirely appropriate and consistent with the Act, the Plan and past decisions of the Commission.

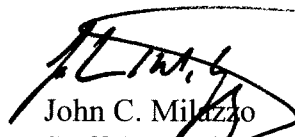
Implementation of appropriate safeguards to prevent the excessive clearing and the fragmentation of the Gabreski site will ensure that the County does not violate the Commission's clearing or unfragmented open space standards and thus are recommended by the Commission.

As specific projects are proposed for the Gabreski site, the County must determine whether the proposal constitutes development and if so, whether the proposal conforms to the Act and the Central Pine Barrens Plan. The Commission stands ready to assist the County in making these determinations.

This letter is offered to provide guidance to the County with respect to compliance with the Central Pine Barrens Plan's clearing and unfragmented open space standards. The letter shall neither commit the Commission to any specific course of action nor preclude the Commission from fulfilling its statutory responsibilities.

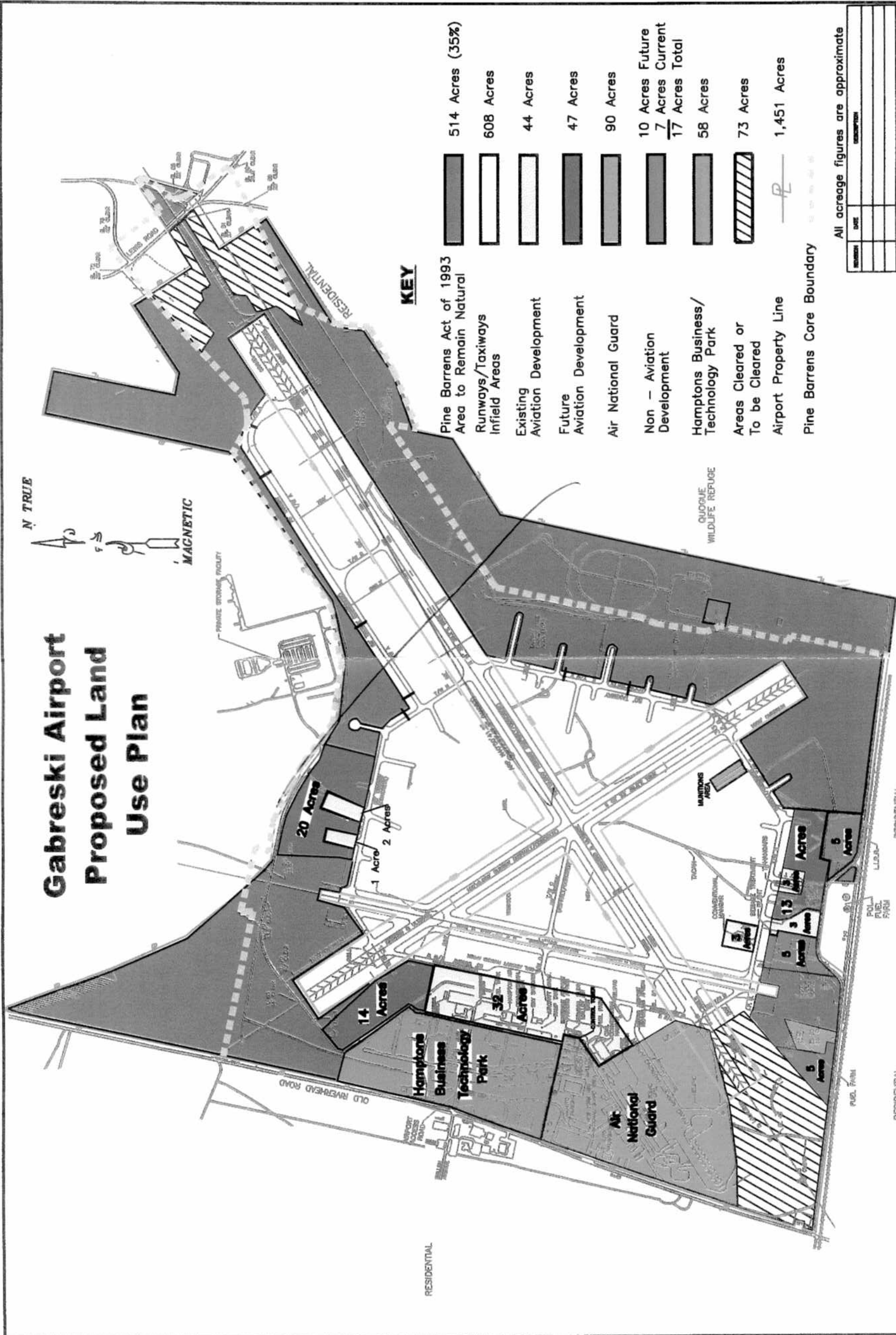
If you have any questions, please feel free to contact me at 631-563-0308.

Very truly yours,

  
John C. Milazzo  
Staff Counsel

cc: Commission Members

# Gabreski Airport Proposed Land Use Plan



## KEY

- Pine Barrens Act of 1993 Area to Remain Natural 514 Acres (35%)
- Runways/Taxiways Infield Areas 608 Acres
- Existing Aviation Development 44 Acres
- Future Aviation Development 47 Acres
- Air National Guard 90 Acres
- Non - Aviation Development 10 Acres Future  
7 Acres Current  
17 Acres Total
- Hamptons Business/Technology Park 58 Acres
- Areas Cleared or To be Cleared 73 Acres
- Airport Property Line 1,451 Acres
- Pine Barrens Core Boundary

All acreage figures are approximate

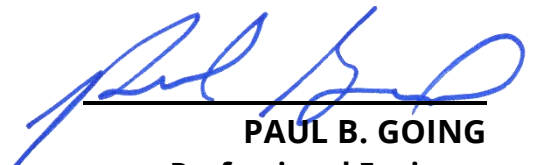
NO.	DATE	DESCRIPTION

<p><b>SAVIK &amp; MURRAY, LLP</b> CONSULTING ENGINEERS 2150 BATHURST AVENUE ROCKY HILL, NEW YORK 11779 (837)467-7775</p>	<p>FEDERAL AVIATION ADMINISTRATION APPROVED _____ DATE _____</p>	<p>SUFFOLK COUNTY, NEW YORK APPROVED _____ DATE _____</p>	<p>NEW YORK STATE DEPARTMENT OF TRANSPORTATION APPROVED _____ DATE _____</p>
<p>FRANCIS S. GABRESKI AIRPORT SUFFOLK COUNTY Proposed Land Use Plan FILE: 9853PALP PINE BARRENS CALS ALT 34600 DATE PREPARED: 8/3/2008 SHEET 1 OF 1</p>			



**TRAFFIC IMPACT ANALYSIS**  
**for**  
**RECHLER EQUITY PARTNERS**

**Proposed Distribution Warehouse**  
**Block 1; Lot 4.002; Section 312; District 0900**  
**245 Roger's Way**  
**@ Old Riverhead Road (CR 31) & Collins Way**  
**Westhampton, Town of Southampton**  
**Suffolk County, New York**



**PAUL B. GOING**  
Professional Engineer  
N.Y. License No. 76261



**ETHAN B. SCHUKOSKE**  
Professional Engineer  
N.Y. License No. 102520

N.Y. Certificate of Authorization No. 0015202

January 20, 2021

Atlantic Traffic & Design Engineering, LLC (ATDE) has prepared this Traffic Impact Analysis to support the application to the Town of Southampton for the development of a distribution warehouse facility within the Hampton Business District business park. The business park is located along northbound Old Riverhead Road (CR 31), adjoining Francis S. Gabreski Airport to the east, as shown in **Figure 1** in **Appendix A**.

The proposed warehouse development would occupy a portion of the Hampton Business District. This approximately 46.7-acre mixed-use business park is located along the westerly edge of the overall 1,486-acre Francis S. Gabreski Airport property. Hampton Business District is bound to the west by Old Riverhead Road (CR 31), bound to the east by Sheldon Way, bound to the south by Cook Street and bound to the north by the airport's North Service Road.

Hampton Business District was approved for a non-aviation business center of up to 510,000 square feet. Permitted uses include office, manufacturing, warehousing, distribution, and technology services, for example.

An Expanded Environmental Assessment (EAF) form supported the Hampton Business District application and approvals, including a traffic study. Based on the results of the 2011 EAF traffic analyses, the mix and intensity of the full build-out of the business park would not result in any significant adverse traffic impacts in the study area.

This report has been developed as an update 2011 EAF traffic analyses and to evaluate the proposed distribution warehouse that is inclusive of the approved use of the overall Hampton Business District.

## CURRENT CONDITION

At this time 62,708 square feet of office space, 63,969 square feet of industrial space and 63,795 square feet of warehouse space have been constructed for the Hampton Business District. The constructed and



occupied portions of the development are primarily on the southerly side of the site.

The site of the proposed warehouse consists of approximately 17-acres bound to the south by Collins Way, bound to the west by Old Riverhead Road (CR 31), bound to the north by the Airport's North Service Road, and bound to the east by a maintenance road known as Avenue B; plus approximately 1 acre to the south of Collins way that would serve as additional parking.

Old Riverhead road (CR31) is a 2-lane urban principal arterial road along the property frontage and is under the jurisdiction of Suffolk County. According to traffic data published by New York State Department of Transportation (NYSDOT), the 2019 Annual Average Daily Traffic (AADT) on Old Riverhead Road is 13,457 vehicles per day. The posted speed limit is 55 miles per hour.

Collins Way runs along the south end of the proposed development parcel. It is a 2-lane, two-way roadway with curb and sidewalk along both sides of the road. It is classified as a local roadway. The roadway is part of the Francis S. Gabreski Airport parcel which is owned by Suffolk County.

The business park has excellent access to local non-expressway arterials and the interstate system. Primary access is made at the signalized intersection of Old Riverhead Road (CR 31) with Collins Way and Stewart Avenue. Additional access is available along Old Riverhead Road (CR 31), at the unsignalized intersection with Cook Street and at two driveways lying to the north of Collins Way.

Cook Street and Collins Way also provide access to the and from the airport. The interior of the business park is served by a network of access roadways, including a roundabout at the intersection of Collins Way and Roger's Way.

## **PROPOSED CONDITION**

As a further development of the Hampton Business District, a distribution warehouse facility will be constructed on the northwesterly section of the business park. The development proposal consists of an 88,060 square foot

distribution warehouse building. The facility would include designated on-site parking facilities and loading areas to fit an end-tenant operations plan. In the proposed condition Avenue B would be eliminated and replaced with Roger's Way, located further to the east and meeting the existing roundabout as the 4th leg.

Access is proposed at two driveways along Old Riverhead Road (CR 31), one of which would serve tractor-trailers only; a full-movement, median-divided driveway along Collins Way; and access to the roundabout at Collins Way via Roger's Way. The project location, to the south of Sunrise Highway (NYS Route 27), is ideal for tractor-trailer deliveries to the warehouse, and direct-to-consumer deliveries from the warehouse.

## **SCOPE OF STUDY**

This study has been performed to evaluate potential traffic impacts associated with the development of the proposed distribution warehouse and to address concerns raised by the Town of Southampton. Accordingly, this analysis includes the following:

- A review of existing roadway and traffic conditions in the vicinity of the site, including roadway geometrics, traffic volumes and site parking demand;
- Projection of the traffic expected to be generated by the proposed distribution warehouse based on end-tenant operational data and review of a similar facility in Shirley, New York;
- An analysis of future roadway and site driveway operations;
- An evaluation of the Site Plan focusing on access, on-site circulation, and parking supply; and
- Recommendations and conclusions.

## EXISTING TRAFFIC CONDITIONS

### SUBJECT PROPERTY

The subject property is located on the east side of Old Riverhead Road (CR 31) from Collins Way to the Airport's North Service Road in Westhampton Beach, Town of Southampton, Suffolk County, New York. The subject property has the following characteristics:

- Designated as SCTM #: 900 - 312 - 1 - P/O 4.2.
- Has approximately 1,350 feet of frontage along northbound Old Riverhead Road (CR 31) (north of Collins Way).
- The property is located within the Gabreski Airport Commercial-Industrial Planned Development District, where warehouses are permitted.
- Land uses in the site vicinity are mainly commercial in nature along Old Riverhead Road (CR 31) and residential in the adjacent areas to the south and west of the site.
- Currently occupied by an approximately 8,850 square foot office building owned by Rechler Equity Partners to support the Hampton Business District.
- Access is currently provided via two full-movement driveways along Old Riverhead Road (CR 31) and two full movement driveways on Roger's Way. One of the current driveways is closed via a gate.

### ROADWAY NETWORK

The subject property has frontage along Old Riverhead Road (CR 31), Collins Way and Roger's Way. The following is a description of the adjacent roadway network:

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#### Old Riverhead Road (CR 31)

- Classified as an Urban Principal Arterial under Suffolk County jurisdiction.
- Designated as a north/south roadway in the vicinity of the site.

- › Provides one lane in each direction of travel, with additional turn lanes at key intersections, separated by a two-way left-turn lane in the vicinity of the site.
- › On-street parking is not permitted within the vicinity of the site.
- › Sidewalks are not provided along either side of the roadway within the vicinity of the site.
- › The posted speed limit is 55 miles per hour along the site frontage.
- › Serves an Average Annual Daily Traffic (AADT) of 13,809 vehicles according to NYSDOT data from 2019.

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### Collins Way

- › Approximately 1,000 feet long internal roadway serving the Hampton Business District, which also serves as the main access to Gabreski Airport.
- › Classified as a local roadway
- › Designated as an east/west roadway in the vicinity of the site.
- › Provides one lane in each direction of travel, with additional turn lanes at key intersections
- › Roadway begins at Old Riverhead Road (CR 31) and terminates at the Sheldon Way, another internal roadway of the Hampton Business District

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### Stewart Avenue

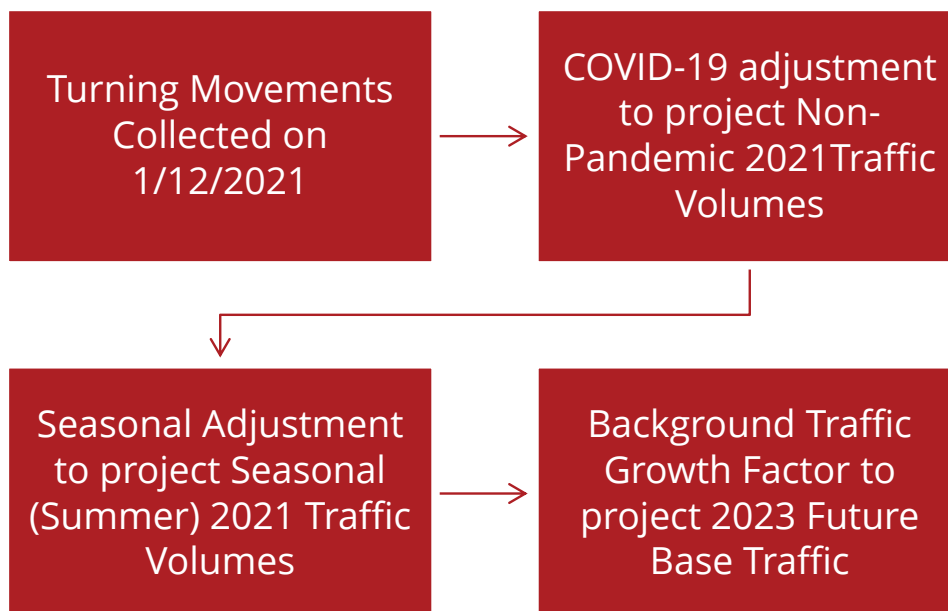
- › Approximately 4600 feet long roadway serving connection from Old Riverhead Road (CR 31) to a residential development known as Hampton West Estates approximately half of a mile west
- › Classified as a Local Roadway under Town of Southampton jurisdiction
- › Designated as an east/west roadway in the vicinity of the site.
- › Provides one lane and a shoulder in each direction of travel

## EXISTING TRAFFIC VOLUMES

The proposed uses will be shown to generate fewer peak hour trips than were analyzed in the 2011 traffic analysis for the previously approved EAF. The Town of Southampton requested that ATDE collect additional data and conduct additional analysis of the turning movement traffic data at the adjacent signals to account for any changes in the roadway network. ATDE collected turning movement data in January of 2021. Data collection during this time period is not ideal due to:

1. The Covid-19 pandemic has altered typical travel patterns throughout the country due to limited work and school attendance.
2. The Town of Southampton population seasonally fluctuates due to nearby summer attractions.

In order to account for reduction in traffic during the time period of data collection, ATDE used available data published by NYSDOT to project the peak traffic levels on the adjacent roadway network. The following shows the process of projecting future base traffic volumes:



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## 2021 Data Collection

To examine the existing traffic demand at the project site, traffic counts were conducted during a typical weekday at the following intersections:

1. Old Riverhead Road (CR 31) & Collins Way
2. Roundabout at Collins Way and Rogers Way

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

- Tuesday, January 12, 2021 from 7:00 am to 11:00 am
- Tuesday, January 12, 2021 from 3:00 pm to 8:00 pm

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## Peak Hours

The results of the traffic counts indicate there are distinct hours during the periods of study when Old Riverhead Road (CR 31) experiences its highest level. Based on the traffic count information, the **weekday morning peak hour** occurred from 7:45 am to 8:45 am, the **weekday evening peak hour** occurred from 4:30 pm to 5:30 pm.

The manual turning movement count summaries are contained in the **Appendix B**. The site's existing weekday morning and weekday evening peak hour traffic volumes are summarized in appended **Figure 2** in the **Appendix A**.

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## Covid-19 Adjustment

Data collection was conducted in January 2021, amid the Covid-19 pandemic. ATDE reviewed data collected by NYSDOT to determine how traffic volumes in the area were being impacted by the Covid-19 pandemic.

The Town traffic consultant provided ATDE with Continuous Count Station data for Sunrise Highway (NYS 27), just east of Shinnecock Canal, collected by NYSDOT in 2019 and 2020, which location is approximately 10 miles east of the project site.



**Table 1** summarizes the 2019, 2019 + 1.9% annual growth and 2020 data collected by NYSDOT broken down by four hourly periods; the AM peak hour of the roadway, AM peak hour of the site, PM peak hour of the roadway and PM peak hour of the site.

It was found that the 2020 hourly volumes were slightly higher than the 2019 volumes, with growth occurring in 3 out of the 4 study hours. This is likely due to seasonal residents of the area having, at this time, relocated to their summer homes over the winter in order to avoid high Covid-19 transmission rates occurring in urban centers. The weekday evening volumes are likely lower in 2021 due to non-essential trips in the later evening period being curtailed by shorter days and fewer opportunity for evening recreation.

**Table 1  
NYSDOT Volume Data  
Count Station on NY 27 east of Shinnecock Canal**

Date of Data Collection	August 2019 Data	August 2019 w/ Growth	August 2020 Data	Adjustment Factor
8:00AM-9:00AM	2906	2961	2974	0.996
10:00AM-11:00AM	2970	3026	3090	0.979
5:00PM-6:00PM	3127	3186	3622	0.880
8:00PM-9:00PM	2595	2644	1959	1.350

In order to show a conservative estimation of traffic, no correction factor was applied to the peak hours with increased traffic volumes in 2020. ATDE applied a 1.35 correction factor to the 8:00 pm to 9:00 pm time period. The 2020 continuous count data on Sunrise Highway (NYS Rote 27) is shown in **Appendix C.**

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**Seasonal Adjustment Factor**

The subject development is in the hamlet of Westhampton as part of the Town of Southampton. This region of Long Island is a seaside community known as a summer destination due to the proximity to famous beaches, golf courses and high-end retail. As such, the population of the community

greatly increases during the summer months. Consequently, more traffic can be expected in the area. Additionally, the proposed distribution warehouse may expect higher volumes during the summer months when the population of the Town rises.

In order to account for the increase in traffic on the adjacent roadway network during the summer period, ATDE utilized NYSDOT published seasonal adjustment factors.

**Table 2**  
**Seasonal Adjustment Factor**

NYSDOT Seasonal Adjustment Factors	
January	0.812
July	1.194
January to July	1.47

As shown in the **Table 2**, ATDE applied a seasonal adjustment factor of 1.47 to the collected traffic volumes at the site in order to account for the summer increase in traffic.

As Collins Way primarily serves the Hampton Business District and the Francis S. Gabreski Airport, ATDE spoke with the airport administration to confirm the fluctuation in activity during the summer months. The airport does not support any commercial flights or freight operations.

Approximately 18-23% of the flight operations at the airport are conducted by the United States Air National Guard. The Air National Guard has their own secured access and do not use Collins Way to access the site. Most of the remaining operations at the airport are private passenger jets.

During the busy holiday period, many of the private jets may land and passengers often transfer to smaller aircraft for another destination off the coast of Long Island. So, increases in flight operations do not necessarily translate to increases in vehicular traffic.

**Table 3**  
**Non- Air National Guard Airport Activity**

# of Gabreski Airport Operations	
January 2020	2600
July 2020	5950
Rate Increase	2.29

**Table 3** summarizes the number of airport operations at Francis S. Gabreski Airport during January 2020 and the highest volume month of air travel in July 2020. ATDE used the air operations data to develop a seasonal adjustment factor of 2.29 for the traffic along Collins Way. The adjustment factor is conservative when compared with the factor calculated for summer traffic along Old Riverhead Road (CR 31).

## PROPOSED DEVELOPMENT TRAFFIC CHARACTERISTICS

The next step in the analysis procedure is to project the volume of future traffic that would be generated as a result of the proposed distribution warehouse. For the purpose of this analysis, complete project approval, construction, and occupancy are assumed to occur within two (2) years.

Traffic projections for proposed developments are typically prepared utilizing data published by the Institute of Transportation Engineers (ITE) in the 10th Edition of *Trip Generation*, 2017. This ITE reference includes compilations of trip generation data collected in the United States, including industrial space, office space, and warehouse space.

The proposed development is novel-use known as a "last-mile" distribution warehouse. As there has been a shift from traditional brick and mortar retail to online retail, there are many different types of distribution warehouses that have been constructed in the last few years. These include large multi-million square foot "Sort" or "Fulfillment" centers and smaller destination-focused distribution centers. Sort facilities receive, store, package and label for delivery thousands of orders a day to distribute to local delivery stations. Sort facilities are typically near major transportation hubs and can accommodate hundreds of truck loading docks.

The proposed last-mile distribution center is a non-sort facility and would serve as local "Delivery Station." Delivery Stations typically receive pallets of labelled and addressed packages from 10:00 pm to 8:00 am from a local Sort Center or Fulfillment Center. Packages are moved to a conveyer, scanned and labeled with a route. Packages are then manually sorted down multiple lanes or "fingers." Next, packages are scanned and assigned to a bin on a cart. These carts are organized by routes.

Later in the morning, packages are placed into the vans depending on assigned route. Packages not delivered are returned to station and debriefed. As this particular use is relatively new, the ITE Trip Generation manual does not provide up to date trip projections for the facility.



## END-TENANT OPERATIONS PLAN

Based on discussions with the end-tenant, a preliminary operations overview was developed by ATDE. The end-tenant has specifically designed the operations plans such that vehicle trips to the facility will not coincide with the adjacent roadway peak hours of traffic.

Tractor-trailers would bring goods to the site and unload primarily between the hours of 10:00 pm and 8:00 am. A total of 14 tractor trailers are expected each day and would be served by 5 loading docks. It is our understanding that this is the number of trucks needed to move the number of packages they expect to be sent out per day, given the size of the facility, staffing level, number of vans, etc.

Everything coming in by tractor trailer to the site each day goes out for delivery to consumer the same day. Naturally, tractor-trailer drivers would arrive and depart without generating any demand for passenger car parking.

A total of 137 managers and warehouse employees would work at the site each day. Work hours would be staggered over 5 shifts:

- 72 employees arriving by 1:30 am and departing after 12:30 pm
- 22 employees arriving by 6:00 am and departing after 2:30 pm
- 22 employees arriving by 1:30 pm and departing after 10:00 pm
- 4 employees arriving by 12:00 pm and departing after 10:30 pm
- 17 employees arriving by 2:00 pm and departing after 6:00 pm

Deliveries from the site will be made using vans that are stored at the site. 153 delivery personnel would arrive between 9:20 am and 10:30 am; pick up a van from the van parking lot; pick up their load of packages from designated staging and loading areas; and leave the site to make deliveries over an 8 to 10-hour period.

Delivery personnel would return from their deliveries between 7:00 pm and 9:00 pm to drop off their vans before leaving for the day. It is expected that

these drivers will park their personal vehicles in the Delivery Personnel Parking area.

An additional 40 independent drivers are expected to make evening deliveries. Independent drivers use their own personal vehicles to make deliveries. 40 independent drivers would arrive at the site between 4:30 pm and 6:00 pm and would queue in the van loading spaces to pick up packages. The independent drivers return home after their deliveries and do not return to the site until their next shift.

The described end-tenant operations represented the volume of goods and deliveries that the end tenant would expect when the facility reaches "steady-state" operation. Steady-state operations mean the average amount of traffic and goods during any given day throughout the year. The facility will operate 7 days a week with no change in schedule during Saturdays and Sundays. The operations data for Steady State Operation is summarized in **Table 4** on the following page.

#### **COMPARABLE SITE OPERATIONS**

Another way to estimate future traffic from the facility would be to first provide data from a similar facility on Long Island, then relate that data to the location and characteristics of the proposed facility. The facility with the most similar operations at the subject site is the last-mile warehouse located at 100 Precision Drive in Shirley, New York.

The Shirley last-mile warehouse opened on September 15th, 2020 and is operated by the same end-tenant as the proposed development. Per the end-tenant, last-mile facilities of this nature take approximately 6 to 8 weeks to ramp up to steady state operations. A 24-hour data collection was conducted at the Shirley site on Friday October 30, 2020. The data collection occurred over 6 weeks after opening of the facility, under steady state operations.

**Table 4**  
**Site-Generated Vehicle Trips - "Steady-State" Operations**

Hour	Tractor-Trailers (1)		Warehouse Employees (2)		Van Delivery Drivers				Total			
	Enter	Exit	Enter	Exit	Delivery Personnel (3)		Independent (4)		Entering	Exiting		
					Enter	Delivery	Return	Exit			Enter	Exit
12:00 AM	1	1							1	1		
1:00 AM		1	72						72	1		
2:00 AM	1	1							1	1		
3:00 AM	1								1	0		
4:00 AM		1							0	1		
5:00 AM	1	1	22						23	1		
6:00 AM	1								1	0		
7:00 AM		1							0	1		
8:00 AM	1	1							1	1		
9:00 AM	1				84				85	0		
10:00 AM		1			69	150			69	151		
11:00 AM			4			3			4	3		
12:00 PM				72					0	72		
1:00 PM			39						39	0		
2:00 PM				22					0	22		
3:00 PM									0	0		
4:00 PM	1							40	20	41		
5:00 PM		1							20	21		
6:00 PM	1	1		17					1	18		
7:00 PM	1	1					78	39	79	40		
8:00 PM	1	1					75	102	76	103		
9:00 PM	1						12		1	12		
10:00 PM	1	1		26					1	27		
11:00 PM	1	1							1	1		
	14	14	137	137	153	153	153	153	40	40	497	497

- (1) Tractor Trailers person trips are all truck trips @ 1.00 occupancy.
- (2) Warehouse employees assumed to arrive/depart via their own vehicles @ 1.00 occupancy
- (3) Delivery Personnel drivers arrive/depart via their own vehicles @ 1.00 occupancy , deliveries made with site van.
- (4) Independent drivers use their own vehicle @ 1.00 occupancy to arrive/depart and make deliveries.

Like the subject development, the Shirley site is isolated from adjacent roadways networks such that all truck unloading, van loading and parking is contained on site. That site opened recently and differs from the proposed project in that it was a retrofit of an existing warehouse, and as a result of

the retrofit requires off-site van storage. The proposed facility will also be approximately 20% less in gross square footage than the Shirley site.

BL Companies developed a traffic study for the Shirley site dated February 2020 ("Shirley 2020 Study") using operational data provided by the end-tenant, that was similar to the operations plan provided to ATDE for the subject development. The traffic volume projections from the Shirley 2020 Study were compared to the traffic counts performed on October 30, 2020 and summarized in **Table 5**.

**Table 5**  
**Shirley Data Collection vs. Shirley 2020 Study**

		AM Peak Hour 8:00 a.m. to 9:00 a.m.			MIDDAY Peak Hour 11:00 a.m. to 12:00 p.m.			PM Peak Hour 4:45 p.m. to 5:45 p.m.			Daily		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Projected Trips	Autos	85	0	85	60	40	100	0	52	52	492	492	984
	Vans	0	21	21	0	21	21	42	0	42	336	336	672
	Trucks	2	1	3	0	0	0	0	0	0	10	10	20
	<b>Total</b>	<b>87</b>	<b>22</b>	<b>109</b>	<b>60</b>	<b>61</b>	<b>121</b>	<b>42</b>	<b>52</b>	<b>94</b>	<b>838</b>	<b>838</b>	<b>1676</b>
Actual Trips	Autos	25	10	35	12	20	32	17	26	43	309	309	618
	Vans	4	5	9	5	45	50	20	12	32	213	217	430
	Trucks	0	0	0	1	1	2	0	0	0	10	8	1048
	<b>Total</b>	<b>29</b>	<b>15</b>	<b>44</b>	<b>18</b>	<b>66</b>	<b>84</b>	<b>37</b>	<b>38</b>	<b>75</b>	<b>532</b>	<b>534</b>	<b>1066</b>
<b>Difference</b>		<b>58</b>	<b>7</b>	<b>65</b>	<b>42</b>	<b>-5</b>	<b>37</b>	<b>5</b>	<b>14</b>	<b>19</b>	<b>306</b>	<b>304</b>	<b>610</b>

Although the Shirley site was reportedly operating at steady-state operations at the time of the data collection, the number of vans entering and exiting the site throughout a 24-hour period is approximately 63% percent lower than the traffic volumes described in the Shirley 2020 Study. The operational data provided by the end-tenant may be based on more conservative methods of trip calculation and package throughput than the demand during the October data collection.

The following observations were made when evaluating the data collection and the Shirley 2020 Study:



- Private automobile activity is lower in all three peak hours noted in the Shirley 2020 Study.
- Van activity is lower in two of the three peak periods noted in the Shirley 2020 Study but higher in the midday.
- The Shirley 2020 Study projected 10 Tractor Trailers access the site per day. Field observations indicate 10 tractor trailers accessed the site in a 24-hour period.
- The number of trips related to sortation associates and managers at the building is significantly lower than in the Shirley 2020 Study.
- The Shirley 2020 Study projected that 118 associates/managers would access the site daily via the east access on Ramsey Road. Field observations indicate 52 autos entered this access in a 24-hour period.

Even though the traffic was approximately 63% lower than projected by the study, the time-of-day distribution of traffic was consistent with the end-tenant operations plans. For example, the peak hour of delivery van activity, was found to occur between 10:45 am and 11:45 am when 57 vans left the site. Thus, the time-of-day distribution plan provided by the end-tenant is a conservative estimate of average daily site generated traffic for a last-mile distribution station of a similar size.

ATDE reached out to the end-tenant to obtain additional traffic data after the October 30, 2020 data collection. The end-tenant provided ATDE with average daily delivery van volumes that the Shirley site processed each week from the week starting November 1st, 2020 to the week starting January 11, 2021.

The weekly average daily van data is summarized in **Table 6**. The data shows that the number of deliveries processed through the Shirley site peaked during the last two weeks of December. This is consistent with the peak Christmas shopping season. Following the peak shopping season, average van deliveries from the site decreased 25% from peak capacity.

**Table 6**  
**Average Daily Van Volumes at the Shirley Site**

Week Start Date	Average # of Vans per Day
11/1/2020	88
11/8/2020	102
11/15/2020	113
11/22/2020	122
11/29/2020	137
12/6/2020	158
12/13/2020	155
12/20/2020	180
12/27/2020	180
1/3/2020	136
1/11/2020	138

During the peak shopping season, the Shirley site processed an average of 180 van deliveries a day. Given the subject development is a similar use in a 20% smaller facility, it is reasonable to conclude that 180 vans per day would be the maximum number of vans that the proposed last-mile distribution warehouse at 245 Roger’s Way would process during periods of peak demand.

The end-tenant operations plan shows a total of 153 vans loading and delivering package out of the site during steady-state operations. If a maximum of 180 vans make deliveries from the site during period of peak delivery demand, the number of additional required employees and tractor trailer deliveries do not necessarily increase at the same rate.

In order to provide a conservative evaluation of possible worst-case traffic conditions, ATDE developed an updated hourly breakdown of vehicle trips to the site with 180 van deliveries per day and the same proportion increase in employee traffic. The hourly breakdown is summarized in **Table 7** on the following page.

**Table 7**  
**Site-Generated Vehicle Trips - "High Demand Period" Operations**

Hour	Tractor-Trailers (1)		Warehouse Employees (2)		Van Delivery Drivers				Total			
	Enter	Exit	Enter	Exit	Delivery Personnel (3)		Independent (4)		Entering	Exiting		
					Enter	Delivery	Return	Exit			Enter	Exit
12:00 AM	1	1							1	1		
1:00 AM	1	1	85						86	1		
2:00 AM	1	1							1	1		
3:00 AM	1	1							1	1		
4:00 AM	1	1							1	1		
5:00 AM	1	1	26						27	1		
6:00 AM	1	1							1	1		
7:00 AM		1							0	1		
8:00 AM	1	1							1	1		
9:00 AM	1				99				100	0		
10:00 AM		1			81	176			81	177		
11:00 AM			5			4			5	4		
12:00 PM				85					0	85		
1:00 PM			46						46	0		
2:00 PM				26					0	26		
3:00 PM									0	0		
4:00 PM	1							47	24	48	24	
5:00 PM		1							23	0	24	
6:00 PM	1	1		20					1	21		
7:00 PM	1	1					92	46		93	47	
8:00 PM	1	1					88	120		89	121	
9:00 PM	1							14		1	14	
10:00 PM	1	1		31						1	32	
11:00 PM	1	1								1	1	
	16	16	161	161	180	180	180	180	47	47	584	584

- (1) Tractor Trailers person trips are all truck trips @ 1.00 occupancy.
- (2) Warehouse employees assumed to arrive/depart via their own vehicles @ 1.00 occupancy
- (3) Delivery Personnel drivers arrive/depart via their own vehicles @ 1.00 occupancy , deliveries made with site van.
- (4) Independent drivers use their own vehicle @ 1.00 occupancy to arrive/depart and make deliveries.

**TRIP DISTRIBUTION**

The site-generated traffic attributed to the proposed distribution warehouse development has been oriented to the adjacent roadway network based on

travel patterns and driveway utilization identified from the collected traffic count data and the end-tenant operations plans. Trip distribution was developed for 6 different trip types: tractor trailers, employees, van delivery drivers, delivery vans and independent drivers. Each different trip type will access the site in different ways and locations based on the need of the operation.

The trip distributions are illustrated on **Figures 8** through **13** in **Appendix A**. **Figures 14** in **Appendix A** summarizes the total site traffic volumes for the AM & PM peak hour of Old Riverhead Road (CR 31) and the AM & PM peak hour of the site operations.



## FUTURE TRAFFIC CONDITIONS

### FUTURE BASE TRAFFIC VOLUMES

It is recognized that traffic routinely fluctuates along various State and County roadways, as well as local streets, and varies not only day-to-day, but also on a monthly and yearly basis. It is expected that as development continues in the vicinity of the site, traffic may be expected to increase on a regular basis.

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#### Growth

NYSDOT publishes a growth rate of 1.9% for roadways in the Town of Southampton. To provide a conservative analysis and to account for any potential future developments in the area, a growth rate of 1.9% per year was applied over two (2) years to establish the Future Base traffic volumes. The Future Base traffic volumes are summarized on **Figure 6 & 7** in **Appendix A** for the AM peak hour of the roadway, AM peak hour of the site, PM peak hour of the roadway and PM peak hour of the site.

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#### Other Area Developments

Separate from the proposed distribution warehouse facility, Rechler Equity Partners is also working on the build-out of another Hampton Business District site at 230 Rogers Way. This site would be comprised of 24,645 square feet of office space, 36,475 square feet of warehouse space, and 37,461 square feet of industrial space, in accordance with the APDD zoning.

The current and future conditions are summarized in **Table 8**, below, alongside the conditions that were analyzed in the 2011 EAF traffic analysis.

**Table 8**  
Existing, Proposed and Net Development

Use	EAF SF	Existing SF	Proposed SF	Total SF
Hotel	145- Room	-	-	
Daycare	2,500	-	-	
Office	137,240	62,708	24,645	87,353
Warehouse	-	63,795	36,475	100,270
Industrial	219,535	63,969	37,461	101,430
Distribution Warehouse	-	-	88,060	88,060

The traffic volumes for the proposed development at 230 Rogers Way were obtained from utilizing data published by the Institute of Transportation Engineers (ITE) in the 10th Edition of *Trip Generation*, 2017. **Table 9** summarizes the traffic projections for the development at 230 Rogers Way.

**Table 9**  
230 Rogers Way Trip Generation

Peak Hour	37,461 SF General Light Industrial (LUC 110)			24,645 SF General Office Building (LUC 710)			36,475 SF Warehouse (LUC 150)			Total Trip Ends
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	
AM Peak Hour	23	3	26	25	4	29	5	1	6	61
10:00am-11:00am	12	2	14	12	2	14	3	1	4	32
PM Peak Hour	3	21	24	4	24	28	2	5	7	59
8:00pm-9:00pm	0	0	0	0	2	2	0	0	0	2

Traffic volumes associated with the completed development at 230 Rogers Way are summarized on **Figure 16** in **Appendix A**.

#### FUTURE NO-BUILD TRAFFIC VOLUMES

The No-Build traffic volumes were established by surcharging the adjacent development volumes onto the future Base traffic volumes without and with the redistribution of existing site traffic. The future No-Build traffic volumes are summarized on **Figure 17**, in the **Appendix**.

## FUTURE BUILD TRAFFIC VOLUMES

The future Build traffic volumes were established by surcharging the site-generated traffic volumes associated with the proposed Distribution warehouse onto the redistributed future No-Build traffic volumes. The evaluation of future conditions at the site used the High Demand Period Operations breakdown shown in **Table 8**.

The Future Build Traffic volumes were also adjusted to reflect summer traffic levels along the adjacent roadways. Even though the High Demand Period Operations data was derived from the December holiday period, this area may expect to see an increase in package demand during the summer months as the seasonal population is occupying summer homes and rentals. The AM peak hour of the adjacent roadways was excluded from the analysis because there is only projected to be one trip to the site during the 7:45am to 8:45 peak hour of Old Riverhead Road (CR31), which will not impact the Level of Service of the roadway network.

The resulting future Build traffic volumes are shown on **Figure 18** in the **Appendix** for the AM peak hour of the roadway, AM peak hour of the site, PM peak hour of the roadway and PM peak hour of the site. **Figure 19** depicts the AM and PM peak hour traffic volumes that were analyzed in the 2011 EAF. As shown, the site generated traffic along Collins Way is projected to be substantially lower than in the 2011 EAF traffic analysis when considering the proposed AM and PM peak of the road.

## ANALYSIS OF FUTURE TRAFFIC VOLUMES

Volume/Capacity and Level of Service analyses were conducted for the future No-Build and Build conditions at the adjacent unsignalized intersections and site driveways. The analysis is conducted using standards from the Highway Capacity Manual, 6<sup>th</sup> Edition

The analysis was prepared utilizing data published by the Transportation Research Board (TRB) in the 6th Edition of *Highway Capacity Manual*, 2017. This TRB reference includes concepts, guidelines, and computational

procedures for computing the capacity and quality of service of various highway facilities, including signalized intersections, stop controlled intersections and roundabouts. Level of Service thresholds based on vehicle delay is summarized in **Appendix D**.

The analyses were conducted using Synchro Software, Version 10. The Synchro summary reports are included in the **Appendix E**.

The **Appendix F** contains a Level of Service comparison between No-Build and Build conditions during the AM peak hour of the site, PM peak hour of the roadway and PM peak hour of the site. The results of the analysis at each study intersection are discussed below:

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#### **Old Riverhead Road (CR 31) at Collins Way**

Under the Build condition, minimal changes in delay were found for movements at the signalized intersection of Old Riverhead Road (CR 31) at Collins Way for any of the study periods except for the following:

- The westbound left turn lane from Collins Way to Southbound Old Riverhead Road (CR 31) will change from No-Build Condition Level of Service B to a Level of Service C during the AM peak hour of the generator (10:00 am to 11:00 am).
- The northbound thru lane of Old Riverhead Road (CR 31) will change from No-Build Condition Level of Service A to a Level of Service B during the AM peak hour of the generator.
- The westbound left turn lane from Collins Way to Southbound Old Riverhead Road (CR 31) will change from No-Build Condition Level of Service C to a Level of Service D due to a deminimis 3-second increase in delay during the PM peak hour of the roadway (4:30 pm to 5:30 pm).

Each of the movements will continue to operate at acceptable Levels of Service under Build conditions. Additionally, the projected vehicle queue for the westbound approach can be readily accommodated on site without



effecting site circulation or parking in each of the study periods under Build conditions.

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### **Roundabout at Collins Way and Roger's Way**

Under the Build condition, all movements are calculated to operate at a No-Build Level of Service during the study peak hours at the Roundabout at Collins Way and Roger's Way. There are no identified delay or queuing concerns at the intersection due to the proposed development. The roundabout will operate at a Level of Service A for all peak periods studied.

## SITE ACCESS AND CIRCULATION

An evaluation has been made of the Site Plan for the proposed distribution warehouse, prepared by Bohler last revised November 11, 2020. In particular, the evaluation focuses on site access, on-site circulation, and parking supply. The following items address these design characteristics:

---

### Proposed Project

- The development proposal includes the removal of the existing 8,850 square foot office building;
- The replacement of Avenue B with Roger's Way; and
- The construction of an 88,060 square foot distribution warehouse building.
- The site would have a total of 529 parking stalls, and an additional 44-stall lot south of Collins Way.

---

### Site Access

- In the existing condition, access is provided via two full-movement driveways along Old Riverhead Road (CR 31) and two full movement driveways on Roger's Way.
- In the proposed condition, there will be two driveways along Old Riverhead Road (CR 31):
  - ▷ One full-movement driveway for tractor trailer access the to 5 proposed loading docks
  - ▷ One **ingress-only** driveway to provide access to the Van parking and loading area
- There will be an additional median-divided driveway along Collins Way that serves that employee parking lot and aligns with an adjacent driveway for existing office space to the south in the Hampton Business District
- Rogers Way and the planned 4th leg of the existing roundabout at Collins Way and Roger's Way will be constructed. The site will tie into the end of Rogers Way and a right-out only site access will be installed along Rogers Way to serve van traffic exiting the loading area.

- The existing driveways on Old Riverhead Road (CR 31) will be eliminated.
- The business park has excellent access to local non-expressway arterials and the interstate system.
- Trucks traffic generated by the facility will utilize Sunrise Highway (NYS Route 27) to travel to Old Riverhead Road (CR 3) to gain access to the site.
- The use of 53-foot trailers between Sunrise Highway (NYS Route 27) and the site, which distance exceeds one mile by approximately 3/10 mile, requires the designation of the subject section of Old Riverhead Road (CR 31) as an Access highway by NYSDOT.

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**Parking**

Per the Overall Site Plan the designated parking and loading areas serving the distribution warehouse are as shown below in **Table 10**.

**Table 10**  
**Distribution Warehouse Facility**  
**Parking Stall and Loading Stall Breakdown**

Proposed Operational Use	Parking Stalls	Loading Stalls
Employee Parking	199	-
Delivery Personnel Parking	81	-
Delivery Van Parking – On Site	244	-
Delivery Van Parking – Collins Way	44	-
Delivery Van Loading	-	50
Delivery Van Staging	-	50
Trailer/Box Truck Loading	-	5

A total of 568 spaces are proposed on site. Under the conservative High Demand Period Operations Plan described earlier in this report, there would be a maximum parking demand for 116 warehouse employees, 180 van drivers and 180 van storage spaces. Although it is not likely all 180 drivers would be parked before vans would begin to exit the site. Under this worst-case scenario, the proposed on-site parking can accommodate the maximum parking demand with a reserve capacity of 92 parking stalls, or 16%.

ATDE submitted a FOIL request with NYSDOT to investigate the crash history on Old Riverhead Road (CR 31), near the development site. Crash statistics were received from NYSDOT for a 3-year study period from January 1, 2017 to December 31, 2019 for the following intersections: Old Riverhead Road at Collins Way and Old Riverhead Road at Stewart Ave. There was not a clear pattern of crash types present along the site frontage that would indicate a specific safety deficiency.

The data showed that there was a total of 7 vehicular crashes reported at the study intersections during the three-year study period. Of the 7 crashes recorded within the study area, 5 (71%) were rear-end collisions and all of them occurred at the traffic signal. None of the crashes resulted in fatality, and there were only 3 reported injuries.

There are no anticipated safety issues with the proposed site access of the distribution warehouse. A complete summary of the crashes along Old Riverhead Road (CR 31) are shown in **Appendix G**.



## SHORT TERM CONSTRUCTION IMPACTS

Because of its proximity to NYS Route 27 (Sunrise Highway), it is expected that all construction access will be from Old Riverhead Road (CR 31), with no access through any abutting properties. It is also anticipated that this access point will become the project's entrance at the end of the construction process.

Generally, construction vehicle traffic and its impacts would be temporary in duration and would occur on roads that have enough capacity to accommodate this traffic with minimal potential for impact. As a result, no significant or long-term construction or safety impacts to local roadways or the residents in the area are anticipated during the construction of the proposed last-mile distribution warehouse.

According to New York State Department of Transportation (NYSDOT), Old Riverhead Road services an Average Annual Daily Traffic (AADT) of 1009 Trucks a day between Sunrise Highway (NYS Route 27) and Stewart Avenue/ Collins Way.

The additional traffic associated with the proposed construction include material delivery, construction equipment delivery and employee trips to the job site. When considering the existing truck traffic on Old Riverhead Road (CR 31), the percentage increase in truck traffic due to the proposed construction is not expected to be significant.

Construction vehicles will also be restricted from on-street parking on Collins Way or any other Town roadways adjacent the site. It is expected that there will be adequate space on site for all construction vehicles and construction worker parking without exceeding on-site parking demand.

The proposed project is a permitted use in the zone per all prior approvals for the Hampton Business District. The site is in an industrial park, which is an appropriate location for the use.

The total traffic generation of the proposed development is less than was contemplated by the 2011 EAF traffic analysis, for which a Finding of No Significant Impact was issued. Per **Figure 19** in **Appendix A**, the traffic to and from Collins Way is projected to be approximately 65% lower during the AM peak hour of traffic and 79% lower during the PM peak hour of traffic under Build conditions when comparing the 2011 assumptions to the current analysis. The reduction in projected traffic to and from Collins Way also considers the planned development at 245 Rogers Way.

Likewise, the construction of fewer total square feet of development at the site would have a lesser temporary effect on traffic conditions during construction. The construction of the recently constructed development on the site have also not resulted in adverse traffic impacts to the surrounding roadway network.

An addition to the comparisons to the 2011 approved EAF, a detailed traffic engineering analysis was performed at the site to evaluate current and future traffic at the site and surrounding roadways. The end-tenant has invested time and money in the logistics and planning of all their existing and planned distribution centers to ensure that the site and surrounding infrastructure, on-site parking, queuing and loading are suitable to meet their operational needs.

The peak of traffic generation to and from the site has been designed such that it does not coincide with the typical peak hours of the adjacent roadways. The analysis also evaluated the proposed last-mile distribution warehouse and the planned development at the nearby 230 Rogers Way site.

The detailed analysis shows that the movements at the internal Hampton Business District intersections will operate consistent with peak hour Level of Service from the future No-Build condition to the future Build condition, with a few noted exceptions. Each of the movements will continue to operate at an acceptable Level of Service per HCM and NYSDOT standards.

Additionally, the projected vehicle queue for the westbound approach from Collins Way to Old Riverhead Road (CR31) can be readily accommodated on the Hampton Business District site without effecting site circulation or parking in each of the study periods under Build conditions. Based on this evaluation, the proposed project will not have a significant negative impact on-site parking or circulation or on traffic flows on the adjacent public roadways.

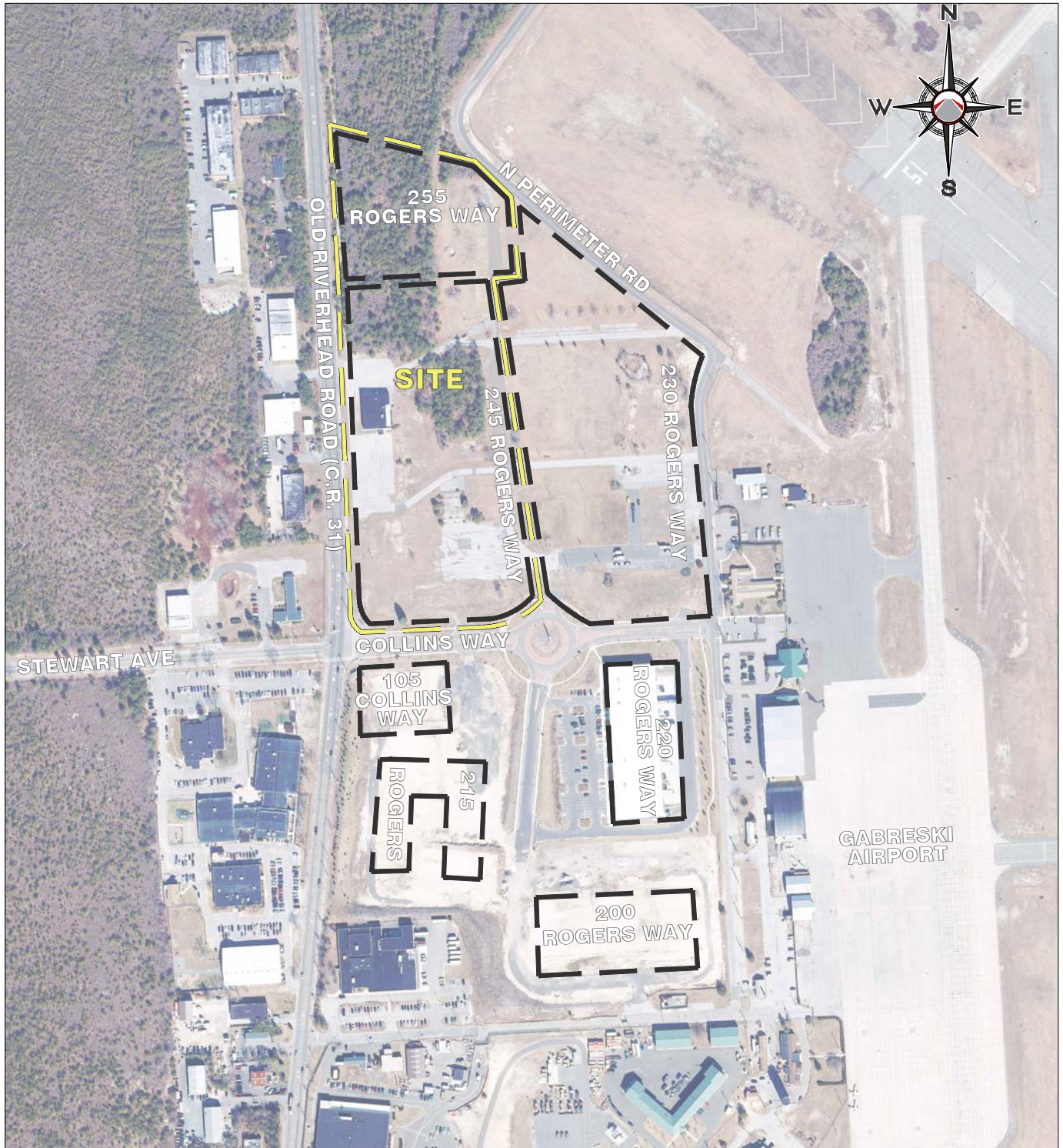
# Technical Appendix





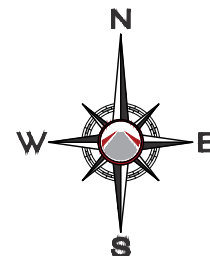
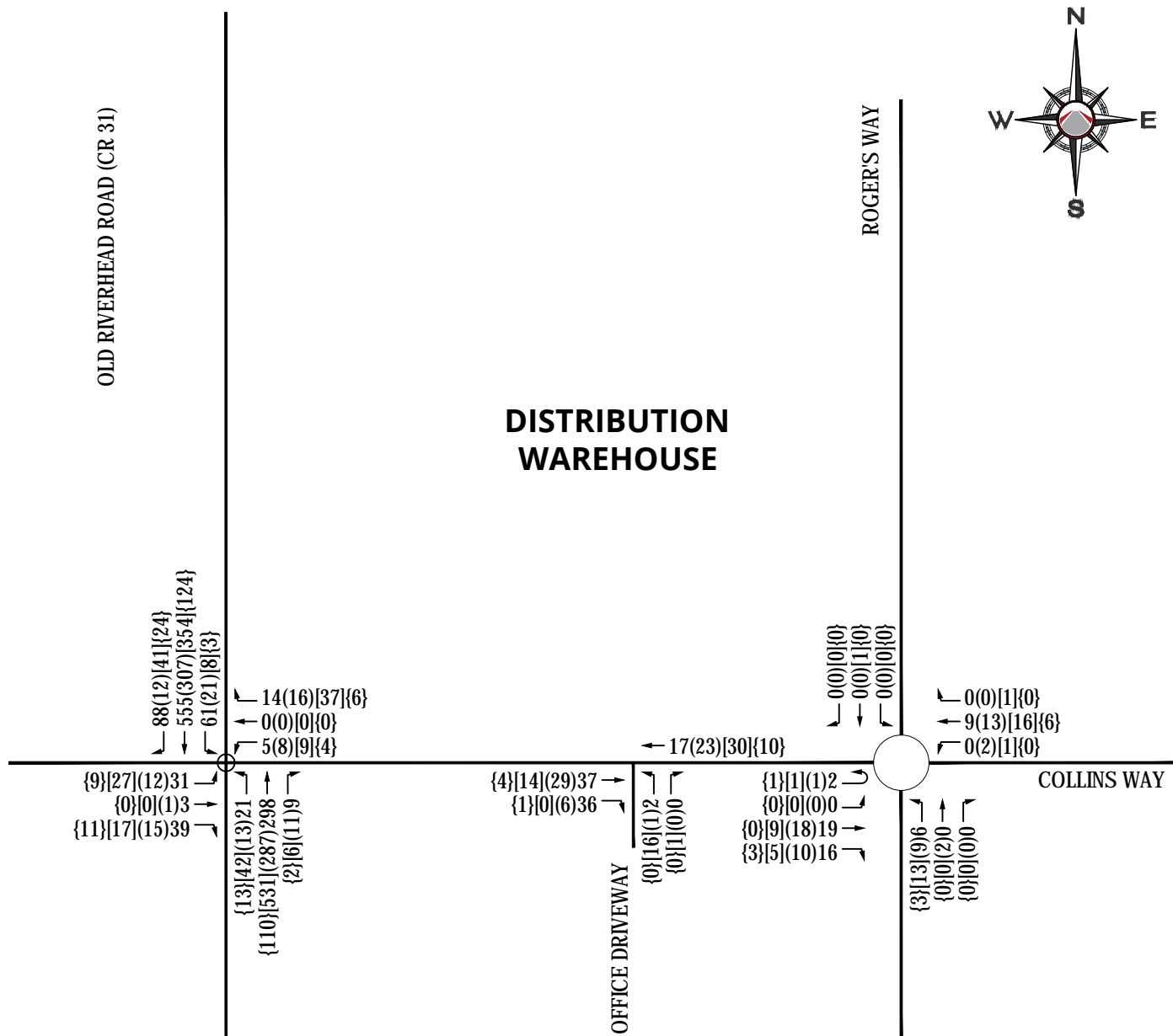
PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

LOCATION MAP



PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

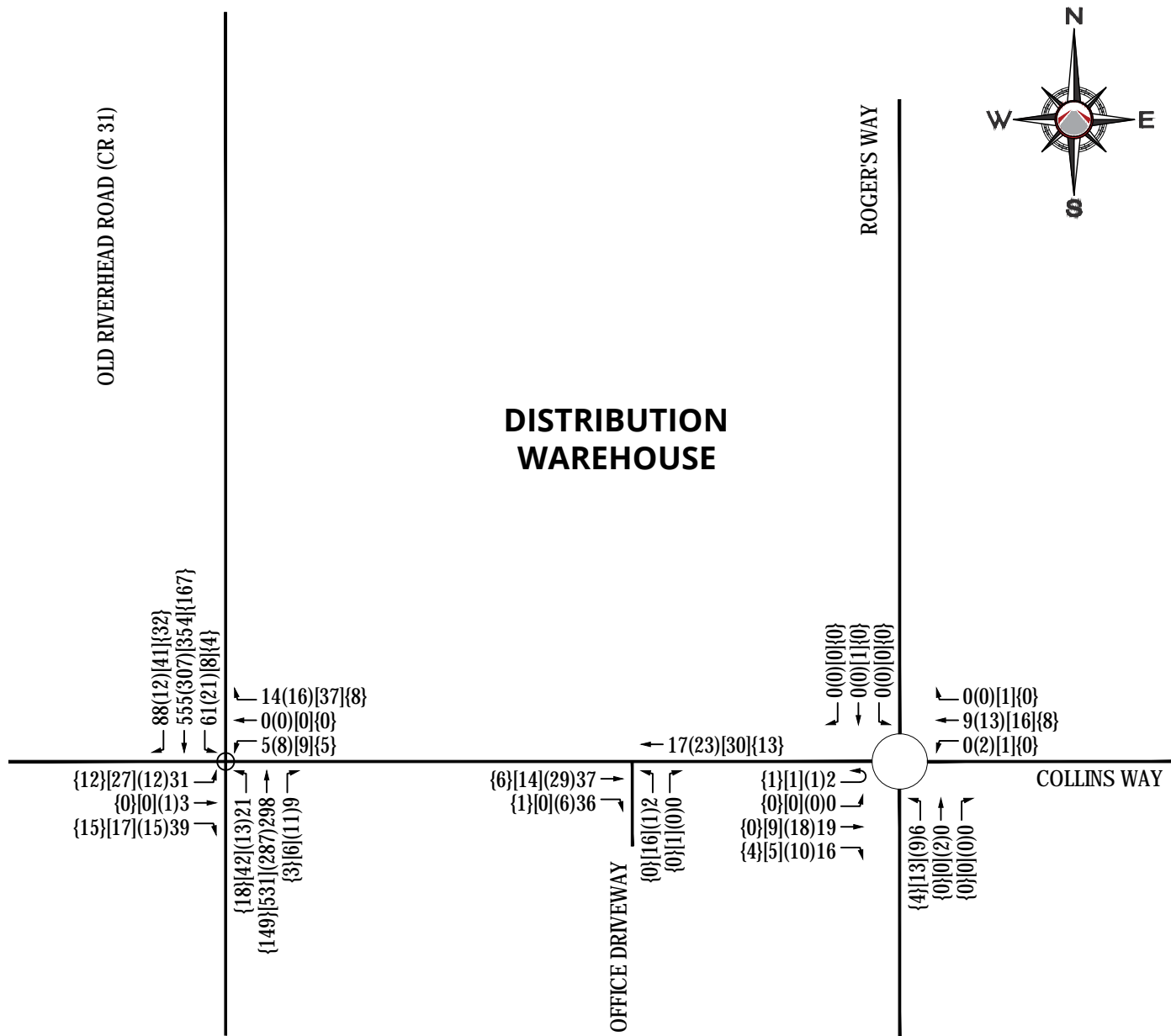
EXISTING TRAFFIC VOLUMES



K:\2020\AN20103\ANALYSIS-PERMITTING\FIGURES\AN20103 FIGURES-NY-U--->LAYOUT- EXISTING TRAFFIC VOLUMES

PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

EXISTING TRAFFIC VOLUMES WITH COVID-19 ADJUSTMENT FACTOR



**LEGEND**

AA(BB)[CC]{DD} AM PEAK(AM SITE PEAK)[PM PEAK]{PM SITE PEAK} HOUR VOLUMES

————— EXISTING ROADWAY

- - - - - EXISTING DRIVEWAY

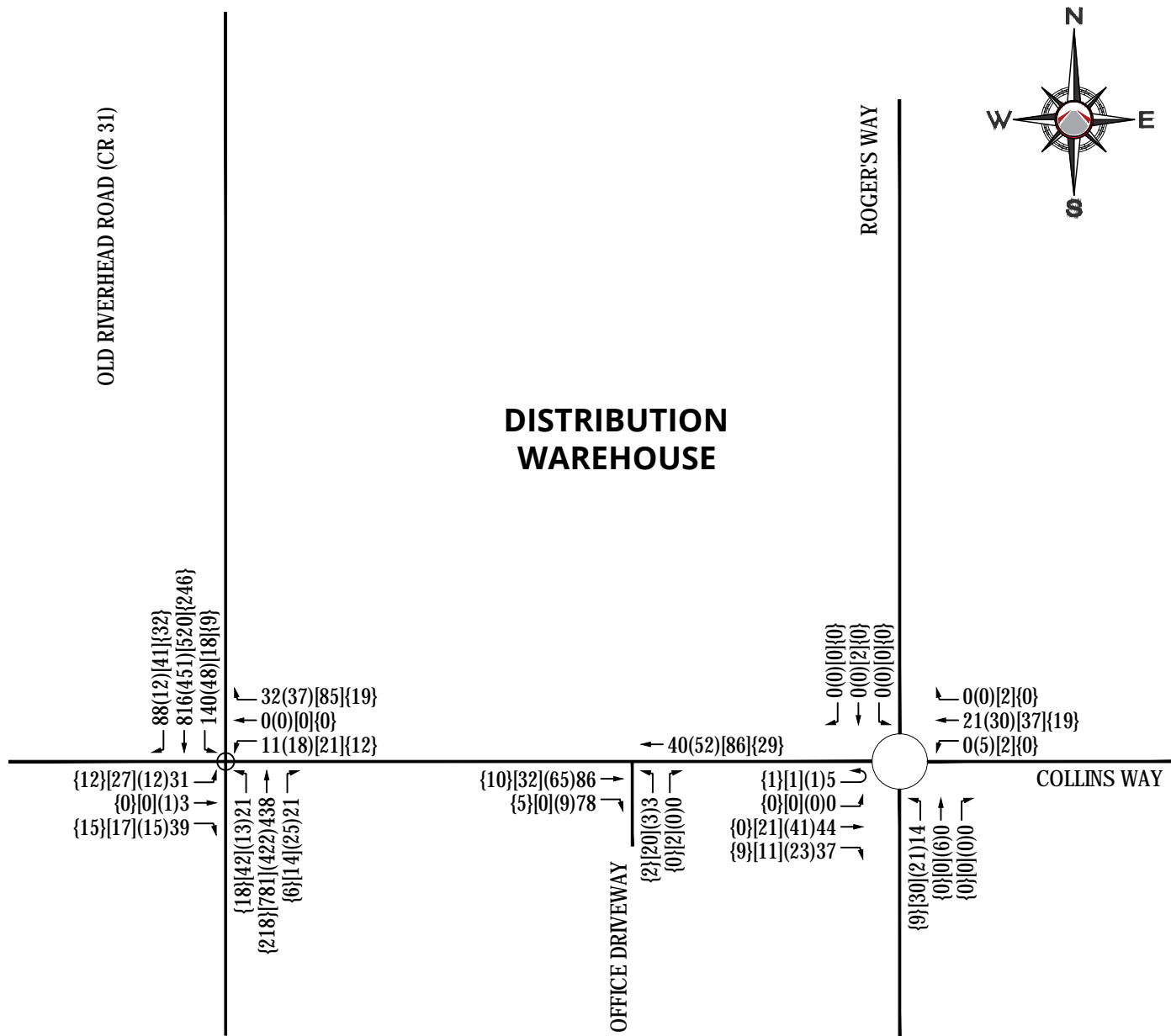
⊕ EXISTING TRAFFIC SIGNAL

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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

COVID-19 ADJUSTED TRAFFIC WITH SUMMER ADJUSTMENT VOLUMES

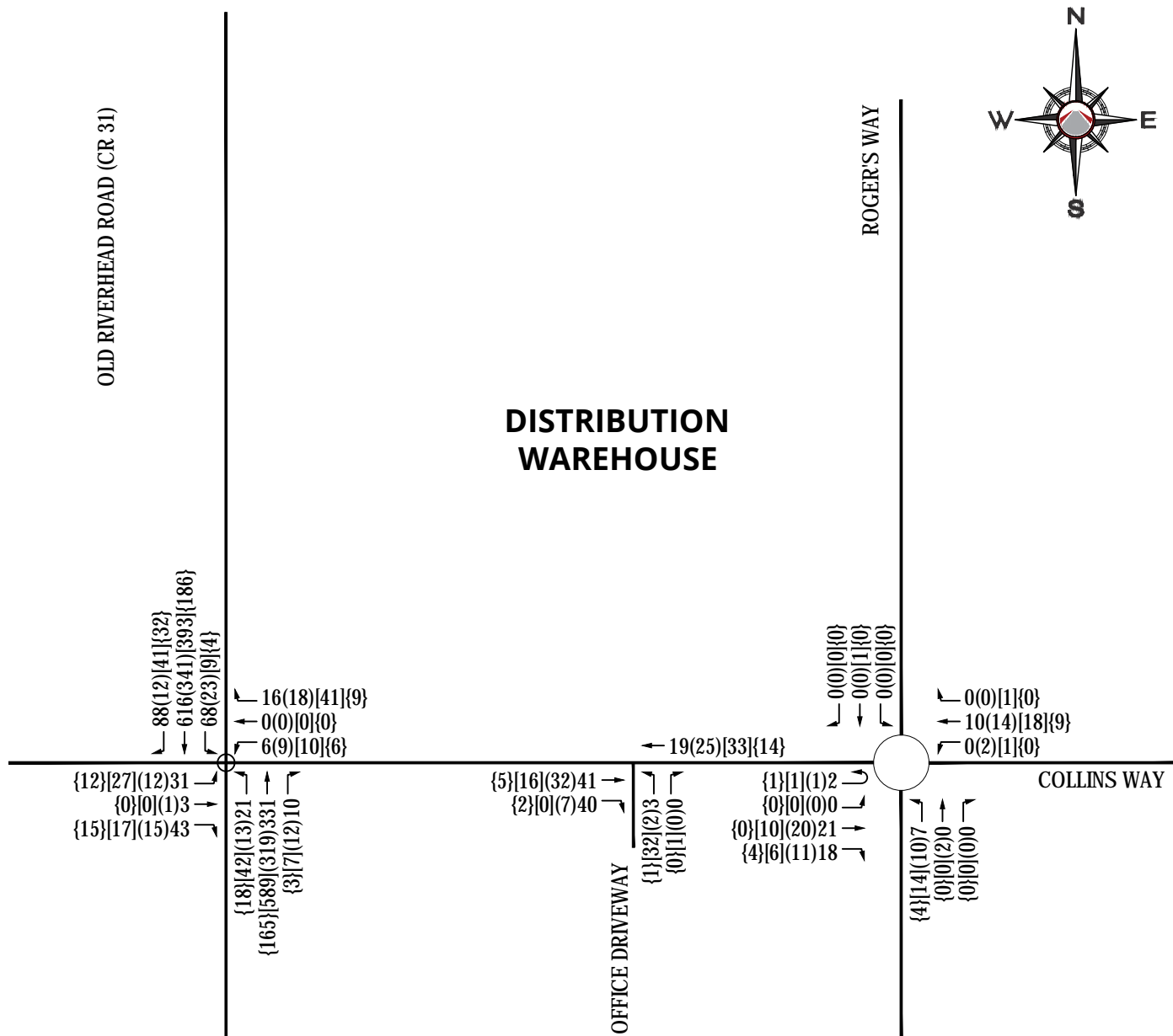


**LEGEND**

- AA(BB)|CC|DD} AM PEAK(AM SITE PEAK)|PM PEAK|{PM SITE PEAK} HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL

PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

COVID-19 ADJUSTED TRAFFIC WITH DECEMBER ADJUSTMENT VOLUMES



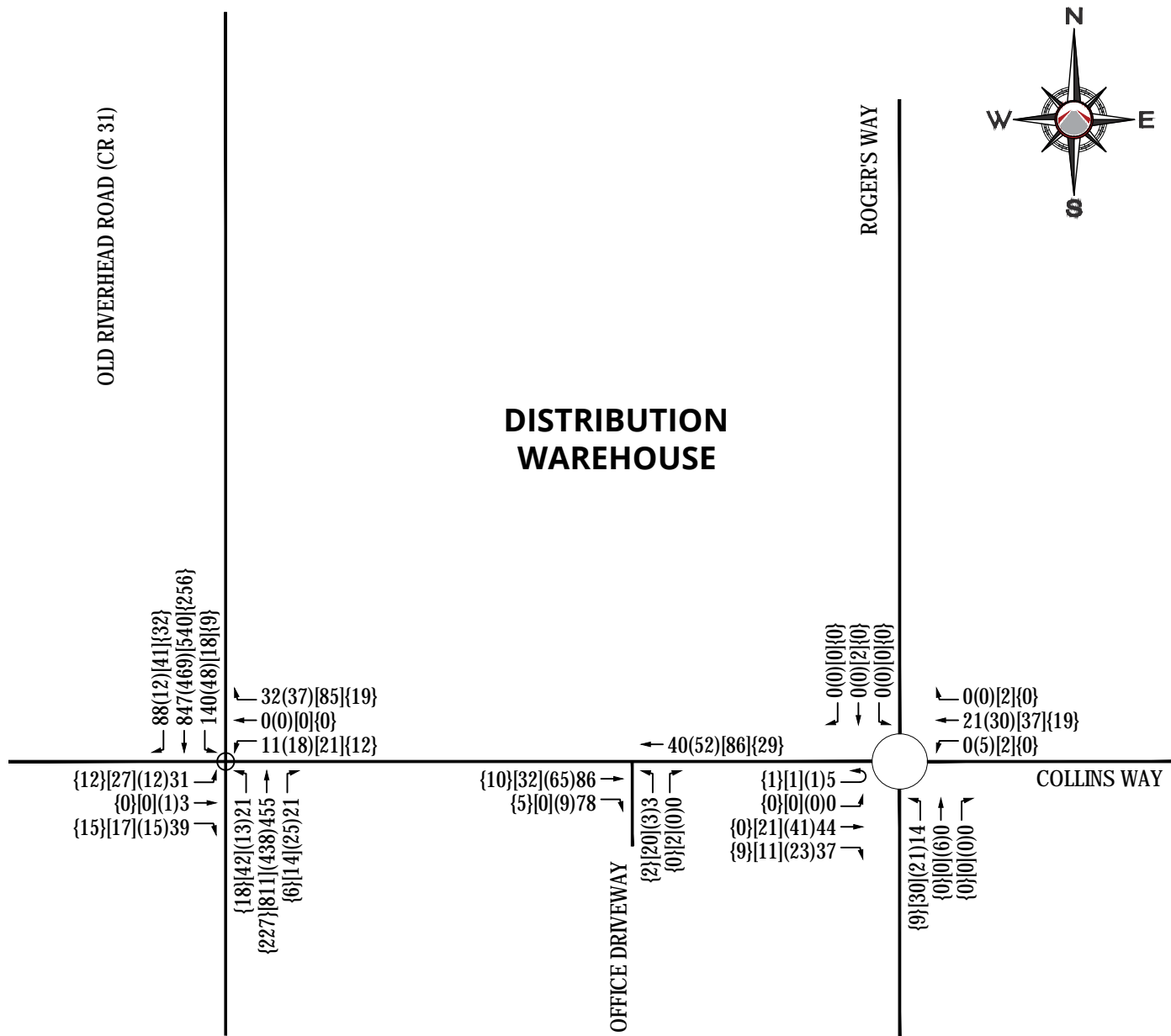
**LEGEND**

- AA(BB)|CC|{DD} AM PEAK(AM SITE PEAK)|PM PEAK|{PM SITE PEAK} HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL

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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

FUTURE BASE TRAFFIC VOLUMES FOR SUMMER



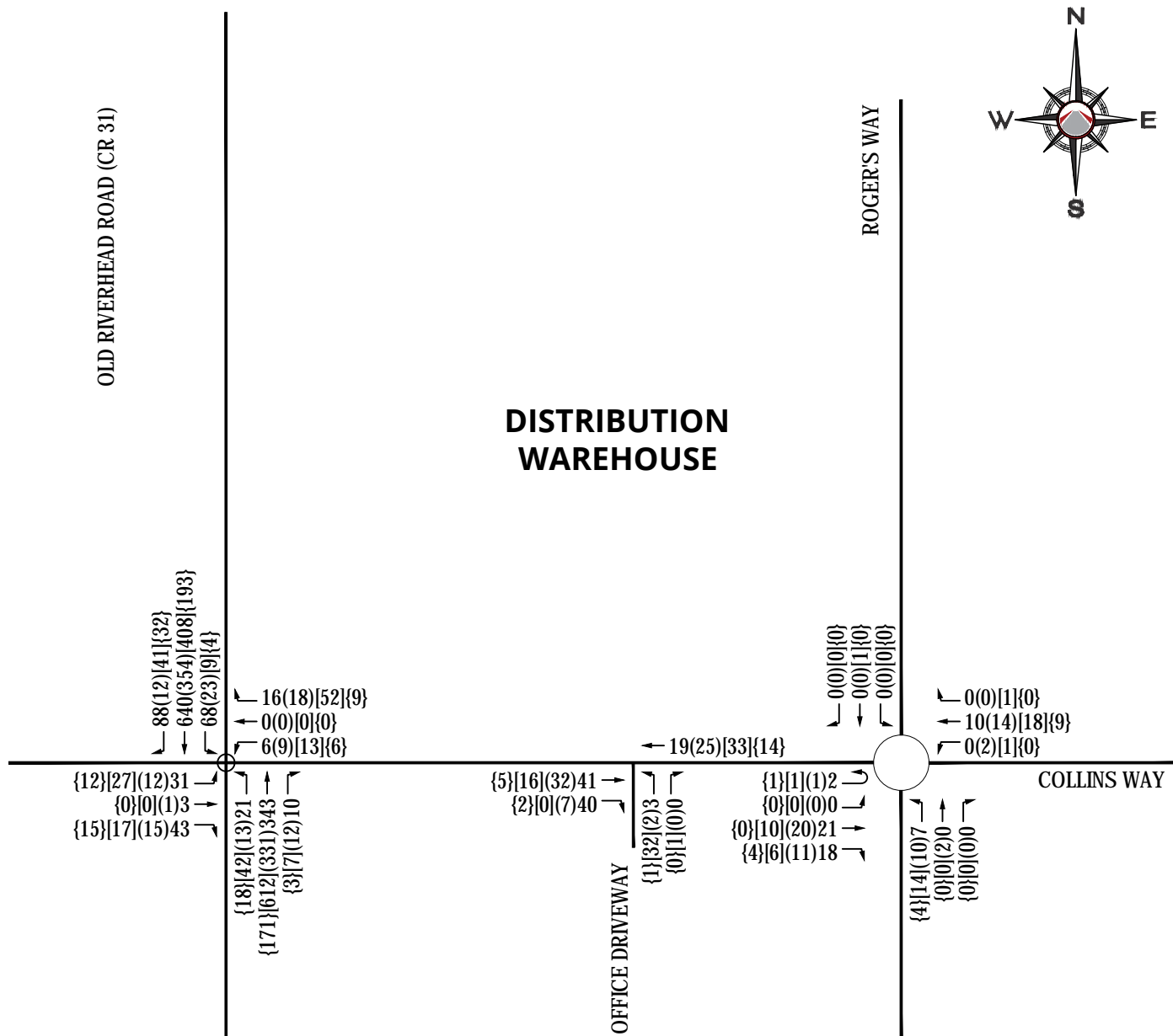
**LEGEND**

- AA(BB)|CC] AM(PM)|SAT] PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL

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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

FUTURE BASE TRAFFIC VOLUMES FOR DECEMBER



**LEGEND**

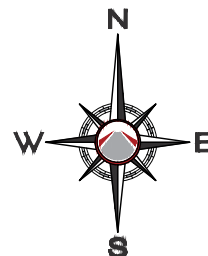
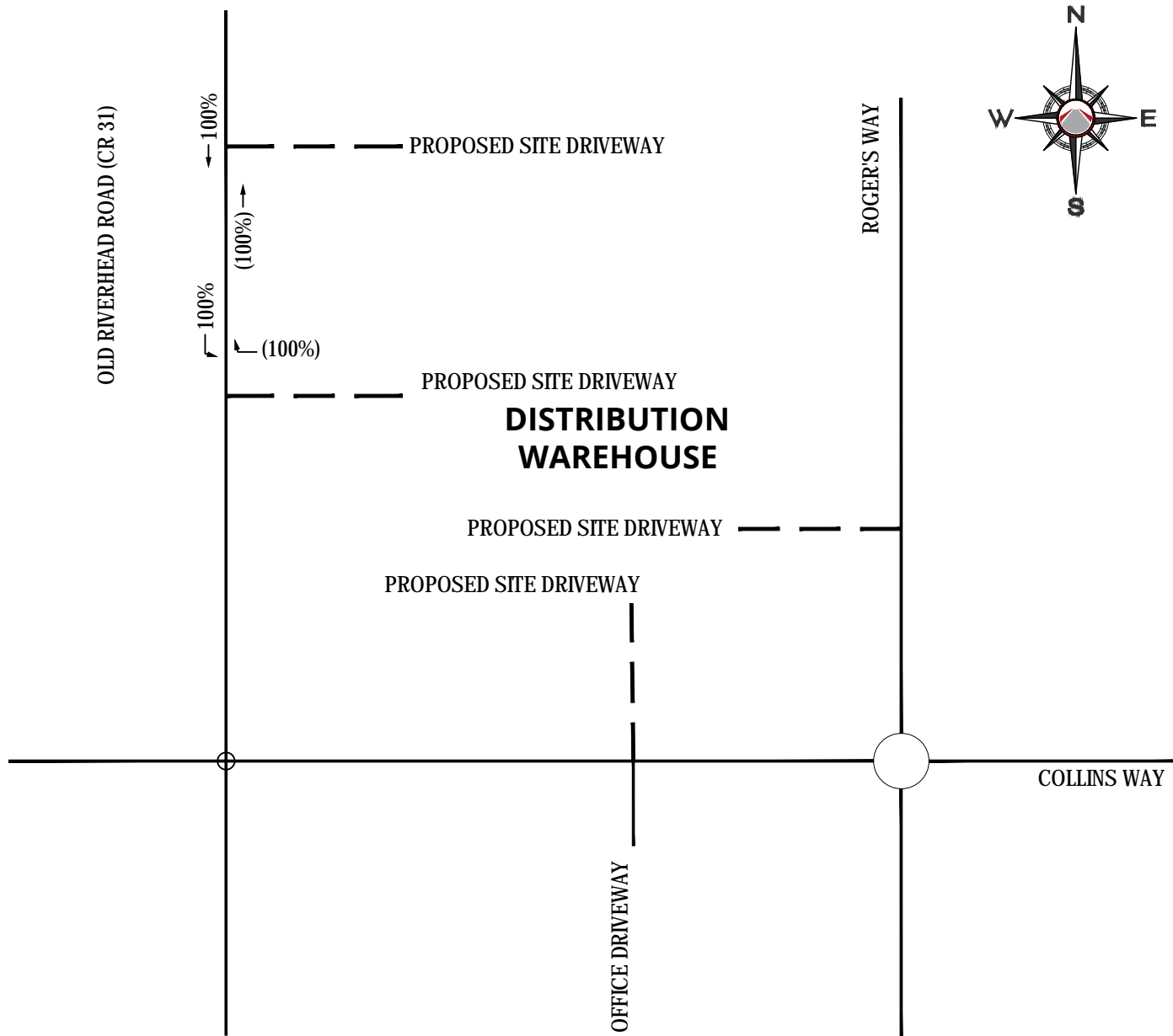
- AA(BB)|CC] AM(PM)|SAT] PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL

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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

DISTRIBUTION OF TRACTOR TRAILER TRAFFIC



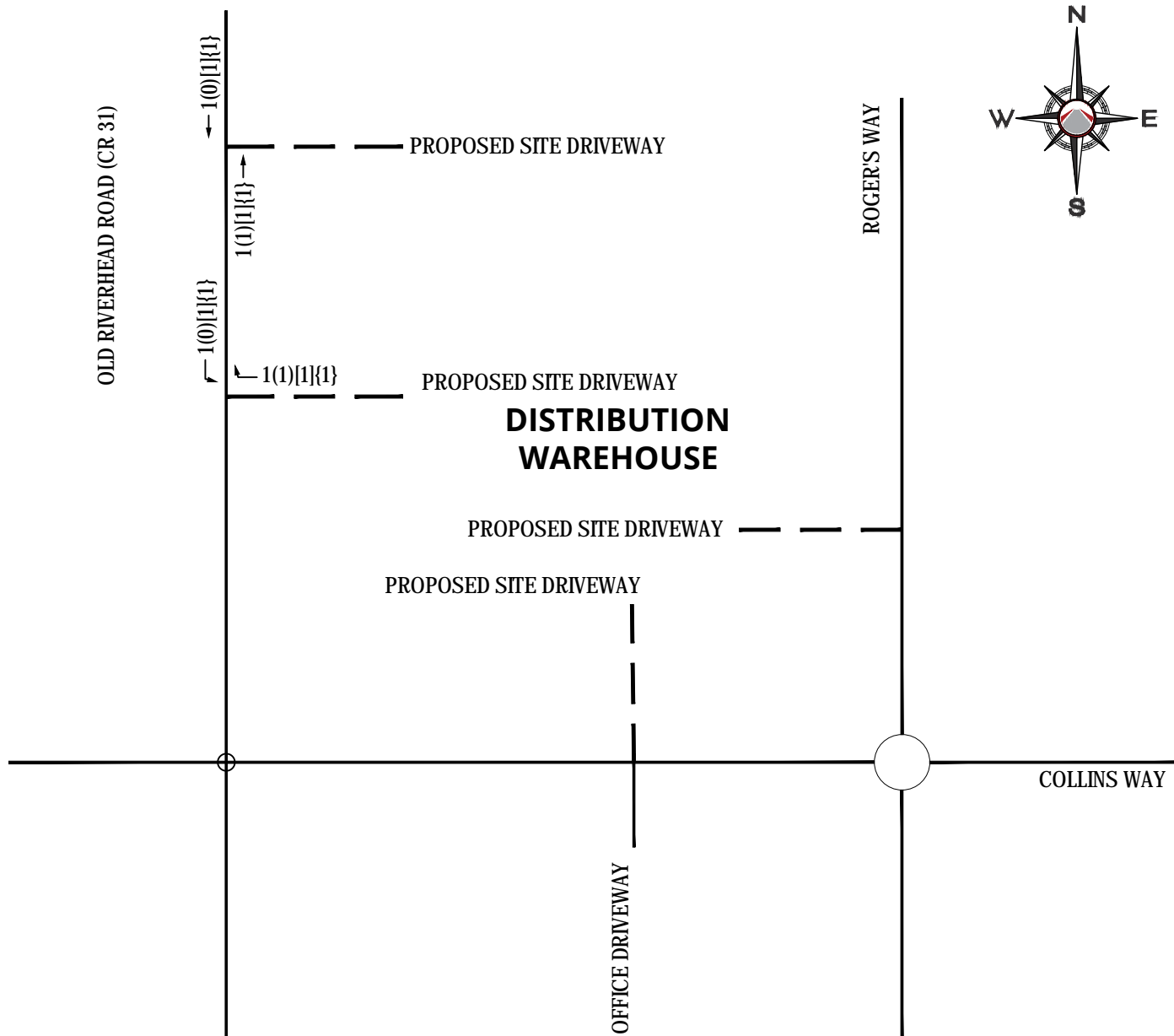
**LEGEND**

- AA(BB) ENTER(EXIT) TRIP DISTRIBUTION
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- - - PROPOSED DRIVEWAY
- ⊙ PROPOSED TRAFFIC SIGNAL

K:\2020\AN20103\ANALYSIS-PERMITTING\FIGURES\AN20103 FIGURES-NY-U--->LAYOUT- DISTRIBUTION OF NEW PROJECT-GENERATED TRIPS

PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

TRACTOR TRAILER TRIPS



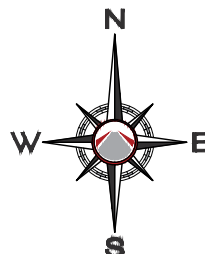
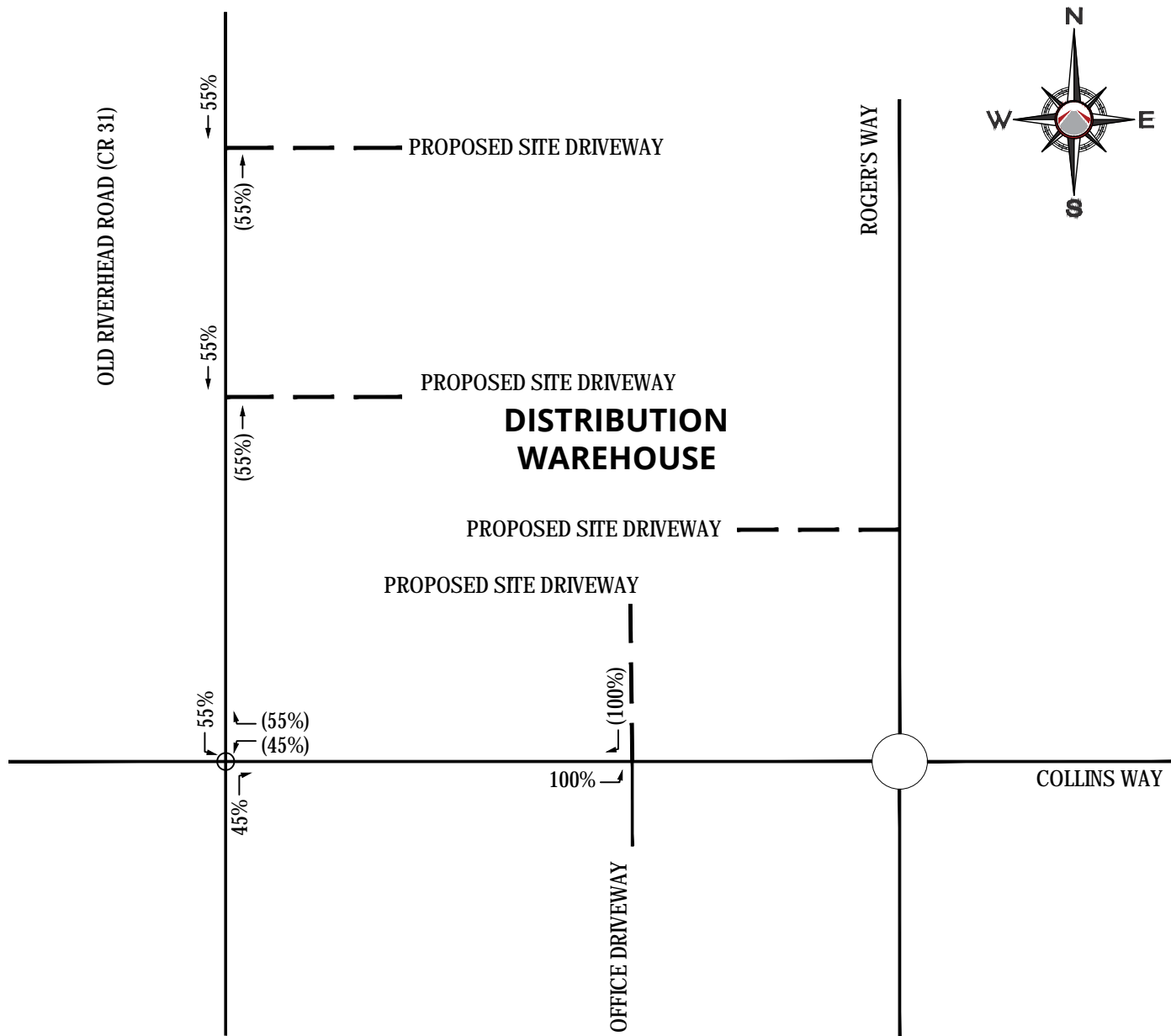
**LEGEND**

- AA(BB)[CC]{DD} AM PEAK(AM SITE PEAK)[PM PEAK] {PM SITE PEAK} HOUR VOLUMES
- EXISTING ROADWAY
- - - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- — — — PROPOSED DRIVEWAY
- ⊕ PROPOSED TRAFFIC SIGNAL

K:\2020\ANU20103\ANALYSIS-PERMITTING\FIGURES\ANU20103 FIGURES-NY-U--->LAYOUT- DISTRIBUTION OF PASS-BY PROJECT-GENERATED TRIPS

PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

WAREHOUSE EMPLOYEE TRAFFIC DISTRIBUTION



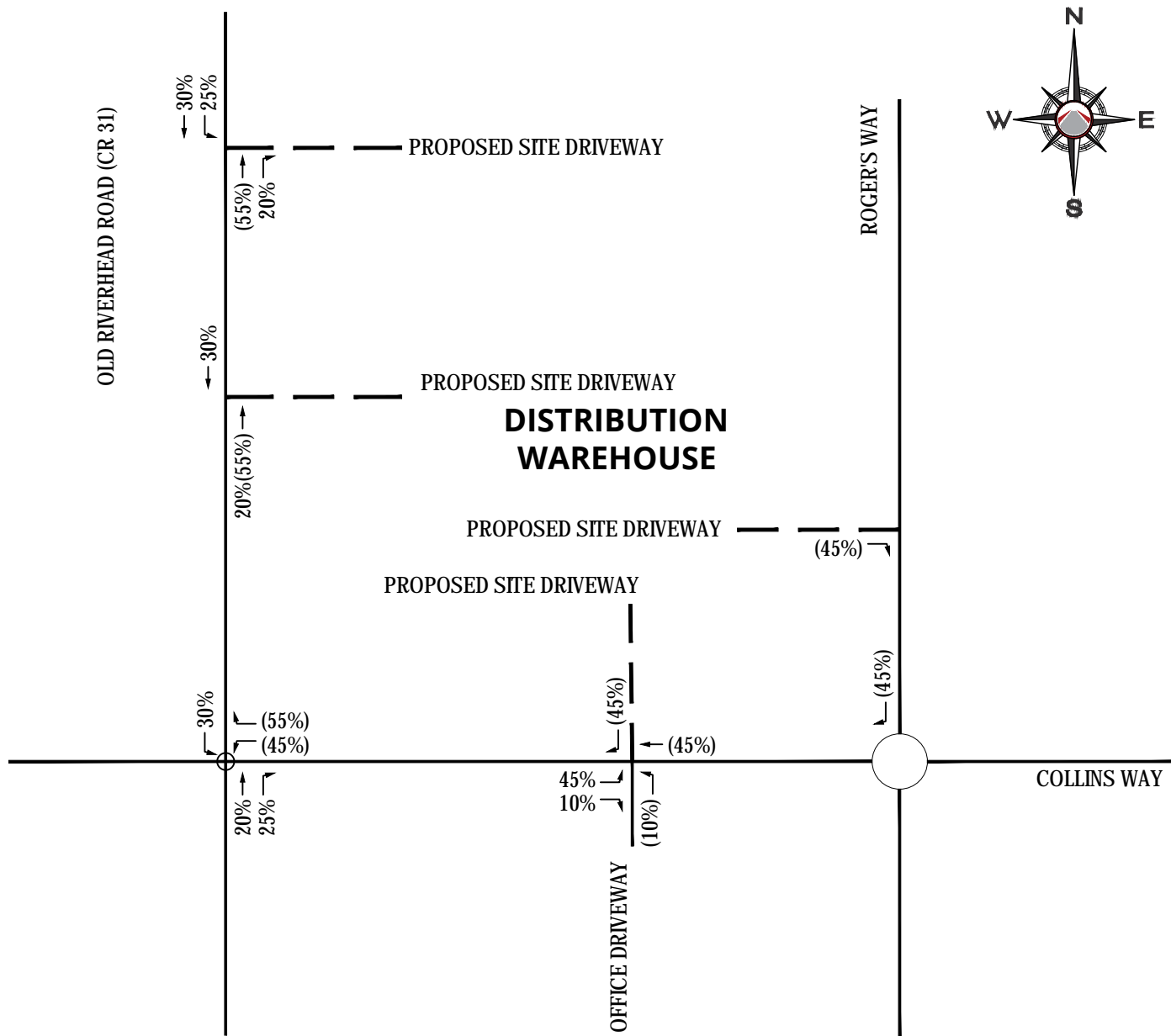
**LEGEND**

- AA(BB) ENTER(EXT) PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- - - PROPOSED DRIVEWAY
- ⊙ PROPOSED TRAFFIC SIGNAL

K:\2020\AN20103\ANALYSIS-PERMITTING\FIGURES\AN20103 FIGURES-NY-U--->LAYOUT: PROJECT-GENERATED NEW TRAFFIC VOLUMES

PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

DELIVERY DRIVER ARRIVAL AND DEPARTURE DISTRIBUTION



**LEGEND**

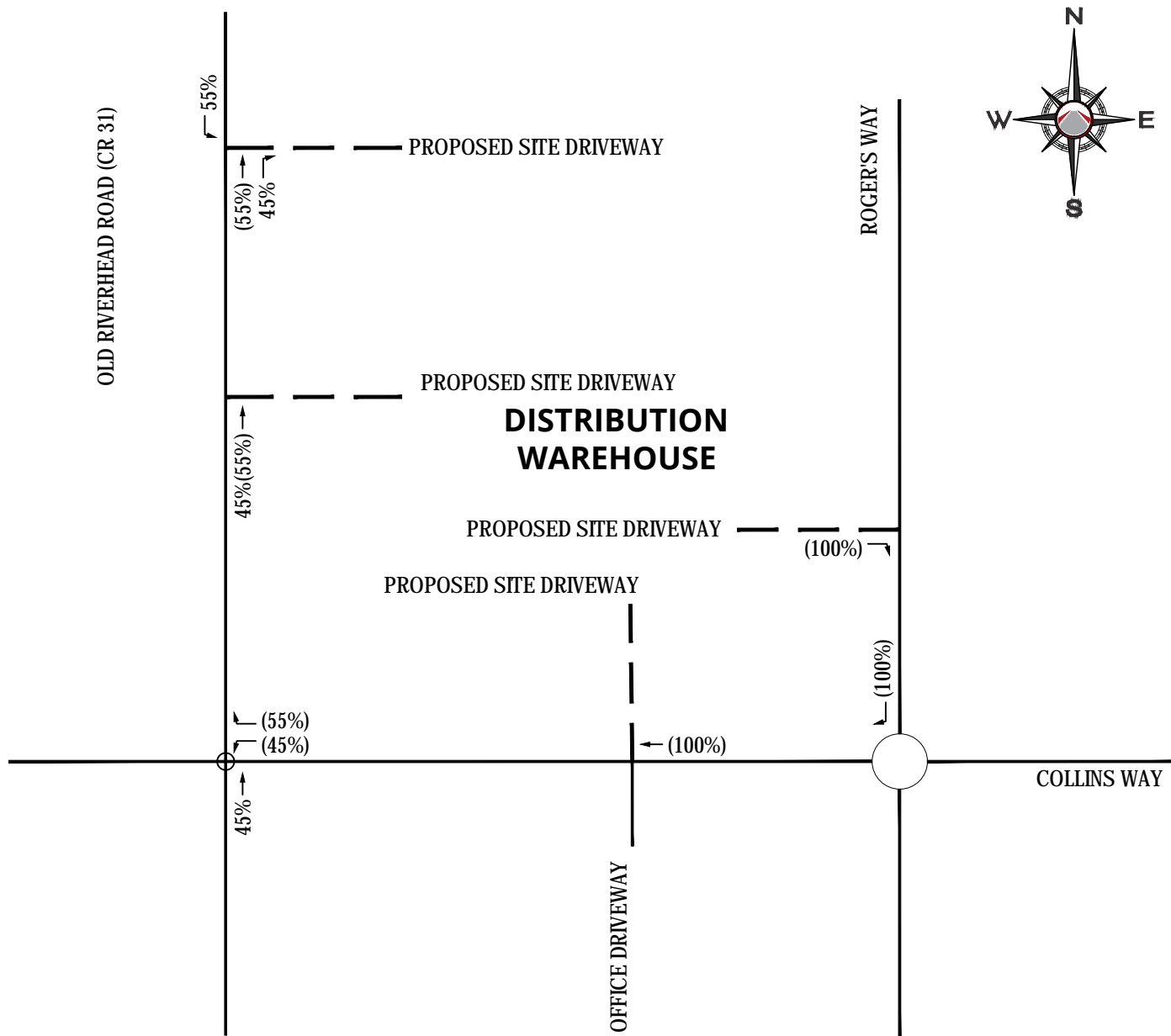
- AA(BB) ENTER(EXT) PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- — — PROPOSED DRIVEWAY
- ⊕ PROPOSED TRAFFIC SIGNAL

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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

INDEPENDANT DRIVER ARRIVAL AND DEPARTURE DISTRIBUTION



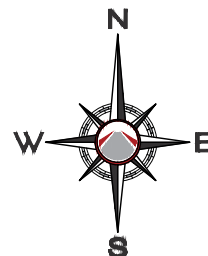
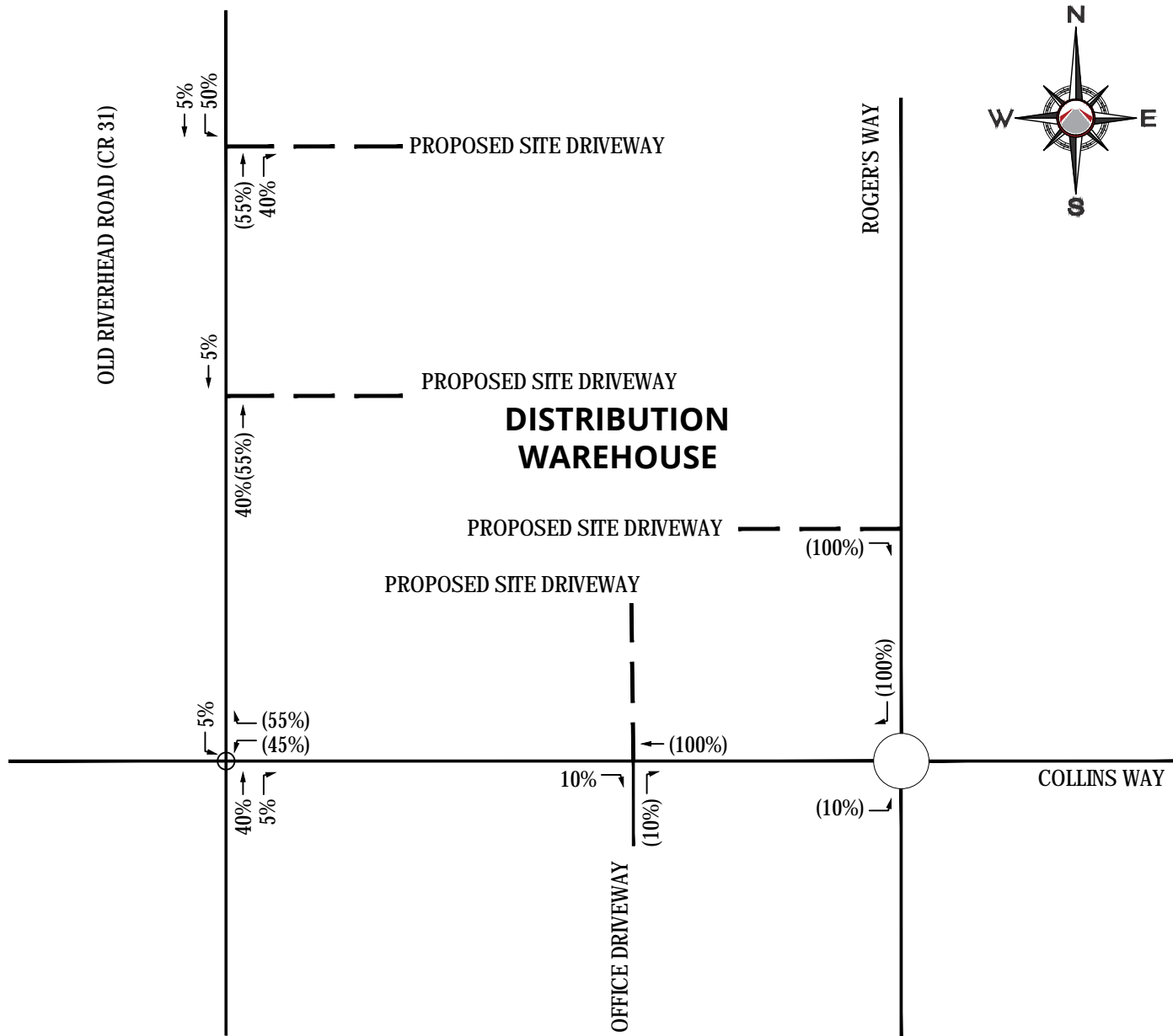
**LEGEND**

- AA(BB) ENTER(EXT) PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- - - PROPOSED DRIVEWAY
- ⊙ PROPOSED TRAFFIC SIGNAL

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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

DELIVERY VAN ARRIVAL AND DEPARTURE DISTRIBUTION

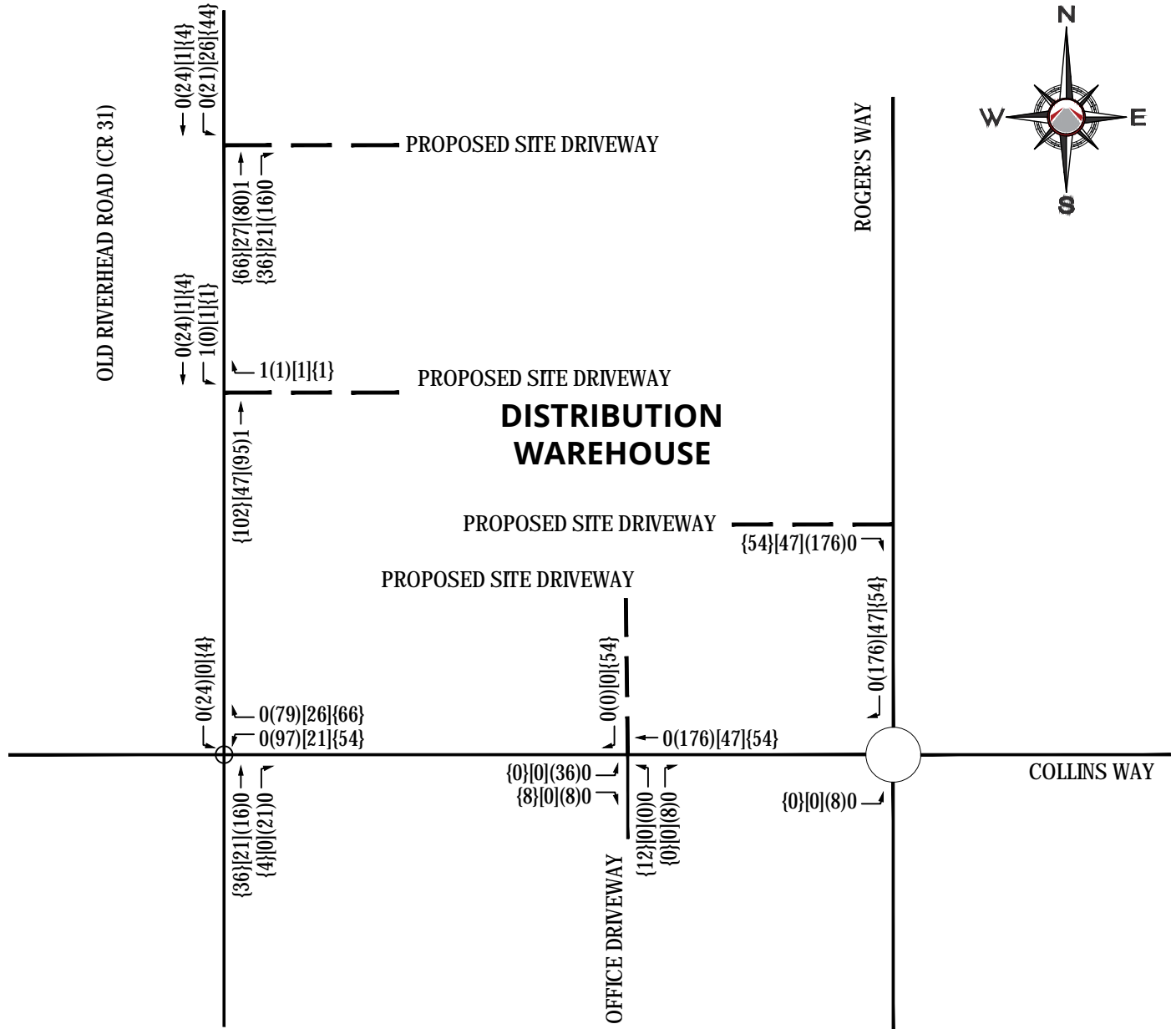


**LEGEND**

- AA(BB) ENTER(EXT) PEAK HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- - - PROPOSED DRIVEWAY
- ⊙ PROPOSED TRAFFIC SIGNAL

PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

TOTAL PROJECT-GENERATED TRAFFIC VOLUMES



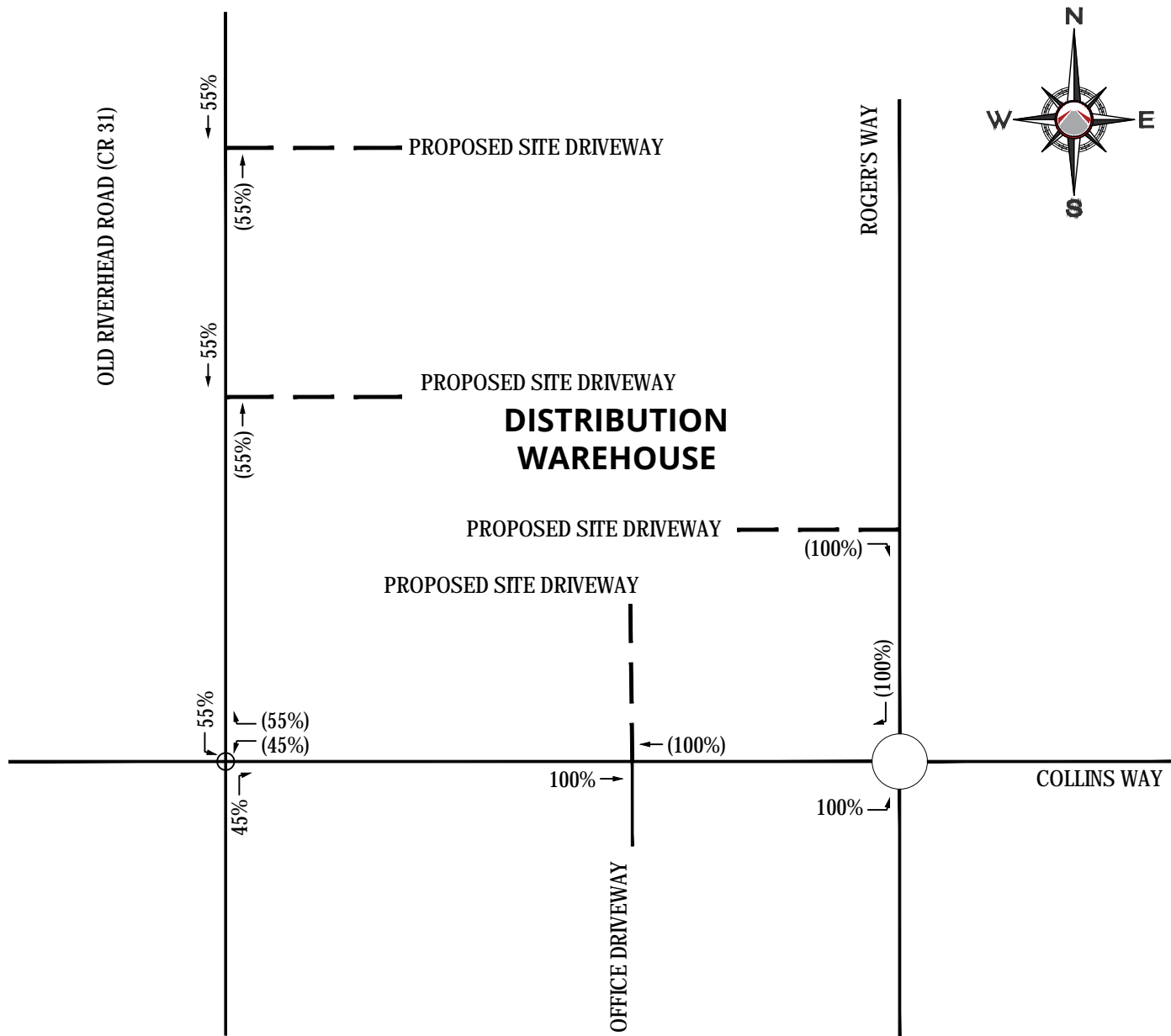
**LEGEND**

- AA(BB)[CC]{DD} AM PEAK(AM SITE PEAK)[PM PEAK] {PM SITE PEAK} HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- - - PROPOSED DRIVEWAY
- ⊕ PROPOSED TRAFFIC SIGNAL

PEAK HOUR	ENTER	EXIT	TOTAL
AM	1	1	2
AM SITE	81	176	257
PM	47	47	94
PM SITE	88	120	208

PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

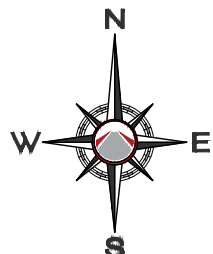
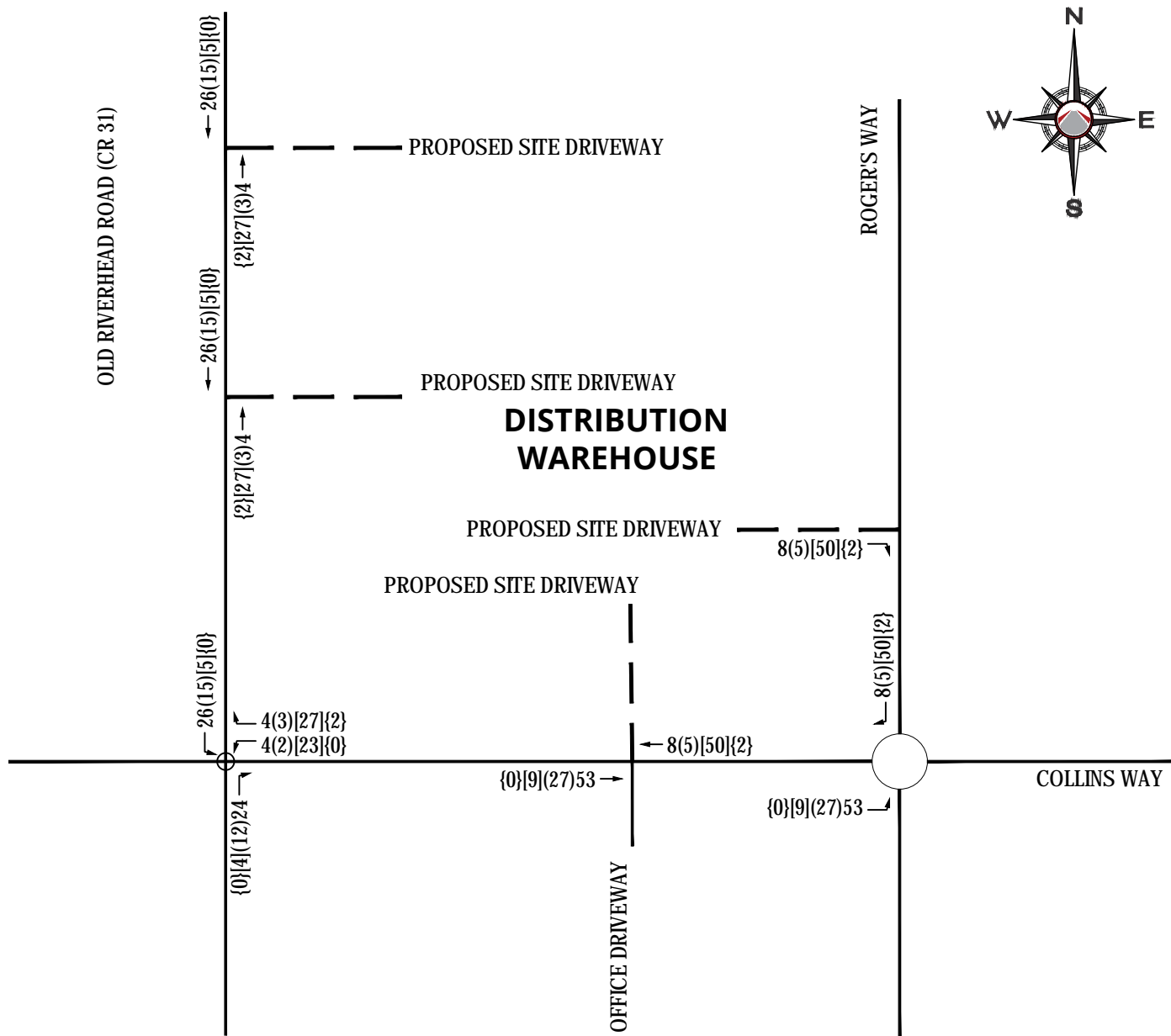
NEARBY DEVELOPMENT DISTRIBUTION



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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

TOTAL NEARBY DEVELOPMENT TRIPS



**LEGEND**

- AA(BB)[CC]{DD} AM PEAK(AM SITE PEAK)[PM PEAK] {PM SITE PEAK} HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- - - PROPOSED DRIVEWAY
- ⊕ PROPOSED TRAFFIC SIGNAL

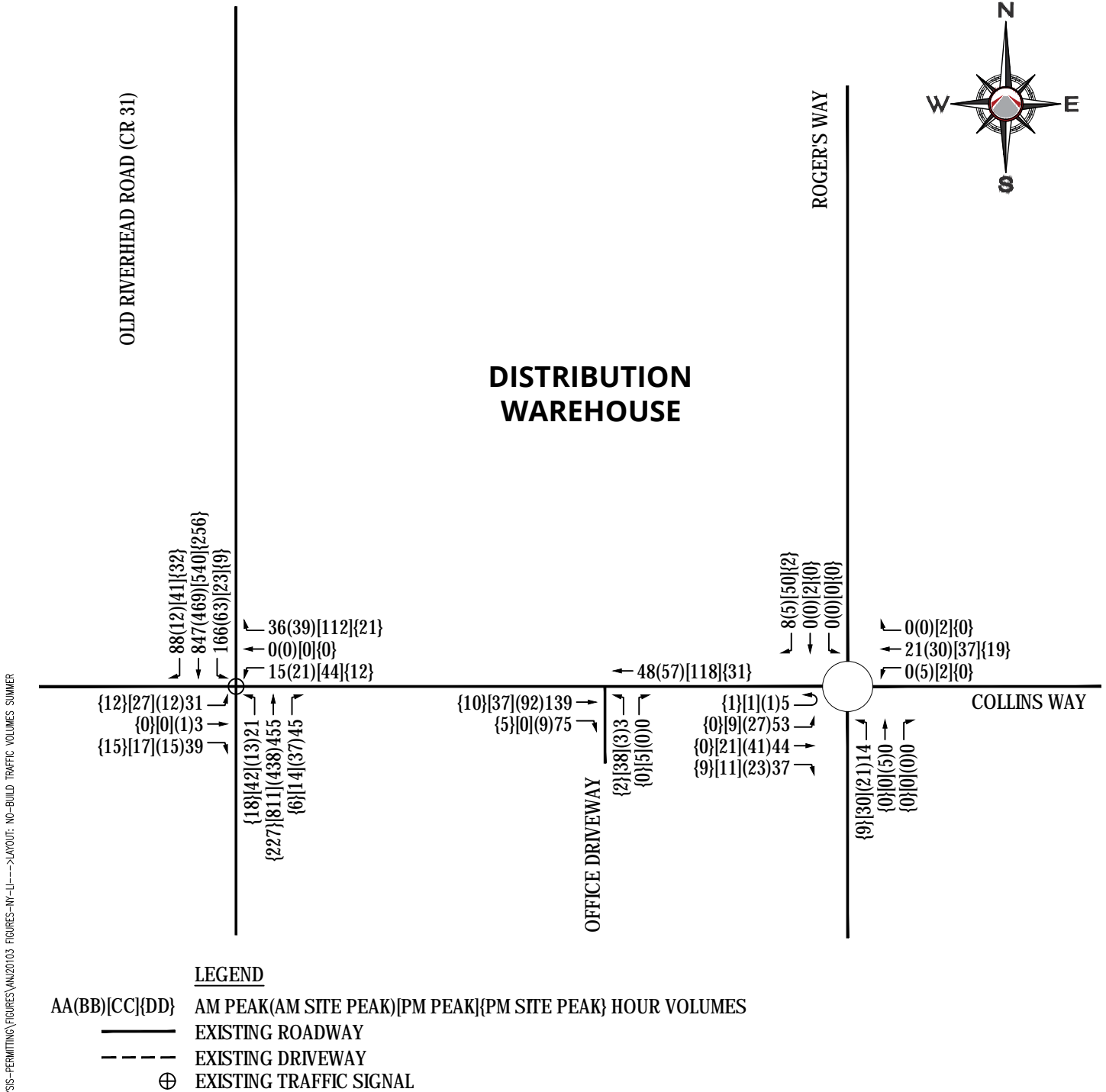
PEAK HOUR	ENTER	EXIT	TOTAL
AM	53	8	61
10AM-11AM	27	5	32
PM	9	50	59
8PM-9PM	0	2	2

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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

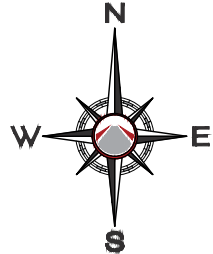
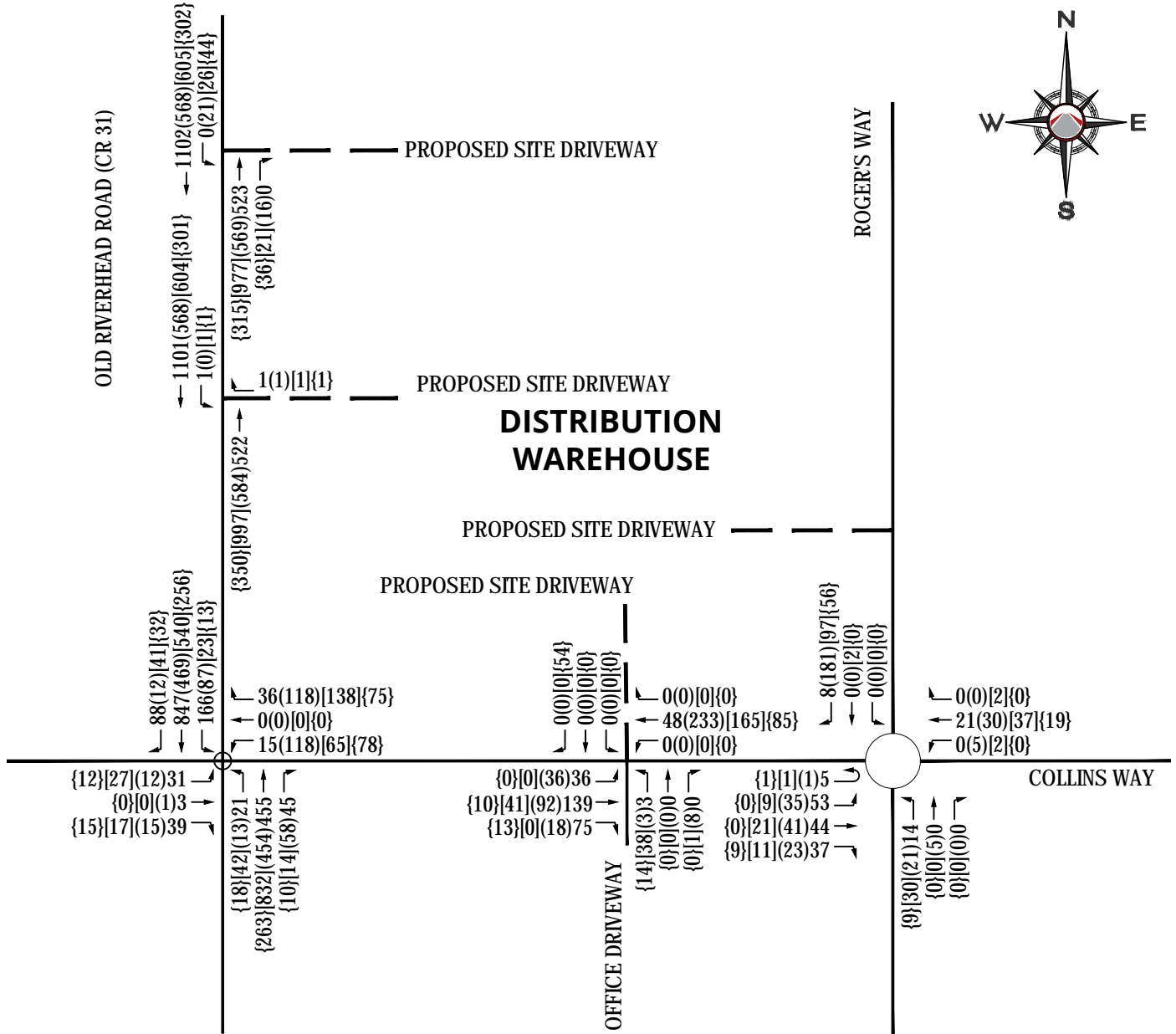
NO-BUILD TRAFFIC VOLUMES FOR SUMMER



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PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

BUILD TRAFFIC VOLUMES FOR SUMMER



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**LEGEND**

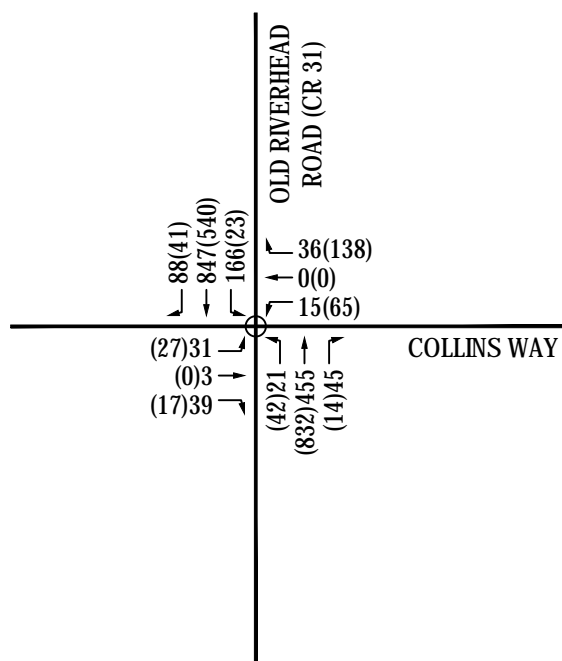
- AA(BB)[CC]{DD} AM PEAK(AM SITE PEAK)[PM PEAK] {PM SITE PEAK} HOUR VOLUMES
- EXISTING ROADWAY
- - - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- — — PROPOSED DRIVEWAY
- ⊙ PROPOSED TRAFFIC SIGNAL

PEAK HOUR	ENTER	EXIT	TOTAL
AM	1	1	2
AM SITE	81	176	257
PM	47	47	94
PM SITE	88	120	208

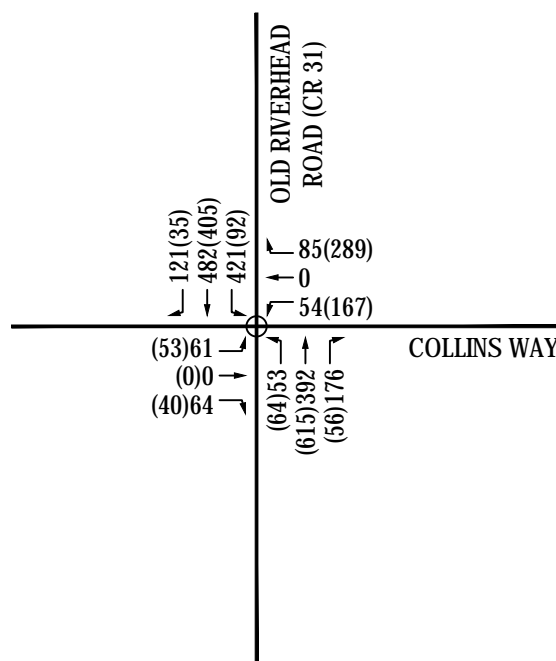
PROPOSED DISTRIBUTION WAREHOUSE  
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

COMPARISON TO PREVIOUS STUDY

## CURRENT ANALYSIS BUILD CONDITION



## 2011 ANALYSIS BUILD CONDITION



### LEGEND

- AA(BB) AM PEAK (PM PEAK) HOUR VOLUMES
- EXISTING ROADWAY
- - - EXISTING DRIVEWAY
- ⊕ EXISTING TRAFFIC SIGNAL
- — — PROPOSED DRIVEWAY
- ⊕ PROPOSED TRAFFIC SIGNAL

## **B | Turning Movement Count Summary**



2929 Expressway Drive North, Suite 120  
 Hauppauge, New York 11749  
 631-738-1919  
[www.atlantictraffic.com](http://www.atlantictraffic.com)

Rechler Equity Partners  
 245 Roger's Way  
 Westhampton Beach  
 Suffolk County, New York

ATDE Project No. ANJ20103

**TURNING MOVEMENT COUNTS**

Weekday Morning

Thursday, September 17, 2020

		Old Riverhead Road & Collins Way												Collins Way at Roger's Way												Sum	
Interval	Start	NB			EB			SB			WB			NB			EB			SB			WB				
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	U	L	T	R	L	T	R	L	T		R
1	7:00 AM	4	41	0	9	1	15	8	103	3	0	0	1	0	0	0	0	1	6	2	0	0	0	0	1	0	195
2	7:15 AM	3	55	1	7	0	16	15	123	4	0	0	2	2	0	0	0	0	1	2	0	0	0	0	1	0	232
3	7:30 AM	6	53	2	6	0	4	10	114	12	1	0	0	1	0	0	0	0	8	4	0	0	0	0	2	0	223
4	7:45 AM	1	51	1	7	0	13	22	194	10	2	0	5	1	0	0	1	0	5	1	0	0	0	0	4	0	318
5	8:00 AM	1	67	2	9	3	11	21	121	13	0	0	3	1	0	0	1	0	3	6	0	0	0	0	0	0	262
6	8:15 AM	7	81	3	8	0	11	12	118	20	2	0	4	2	0	0	0	0	9	6	0	0	0	0	4	0	287
7	8:30 AM	12	99	3	7	0	4	6	122	45	1	0	2	2	0	0	0	0	2	3	0	0	0	0	1	0	309
8	8:45 AM	6	69	8	17	0	15	6	133	18	4	0	3	4	0	0	0	0	4	11	0	0	0	0	4	0	302
9	9:00 AM	7	78	2	28	1	7	8	90	5	0	0	3	3	0	0	0	0	4	5	0	0	0	0	0	0	241
10	9:15 AM	2	73	3	7	0	8	8	103	7	4	1	2	2	0	0	1	0	3	4	0	0	0	1	6	0	235
11	9:30 AM	3	61	1	7	0	6	6	78	1	2	0	3	2	0	0	0	0	6	1	0	0	0	0	1	0	178
12	9:45 AM	3	73	5	5	0	4	8	101	4	4	0	4	4	0	1	0	0	4	8	0	0	0	1	2	0	231
		Peak Hour Summary																									
		NB			EB			SB			WB			NB			EB			SB			WB				
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	U	L	T	R	L	T	R	L	T	R	
Peak Hour Volume		21	298	9	31	3	39	61	555	88	5	0	14	6	0	0	2	0	19	16	0	0	0	0	9	0	
% Heavy Vehicles		0%	2%	0%	0%	0%	8%	3%	4%	5%	0%	0%	7%	17%	0%	0%	0%	0%	11%	19%	0%	0%	0%	0%	22%	0%	
Peak Hour Factor		0.72			0.79			0.78			0.68			0.75			0.62			No Data			0.56				
2022 Volume		22	305	9	32	3	40	62	568	90	5	0	14	6	0	0	2	0	19	16	0	0	0	0	9	0	

K:\2020\ANJ20103\FieldWork\Summarized\Coppy of ANJ20103 TMC Summary.xlsx





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Rechler Equity Partners  
 245 Roger's Way  
 Westhampton Beach  
 Suffolk County, New York

ATDE Project No. ANJ20103

**TURNING MOVEMENT COUNTS**

Weekday Morning

Thursday, September 17, 2020

		Old Riverhead Road & Collins Way												Collins Way at Roger's Way								Sum					
Interval	Start	NB			EB			SB			WB			NB			EB			SB			WB				
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	U	L	T	R	L		T	R	L	T	R
1	10:00 AM	1	69	2	4	0	6	12	82	2	1	0	4	2	0	0	1	0	11	3	0	0	0	1	4	0	205
2	10:15 AM	5	74	2	2	0	3	2	66	5	1	0	8	2	0	0	0	0	2	1	0	0	0	0	7	0	180
3	10:30 AM	4	77	3	5	1	2	6	73	2	3	0	4	4	2	0	0	0	5	4	0	0	0	1	1	0	197
4	10:45 AM	3	67	4	1	0	4	1	86	3	3	0	0	1	0	0	0	0	0	2	0	0	0	0	1	0	176
		Peak Hour Summary																									
		NB			EB			SB			WB			NB			EB			SB			WB				
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	U	L	T	R	L	T	R	L	T	R	
Peak Hour Volume		13	287	11	12	1	15	21	307	12	8	0	16	9	2	0	1	0	18	10	0	0	0	2	13	0	
% Heavy Vehicles		0%	9%	27%	0%	100%	0%	0%	6%	33%	13%	0%	13%	33%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%	15%	0%	
Peak Hour Factor		0.93			0.70			0.89			0.67			0.46			0.48			No Data			0.54				
2022 Volume		13	294	11	12	1	15	22	314	12	8	0	16	9	2	0	1	0	18	10	0	0	0	2	13	0	



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**TURNING MOVEMENT COUNTS**

Weekday Evening

Thursday, September 17, 2020

Interval	Start	Old Riverhead Road & Collins Way												Collins Way at Roger's Way												Sum	
		NB			EB			SB			WB			NB			EB			SB			WB				
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	U	L	T	R	L	T	R	L	T		R
1	3:00 PM	11	110	4	11	0	3	1	103	9	6	0	3	4	0	1	1	0	4	3	0	0	0	1	10	0	285
2	3:15 PM	12	136	2	14	0	7	4	96	5	2	0	1	3	0	0	0	0	5	0	0	0	0	0	2	0	289
3	3:30 PM	5	143	4	14	0	13	5	76	4	4	1	9	4	0	0	2	0	4	1	0	0	0	0	13	0	302
4	3:45 PM	10	111	4	8	0	7	7	75	7	3	0	12	7	0	0	0	0	3	5	0	0	0	1	9	0	269
5	4:00 PM	8	146	0	12	0	5	1	92	6	4	0	13	5	0	0	0	0	3	0	0	0	0	0	5	0	300
6	4:15 PM	10	105	5	5	0	5	1	77	8	7	0	9	1	0	0	1	0	3	1	0	0	0	0	6	0	244
7	4:30 PM	11	133	2	8	0	4	5	92	10	3	0	9	4	0	0	1	0	4	3	0	0	0	0	2	0	291
8	4:45 PM	10	112	1	5	0	6	1	84	7	5	0	6	3	0	0	0	0	2	0	0	1	0	1	6	1	251
9	5:00 PM	14	162	2	4	0	3	1	77	10	1	0	14	4	0	0	0	0	2	1	0	0	0	0	3	0	298
10	5:15 PM	7	124	1	10	0	4	1	101	14	0	0	8	2	0	0	0	0	1	1	0	0	0	0	5	0	279
11	5:30 PM	9	97	0	9	0	9	0	64	12	1	0	6	1	0	0	0	0	0	0	0	0	0	0	4	0	212
8	5:45 PM	4	46	3	2	0	5	2	65	7	1	0	4	1	0	1	0	0	2	0	0	0	0	0	6	0	149
9	6:00 PM	13	60	0	3	0	2	0	66	7	1	0	10	3	0	0	1	1	0	0	0	0	0	0	3	0	170
10	6:15 PM	8	81	0	7	0	7	2	68	11	0	0	2	0	0	0	0	0	1	0	0	0	0	0	2	0	189
11	6:30 PM	3	51	1	5	0	2	2	53	3	2	0	2	0	0	0	0	0	1	1	0	0	0	0	2	0	128
12	6:45 PM	5	41	0	0	0	4	2	40	8	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	0	106

	Peak Hour Summary																								
	NB			EB			SB			WB			NB			EB			SB			WB			
	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	U	L	T	R	L	T	R	L	T	R
Peak Hour Volume	42	531	6	27	0	17	8	354	41	9	0	37	13	0	0	1	0	9	5	0	1	0	1	16	1
% Heavy Vehicles	0%	0%	0%	0%	0%	6%	13%	1%	0%	0%	0%	3%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
Peak Hour Factor	0.81			0.79			0.87			0.77			0.81			0.47			0.25			0.56			
2022 Volume	43	544	6	28	0	17	8	363	42	9	0	38	13	0	0	1	0	9	5	0	1	0	1	16	1



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**TURNING MOVEMENT COUNTS**

Weekday Morning

Thursday, September 17, 2020

		Old Riverhead Road & Collins Way												Collins Way at Roger's Way								Sum						
Interval	Start	NB			EB			SB			WB			NB			EB			SB			WB					
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	U	L	T	R	L		T	R	L	T	R	
1	7:00 PM	4	42	1	1	0	4	0	33	5	3	0	3	1	0	0	0	0	0	1	0	0	0	0	5	0	103	
2	7:15 PM	3	35	0	2	0	4	0	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	82	
3	7:30 PM	5	19	1	3	0	2	1	37	5	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	75	
4	7:45 PM	1	14	0	3	0	1	2	26	6	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	59	
		Peak Hour Summary																										
		NB			EB			SB			WB			NB			EB			SB		WB						
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	U	L	T	R	L	T	R	L	T	R		
Peak Hour Volume		13	110	2	9	0	11	3	124	24	4	0	6	3	0	0	1	0	0	3	0	0	0	0	6	0		
% Heavy Vehicles		0%	1%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Hour Factor		0.66			0.83			0.88			0.42			0.38			0.50			No Data		0.30						
2022 Volume		13	113	2	9	0	11	3	127	25	4	0	6	3	0	0	1	0	0	3	0	0	0	0	6	0		

**C | NYSDOT 2020 Continuous Count Data**

# New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Eastbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 1	WK OF YR: 1	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 01/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Stn: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-R10 in-progress	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: TEW		

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		1 TO 1	2 TO 2	3 TO 3	4 TO 4	5 TO 5	6 TO 6	7 TO 7	8 TO 8	9 TO 9	10 TO 10	11 TO 11	12 TO 12	1 TO 1	2 TO 2	3 TO 3	4 TO 4	5 TO 5	6 TO 6	7 TO 7	8 TO 8	9 TO 9	10 TO 10	11 TO 11	12 TO 12			
1	W	161	164	177	119	125	252	227	188	247	292	383	464	513	570	544	488	466	436	376	329	261	212	172	108	7274	570	13
2	T	55	40	24	29	151	781	1890	1750	1539	1102	913	891	842	770	783	815	728	751	586	442	350	342	203	141	15918	1890	6
3	F	84	51	38	34	153	774	1797	1606	1494	1186	1010	909	849	909	905	869	875	823	701	548	520	449	280	183	17047	1797	6
4	S	120	62	40	47	96	312	760	826	771	773	739	772	852	782	754	770	730	607	563	396	349	320	264	167	11872	852	12
5	S	107	66	47	46	81	159	259	289	395	511	510	551	610	658	615	627	604	608	493	378	351	262	153	124	8504	658	13
6	M	72	37	20	45	183	952	2371	2075	1660	1155	915	733	681	723	718	722	722	679	545	402	314	259	193	113	16289	2371	6
7	T	54	38	41	45	164	983	2378	2255	1684	1184	987	816	783	750	789	744	750	718	542	429	336	276	181	122	17049	2378	6
8	W	62	46	27	43	155	778	1895	1721	1074	686	395	531	741	742	700	701	680	702	555	425	343	301	214	103	13620	1895	6
9	T	59	32	36	37	156	863	2384	1869	1468	1083	859	880	807	769	837	820	778	718	615	522	369	328	243	123	16655	2384	6
10	F	69	49	31	45	178	617	1418	1246	809	641	504	522	384	361	383	536	686	749	686	534	511	567	383	238	12147	1418	6
11	S	110	59	42	52	100	338	995	1160	1054	890	960	1030	1091	939	899	881	765	744	628	426	324	296	274	169	14226	1160	7
12	S	142	92	54	63	90	154	226	274	442	573	605	648	716	752	690	653	609	617	615	400	350	292	201	120	9378	752	13
13	M	67	28	25	37	152	908	2492	1961	1674	1269	916	854	734	755	783	737	698	688	538	391	303	244	183	78	16515	2492	6
14	T	50	42	22	40	151	913	2402	2096	1683	1295	950	842	721	718	764	767	690	687	567	433	323	302	212	96	16766	2402	6
15	W	65	35	35	41	169	925	2543	2237	1594	1289	953	841	782	741	818	759	704	696	578	454	351	322	216	110	17258	2543	6
16	T	56	31	24	44	158	916	2537	2309	1694	1231	967	833	818	772	786	780	698	694	639	490	422	369	262	139	17669	2537	6
17	F	67	41	37	39	167	821	2083	1778	1381	1272	1041	954	890	828	872	833	818	850	856	729	748	851	526	227	18709	2083	6
18	S	123	78	41	43	109	323	800	912	847	897	924	1021	920	738	896	1020	488	482	367	252	205	201	127	12786	1021	12	
19	S	98	60	32	42	71	167	234	286	417	525	645	718	833	802	720	753	672	590	544	429	349	283	215	145	9630	833	12
20	M	67	31	23	34	138	619	1890	1498	1286	1035	871	714	745	744	705	707	673	662	566	398	306	258	170	101	14241	1890	6
21	T	66	38	37	35	173	865	2309	2105	1517	1222	956	796	671	692	739	743	659	688	564	406	316	289	165	110	16161	2309	6
22	W	74	38	33	58	174	851	2319	1976	1641	1261	980	824	763	728	797	730	664	753	542	442	347	285	177	100	16557	2319	6
23	T	77	47	30	44	168	896	2382	2243	1569	1323	1023	721	820	772	843	784	683	750	557	454	389	392	246	142	17355	2382	6
24	F	80	38	28	47	157	841	2371	2130	1671	1220	947	847	871	883	956	847	804	799	653	698	633	565	391	223	18700	2371	6
25	S	124	64	49	49	105	320	834	945	873	780	840	855	903	844	758	771	748	650	628	399	296	268	251	166	12520	945	7
26	S	103	80	63	65	71	165	266	325	429	626	689	714	753	726	693	670	666	576	616	406	323	254	189	100	9568	753	12
27	M	66	26	32	40	158	894	2386	2083	1613	1271	939	785	746	712	785	717	656	663	567	426	321	297	183	115	16481	2386	6
28	T	44	31	28	36	150	896	2431	2221	1673	1224	950	750	733	729	761	734	642	745	621	405	388	307	205	108	16812	2431	6
29	W	55	45	28	35	171	906	2454	2263	1587	1238	1012	699	668	565	667	698	676	687	564	462	383	336	215	127	16541	2454	6
30	T	61	35	35	46	150	895	2387	2367	1662	1256	972	928	793	816	841	809	721	718	625	493	449	399	257	139	17854	2387	6
31	F	49	31	27	33	159	765	2471	2052	1604	1301	981	941	965	950	905	915	820	815	701	667	591	591	379	232	18945	2471	6

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

68   46   39   45   159   818   2166   1914   1471   1132   888   786   742   726   759   736   683   691   564   434   348   307   205   115   15842

<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>
31	744	19	468	2166	% of day	1.000	0.812	

**AADT**  
**19510**



# New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Westbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 2	WK OF YR: 1	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 01/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Stn: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-R10 in-progress	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: TEW		

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		1 TO 1	2 TO 2	3 TO 3	4 TO 4	5 TO 5	6 TO 6	7 TO 7	8 TO 8	9 TO 9	10 TO 10	11 TO 11	12 TO 12	1 TO 1	2 TO 2	3 TO 3	4 TO 4	5 TO 5	6 TO 6	7 TO 7	8 TO 8	9 TO 9	10 TO 10	11 TO 11	12 TO 12			
1	W	163	212	144	93	74	62	80	145	374	375	621	860	1055	1033	1099	996	907	729	508	341	273	167	132	99	10542	1099	14
2	T	48	18	34	38	64	127	297	520	617	813	906	1013	1103	1195	1398	1842	2279	1956	928	440	310	223	189	129	16487	2279	16
3	F	73	34	20	47	63	119	246	455	601	737	883	992	1107	1208	1400	1766	1972	1675	883	454	328	269	228	178	15738	1972	16
4	S	106	53	39	40	56	87	174	301	416	579	783	882	1091	1038	993	1087	1022	890	573	367	282	205	255	194	11513	1091	12
5	S	89	63	32	32	48	71	120	209	346	539	752	913	1038	1132	1042	914	881	788	524	383	332	198	177	85	10708	1132	13
6	M	54	20	30	29	78	161	315	519	699	730	755	871	982	1035	1325	1915	2403	2093	655	534	303	218	197	115	16036	2403	16
7	T	60	41	29	30	75	157	295	554	712	777	808	929	1031	1070	1348	2022	2424	2276	997	496	287	227	159	126	16930	2424	16
8	W	61	23	25	33	63	151	272	491	711	750	724	852	984	1085	1417	2033	2307	2159	943	498	319	229	202	134	16466	2307	16
9	T	70	24	29	29	66	139	305	510	715	712	832	963	1009	1127	1418	2004	2358	2192	1008	484	327	241	187	137	16886	2358	16
10	F	60	27	29	28	73	125	307	526	667	719	723	891	1031	1103	1440	2121	2301	2212	1081	587	532	323	234	214	17354	2301	16
11	S	108	45	27	48	51	111	177	332	441	645	798	918	1117	1175	1142	1367	1309	1195	714	437	317	262	250	204	13190	1367	15
12	S	116	80	34	37	42	67	119	216	334	551	771	896	1055	1078	1084	1086	1022	933	676	530	360	254	166	102	11609	1086	15
13	M	42	26	25	33	62	173	318	516	716	791	788	904	1047	1082	1406	1933	2428	2300	888	461	339	246	169	126	16819	2428	16
14	T	49	29	24	33	72	143	291	533	707	768	792	918	986	1113	1347	2080	2430	2132	1061	433	328	244	203	121	16837	2430	16
15	W	52	37	19	31	69	141	311	549	703	764	796	899	998	1119	1414	2083	2410	2305	1029	557	327	240	205	144	17202	2410	16
16	T	58	25	22	36	65	135	283	524	690	731	771	927	996	1106	1411	2043	2375	2266	1056	466	339	253	213	144	16935	2375	16
17	F	62	30	25	45	66	131	268	529	702	770	838	915	1047	1234	1375	2072	2138	1957	957	553	380	281	267	215	16857	2138	16
18	S	96	78	30	23	51	92	180	291	456	621	762	904	995	976	956	940	835	761	430	362	257	292	211	203	10802	995	12
19	S	97	62	27	62	42	69	129	188	338	538	777	941	944	1107	1031	973	924	768	537	399	273	219	219	130	10794	1107	13
20	M	57	34	26	29	53	137	256	462	587	895	1109	1303	1445	1494	1770	1937	2318	2081	1074	603	374	254	185	99	18582	2318	16
21	T	48	23	26	49	60	162	324	580	749	781	801	886	977	1095	1356	2021	2367	2036	936	482	346	217	173	132	16627	2367	16
22	W	51	28	21	31	66	134	305	514	674	769	776	848	993	1084	1356	2017	2372	2222	1054	500	329	246	174	131	16695	2372	16
23	T	44	25	20	36	73	147	283	507	692	765	728	907	980	1157	1362	2088	2445	2329	1040	510	345	261	188	130	17062	2445	16
24	F	49	25	35	38	61	117	279	540	643	710	767	874	1056	1119	1490	2103	2315	2176	1124	562	392	346	269	193	17283	2315	16
25	S	97	46	36	33	61	99	178	338	468	684	829	917	1080	986	1025	1040	915	796	546	337	293	277	237	193	11511	1080	12
26	S	98	45	24	35	43	66	125	233	366	648	773	960	1098	1230	1120	1148	1005	903	659	580	330	238	184	86	11997	1230	13
27	M	43	19	32	36	76	155	318	608	816	721	804	896	1001	1111	1351	2067	2449	2150	999	468	298	245	181	128	16972	2449	16
28	T	45	23	17	31	75	152	297	616	761	751	846	899	956	1128	1409	2107	2508	2193	1016	495	330	217	175	148	17195	2508	16
29	W	50	24	33	32	56	146	317	572	731	752	805	904	955	1035	1412	2136	2394	2310	1123	507	353	221	202	138	17208	2394	16
30	T	50	25	27	37	62	145	288	599	734	752	770	868	972	1139	1406	2110	2251	1842	1476	513	350	240	196	141	16993	2251	16
31	F	44	27	39	44	65	137	284	513	671	714	802	900	1083	1214	1445	2149	2332	1989	1160	565	368	315	236	215	17311	2332	16

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

60	37	33	39	67	135	284	517	681	741	802	923	1026	1123	1389	1969	2301	2087	988	488	326	233	185	129	16563
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<b>ESTIMATED</b>
31	744	19	468	2301	14%	1.000	<b>0.812</b>	

**AADT**  
**20398**

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #:	NY 27	ROAD NAME:	SUNRISE HWY	FROM:	ACC FROM INT 66 CR 39	TO:	INLET RD W	COUNTY:	Suffolk
DIRECTION:	Eastbound	FACTOR GROUP:	40	REC. SERIAL #:	0000	FUNC. CLASS:	14	TOWN:	
STATE DIR CODE:	1	WK OF YR:	5	PLACEMENT:		NHS:	no	LION#:	
DATE OF COUNT:	02/01/2020	@ REF MARKER:		ADDL DATA:	Speed	JURIS:	City	BIN:	
NOTES LANE 1:		COUNT TYPE:	VEHICLES	CC Str:	0799	RR CROSSING:		HPMS SAMPLE:	4930003
NOTES LANE 2:		PROCESSED BY:	ORG CODE: DOT INITIALS: CPA						
COUNT TAKEN BY:	ORG CODE: DOT INITIALS: DGV								

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		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			
1	S	112	67	43	47	99	310	948	994	927	813	900	877	933	954	904	802	751	714	559	508	297	193	288	173	13213	994	7
2	S	112	79	40	57	81	147	250	319	464	577	569	577	689	594	564	696	592	594	461	315	257	252	244	152	8682	696	15
3	M	58	34	27	37	159	836	2298	2033	1588	1242	895	826	662	648	768	719	728	737	541	444	330	269	176	91	16146	2298	6
4	T	47	34	25	31	148	862	2378	2223	1706	1250	993	767	758	722	770	709	693	654	627	418	363	321	185	89	16773	2378	6
5	W	49	27	20	44	177	889	2296	2142	1673	1297	987	894	808	745	765	759	673	683	579	447	394	381	207	117	17053	2296	6
6	T	54	33	35	39	155	834	2073	2146	1694	1270	1014	883	809	777	870	796	762	717	613	508	378	407	242	113	17222	2146	7
7	F	70	50	37	38	142	798	2013	1997	1667	1286	984	943	935	917	898	862	797	784	711	613	583	562	358	228	18273	2013	6
8	S	98	46	44	45	94	305	956	1079	895	879	930	951	991	935	898	845	749	700	655	462	360	305	302	188	13712	1079	7
9	S	132	79	51	54	84	133	269	362	417	596	543	626	705	700	756	665	615	569	540	402	326	265	197	113	9199	756	14
10	M	61	34	31	27	166	847	2146	1924	1476	1145	883	781	735	781	729	687	698	752	567	484	353	286	192	93	15878	2146	6
11	T	56	38	29	39	158	873	2092	1960	1652	1284	1022	794	727	710	779	737	713	700	660	432	376	304	208	87	16430	2092	6
12	W	59	28	30	36	179	859	2458	2278	1630	1197	933	907	775	756	828	765	683	759	557	472	435	372	212	127	17335	2458	6
13	T	56	41	30	42	160	838	2104	1979	1614	1322	972	898	870	773	849	802	686	721	684	490	436	472	321	134	17294	2104	6
14	F	72	64	37	35	162	843	2434	2173	1518	1248	1001	937	963	980	967	958	874	846	910	770	740	770	501	260	20063	2434	6
15	S	131	89	53	39	94	254	917	971	953	938	981	1098	1247	1109	979	959	854	736	664	484	376	346	243	162	14677	1247	12
16	S	105	80	52	65	61	151	256	335	457	511	660	700	856	827	689	662	651	578	540	374	289	273	198	119	9489	856	12
17	M	74	38	25	37	119	620	1822	1744	1258	1120	930	882	800	799	706	690	594	642	494	447	308	263	179	95	14686	1822	6
18	T	48	32	28	36	146	819	2042	1797	1511	1188	914	743	775	800	753	724	651	592	572	395	378	270	186	93	15493	2042	6
19	W	48	50	16	41	157	740	2216	1931	1535	1208	968	814	789	729	728	726	683	719	636	459	382	311	181	120	16187	2216	6
20	T	51	42	20	47	140	716	2036	1855	1570	1273	970	907	775	799	722	803	682	713	620	420	381	355	237	160	16294	2036	6
21	F	55	44	28	42	150	747	2141	960	1773	1095	949	925	894	882	856	832	875	828	745	584	601	560	384	197	17147	2141	6
22	S	117	68	38	58	84	321	901	953	804	875	928	987	1035	987	881	845	677	645	624	454	371	292	315	156	13416	1035	12
23	S	117	96	63	67	69	146	256	363	435	556	585	750	788	743	723	672	624	567	526	432	342	310	193	87	9510	788	12
24	M	75	31	24	37	142	842	2398	2294	1631	1214	957	834	705	754	787	800	674	691	587	425	339	309	176	93	16819	2398	6
25	T	69	31	29	40	152	840	2507	2164	1611	1248	916	802	712	693	790	731	649	651	590	441	379	304	216	122	16687	2507	6
26	W	70	39	24	34	143	902	2592	2271	1637	1303	992	850	817	758	827	772	664	709	618	488	445	325	194	104	17578	2592	6
27	T	51	49	29	45	174	831	2336	2442	1905	1317	968	854	839	710	804	827	714	751	579	488	446	408	263	151	17981	2442	7
28	F	70	46	31	49	162	849	2492	2203	1595	1295	1095	988	987	969	977	941	810	794	784	628	640	653	392	228	19678	2492	6
29	S	141	61	41	56	103	308	872	998	957	992	982	1067	1104	1053	934	868	784	728	603	454	364	334	237	179	14220	1104	12

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

58   40   28   40   157   828   2244   2026   1612   1240   967   861   772   747   780   753   684   699   595   454   383   335   211   112   16626

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	
29	696	16	408	2244	13%	1.000	0.830	

**ESTIMATED**

**AADT**

**20031**

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: <b>Westbound</b>	FACTOR GROUP: <b>40</b>	REC. SERIAL #: <b>0000</b>	FUNC. CLASS: <b>14</b>	TOWN:
STATE DIR CODE: <b>2</b>	WK OF YR: <b>5</b>	PLACEMENT:	NHS: <b>no</b>	LION#:
DATE OF COUNT: <b>02/01/2020</b>		@ REF MARKER:	JURIS: <b>City</b>	BIN:
NOTES LANE 1:		ADDL DATA: <b>Speed</b>	CC Stn: <b>0799</b>	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: <b>VEHICLES</b>	BATCH ID: <b>DOT-R10</b>	HPMS SAMPLE: <b>4930003</b>
COUNT TAKEN BY: <b>ORG CODE: DOT INITIALS: DGV</b>		PROCESSED BY: <b>ORG CODE: DOT INITIALS: CPA</b>		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	S	94	51	18	35	52	93	185	311	458	401	774	898	1179	1098	1103	1192	1204	1104	748	438	373	268	255	195	12527	1204	16
2	S	87	54	33	27	43	54	116	243	389	567	746	951	1100	1086	1141	1059	954	781	479	312	261	218	263	141	11105	1141	14
3	M	48	21	21	30	96	156	340	580	739	766	839	909	1006	1124	1319	1886	2362	2231	1054	497	335	278	160	113	16910	2362	16
4	T	55	23	29	45	77	158	340	598	765	790	812	920	983	1056	1446	2034	2393	2139	1041	508	293	221	169	112	17007	2393	16
5	W	39	25	23	37	72	140	331	613	659	774	755	903	983	1127	1362	2042	2373	2259	1147	519	311	232	189	131	17046	2373	16
6	T	49	23	20	37	67	142	291	592	777	733	759	902	1027	1145	1275	1896	2145	1897	893	463	354	259	204	128	16078	2145	16
7	F	56	39	32	36	66	135	287	533	679	707	800	915	1028	1080	1440	1926	2153	1790	995	602	363	313	218	215	16408	2153	16
8	S	109	47	33	37	43	93	222	351	513	658	835	914	1084	1080	1096	1292	1187	1120	739	432	340	295	270	216	13006	1292	15
9	S	97	59	37	30	54	76	123	228	388	606	769	969	1099	1163	1083	1177	1030	910	592	480	309	236	163	95	11773	1177	15
10	M	54	28	22	22	70	151	355	584	757	780	791	889	1041	1041	1464	1883	2192	1720	818	565	320	246	177	112	16082	2192	16
11	T	40	28	20	33	75	165	318	610	750	789	843	925	1050	1034	1276	1917	2014	1789	975	528	369	190	197	134	16069	2014	16
12	W	45	15	31	44	89	158	315	538	694	708	772	963	1065	1063	1378	2092	2411	2205	1148	497	363	238	221	140	17193	2411	16
13	T	82	28	34	28	72	142	300	568	740	762	807	945	998	1099	1341	1926	2225	1834	965	577	373	228	234	160	16468	2225	16
14	F	51	29	34	39	75	129	315	528	656	746	791	898	1063	1116	1370	2154	2258	1997	1123	565	380	311	229	238	17095	2258	16
15	S	142	82	45	70	60	92	178	342	469	608	834	809	1019	1054	1064	1208	1153	1064	744	477	327	281	261	266	12649	1208	15
16	S	107	59	34	34	46	60	123	193	356	546	751	926	1012	1009	1031	993	1010	795	592	432	315	233	186	148	10991	1031	14
17	M	57	28	28	33	57	114	251	436	557	805	1043	1233	1233	1582	1777	2167	2357	2249	1259	688	410	292	162	131	18949	2357	16
18	T	43	28	17	41	83	171	298	545	737	776	934	1047	1122	1186	1480	1826	2136	1785	840	467	283	215	179	109	16348	2136	16
19	W	48	23	32	29	66	143	266	537	691	699	783	1021	1034	1255	1396	1902	2282	2096	1061	503	312	238	192	118	16727	2282	16
20	T	49	22	29	30	54	131	248	536	646	741	830	930	1069	1158	1397	1864	2217	2051	1050	481	328	223	159	112	16355	2217	16
21	F	55	25	32	33	54	125	248	443	603	718	823	906	1094	1141	1374	1911	2155	1923	1097	532	338	253	218	158	16259	2155	16
22	S	101	56	33	37	65	75	163	346	560	597	788	871	1095	1123	1081	1265	1244	1102	834	498	352	275	251	187	12999	1265	15
23	S	108	58	41	36	39	48	121	238	406	587	831	948	1152	1132	1263	1208	1126	937	713	535	370	214	169	86	12366	1263	14
24	M	36	25	20	31	64	159	341	571	760	742	807	965	1091	1084	1369	2044	2411	2068	1135	546	342	249	151	113	17124	2411	16
25	T	47	21	19	30	71	143	287	619	749	755	842	928	1032	1095	1422	2102	2344	2027	998	534	319	238	163	112	16897	2344	16
26	W	48	23	24	27	65	137	323	591	772	740	820	964	993	1055	1467	2051	2464	2171	1072	518	364	243	199	129	17260	2464	16
27	T	53	24	27	35	58	148	284	599	751	808	883	926	1021	1129	1355	2005	2441	2207	1151	550	419	261	182	142	17459	2441	16
28	F	54	31	39	38	60	142	317	500	706	774	880	950	1059	1141	1475	2133	2435	2123	1086	585	322	295	259	203	17607	2435	16
29	S	97	43	27	39	63	108	191	340	581	602	796	951	1147	1128	1203	1345	1365	1159	770	465	320	283	314	260	13597	1365	16

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

51	25	28	35	69	144	303	556	709	756	831	952	1047	1140	1408	1977	2298	2046	1038	528	343	241	184	125	16834
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>
29	696	16	408	2298	14%	1.000	0.830	

**AADT**  
**20282**

New York State Department of Transportation
Traffic Count Hourly Report

ROUTE #: NY 27 ROAD NAME: SUNRISE HWY FROM: ACC FROM INT 66 CR 39 TO: INLET RD W COUNTY: Suffolk
DIRECTION: Eastbound FACTOR GROUP: 40 REC. SERIAL #: 0000 FUNC. CLASS: 14 TOWN:
STATE DIR CODE: 1 WK OF YR: 10 PLACEMENT: NHS: no LION#:
DATE OF COUNT: 03/02/2020 @ REF MARKER: JURIS: City BIN:
NOTES LANE 1: ADDL DATA: Speed CC Str: 0799 RR CROSSING:
NOTES LANE 2: COUNT TYPE: VEHICLES BATCH ID: DOT-Andrew HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV PROCESSED BY: ORG CODE: DOT INITIALS: ALH

Table with columns: DATE, DAY, AM (1-12), PM (1-12), DAILY TOTAL, DAILY HIGH COUNT, DAILY HIGH HOUR. Rows 1-31 show hourly traffic counts.

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

52 34 27 35 136 745 1837 1676 1339 1049 869 795 741 737 700 656 603 569 484 399 316 255 177 97 14328

DAYS Counted: 30 HOURS Counted: 719 WEEKDAYS Counted: 17 WEEKDAY Hours: 449 AVERAGE WEEKDAY High Hour: 1837 % of day: 13% Axle Adj. Factor: 1.000 Seasonal/Weekday Adjustment Factor: 0.871

ESTIMATED AADT 16450





# New York State Department of Transportation

## Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Eastbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 1	WK OF YR: 14	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 04/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Str: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-R10 in progress	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: ALH		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	W	24	15	18	29	92	311	1107	1283	988	607	689	607	625	583	598	566	487	451	413	256	205	145	82	51	10232	1283	7
2	T	25	18	21	24	84	309	928	1128	1072	865	836	710	609	624	624	602	513	456	361	263	192	116	91	42	10513	1128	7
3	F	27	22	20	25	107	304	663	1056	851	750	685	636	665	634	603	587	580	462	454	297	230	167	122	62	10009	1056	7
4	S	35	17	13	25	61	199	488	596	524	509	479	581	781	826	832	702	618	444	376	260	201	114	113	55	8849	832	14
5	S	19	12	15	12	37	100	234	199	205	279	295	439	517	589	554	507	456	374	335	237	148	105	71	55	5794	589	13
6	M	38	20	14	18	103	379	972	1045	786	705	685	704	777	682	654	517	486	402	372	252	165	102	90	53	10021	1045	7
7	T	35	12	11	20	98	418	1215	1602	1105	856	770	681	629	621	595	594	467	399	372	270	201	119	104	57	11251	1602	7
8	W	27	20	15	29	106	437	1074	1390	1016	883	695	605	611	607	566	548	542	417	366	260	191	117	97	64	10683	1390	7
9	T	21	13	19	22	64	382	966	1200	914	790	713	527	575	526	525	548	460	414	371	234	221	133	82	52	9772	1200	7
10	F	32	15	14	22	64	307	909	1384	749	634	595	697	721	672	698	669	555	500	442	292	234	111	86	67	10469	1384	7
11	S	35	20	19	27	44	178	502	824	635	554	583	750	859	896	801	652	567	482	385	298	200	140	74	66	9591	896	13
12	S	36	14	22	17	40	111	171	215	220	251	308	435	528	543	537	450	411	300	290	208	165	128	97	60	5557	543	13
13	M	28	18	13	26	109	387	801	974	820	644	554	541	464	450	431	387	352	297	239	205	128	108	77	53	8106	974	7
14	T	21	20	19	25	84	381	1360	1751	1217	913	849	778	735	688	673	620	521	467	348	288	181	118	64	61	12182	1751	7
15	W	30	21	13	27	92	457	1077	1276	1043	899	800	685	631	613	641	595	539	495	397	294	202	141	84	67	11119	1276	7
16	T	28	18	24	21	117	367	1190	1144	1497	920	850	673	733	714	656	602	552	479	434	278	211	137	98	44	11787	1497	8
17	F	23	29	19	22	81	296	1232	1534	1134	858	812	683	767	779	752	715	657	585	502	363	281	125	126	79	12454	1534	7
18	S	32	18	16	27	58	203	397	591	538	585	615	674	630	685	640	642	606	466	352	264	130	114	77	67	8427	685	13
19	S	38	23	26	19	37	100	265	311	323	430	557	724	943	944	919	625	592	475	385	261	212	137	97	59	8502	944	13
20	M	30	13	16	26	100	398	1284	1611	1196	900	715	660	601	648	622	567	544	491	386	257	209	136	75	50	11535	1611	7
21	T	24	23	20	22	102	429	1238	1604	1149	913	777	676	649	648	649	528	481	401	321	238	172	108	89	46	11307	1604	7
22	W	24	16	22	22	113	416	1421	1918	1226	942	835	756	726	672	670	599	518	492	398	282	182	128	95	54	12527	1918	7
23	T	40	19	27	34	74	356	1457	1908	1154	752	746	670	681	615	665	645	598	537	439	313	239	167	78	50	12264	1908	7
24	F	42	17	10	31	97	372	963	1156	934	841	805	726	713	733	710	677	686	614	560	394	277	191	114	70	11733	1156	7
25	S	39	36	12	28	89	270	782	1005	774	757	888	1188	1233	1335	1169	958	782	656	525	345	250	140	123	74	13458	1335	13
26	S	34	31	24	34	38	103	197	245	262	245	325	512	534	506	512	533	466	433	370	260	205	155	101	56	6181	534	12
27	M	28	21	16	22	102	429	1346	1579	1173	834	617	682	603	591	576	545	425	404	300	239	200	134	102	63	11031	1579	7
28	T	29	16	25	20	135	478	1615	2146	1354	937	795	810	761	844	829	666	669	546	473	343	247	182	105	58	14083	2146	7
29	W	34	23	33	27	110	472	1679	2155	1137	939	883	817	699	628	625	633	607	553	470	317	237	133	109	60	13380	2155	7
30	T	31	17	20	31	107	426	1066	1508	1251	1086	857	743	725	736	719	722	569	601	503	367	265	165	105	87	12707	1508	7

<b>AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)</b>																						<b>ADT</b>		
29	19	19	25	96	384	1162	1471	1080	839	753	685	657	638	629	582	518	461	387	275	203	133	90	56	11191
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<b>ESTIMATED</b>																
30	720	18	456	1471	13%	1.000	0.957	AADT 11694																

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #:	NY 27	ROAD NAME:	SUNRISE HWY	FROM:	ACC FROM INT 66 CR 39	TO:	INLET RD W	COUNTY:	Suffolk
DIRECTION:	Westbound	FACTOR GROUP:	40	REC. SERIAL #:	0000	FUNC. CLASS:	14	TOWN:	
STATE DIR CODE:	2	WK OF YR:	14	PLACEMENT:		NHS:	no	LION#:	
DATE OF COUNT:	04/01/2020			@ REF MARKER:		JURIS:	City	BIN:	
NOTES LANE 1:				ADDL DATA:	Speed	CC Str:	0799	RR CROSSING:	
NOTES LANE 2:				COUNT TYPE:	VEHICLES	BATCH ID:	DOT-R10 in progress	HPMS SAMPLE:	4930003
COUNT TAKEN BY:	ORG CODE:	DOT	INITIALS:	DGV	PROCESSED BY:	ORG CODE:	DOT	INITIALS:	ALH

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	W	32	20	16	13	27	80	180	350	388	460	503	681	749	825	925	1253	1475	1225	818	489	283	141	96	81	11110	1475	16
2	T	34	10	10	16	26	73	206	360	427	490	597	670	711	837	1031	1305	1515	1239	745	454	252	134	66	81	11289	1515	16
3	F	43	16	15	22	23	70	171	355	445	492	649	729	793	848	904	1109	1078	925	533	341	224	164	81	96	10126	1109	15
4	S	27	17	14	17	21	55	108	240	383	447	479	607	737	740	837	907	887	861	656	440	284	157	95	86	9102	907	15
5	S	30	17	10	14	11	38	93	186	240	344	391	411	541	598	693	733	600	525	437	338	254	126	84	71	6785	733	15
6	M	28	13	9	11	36	89	215	319	422	515	609	668	748	795	964	1262	1503	1352	909	552	357	140	80	76	11672	1503	16
7	T	39	14	15	9	20	100	201	358	406	453	617	644	759	811	967	1304	1455	1384	898	547	325	146	94	95	11661	1455	16
8	W	39	16	15	12	26	71	173	298	426	493	624	685	763	834	937	1214	1303	1193	782	518	268	138	99	84	11011	1303	16
9	T	31	13	12	12	26	78	192	325	445	493	660	716	855	762	902	1152	1189	883	529	408	249	144	96	91	10263	1189	16
10	F	33	17	21	17	22	71	176	346	452	573	660	745	879	972	1081	1255	1341	1217	697	476	276	180	93	88	11688	1341	16
11	S	43	21	12	15	24	55	121	241	345	422	545	645	755	808	917	1095	1125	991	711	516	316	175	111	76	10085	1125	16
12	S	49	12	13	14	10	39	93	152	198	280	330	417	488	562	674	662	662	558	407	387	255	130	97	69	6558	674	14
13	M	24	13	10	15	26	92	171	303	388	445	519	548	626	614	759	813	884	676	413	299	227	148	74	85	8172	884	16
14	T	34	15	12	11	20	90	202	383	507	613	647	747	844	925	1166	1422	1490	1448	969	579	330	156	82	91	12783	1490	16
15	W	29	26	24	11	27	89	183	356	444	512	647	741	782	823	969	1370	1485	1326	973	545	293	155	98	89	11997	1485	16
16	T	36	18	17	19	35	85	223	360	459	545	624	743	838	834	1143	1404	1583	1478	1043	604	292	168	91	89	12731	1583	16
17	F	49	18	14	15	29	84	181	360	424	565	651	730	878	940	1182	1431	1634	1479	976	608	319	182	88	102	12939	1634	16
18	S	49	22	12	18	21	57	143	245	398	513	672	742	839	850	819	880	800	641	466	321	246	158	85	89	9086	880	15
19	S	49	22	14	16	23	32	122	190	299	350	524	582	706	832	1014	1160	1159	1079	729	517	317	170	86	76	10068	1160	15
20	M	32	13	16	11	20	109	210	381	494	579	684	744	815	871	1042	1357	1485	1410	1067	545	327	144	111	71	12538	1485	16
21	T	44	15	13	20	29	81	255	405	530	601	685	762	821	909	1225	1528	1549	1192	574	353	255	124	91	68	12129	1549	16
22	W	33	15	15	13	30	82	231	439	461	593	712	807	869	1038	1174	1432	1610	1478	1104	664	320	154	101	81	13456	1610	16
23	T	41	20	19	16	29	99	232	390	490	592	700	747	929	956	1108	1432	1656	1548	1091	612	331	162	82	107	13389	1656	16
24	F	44	20	10	13	33	92	184	337	458	601	682	778	901	1007	1046	1238	1336	1097	681	474	293	195	111	89	11720	1336	16
25	S	40	23	15	17	26	65	158	314	447	572	681	752	896	1018	1193	1371	1455	1561	1231	799	513	257	136	93	13633	1561	17
26	S	46	26	21	14	15	35	114	200	285	431	566	709	798	855	772	746	578	494	400	270	235	154	92	77	7933	855	13
27	M	31	12	6	14	23	94	244	400	549	604	715	796	852	984	1078	1339	1562	1421	912	557	278	152	90	74	12787	1562	16
28	T	46	18	7	19	30	111	222	428	540	620	741	850	903	1033	1221	1527	1853	1722	1330	878	462	211	138	101	15011	1853	16
29	W	43	22	13	20	25	103	266	449	518	591	734	808	904	1043	1171	1480	1738	1556	1232	675	313	174	106	88	14072	1738	16
30	T	44	14	16	16	39	92	211	390	575	691	792	808	920	1035	1096	1381	1662	1415	987	595	363	179	106	82	13509	1662	16

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

39	17	15	15	28	86	206	368	466	551	657	734	816	885	1049	1332	1500	1330	910	549	307	154	94	85	ADT	12193
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DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
				High Hour	% of day			
30	720	18	456	1500	12%	1.000	0.957	<b>AADT 12741</b>

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Eastbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 1	WK OF YR: 18	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 05/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Stn: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10-in progress	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: TEW		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		1 TO 1	2 TO 2	3 TO 3	4 TO 4	5 TO 5	6 TO 6	7 TO 7	8 TO 8	9 TO 9	10 TO 10	11 TO 11	12 TO 12	1 TO 1	2 TO 2	3 TO 3	4 TO 4	5 TO 5	6 TO 6	7 TO 7	8 TO 8	9 TO 9	10 TO 10				11 TO 11	12 TO 12
1	F	30	21	15	31	119	462	1244	1684	1485	1123	896	870	865	914	857	968	828	842	724	515	392	275	179	86	15425	1684	7
2	S	64	19	25	38	110	195	753	1048	920	958	1014	1355	1563	1480	1265	1022	864	680	516	407	319	199	143	102	15059	1563	12
3	S	53	36	31	32	56	131	264	347	440	470	632	798	1048	1101	1037	804	679	599	549	383	303	203	153	72	10221	1101	13
4	M	36	20	19	39	109	448	1661	1788	979	1250	819	938	840	869	764	686	624	615	466	329	260	161	96	51	13867	1788	7
5	T	30	15	20	31	110	474	1854	2151	1409	1092	976	946	858	811	704	744	654	595	492	369	262	200	120	86	15003	2151	7
6	W	48	23	18	28	133	508	1586	1810	1394	1028	892	821	819	814	770	694	625	535	504	355	259	164	78	60	13966	1810	7
7	T	42	23	26	28	96	519	1901	2168	1463	1155	1035	950	982	879	895	816	675	711	606	467	367	245	137	90	16276	2168	7
8	F	41	22	33	39	135	450	1608	2139	1425	1082	923	838	873	907	861	746	742	597	491	473	283	175	156	93	15132	2139	7
9	S	42	27	24	35	76	235	867	1064	979	828	820	814	993	928	918	909	765	671	558	354	284	176	125	71	12563	1064	7
10	S	57	38	28	28	65	137	329	372	393	455	518	734	1010	1075	1018	863	722	627	607	452	381	251	159	87	10406	1075	13
11	M	57	28	22	30	109	468	1748	1757	1253	851	800	811	634	738	627	542	648	544	492	345	293	176	104	66	13143	1757	7
12	T	30	16	31	28	137	503	2104	2254	1556	978	966	946	959	853	851	755	709	626	522	408	313	184	143	87	15959	2254	7
13	W	37	20	29	39	144	553	1685	2246	1590	1197	1079	1080	1013	999	910	797	712	670	552	446	351	242	154	100	16645	2246	7
14	T	48	24	27	37	101	535	1987	2391	1650	1262	1144	1063	1066	1010	990	877	823	771	618	505	442	285	167	82	17905	2391	7
15	F	57	31	25	46	136	501	1839	2049	1563	1287	1182	1161	1241	1213	1140	1052	942	1001	884	702	439	400	279	113	19283	2049	7
16	S	65	43	37	59	119	321	1057	1111	1136	1035	1286	1590	1707	1607	1376	1083	905	838	618	463	385	265	183	114	17403	1707	12
17	S	67	48	39	41	88	181	376	551	568	662	792	1051	1116	1146	984	967	825	674	655	460	326	269	172	73	12131	1146	13
18	M	49	19	14	36	124	594	1981	1795	1199	1297	880	950	891	867	858	822	698	719	623	416	309	223	94	69	15527	1981	6
19	T	44	25	28	32	108	540	1896	1845	1616	1240	947	1030	1000	976	913	798	844	704	634	470	334	210	131	83	16448	1896	6
20	W	57	36	29	27	134	667	2058	1780	1546	1199	1063	1075	1065	1045	1060	939	879	855	782	573	426	284	141	93	17813	2058	6
21	T	48	28	34	45	144	620	1707	1780	1428	1277	1218	1291	1132	1133	1247	1033	893	948	906	754	636	459	244	153	19158	1780	7
22	F	68	42	37	54	178	663	2057	1837	1303	1311	1324	1531	1468	1520	1442	1338	1202	1169	983	799	657	448	281	166	21878	2057	6
23	S	103	53	48	41	109	350	887	1152	748	848	1027	1108	1215	1303	1217	1140	939	848	647	475	373	271	174	169	15245	1303	13
24	S	89	73	53	48	88	230	393	569	490	629	1061	1421	1521	1553	1371	1025	919	820	683	480	399	336	214	138	14603	1553	13
25	M	66	50	42	55	121	288	542	512	673	678	763	867	939	1062	949	848	618	621	559	404	338	263	168	87	11513	1062	13
26	T	51	31	29	38	112	661	1992	2069	1542	1051	998	1142	1100	1030	958	864	810	745	623	556	408	252	159	108	17329	2069	7
27	W	50	35	30	57	165	714	2079	1636	1476	1275	1141	1209	1286	1145	1090	974	861	810	754	592	445	320	188	116	18448	2079	6
28	T	50	32	35	55	161	869	2595	1885	1568	1208	1004	1159	968	989	950	932	981	859	742	640	491	271	208	100	18752	2595	6
29	F	59	40	39	50	135	844	1798	1809	1299	1424	1098	1092	919	1083	1179	1016	955	976	1001	824	612	400	280	187	19119	1809	7
30	S	85	63	39	61	145	416	1456	1216	1171	1203	1266	1564	1620	1520	1418	1254	1080	972	840	604	475	426	265	171	19330	1620	12
31	S	97	67	79	78	149	272	524	650	771	949	1131	1388	1554	1451	1193	1088	876	810	681	476	435	389	194	128	15430	1554	12

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

46	27	29	39	132	593	1806	1875	1401	1155	1007	1037	972	951	908	820	753	708	617	477	371	246	146	89	16205
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<b>ESTIMATED</b>
31	744	17	420	1875	12%	1.000	1.052	<b>AADT 15404</b>

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Westbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 2	WK OF YR: 18	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 05/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Stn: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10-in progress	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: TEW		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	F	38	19	25	16	39	84	233	385	502	639	710	820	975	1068	1238	1483	1673	1641	1057	733	441	202	118	98	14237	1673	16
2	S	58	24	17	17	31	73	180	354	519	645	735	791	925	1000	1254	1392	1460	1663	1384	975	653	376	178	127	14831	1663	17
3	S	58	40	25	18	19	44	114	262	351	548	676	754	937	995	1082	1227	1319	1240	981	833	616	335	147	106	12727	1319	16
4	M	44	27	20	11	39	116	301	488	588	665	855	820	1027	1087	1317	1685	1905	1711	1218	773	406	215	107	104	15529	1905	16
5	T	43	21	10	21	35	95	286	494	583	729	807	907	966	1078	1324	1669	2004	1939	1364	909	504	236	119	103	16246	2004	16
6	W	51	32	24	27	28	108	265	443	594	652	808	958	1002	1146	1352	1595	1703	1933	1261	709	303	196	108	102	15400	1933	17
7	T	50	22	15	18	37	107	245	446	562	694	740	905	965	1098	1363	1761	2030	1901	1452	1039	549	266	138	120	16523	2030	16
8	F	61	31	21	20	36	115	252	447	551	672	828	943	1124	1227	1405	1750	1950	1845	1321	840	431	213	130	114	16327	1950	16
9	S	55	32	21	13	30	57	189	364	530	711	887	1027	1117	1143	1242	1023	1341	1236	875	554	385	260	146	112	13350	1341	16
10	S	70	33	22	17	26	50	143	293	382	583	718	898	1031	1057	1093	1238	1215	1110	846	701	473	319	142	81	12541	1238	15
11	M	35	17	11	21	31	130	285	460	643	706	884	978	1008	1048	1250	1623	1767	1694	1241	767	417	244	124	102	15486	1767	16
12	T	44	26	17	22	34	112	270	477	628	655	780	939	1041	1139	1374	1724	1958	1958	1491	953	549	287	124	116	16718	1958	16
13	W	54	14	23	27	42	115	281	484	571	681	791	968	967	1180	1384	1786	2129	2144	1577	1020	561	307	151	116	17373	2144	17
14	T	44	34	29	27	47	119	281	431	630	735	815	936	1039	1189	1431	1839	2158	2106	1682	1110	675	306	172	118	17953	2158	16
15	F	50	26	18	17	45	92	262	460	633	751	859	1044	1092	1162	1503	1818	2083	2190	1626	1064	623	395	215	137	18165	2190	17
16	S	69	31	36	26	32	87	233	475	553	743	867	942	1158	1191	1262	1496	1737	1806	1638	1234	857	516	280	200	17469	1806	17
17	S	87	38	32	19	30	65	181	316	458	709	860	959	1064	1235	1259	1522	1409	1483	1193	925	696	420	205	130	15295	1522	15
18	M	56	30	15	16	50	151	325	541	718	782	969	1026	1139	1219	1425	1741	2083	2193	1551	1096	543	290	163	111	18233	2193	17
19	T	69	44	29	26	40	107	290	521	642	765	935	971	1076	1221	1446	1797	2205	2172	1582	1029	602	300	159	136	18164	2205	16
20	W	60	38	16	31	39	136	344	516	647	777	902	1021	1109	1251	1504	1896	2241	2198	1699	1207	685	388	204	137	19046	2241	16
21	T	64	34	32	22	49	123	323	487	643	763	852	1000	1099	1310	1573	2006	2248	2300	1983	1323	841	454	224	162	19915	2300	17
22	F	85	50	29	34	42	134	296	514	593	774	877	1026	1215	1332	1637	1836	2115	2214	1830	1299	827	491	328	149	19727	2214	17
23	S	124	67	57	51	54	98	216	377	549	727	867	1021	1082	1186	1281	1397	1200	1104	843	548	386	353	301	168	14057	1397	15
24	S	105	47	43	23	40	85	215	329	428	603	719	931	1009	1091	1106	1223	1239	1351	1317	1142	821	642	317	210	15036	1351	17
25	M	129	76	33	25	34	74	199	316	438	652	933	1187	1354	1566	1620	1704	1803	1594	1512	1268	900	571	246	161	18395	1803	16
26	T	73	29	27	27	58	172	453	603	829	979	1142	1113	1295	1394	1563	1958	2306	2326	1850	1383	833	482	211	133	21239	2326	17
27	W	75	28	33	27	46	132	340	525	713	871	985	1066	1211	1301	1583	2075	2359	2437	2140	1399	872	425	223	138	21004	2437	17
28	T	78	39	32	17	59	132	338	556	695	861	913	1080	1115	1299	1548	2001	1390	2340	2283	1359	789	356	210	127	19617	2340	17
29	F	54	40	33	18	41	120	299	529	643	775	964	1073	1201	1410	1528	2032	2295	2424	1992	1293	711	396	254	174	20299	2424	17
30	S	84	41	41	22	36	103	253	400	610	818	1021	1025	1183	1260	1264	1492	1633	1730	1467	1122	812	657	450	255	17779	1730	17
31	S	105	86	54	34	45	76	226	387	528	677	852	1024	1256	1329	1419	1480	1710	1790	1576	1395	989	661	357	163	18219	1790	17

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

58	31	24	23	42	118	294	482	621	742	874	990	1088	1220	1441	1804	2018	2059	1618	1084	627	333	168	124	17883
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<b>ESTIMATED</b>
31	744	17	420	2059	12%	1.000	1.052	<b>AADT 16999</b>

# New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Eastbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 1	WK OF YR: 23	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 06/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Stn: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10-In Progress	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: CPA		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	M	56	28	25	61	162	1080	2351	1604	1680	1327	1301	1178	1112	1155	1008	876	771	814	676	617	443	286	145	84	18840	2351	6
2	T	59	31	24	42	125	841	1944	2037	1938	1346	1169	1056	1010	916	995	900	963	826	707	549	366	272	163	80	18359	2037	7
3	W	40	30	27	48	172	961	2178	1622	1833	1409	1112	1128	981	1008	949	925	865	813	679	551	460	312	178	84	18365	2178	6
4	T	54	23	38	53	183	1056	2067	1663	2028	1619	1231	1289	1286	1133	1258	1021	1106	1025	938	798	670	466	239	139	21383	2067	6
5	F	63	53	46	66	188	1039	1766	1568	1594	1450	1460	1328	1318	1363	1242	1160	1182	1050	1066	926	745	578	264	150	21665	1766	6
6	S	74	48	58	68	182	487	1630	1407	1350	1207	1477	1746	1655	1633	1413	1193	1036	953	809	602	502	414	302	193	20439	1746	11
7	S	109	79	52	88	158	303	527	695	830	1044	1353	1566	1559	1466	1248	1031	892	791	691	542	478	381	253	133	16269	1566	11
8	M	69	34	31	63	165	1234	2660	2075	1997	1579	1316	1242	1246	1196	1026	1004	932	837	714	570	489	323	198	144	21144	2660	6
9	T	63	38	38	67	212	1304	2626	2044	2141	1570	1236	1454	1437	1188	1141	958	928	879	715	650	523	375	205	135	21927	2626	6
10	W	85	32	54	79	197	1346	2670	2122	1033	802	1245	1274	1255	1184	1175	1044	974	900	804	676	570	433	251	129	20334	2670	6
11	T	81	39	35	58	177	1274	2762	2271	2157	1700	1435	1169	1153	1141	1170	1083	1113	1083	922	820	680	540	319	171	23353	2762	6
12	F	72	48	44	88	234	1119	2651	1995	2125	1790	1552	1751	1723	1755	1637	1573	1360	1363	1298	1133	921	665	429	275	27601	2651	6
13	S	119	92	66	83	212	602	1810	1789	1589	1666	1903	2048	1994	1728	1487	1395	1146	1026	893	689	583	472	373	241	24006	2048	11
14	S	131	81	68	110	148	300	490	751	807	1038	1219	1472	1598	1464	1293	1087	989	807	795	607	538	413	312	158	16676	1598	12
15	M	75	40	37	65	174	1314	2598	2095	2004	1612	1423	1280	1268	1179	1178	1144	996	949	796	651	535	355	232	152	22152	2598	6
16	T	66	38	42	77	190	1354	2308	2066	1527	1621	1442	1306	1380	1250	1160	1072	1039	980	855	637	568	444	287	154	21863	2308	6
17	W	82	51	41	71	237	1402	2624	2100	2096	1246	1375	1463	1394	1422	1271	1126	1038	987	829	694	578	481	264	178	23050	2624	6
18	T	66	54	52	73	207	1448	2485	2085	1952	1505	1500	1389	1540	1360	1426	1309	1153	1129	1034	956	943	695	377	202	24940	2485	6
19	F	101	65	59	86	238	1459	2390	1973	1925	1659	1783	1876	1801	1813	1672	1505	1456	1397	1321	1127	933	670	443	275	28027	2390	6
20	S	149	87	74	108	201	620	1857	1722	1463	1621	1917	2063	1752	1548	1573	1341	1194	1073	819	704	603	438	339	240	23506	2063	11
21	S	121	81	72	83	154	296	491	581	780	1064	1177	1409	1484	1307	1211	1094	1002	888	764	682	663	559	341	188	16492	1484	12
22	M	86	48	39	56	209	1371	2674	1942	1439	1256	1435	1445	1425	1263	1192	1080	991	915	836	653	576	406	279	156	21772	2674	6
23	T	64	55	55	92	261	1481	2619	1962	1575	1162	1895	1472	1361	1272	1146	1120	990	958	854	749	657	424	289	168	22681	2619	6
24	W	91	55	50	70	210	1687	2448	1773	1364	1290	1535	1527	1403	1256	1213	1225	1038	982	904	836	783	554	337	204	22835	2448	6
25	T	98	61	55	102	238	1557	2346	2100	1790	1390	1530	1228	1455	1358	1352	1235	1027	1101	1119	1033	1050	768	476	269	24738	2346	6
26	F	120	66	72	101	250	1553	2344	2167	1790	1102	1337	1920	1955	1775	1693	1539	1307	1345	1390	1122	976	720	475	306	27425	2344	6
27	S	163	104	52	124	205	660	1869	1825	1715	1665	1813	1719	1684	1506	1427	1363	1119	1011	892	672	545	442	362	242	23179	1869	6
28	S	132	91	68	106	173	332	582	757	945	1201	1428	1657	1500	1435	1381	1212	1073	986	843	660	543	467	306	170	18048	1657	11
29	M	90	66	56	75	252	1639	2594	2186	2067	1266	1661	1843	1494	1384	1323	1124	998	948	813	717	589	460	301	144	24090	2594	6
30	T	83	42	43	89	265	1741	2521	2063	2175	1445	1329	1363	1516	1184	1151	1065	1054	1054	997	831	725	518	348	171	23773	2521	6

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

76   46   46   74   211   1331   2438   1978   1829   1416   1423   1408   1318   1214   1174   1073   999   954   844   722   622   451   272   154   22073

ADT

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	AVERAGE WEEKDAY % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor
30	720	17	450	2438	11%	1.000	1.101

**ESTIMATED**

**AADT**

**20048**



## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Westbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 2	WK OF YR: 23	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 06/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Stn: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10-In Progress	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: CPA		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	M	67	31	20	27	70	189	447	639	772	939	1034	1162	1287	1438	1630	2042	2372	2415	2228	1395	825	426	218	137	21810	2415	17
2	T	57	35	21	27	44	139	364	530	681	834	989	1082	1156	1375	1608	2132	2421	2513	2097	1367	667	368	184	135	20826	2513	17
3	W	54	30	26	23	56	141	377	542	689	836	1036	1107	1186	1325	1537	2156	2426	2422	1693	1108	661	354	200	151	20136	2426	16
4	T	59	46	28	27	47	140	354	569	709	742	919	996	1186	1312	1631	2054	2455	2523	2201	1631	1006	453	264	156	21508	2523	17
5	F	75	51	26	43	64	139	326	490	703	813	1009	1101	1229	1434	1712	2108	2404	2506	2163	1391	707	393	259	162	21308	2506	17
6	S	84	48	31	36	30	96	250	440	613	810	1021	1094	1229	1335	1415	1609	1701	1805	1508	984	683	582	399	262	18065	1805	17
7	S	119	96	45	58	47	87	273	361	557	787	922	1185	1325	1401	1490	1671	1791	2137	1905	1586	1183	775	405	187	20393	2137	17
8	M	63	39	34	24	95	189	490	722	843	1005	1125	1227	1353	1447	1654	2123	2415	2532	2261	1708	969	572	253	166	23309	2532	17
9	T	65	46	29	38	54	169	366	601	769	888	1054	1098	1247	1487	1715	2227	2538	2547	2494	1650	925	530	276	162	22975	2547	17
10	W	77	43	26	35	69	168	426	538	805	770	976	1192	1231	1419	1818	2194	2540	2582	2371	1599	970	553	296	208	22906	2582	17
11	T	100	51	41	31	46	154	378	601	716	888	1042	1280	1374	1514	1818	2279	2225	2397	2373	1075	549	371	244	154	21701	2397	17
12	F	74	25	25	30	59	149	370	534	678	804	1039	1088	1325	1480	1716	2172	2474	2530	2334	1737	1056	647	446	332	23124	2530	17
13	S	146	97	67	55	49	109	316	469	691	873	963	1142	1303	1380	1438	1698	1830	1947	1707	1501	1161	976	671	424	21013	1947	17
14	S	203	105	54	38	53	108	223	425	631	810	1115	1305	1531	1647	1657	1915	2099	2086	1879	1584	1412	941	504	216	22541	2099	16
15	M	98	48	36	38	106	223	522	748	873	1130	1265	1358	1526	1607	1827	2190	2500	2590	2277	1676	870	574	280	166	24528	2590	17
16	T	80	45	29	38	66	161	392	616	740	954	1038	1133	1367	1452	1840	2217	2529	2666	2294	1545	968	550	310	213	23243	2666	17
17	W	104	47	34	31	59	176	383	609	760	910	1036	1170	1339	1445	1844	2271	2516	2691	2316	1643	966	549	337	212	23448	2691	17
18	T	85	35	36	29	61	169	391	551	740	952	1091	1200	1379	1511	1864	2195	2603	2700	2531	1822	981	590	419	238	24173	2700	17
19	F	120	52	40	32	67	164	402	533	726	952	1012	1324	1481	1559	1868	2211	2547	2642	2464	1608	1284	723	455	366	24632	2642	17
20	S	176	95	68	40	44	106	310	555	737	936	1072	1228	1444	1411	1566	1749	1987	2051	1732	1545	1253	978	675	420	22178	2051	17
21	S	194	111	70	48	62	93	258	415	655	1020	1205	1422	1621	1617	1702	1618	1780	1741	1599	1625	1455	1106	564	246	22227	1780	16
22	M	112	52	37	28	100	248	555	790	953	1141	1303	1405	1573	1621	1777	2200	2524	2700	2325	1767	1114	681	331	229	25566	2700	17
23	T	84	46	55	43	76	199	420	642	822	993	1140	1318	1398	1535	1816	2183	2648	2686	2438	1831	1055	596	391	224	24639	2686	17
24	W	103	59	34	42	82	183	427	587	801	968	1085	1204	1472	1577	1791	2192	2534	2642	2342	1651	1120	657	433	240	24226	2642	17
25	T	113	51	36	44	64	155	411	616	768	906	1014	1255	1406	1613	1836	2187	2404	2594	2606	2182	1160	704	448	279	24852	2606	18
26	F	136	52	40	60	79	159	377	593	707	918	1061	1170	1520	1665	1898	2320	2532	2575	2431	1960	1234	842	571	394	25294	2575	17
27	S	217	121	60	68	72	125	324	531	715	899	1134	1186	1487	1565	1740	1926	1976	1966	1356	1073	741	689	581	397	20949	1976	16
28	S	268	130	92	45	69	111	292	436	642	945	1211	1452	1540	1690	1655	1912	1961	1938	1952	1743	1526	972	567	295	23444	1961	16
29	M	136	64	38	53	102	277	593	875	1016	1167	1256	1491	1595	1654	2016	2347	2609	2674	2509	2337	1040	688	400	238	27175	2674	17
30	T	96	65	43	32	79	187	464	627	927	1042	1297	1371	1898	1761	2001	2296	2606	2655	2216	1458	1037	648	414	246	25466	2655	17

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

87	46	33	36	63	162	420	616	782	934	1083	1215	1387	1505	1779	2194	2492	2585	2310	1636	938	548	317	197	23365
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<b>ESTIMATED</b>
30	720	17	450	High Hour	% of day	1.000	1.101	AADT 21222

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Eastbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 1	WK OF YR: 27	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 07/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Str: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: TEW		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	W	72	58	51	87	234	1337	2460	2044	2277	2089	1743	1878	1831	1601	1468	1357	1376	1108	1128	1103	1117	823	537	277	28056	2460	6
2	T	107	74	64	111	266	1690	2175	1837	2447	2282	2210	2140	2061	1692	1752	1734	1609	1569	1733	1509	1444	1258	753	467	32984	2447	8
3	F	180	120	86	117	305	1369	2581	1620	1690	2023	2210	2166	1898	1733	1876	1530	1379	1277	985	860	643	595	417	255	27915	2581	6
4	S	172	92	94	90	228	453	811	1033	1301	1524	1723	1854	1832	1694	1448	1152	1013	860	774	610	574	465	462	321	20580	1854	11
5	S	180	121	89	98	199	272	497	668	871	1081	1315	1434	1519	1433	1317	1084	1015	887	734	715	609	491	379	167	17175	1519	12
6	M	95	47	58	77	245	1522	2562	2100	1857	1680	1592	1532	1474	1320	1136	1076	1008	942	801	667	536	379	250	123	23079	2562	6
7	T	73	47	48	80	238	1693	2610	2275	1760	1404	1502	1505	1434	1358	1233	1134	1010	1001	854	691	575	444	275	138	23382	2610	6
8	W	76	48	48	83	228	1758	2399	1966	1949	1782	1630	1672	1368	1233	1356	1254	1118	948	937	746	705	561	336	197	24398	2399	6
9	T	72	62	52	101	243	1799	2525	2028	2118	2048	1932	1819	1452	1416	1254	1236	1138	1069	1052	885	1051	814	512	283	26961	2525	6
10	F	108	64	47	90	249	1691	2586	2173	1873	1605	1535	1513	1537	1516	1417	1367	1092	1182	1216	1019	768	489	357	204	25698	2586	6
11	S	104	65	49	63	189	571	1531	1661	1617	1705	1847	1985	1878	1762	1568	1396	1288	1193	988	732	662	520	378	253	24005	1985	11
12	S	150	92	99	91	201	307	578	760	1124	1308	1683	1654	1654	1483	1513	1283	1204	1078	858	703	539	449	329	199	19339	1683	10
13	M	89	63	43	72	208	1565	2584	2218	2181	1780	1572	1492	1488	1368	1302	1133	1000	889	845	721	573	436	320	169	24111	2584	6
14	T	80	52	45	91	226	1609	2607	2119	1982	2008	1762	1579	1420	1200	1068	1058	1049	862	872	755	675	492	355	152	24118	2607	6
15	W	82	43	52	86	258	1615	2473	2116	2213	2058	1847	1873	1626	1380	1273	1235	913	1009	1071	871	842	626	435	202	26199	2473	6
16	T	99	66	52	79	260	1667	2318	1653	2145	1999	1905	1773	1698	1595	1539	1425	1275	1283	1202	1224	1128	979	573	259	28196	2318	6
17	F	108	75	60	100	231	1670	2591	2304	1967	1634	1905	1889	1838	1727	1867	1714	1600	1548	1506	1149	1257	820	573	302	30435	2591	6
18	S	182	108	84	133	270	623	1646	1800	1806	2059	2143	2109	2040	1877	1411	1437	1189	1164	968	752	665	595	440	276	25777	2143	10
19	S	171	102	101	109	240	303	544	741	1103	1301	1691	1780	1844	1488	1287	1155	1110	957	883	728	616	519	382	192	19347	1844	12
20	M	84	51	61	83	270	1637	2553	2253	2094	1818	1585	1633	1496	1237	1209	1004	1072	891	835	736	600	417	309	165	24093	2553	6
21	T	81	49	63	79	255	1691	2531	963	947	2578	2419	1628	1501	1316	1286	1162	1133	970	946	737	706	547	392	201	24181	2578	9
22	W	87	58	71	88	254	1729	2538	2223	2195	1953	1807	1702	1539	1419	1459	1281	1158	1102	1099	849	718	627	427	194	26577	2538	6
23	T	78	49	45	93	256	1754	2541	2040	2298	2186	1813	1761	1750	1599	1423	1308	1359	1254	1162	1089	1124	968	545	254	28749	2541	6
24	F	117	60	52	104	279	1636	2622	2120	2232	1826	1947	1908	1994	1938	1768	1851	1597	1433	1423	1250	1061	821	561	323	30923	2622	6
25	S	164	97	73	126	267	652	1589	1870	1921	2081	2216	2112	1971	1602	1549	1346	1385	1343	1022	842	699	591	436	300	26254	2216	10
26	S	206	123	94	109	189	305	573	805	1134	1355	1568	1835	1743	1560	1471	1314	1219	1024	885	732	672	494	347	204	19961	1835	11
27	M	92	60	68	86	281	1644	2567	2077	2240	1876	1742	1800	1605	1383	1319	1198	1006	972	856	732	636	480	327	170	25217	2567	6
28	T	83	68	47	75	257	1731	2510	2047	2181	1893	1751	1724	1501	1266	1192	1121	966	1068	929	805	678	530	367	210	25000	2510	6
29	W	93	60	56	97	300	1730	2629	2274	2275	1931	1788	1749	1519	1398	1400	1253	1161	1107	996	839	807	672	441	220	26795	2629	6
30	T	108	66	63	95	285	1782	2484	2168	2259	2168	2016	1897	1789	1685	1599	1446	1390	1243	1196	1016	984	819	511	247	29316	2484	6
31	F	111	67	59	79	288	1363	1964	1842	1580	1715	1679	1799	1952	1626	1686	1709	1574	1506	1482	1236	1127	758	571	370	28143	1964	6

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

96	62	56	91	259	1648	2496	2020	2033	1928	1821	1758	1586	1415	1348	1245	1152	1072	1029	888	828	660	426	218	26135
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**ADT**

<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY High Hour</u>	<u>Average % of day</u>	<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>
31	744	19	468	2496	10%	1.000	<b>1.194</b>

**ESTIMATED**

**AADT**

**21889**

New York State Department of Transportation  
Traffic Count Hourly Report

ROUTE #: NY 27 ROAD NAME: SUNRISE HWY FROM: ACC FROM INT 66 CR 39 TO: INLET RD W COUNTY: Suffolk  
 DIRECTION: Westbound FACTOR GROUP: 40 REC. SERIAL #: 0000 FUNC. CLASS: 14 TOWN:  
 STATE DIR CODE: 2 WK OF YR: 27 PLACEMENT: NHS: no LION#:  
 DATE OF COUNT: 07/01/2020 @ REF MARKER: JURIS: City BIN:  
 NOTES LANE 1: ADDL DATA: Speed CC Str: 0799 RR CROSSING:  
 NOTES LANE 2: COUNT TYPE: VEHICLES BATCH ID: DOT-10 HPMS SAMPLE: 4930003  
 COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV PROCESSED BY: ORG CODE: DOT INITIALS: TEW

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	W	103	60	44	28	75	178	464	642	806	990	1196	1273	1436	1566	1940	2241	2626	2665	2430	2086	1148	662	447	287	25393	2665	17
2	T	137	62	39	44	65	181	408	617	848	899	1111	1259	1410	1665	1998	2232	2536	2536	2536	2196	1382	952	572	414	26125	2562	17
3	F	256	192	127	77	88	159	329	545	719	922	1082	1204	1405	1523	1734	1936	2241	2300	2292	1280	725	548	435	368	22487	2300	17
4	S	187	140	102	94	74	115	285	436	496	656	878	950	1030	1062	1060	1222	1269	1323	1295	1383	1168	1104	1066	736	18131	1383	19
5	S	409	229	142	129	136	147	304	441	690	1049	1222	1742	1862	2038	1936	2045	2013	2118	1965	1811	1921	1562	970	438	27319	2118	17
6	M	184	93	76	46	122	324	662	906	1125	1349	1507	1758	1829	1916	2091	2324	2555	2752	2563	1904	1265	813	400	275	28839	2752	17
7	T	137	54	39	40	71	226	451	674	911	1111	1220	1428	1573	1768	2016	2419	2564	2521	2585	1865	914	539	335	235	25696	2585	18
8	W	89	58	36	31	73	195	444	665	847	1028	1144	1318	1425	1629	1896	2294	2640	2677	2479	2038	973	672	454	265	25370	2677	17
9	T	115	66	52	31	81	179	452	667	806	967	1091	1306	1378	1566	2087	2297	2609	2656	2580	2187	1432	924	581	367	26477	2656	17
10	F	167	73	62	48	76	176	402	644	855	1042	1277	1499	1595	1810	2101	2273	2372	2270	1633	1045	622	423	336	262	23063	2372	16
11	S	117	80	56	62	65	150	325	473	744	860	1061	1306	1350	1417	1521	1618	1829	1781	1507	1264	871	783	656	444	20340	1829	16
12	S	231	162	104	100	94	117	303	458	638	927	1203	1476	1496	1627	1735	1862	2082	2009	2054	1851	1772	1464	836	404	25005	2082	16
13	M	147	86	42	39	116	317	599	856	1076	1273	1530	1493	1647	1753	1931	2312	2593	2574	2425	1813	1092	740	403	258	27115	2593	16
14	T	113	61	50	34	73	211	483	712	902	1026	1204	1289	1449	1518	1926	2261	2631	2640	2511	2059	1138	706	432	278	25707	2640	17
15	W	117	67	44	36	75	212	458	698	869	1002	1146	1264	1437	1596	1907	2336	2685	2673	2455	2121	1246	814	460	305	26023	2685	16
16	T	122	60	53	33	62	203	436	609	790	977	1193	1274	1481	1657	1982	2379	2686	2716	2559	2296	1270	838	524	374	26574	2716	17
17	F	181	71	64	54	76	179	367	597	813	960	1247	1365	1609	1786	1968	2365	2576	2661	2451	1755	934	672	569	393	25713	2661	17
18	S	207	120	87	70	95	143	356	473	774	858	1049	1247	1421	1497	1549	1680	1786	1918	1639	1459	1354	1332	1099	656	22869	1918	17
19	S	341	182	112	107	90	131	269	457	691	1025	1270	1642	1789	1941	1818	2062	2101	2147	1932	2036	1991	1528	912	396	26970	2147	17
20	M	172	99	54	45	114	312	665	894	1071	1322	1483	1596	1730	1838	2120	2397	2686	2649	2495	1784	1225	833	446	286	28316	2686	16
21	T	124	71	57	54	88	235	510	724	874	974	1066	1268	1486	1634	1975	2282	2637	2637	2498	1916	1168	836	478	292	25884	2637	16
22	W	174	92	63	44	101	222	467	731	878	1067	1201	1380	1553	1686	1992	2373	2684	2678	2544	1786	1040	743	462	290	26251	2684	16
23	T	131	62	39	49	72	201	448	684	793	962	1219	1322	1521	1786	2007	2408	2638	2660	2476	1849	1109	716	509	326	25987	2660	17
24	F	152	71	66	51	75	166	382	601	783	920	1173	1285	1628	1752	1990	2270	2565	2650	2487	1732	1029	730	609	440	25607	2650	17
25	S	248	155	121	79	85	158	313	540	734	961	1114	1301	1470	1586	1628	1695	1826	1950	1630	1492	1532	1307	1115	820	23860	1950	17
26	S	388	261	136	176	103	125	285	489	757	1020	1292	1574	1761	1830	1947	2040	2259	2273	1983	2024	1798	1530	892	421	27364	2273	17
27	M	179	70	53	56	142	313	671	908	1101	1256	1475	1497	1731	1891	2049	2399	2668	2668	2430	2013	1303	890	524	319	28606	2668	16
28	T	130	53	62	56	77	224	444	758	921	1029	1298	1299	1574	1720	2007	2346	2558	2733	2500	1808	1006	698	487	297	26085	2733	17
29	W	147	79	48	51	90	211	437	682	901	1025	1218	1302	1512	1752	1987	2445	2594	2698	2518	2082	1136	794	575	351	26635	2698	17
30	T	156	68	40	48	76	218	430	696	832	977	1260	1327	1599	1679	1953	2476	2680	2733	2707	2457	1317	757	559	360	27405	2733	17
31	F	156	70	39	41	84	178	371	668	885	1066	1414	1656	1722	2083	1947	2356	2575	2551	2178	1471	967	757	533	476	26244	2575	16

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) ADT 26465

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED
				High Hour	% of day			
31	744	19	468	2661	10%	1.000	1.194	AADT 22165

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #:	NY 27	ROAD NAME:	SUNRISE HWY	FROM:	ACC FROM INT 66 CR 39	TO:	INLET RD W	COUNTY:	Suffolk
DIRECTION:	Eastbound	FACTOR GROUP:	40	REC. SERIAL #:	0000	FUNC. CLASS:	14	TOWN:	
STATE DIR CODE:	1	WK OF YR:	31	PLACEMENT:		NHS:	no	LION#:	
DATE OF COUNT:	08/01/2020			@ REF MARKER:		JURIS:	City	BIN:	
NOTES LANE 1:				ADDL DATA:	Speed	CC Stn:	0799	RR CROSSING:	
NOTES LANE 2:				COUNT TYPE:	VEHICLES	BATCH ID:	DOT-10 in-progress	HPMS SAMPLE:	4930003
COUNT TAKEN BY:	ORG CODE:	DOT	INITIALS:	DGV	PROCESSED BY:	ORG CODE:	DOT	INITIALS:	TEW

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	S	186	112	96	129	268	613	1637	1809	2015	2166	2390	2201	2411	1995	1821	1854	1559	1426	1127	865	685	585	470	302	28722	2411	12
2	S	171	114	94	90	187	307	466	625	967	1127	1396	1527	1616	1393	1355	1288	1125	954	775	694	593	469	342	180	17855	1616	12
3	M	104	51	52	76	278	1657	2431	2182	2247	1949	1740	1697	1292	1370	992	1137	1008	904	894	661	624	489	331	177	24343	2431	6
4	T	65	52	47	62	221	1483	2715	1994	1623	1479	1222	1162	1142	943	906	733	658	686	674	592	499	404	278	132	19772	2715	6
5	W	83	45	48	71	232	1523	1881	1993	1685	2207	1883	1768	1693	1613	1549	1356	1242	1183	1120	941	922	777	484	237	26536	2207	9
6	T	121	73	59	94	248	1691	2550	1954	2040	2312	1897	1920	1801	1645	1506	1430	1267	1278	1209	1037	1103	1030	604	265	29134	2550	6
7	F	108	68	64	93	249	1492	2538	2210	1782	1748	1752	1523	1828	1835	1806	1702	1558	1534	1437	1302	1064	825	572	327	29417	2538	6
8	S	133	101	85	107	277	574	1437	1509	1664	1839	1893	2080	2019	1878	1805	1646	1355	1270	1081	879	673	559	446	303	25613	2080	11
9	S	205	123	93	125	202	307	523	757	1089	1410	1652	1718	1864	1566	1561	1330	1246	1006	910	735	654	544	337	228	20185	1864	12
10	M	112	69	62	94	282	1411	2359	2225	1965	1681	1660	2257	1844	1490	1408	1310	1054	987	945	734	669	507	351	172	25648	2359	6
11	T	92	62	55	83	254	1666	2608	1930	2060	1919	1883	1818	1687	1438	1322	1229	1069	1059	956	737	690	527	413	207	25764	2608	6
12	W	95	78	61	104	258	1647	2157	1871	1667	1676	1541	1845	1747	1431	1390	1220	1092	1074	974	851	886	619	442	231	24957	2157	6
13	T	112	70	53	91	284	1661	1741	1054	2048	2242	2212	1556	1597	1484	1442	1338	1246	1279	1290	1112	1116	740	687	272	26727	2242	9
14	F	124	77	71	87	281	1574	2557	2122	2248	1679	2033	1924	2018	1897	1827	1662	1474	1558	1404	1272	1168	877	554	332	30820	2557	6
15	S	172	108	63	99	253	619	1435	1644	1812	2096	2120	2192	2149	1891	1663	1580	1462	1332	1031	855	656	520	400	254	26406	2192	11
16	S	132	112	103	73	157	263	427	561	737	828	1024	1229	1244	1217	1274	1282	1169	1022	919	734	556	417	296	158	15934	1282	15
17	M	71	55	45	58	229	1593	2626	2011	1934	1780	1825	1771	1809	1557	1374	1323	1156	1076	885	784	632	424	301	198	25517	2626	6
18	T	95	54	41	97	266	1623	2137	1590	2220	1885	1877	1998	1664	1423	1239	1238	1104	1025	1005	797	794	576	404	201	25353	2220	8
19	W	92	64	60	97	270	1634	2648	2083	2270	2011	1828	1671	1589	1451	1254	1277	1178	1148	1013	869	838	629	397	202	26573	2648	6
20	T	107	62	51	91	305	1496	1703	1860	2171	1977	1891	2185	2124	1724	1655	1555	1261	929	1120	1090	1107	908	606	279	28257	2185	11
21	F	104	95	66	91	312	1525	2370	2047	1904	1933	2045	2206	2012	1827	1707	1570	1403	1461	1446	1253	1097	870	570	320	30234	2370	6
22	S	177	101	82	115	277	583	1472	1620	1781	1916	2106	2273	2049	1736	1677	1490	1211	1182	1020	863	745	570	432	277	25755	2273	11
23	S	189	141	91	106	218	333	534	695	999	1350	1606	1747	1749	1486	1433	1287	1110	1046	866	706	667	513	325	170	19367	1749	12
24	M	85	58	60	74	306	1539	2486	2236	1875	1858	1654	1711	1688	1439	1206	1075	1070	989	899	686	657	481	319	182	24633	2486	6
25	T	71	56	41	90	279	1581	2538	2225	2212	1858	1331	1115	1130	1128	1299	1165	1132	1005	963	736	655	534	334	161	23639	2538	6
26	W	93	61	59	92	278	1613	2449	2169	2342	1978	2060	1871	1759	1547	1486	1362	1202	1089	1055	973	852	677	389	217	27673	2449	6
27	T	84	58	63	80	232	1575	2272	2084	2142	2067	1829	1724	1767	1663	1411	1317	1247	1138	1128	1085	937	685	524	215	27327	2272	6
28	F	112	63	54	89	317	1449	2633	2124	2218	2068	2215	2228	1916	1693	1715	1600	1320	1404	1425	1144	997	722	483	298	30287	2633	6
29	S	175	87	63	74	200	507	1016	1162	1303	1295	1291	1435	1483	1444	1309	1382	1309	1086	1013	805	629	448	348	261	20125	1483	12
30	S	134	93	77	85	170	323	542	780	1161	1615	2009	1974	1856	1774	1564	1441	1167	1055	901	764	627	476	378	217	21183	2009	10
31	M	115	61	64	80	283	1497	2521	2278	2070	1805	1738	1572	1556	1327	1325	1171	1104	980	854	701	619	502	303	145	24671	2521	6

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

97	65	56	88	268	1577	2377	2012	2034	1910	1815	1787	1641	1451	1339	1249	1123	1049	999	846	800	618	422	205	25828
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<b>ESTIMATED</b>
31	744	16	426	2377	9%	1.000	1.188	<b>AADT 21741</b>

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Westbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 2	WK OF YR: 31	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 08/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Stn: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10 in-progress	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: TEW		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	S	226	120	108	62	68	172	321	535	768	872	1125	1314	1458	1577	1566	1829	1905	1920	1819	1613	1458	1270	1142	727	23975	1920	17
2	S	379	210	138	100	106	129	277	475	699	1032	1283	1681	1883	1886	2043	2102	2032	2029	1665	1526	1405	971	556	335	24942	2102	15
3	M	133	66	53	48	94	341	627	886	1055	1256	1449	1439	1647	1803	2045	2279	2613	2683	2544	2247	1369	877	524	274	28352	2683	17
4	T	145	63	51	49	67	167	442	709	873	1080	1190	1315	1423	1663	1952	2196	1935	1848	1145	784	567	373	266	188	20491	2196	15
5	W	82	58	35	43	64	211	421	708	855	1025	1220	1276	1463	1610	1833	2252	2517	2589	2369	1842	1276	833	497	315	25394	2589	17
6	T	148	76	47	59	66	213	441	688	808	987	1111	1303	1507	1723	1909	2353	2614	2637	2552	2172	1325	841	574	422	26576	2637	17
7	F	161	75	55	41	75	165	415	623	853	1017	1266	1443	1639	1756	2037	2273	2432	2553	2325	1616	1001	694	501	457	25473	2553	17
8	S	237	135	88	85	68	144	311	490	728	956	1122	1297	1645	1539	1664	1594	1701	1710	1532	1078	1267	1234	1009	896	22530	1710	17
9	S	341	183	116	105	94	128	276	430	656	1028	1290	1520	1772	1827	1821	1919	2253	2002	2020	1996	1859	1580	839	420	26475	2253	16
10	M	183	80	57	59	128	334	693	913	1074	1223	1445	1589	1634	1762	2022	2339	2677	2521	2550	2422	1307	929	504	314	28759	2677	16
11	T	113	65	48	58	87	220	451	754	939	1137	1354	1399	1563	1647	1955	2380	2671	2745	2644	1992	1209	779	483	283	26976	2745	17
12	W	129	72	55	55	88	208	459	728	925	1099	1229	1451	1514	1755	2012	2463	2687	2651	2538	1664	1105	784	466	337	26474	2687	16
13	T	147	72	50	63	69	199	426	662	845	967	1118	1275	1564	1674	2013	2365	2582	2738	2561	1888	1092	711	526	350	25957	2738	17
14	F	184	88	75	53	87	195	407	616	814	991	1227	1391	1581	1859	1972	2342	2627	2611	2446	1608	1201	817	625	450	26267	2627	16
15	S	260	127	122	80	94	166	335	572	760	960	1231	1383	1612	1573	1782	1885	1921	1963	1688	1628	1452	1285	859	554	24292	1963	17
16	S	314	170	121	103	97	109	269	434	678	1102	1713	2140	2259	2353	2278	1965	1634	1504	1149	1007	790	600	389	217	23395	2353	13
17	M	99	57	42	47	113	269	582	809	1001	1210	1446	1508	1563	1765	1998	2361	2510	2680	2521	1895	1306	783	399	284	27248	2680	17
18	T	102	54	54	37	90	180	448	761	960	1115	1190	1252	1495	1733	2051	2314	2694	2674	2481	2057	1274	799	458	330	26603	2694	16
19	W	162	68	54	55	77	228	439	741	917	1019	1241	1556	1812	2017	2043	2717	2747	2557	1804	1266	918	663	461	299	25861	2747	16
20	T	137	75	56	45	71	187	438	704	903	960	1187	1334	1479	1706	2003	2406	2066	2218	2533	2426	2067	959	582	365	26907	2533	18
21	F	198	87	57	50	77	188	427	606	816	1002	1248	1212	1664	1823	2041	2442	2561	2619	2387	2004	1227	902	625	511	26774	2619	17
22	S	264	121	117	83	83	146	305	562	789	975	1174	1411	1552	1510	1712	1837	1852	1959	1608	1528	1499	1330	1061	559	24037	1959	17
23	S	447	212	128	120	85	128	289	481	706	1070	1471	1740	1881	2034	2073	2012	2039	2036	1817	1899	1804	1351	691	335	26849	2073	14
24	M	170	85	63	68	125	326	627	872	1131	1275	1508	1670	1731	1904	2034	2316	2629	2646	2485	1733	1128	782	431	277	28016	2646	17
25	T	147	67	39	42	88	192	487	685	939	1098	1319	1315	1545	1654	1960	2392	2678	2665	2513	1720	1122	639	401	278	25985	2678	16
26	W	143	96	45	44	80	199	437	687	848	1067	1176	1372	1499	1672	2089	2420	2668	2639	2597	2306	1377	822	515	280	27078	2668	16
27	T	145	65	49	48	69	192	394	702	866	1052	1273	1408	1579	1772	2084	2355	2645	2649	2468	1655	163	558	404	282	24877	2649	17
28	F	124	61	53	37	71	201	408	656	840	992	1138	1317	1553	1779	2052	2325	2671	2673	2498	1883	1314	918	585	457	26606	2673	17
29	S	266	139	83	98	68	144	302	498	696	916	1272	1495	1681	1704	1607	1545	1382	1256	1009	768	668	547	564	450	19158	1704	13
30	S	241	143	86	61	103	133	243	419	665	986	1332	1555	1721	1782	1815	2176	2134	2344	2238	2066	2101	1485	753	373	26955	2344	17
31	M	163	110	59	54	124	294	624	847	1059	1317	1438	1647	1775	1818	2135	2294	2367	2596	2720	1969	1096	637	369	265	27777	2720	18

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

142	71	51	49	77	197	481	731	920	1090	1275	1403	1576	1746	2008	2365	2547	2573	2413	1885	1159	751	462	303	26275
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY High Hour</u>	<u>% of day</u>	<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>
31	744	16	426	2573	10%	1.000	1.188

**ESTIMATED**

**AADT**

**22117**



# New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Eastbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 1	WK OF YR: 36	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 09/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Str: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: TEW		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR		
		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
1	T	80	60	39	81	244	1525	2638	2245	2070	1711	1639	1497	1379	1308	1242	1156	1068	967	792	711	528	309	174	24960	2638	6	
2	W	69	55	45	78	242	1550	2518	1966	1916	1629	1504	1408	1418	1405	1440	1464	1229	1148	1171	928	863	653	404	218	25321	2518	6
3	T	93	62	53	101	257	1584	2654	2239	2354	2067	2011	1951	1818	1695	1622	1487	1339	1293	1292	1390	1189	1004	771	381	30707	2654	6
4	F	165	89	60	101	286	1442	2591	2218	2192	2002	2273	2085	2107	2028	1883	1806	1502	1608	1417	1311	1087	903	712	373	32241	2591	6
5	S	184	97	79	110	257	545	1266	1533	1880	2068	2208	2260	2159	1952	1848	1663	1477	1263	1075	891	692	531	409	301	26748	2260	11
6	S	184	103	97	107	183	384	432	787	1118	1575	1912	2010	1987	1812	1582	1478	1201	1031	882	754	610	483	368	230	21310	2010	11
7	M	150	104	85	81	197	399	586	845	1024	1181	1353	1366	1463	1322	1177	1041	876	748	632	521	489	358	255	136	16389	1463	12
8	T	75	54	62	75	222	1559	2652	2214	2284	1973	1604	1469	1439	1318	1190	1150	920	935	815	691	576	471	271	140	24159	2652	6
9	W	74	56	35	106	246	1577	2636	2200	2356	1593	1485	1328	1345	1238	1279	1115	1016	911	852	736	660	513	351	147	23855	2636	6
10	T	71	53	44	75	241	1548	2702	2004	1784	1274	1436	1317	1377	1264	1322	1163	1133	1193	968	972	855	683	412	214	24105	2702	6
11	F	90	63	49	92	257	1479	2722	2282	2191	1765	1774	1760	1698	1727	1767	1504	1295	1446	1469	1403	1278	1041	560	265	29977	2722	6
12	S	138	96	74	82	182	547	1367	1667	1578	1726	1918	2020	2066	2046	1686	1589	1282	1218	1025	835	629	489	379	232	24871	2066	12
13	S	118	109	89	104	165	291	427	513	827	1058	1282	1372	1507	1468	1270	1315	1029	920	862	733	582	446	288	156	16931	1507	12
14	M	101	48	46	84	236	1523	2602	2241	2179	1666	1413	1300	1242	1197	1147	1012	915	837	810	672	481	381	219	113	22465	2602	6
15	T	69	42	44	67	226	1334	2245	2003	1965	1561	1446	1267	1296	1156	1185	1065	942	936	841	697	636	409	234	138	21804	2245	6
16	W	83	57	57	82	211	1407	2399	2070	1836	1513	1366	1377	1252	1205	1207	1110	875	884	912	804	661	542	299	173	22382	2399	6
17	T	81	62	58	86	272	1504	2515	2144	2364	1693	1526	1515	1426	1400	1317	1192	1047	1066	1140	973	948	839	470	220	25858	2515	6
18	F	87	58	45	69	246	1480	2581	2291	2227	1646	1645	1490	1629	1653	1732	1518	1338	1403	1545	1298	1065	1080	621	243	28990	2581	6
19	S	135	81	60	69	159	423	931	1281	1236	1546	1963	1754	1798	1788	1709	1518	1253	1192	988	812	639	473	402	217	22427	1963	10
20	S	143	84	58	52	127	245	432	475	715	1082	1376	1518	1482	1426	1339	1186	1032	968	781	637	583	377	288	135	16541	1518	11
21	M	75	46	38	61	167	1343	1856	1905	2044	1592	1333	1198	1137	1090	1129	929	730	729	743	557	502	361	228	131	19924	2044	8
22	T	61	43	32	60	187	1401	2740	2178	2185	1334	1262	1186	1174	980	946	983	817	815	791	700	545	357	267	139	21183	2740	6
23	W	68	46	51	63	219	1544	2538	2050	2276	1688	1453	1040	956	1043	1127	972	842	867	857	761	678	483	287	132	22041	2538	6
24	T	76	48	63	84	259	1479	2537	2119	2155	1648	1243	1398	1372	1091	1114	1134	1007	936	912	923	846	813	481	211	23949	2537	6
25	F	79	76	67	107	250	1455	2605	2205	1830	1741	1798	1646	1619	1553	1706	1448	1320	1446	1566	1331	1164	1093	563	257	28925	2605	6
26	S	130	74	75	102	188	436	1307	1405	1146	1548	2062	2193	2083	1968	1699	1500	1270	1128	1029	865	610	441	376	251	23886	2193	11
27	S	106	83	73	75	132	278	361	578	857	1362	1591	1665	1716	1451	1338	1194	1044	870	753	669	526	370	292	148	17532	1716	12
28	M	74	40	47	70	225	1337	2534	2090	1935	1749	1395	1234	1205	1111	1103	1010	891	840	708	577	494	400	231	125	21425	2534	6
29	T	83	48	41	65	233	1543	2594	2048	1824	1515	1398	1190	1057	999	1029	926	835	803	708	677	465	324	194	116	20715	2594	6
30	W	48	38	30	52	223	1163	2142	1747	1758	1344	1208	1178	1134	1073	1087	942	842	781	840	768	613	421	349	160	19941	2142	6

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

81   56   49   80   240   1476   2436   2059   2034   1631   1526   1418   1312   1220   1207   1108   967   933   887   786   678   530   335   170   23219

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	Average % of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ADT
30	720	18	456	2436	10%	1.000	1.066	23219

**ESTIMATED**

**AADT**

**21781**

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #:	NY 27	ROAD NAME:	SUNRISE HWY	FROM:	ACC FROM INT 66 CR 39	TO:	INLET RD W	COUNTY:	Suffolk
DIRECTION:	Westbound	FACTOR GROUP:	40	REC. SERIAL #:	0000	FUNC. CLASS:	14	TOWN:	
STATE DIR CODE:	2	WK OF YR:	36	PLACEMENT:		NHS:	no	LION#:	
DATE OF COUNT:	09/01/2020			@ REF MARKER:		JURIS:	City	BIN:	
NOTES LANE 1:				ADDL DATA:	Speed	CC Stn:	0799	RR CROSSING:	
NOTES LANE 2:				COUNT TYPE:	VEHICLES	BATCH ID:	DOT-10	HPMS SAMPLE:	4930003
COUNT TAKEN BY:	ORG CODE: DOT INITIALS: DGV			PROCESSED BY:	ORG CODE: DOT INITIALS: TEW				

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		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			
1	T	133	63	31	41	69	193	459	759	945	1122	1269	1434	1560	1674	1957	2279	2639	2619	2341	1442	975	523	342	275	25144	2639	16
2	W	102	69	62	33	80	194	513	883	1029	1168	1323	1451	1571	1829	1967	2235	2450	2345	1762	1108	688	474	369	244	23949	2450	16
3	T	132	58	34	35	56	181	423	647	782	978	1115	1256	1480	1631	1863	2351	2684	2667	2448	1913	1147	701	500	352	25434	2684	16
4	F	188	84	46	32	75	179	367	593	805	927	1124	1223	1471	1680	1837	2293	2341	2530	2353	1612	1234	788	626	494	24902	2530	17
5	S	251	152	121	86	95	128	322	526	686	920	1078	1202	1344	1341	1477	1608	1629	1816	1712	1556	1462	1372	907	631	22422	1816	17
6	S	318	226	147	108	100	123	245	439	643	882	1183	1432	1482	1580	1542	1823	1897	1886	1896	1747	1669	1124	587	587	24571	1897	17
7	M	281	154	120	92	106	153	314	556	897	1287	1905	2356	2397	2608	2643	2598	2402	2351	2034	2076	1780	1094	588	272	31064	2643	14
8	T	116	62	56	67	122	347	709	941	1085	1336	1578	1660	1768	1818	2036	2490	2743	2762	2425	1845	1077	483	321	241	28088	2762	17
9	W	105	52	35	25	79	219	447	716	866	1042	1202	1352	1483	1612	1945	2389	2724	2644	2499	1456	670	426	314	179	24481	2724	16
10	T	74	47	37	28	65	188	415	631	869	1141	1392	1511	1608	1539	1763	2303	2501	2193	1486	1059	596	388	305	207	22346	2501	16
11	F	102	62	23	49	73	154	387	614	777	903	1029	1226	1432	1584	1911	2335	2611	2556	2229	1392	783	579	433	317	23561	2611	16
12	S	181	114	74	50	56	125	294	534	699	880	931	1373	1453	1603	1754	1845	1974	1879	1704	1482	1137	800	594	446	21982	1974	16
13	S	264	121	93	64	53	102	213	468	692	1075	1412	1759	1966	1993	2047	2131	2114	1976	1804	1556	1234	784	398	215	24534	2131	15
14	M	92	51	31	36	96	278	528	781	966	1054	1274	1367	1501	1657	1867	2416	2607	2685	2301	1424	757	421	302	204	24696	2685	17
15	T	79	36	27	40	83	206	423	655	919	995	1160	1285	1411	1533	1823	2474	2685	2641	2320	1312	695	396	253	178	23629	2685	16
16	W	71	49	35	32	67	172	399	656	796	958	1121	1296	1430	1503	1787	2348	2691	2730	2425	1315	693	372	288	159	23393	2730	17
17	T	89	42	27	33	82	180	401	651	833	925	1095	1214	1321	1542	1836	2403	2710	2743	2361	1381	731	449	345	226	23620	2743	17
18	F	143	52	35	34	67	173	357	583	750	921	1104	1293	1444	1632	1839	2395	2564	2631	2008	1199	700	491	460	290	23165	2631	17
19	S	160	82	57	31	58	110	247	484	711	938	1158	1289	1489	1680	1729	1870	1890	1885	1700	1291	983	670	580	438	21530	1890	16
20	S	199	115	113	62	46	79	193	450	718	1068	1402	1941	2170	2156	2153	2403	2320	2150	1716	1537	1122	583	324	164	25184	2403	15
21	M	75	37	30	38	90	222	481	701	920	1060	1272	1319	1409	1530	1386	1417	2174	2733	2545	1681	677	374	291	158	22620	2733	17
22	T	68	51	22	34	57	169	416	559	863	1009	1053	1256	1367	1494	1779	2337	2647	2617	2298	1152	701	372	242	174	22737	2647	16
23	W	88	58	30	42	75	175	403	618	782	920	1107	1186	1333	1452	1814	2384	2496	2610	2402	1334	603	354	246	173	22685	2610	17
24	T	90	43	33	47	65	157	382	596	815	860	1053	1154	1382	1450	1827	2297	2582	2672	2252	1141	718	393	318	210	22537	2672	17
25	F	101	53	37	37	74	188	362	558	760	815	1048	1189	1350	1581	1835	2388	2604	2677	2259	1363	734	497	418	300	23228	2677	17
26	S	161	88	46	43	51	132	250	553	692	931	1163	1367	1588	1691	1863	1919	2012	2035	1805	1189	950	630	529	385	22073	2035	17
27	S	199	106	67	45	47	93	218	459	629	976	1343	1767	2084	2140	2248	2265	1969	1819	1569	1247	959	551	338	178	23316	2265	15
28	M	86	52	29	36	83	202	398	625	857	1099	1382	1524	1726	2055	2210	2602	2765	2795	2479	1695	908	484	264	155	26511	2795	17
29	T	76	39	34	55	81	182	432	695	888	1015	1140	1285	1367	1518	1760	2409	2644	2625	2072	1069	515	303	208	169	22581	2644	16
30	W	66	49	26	34	65	152	390	601	771	933	1073	1149	1279	1393	1662	2322	2450	2394	1810	1067	538	321	257	167	20969	2450	16

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

101    54    35    39    74    189    428    664    862    1021    1219    1363    1522    1658    1885    2336    2589    2601    2237    1415    804    463    320    208    24087

<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY High Hour</u>	<u>% of day</u>	<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>
30	720	18	456	2601	11%	1.000	1.066

**ESTIMATED**

AADT

22596

## New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Eastbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 1	WK OF YR: 40	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 10/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Str: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10-In Prog-Corwin	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: CPA		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR			
		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	
1	T	76	51	53	64	240	1488	2426	1872	1994	1318	1206	1129	1345	1196	1250	1061	1010	942	959	834	789	747	385	179	22614	2426	6	
2	F	87	62	66	76	248	1465	2608	1751	2228	1639	1518	1382	1445	1434	1493	1318	1166	1279	1408	1225	1050	923	529	218	26618	2608	6	
3	S	115	70	66	96	202	555	1313	1545	1328	1504	1911	1893	1983	1801	1699	1446	1092	1098	784	776	494	362	349	223	22705	1983	12	
4	S	147	84	77	71	129	284	411	558	582	1034	1326	1360	1371	1143	928	833	891	860	758	697	445	354	247	135	14725	1371	12	
5	M	79	37	39	63	220	1468	1889	1500	1853	1234	1174	941	1045	936	827	761	760	742	765	576	451	334	209	106	18009	1889	6	
6	T	66	49	60	56	213	1275	2183	1553	2023	1294	1103	1044	777	857	861	695	720	806	739	696	461	381	248	113	18273	2183	6	
7	W	69	40	34	62	216	1441	2580	1650	1575	1856	1384	1262	1034	943	973	830	837	697	654	723	617	396	266	132	20271	2580	6	
8	T	69	35	41	63	211	1490	2651	1985	1923	1848	1406	901	860	948	1114	957	920	955	805	853	701	752	480	186	22154	2651	6	
9	F	82	57	73	81	233	1200	2589	1643	1770	1347	906	1041	1063	1267	1258	1053	762	906	1163	1082	892	879	297	169	21813	2589	6	
10	S	106	33	24	27	60	194	878	1100	1134	1353	1972	1797	1452	1257	1183	1117	841	511	589	362	366	396	273	208	17233	1972	10	
11	S	96	25	16	16	38	135	271	278	391	752	1003	1287	1103	943	1149	529	449	354	364	224	192	131	86	38	9870	1287	11	
12	M	9	24	14	19	155	952	1476	1364	830	610	539	644	578	476	482	840	578	673	492	363	344	260	165	66	11953	1476	6	
13	T	23	16	14	15	105	852	1850	1464	1489	1354	1133	925	909	879	934	869	689	562	405	248	174	89	66	25	15089	1850	6	
14	W	14	16	13	35	114	1272	2060	1465	1233	794	652	561	627	722	822	564	384	340	389	374	285	197	87	38	13058	2060	6	
15	T	23	16	16	17	80	790	2003	1559	1527	1531	1151	780	712	1021	665	885	834	755	477	321	362	270	125	48	15968	2003	6	
16	F	22	18	12	18	88	871	1731	1325	1642	1346	1249	1094	1081	1021	914	898	887	995	781	559	497	457	202	85	17793	1731	6	
17	S	54	26	23	13	78	292	971	870	971	1229	998	1138	1152	968	801	649	493	463	400	347	224	145	120	62	12487	1229	9	
18	S	75	25	30	33	65	140	364	412	563	554	607	401	1203	537	588	437	643	436	357	259	185	146	95	44	8199	1203	12	
19	M	16	21	9	21	59	771	1454	1223	1026	827	579	484	437	415	389	330	284	327	300	195	218	105	46	29	9565	1454	6	
20	T	20	13	9	18	66	1212	2186	1850	1368	1114	945	986	848	886	837	798	801	810	730	487	430	406	218	66	17104	2186	6	
21	W																												
22	T																												
23	F																												
24	S																												
25	S																												
26	M																												
27	T																												
28	W																												
29	T	83	47	46	90	187	1090	2215	1942	1798	1555	1309	1108	1148	1103	1151	977	952	821	805	619	622	589	341	162	20760	2215	6	
30	F	77	44	50	79	207	975	2290	1919	1700	1432	1394	1238	1121	1292	1412	1326	1302	1329	1167	871	946	762	472	246	23651	2290	6	
31	S	142	82	82	85	169	557	1501	1605	1610	1439	1432	1507	1572	1451	1453	1282	1052	962	763	691	469	421	357	213	20897	1610	8	

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

55	36	37	52	170	1186	2137	1629	1624	1319	1103	970	860	865	859	797	731	702	627	524	454	377	220	96	17430
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>
23	552	13	318	2137	% of day	1.000	1.034	

**AADT**  
**16857**

**New York State Department of Transportation  
Traffic Count Hourly Report**

ROUTE #: <b>NY 27</b>	ROAD NAME: <b>SUNRISE HWY</b>	FROM: <b>ACC FROM INT 66 CR 39</b>	TO: <b>INLET RD W</b>	COUNTY: <b>Suffolk</b>
DIRECTION: Westbound	FACTOR GROUP: 40	REC. SERIAL #: 0000	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 2	WK OF YR: 40	PLACEMENT:	NHS: no	LION#:
DATE OF COUNT: 10/01/2020		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1:		ADDL DATA: Speed	CC Str: 0799	RR CROSSING:
NOTES LANE 2:		COUNT TYPE: VEHICLES	BATCH ID: DOT-10-In Prog-Corwin	HPMS SAMPLE: 4930003
COUNT TAKEN BY: ORG CODE: DOT INITIALS: DGV		PROCESSED BY: ORG CODE: DOT INITIALS: CPA		

DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR			
		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	
1	T	68	55	23	38	68	165	371	571	794	884	1081	987	1265	1466	1814	2348	2575	2657	2215	1432	656	391	320	209	22453	2657	17	
2	F	83	49	30	33	74	144	330	559	702	852	944	1128	1287	1470	1724	2441	2597	2472	2145	1226	587	430	349	280	21936	2597	16	
3	S	154	80	40	42	64	104	264	531	679	882	1130	1314	1511	1615	1847	1917	2023	1890	1721	1238	743	571	437	345	21142	2023	16	
4	S	195	97	74	51	46	95	213	384	665	862	1247	1668	1796	2084	2233	2296	2227	2119	1719	1391	854	435	271	197	23219	2296	15	
5	M	64	42	34	51	92	237	453	719	942	1115	1323	1374	1488	1553	1738	2313	2318	2104	2145	1010	542	309	226	146	22338	2318	16	
6	T	78	28	37	27	81	169	383	605	784	938	1074	1161	1378	1518	1671	2376	2535	2620	2343	1090	579	356	219	153	22203	2620	17	
7	W	81	38	31	47	51	174	374	584	762	910	1017	1162	1305	1434	1794	2500	2645	2590	2393	995	440	305	211	152	21995	2645	16	
8	T	56	41	40	31	76	183	345	594	799	918	964	1149	1294	1437	1762	2361	2621	2525	2341	1248	591	398	282	222	22278	2621	16	
9	F	76	41	31	46	60	161	352	591	728	853	962	1199	1345	1571	1886	2322	2553	2544	2357	1216	614	448	347	286	22589	2553	16	
10	S	151	68	57	45	66	124	277	466	652	849	1091	1222	1524	1620	1725	1815	2116	2133	1728	1149	739	561	466	351	20995	2133	17	
11	S	168	103	80	35	51	98	208	369	659	889	1217	1547	1816	1969	2019	2084	2039	1987	1683	1159	845	476	316	180	21997	2084	15	
12	M	68	46	52	36	75	163	390	591	846	1260	1501	1916	2031	2037	2136	2261	2284	1968	1387	950	564	309	201	133	23205	2284	16	
13	T	59	33	28	29	92	187	379	682	848	991	1109	1255	1341	1398	1658	2177	2367	2064	1261	765	466	300	191	146	19826	2367	16	
14	W	44	24	28	27	87	173	377	595	837	941	1028	1092	1334	1461	1653	2295	2530	2525	2348	1270	501	340	227	167	21904	2530	16	
15	T	85	36	47	30	55	166	356	553	734	883	1049	1085	1279	1473	1854	2337	2626	2502	2405	1272	586	354	290	186	22243	2626	16	
16	F	94	41	39	29	71	163	336	560	744	908	1025	1167	1558	1813	1942	2340	2376	2074	1447	710	453	337	296	213	20736	2376	16	
17	S	105	66	36	28	48	83	233	431	695	841	1095	1238	1357	1510	1590	1764	1700	1765	1621	933	546	481	395	312	18873	1765	17	
18	S	149	91	46	41	50	85	177	343	619	851	1256	1471	1641	1955	2093	2138	1986	2078	1792	1298	763	387	264	161	21735	2138	15	
19	M	64	43	34	39	84	187	401	621	811	977	1123	1227	1300	1485	1743	2313	2548	2518	2190	1023	506	292	210	144	21883	2548	16	
20	T	61	34	26	28	74	171	367	583	973	1037	1102	1210	1233	1375	1697	2394	2491	2486	1625	792	445	255	208	141	20808	2491	16	
21	W																												
22	T																												
23	F																												
24	S																												
25	S																												
26	M																												
27	T																												
28	W																												
29	T	82	49	32	49	77	161	351	628	783	932	931	1140	1237	1315	1553	2083	2240	1962	1197	662	408	256	200	148	18476	2240	16	
30	F	57	48	30	24	60	134	323	551	705	766	949	1085	1268	1322	1596	2101	2179	1885	1361	695	436	317	283	247	18422	2179	16	
31	S	106	57	47	51	53	85	204	377	570	764	1075	1171	1413	1382	1463	1654	1651	1522	1376	742	476	431	294	251	17215	1654	15	

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

71	40	32	34	71	165	368	599	800	948	1074	1209	1374	1496	1756	2313	2482	2377	1988	1042	524	322	232	162	21479
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<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>
23	552	13	318	2482	12%	1.000	1.034	

<b>AADT 20773</b>
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## D | Level of Service Descriptions

**Table 11**  
**Level of Service and Average Delay**  
**For Unsignalized Intersections**

Level of Service	Average Delay (seconds/vehicle)
A	Up to 10 seconds
B	More than 10 seconds; up to 15 seconds
C	More than 15 seconds; up to 25 seconds
D	More than 25 seconds; up to 35 seconds
E	More than 35 seconds; up to 50 seconds
F	More than 50 seconds

**Table 12**  
**Level of Service and Average Delay**  
**For Signalized Intersections**

Level of Service	Average Delay (seconds/vehicle)	Description
A	Up to 10 seconds	Very short delay, good progression; most vehicles do not stop at intersection.
B	More than 10 seconds Up to 20 seconds	Generally good signal progression and/or short cycle length; more vehicles stop at intersection than Level of Service A.
C	More than 20 seconds Up to 35 seconds	Fair progression and/or longer cycle length; significant number of vehicles stop at intersection.
D	More than 35 seconds Up to 55 seconds	Congestion becomes noticeable; individual cycle failures; longer delays from unfavorable progression, long cycle length; or high volume/capacity ratios; most vehicles stop at intersection.
E	More than 55 seconds Up to 80 seconds	Usually considered limit of acceptable delay indicative of poor progression long cycle length, or high volume/capacity ratio; frequent individual cycle failures.
F	More than 80 seconds	Could be considered excessive delay in some areas, frequently an indication of over-saturation (i.e., arrival flows exceed capacity), or very long cycle lengths with minimal side street green time. Capacity is not necessarily exceeded under this Level of Service.

Reference: *Highway Capacity Manual*, (HCM2010), 2010, Transportation Research Board, Washington, D.C.





Proposed Distribution Warehouse  
1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

No-Build  
Timing Plan: Site AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↗	↖	↗	↖	↖	↗	↖
Traffic Volume (vph)	12	1	15	21	0	39	13	438	37	63	469	12
Future Volume (vph)	12	1	15	21	0	39	13	438	37	63	469	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			1%	
Storage Length (ft)	0		0	130		130	230		130	215		240
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927				0.850			0.850			0.850
Flt Protected		0.979		0.950			0.950			0.950		
Satd. Flow (prot)	0	1676	0	1581	1844	1415	1805	1743	1272	1796	1783	1208
Flt Permitted		0.861		0.952			0.459			0.493		
Satd. Flow (perm)	0	1474	0	1585	1844	1415	872	1743	1272	932	1783	1208
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				415			42			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		362			371			457				616
Travel Time (s)		8.2			8.4			10.4				14.0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.93	0.93	0.93	0.89	0.89	0.89
Heavy Vehicles (%)	2%	33%	2%	13%	2%	13%	0%	9%	27%	0%	6%	33%
Adj. Flow (vph)	15	1	19	26	0	49	14	471	40	71	527	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	26	0	49	14	471	40	71	527	13
Turn Type	Perm	NA		Perm		Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	12.3	12.3		12.3	12.3	12.3	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	25.0	25.0		25.0	25.0	25.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%		29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.3		6.3	6.3	6.3	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effct Green (s)		6.7		6.7		6.7	27.6	27.6	27.6	27.6	27.6	27.6
Actuated g/C Ratio		0.17		0.17		0.17	0.70	0.70	0.70	0.70	0.70	0.70
v/c Ratio		0.13		0.10		0.08	0.02	0.39	0.04	0.11	0.42	0.02
Control Delay		11.8		15.9		0.3	5.2	6.6	2.2	5.6	7.0	0.6
Queue Delay		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		11.8		15.9		0.3	5.2	6.6	2.2	5.6	7.0	0.6
LOS		B		B		A	A	A	A	A	A	A
Approach Delay		11.8			5.7			6.3			6.7	
Approach LOS		B			A			A			A	

Proposed Distribution Warehouse  
 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

No-Build  
 Timing Plan: Site AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		3		4		0	1	59	0	7	68	0
Queue Length 95th (ft)		19		19		0	7	125	9	22	141	2
Internal Link Dist (ft)		282			291			377			536	
Turn Bay Length (ft)				130		130	230		130	215		240
Base Capacity (vph)		716		759		894	872	1743	1272	932	1783	1208
Starvation Cap Reductn		0		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.05		0.03		0.05	0.02	0.27	0.03	0.08	0.30	0.01

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	39.4
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	6.6
Intersection LOS:	A
Intersection Capacity Utilization	62.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

Ø2 60 s	Ø4 25 s
Ø6 60 s	Ø8 25 s

Proposed Distribution Warehouse  
2: Roger's Way & Collins Way

No-Build  
Timing Plan: Site AM Peak

Intersection				
Intersection Delay, s/veh	3.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	115	44	32	6
Demand Flow Rate, veh/h	123	50	41	6
Vehicles Circulating, veh/h	6	77	88	86
Vehicles Exiting, veh/h	86	52	41	41
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	4.0	2.9
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	123	50	41	6
Cap Entry Lane, veh/h	1371	1276	1261	1264
Entry HV Adj Factor	0.935	0.885	0.778	1.000
Flow Entry, veh/h	115	44	32	6
Cap Entry, veh/h	1282	1129	981	1264
V/C Ratio	0.090	0.039	0.033	0.005
Control Delay, s/veh	3.5	3.5	4.0	2.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Proposed Distribution Warehouse  
3: Collins Way

No-Build  
Timing Plan: Site AM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	92	9	0	57	3	0
Future Vol, veh/h	92	9	0	57	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	100	10	0	62	3	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	110	0	167
Stage 1	-	-	-	-	105
Stage 2	-	-	-	-	62
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1480	-	823
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	961
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	823
Mov Cap-2 Maneuver	-	-	-	-	823
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	961

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	823	-	-	1480	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Proposed Distribution Warehouse  
1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

No-Build  
Timing Plan: PM Peak of Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (vph)	27	0	17	44	0	112	42	811	18	23	540	41
Future Volume (vph)	27	0	17	44	0	112	42	811	18	23	540	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			1%	
Storage Length (ft)	0		0	130		130	230		130	215		240
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948				0.850			0.850			0.850
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1688	0	1752	1844	1552	1770	1863	1583	1589	1853	1575
Flt Permitted		0.811		0.721			0.392			0.176		
Satd. Flow (perm)	0	1411	0	1330	1844	1552	730	1863	1583	294	1853	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46				133			42			47
Link Speed (mph)		30			30			30				30
Link Distance (ft)		362			371			457				616
Travel Time (s)		8.2			8.4			10.4				14.0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.81	0.81	0.81	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	6%	2%	2%	3%	2%	2%	2%	13%	2%	2%
Adj. Flow (vph)	34	0	21	55	0	140	52	1001	22	26	621	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	55	0	140	52	1001	22	26	621	47
Turn Type	Perm	NA		Perm		Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	12.3	12.3		12.3	12.3	12.3	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	25.0	25.0		25.0	25.0	25.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%		29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.3		6.3	6.3	6.3	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)		8.6		8.6		8.6	45.6	45.6	45.6	45.6	45.6	45.6
Actuated g/C Ratio		0.14		0.14		0.14	0.73	0.73	0.73	0.73	0.73	0.73
v/c Ratio		0.24		0.30		0.43	0.10	0.74	0.02	0.12	0.46	0.04
Control Delay		14.6		32.5		11.6	4.6	11.7	0.7	5.8	6.5	1.5
Queue Delay		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		14.6		32.5		11.6	4.6	11.7	0.7	5.8	6.5	1.5
LOS		B		C		B	A	B	A	A	A	A
Approach Delay		14.6			17.5			11.2				6.1
Approach LOS		B			B			B				A



Proposed Distribution Warehouse  
 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

No-Build  
 Timing Plan: PM Peak of Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		3		19		2	6	230	0	3	99	0
Queue Length 95th (ft)		28		50		38	17	353	2	13	179	8
Internal Link Dist (ft)		282			291			377			536	
Turn Bay Length (ft)				130		130	230		130	215		240
Base Capacity (vph)		473		417		578	621	1586	1354	250	1578	1348
Starvation Cap Reductn		0		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.12		0.13		0.24	0.08	0.63	0.02	0.10	0.39	0.03

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	62.4
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization	70.6%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way



Proposed Distribution Warehouse  
2: Roger's Way & Collins Way

No-Build  
Timing Plan: PM Peak of Road

Intersection				
Intersection Delay, s/veh	3.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	52	52	37	66
Demand Flow Rate, veh/h	53	53	38	67
Vehicles Circulating, veh/h	6	50	39	89
Vehicles Exiting, veh/h	150	27	20	14
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.1	3.0	3.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	53	53	38	67
Cap Entry Lane, veh/h	1371	1311	1326	1260
Entry HV Adj Factor	0.990	0.983	0.974	0.984
Flow Entry, veh/h	52	52	37	66
Cap Entry, veh/h	1357	1288	1291	1240
V/C Ratio	0.039	0.040	0.029	0.053
Control Delay, s/veh	3.0	3.1	3.0	3.3
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Proposed Distribution Warehouse  
3: Collins Way

No-Build  
Timing Plan: PM Peak of Road

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	1	0	118	38	2
Future Vol, veh/h	40	1	0	118	38	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	2	0	-
Peak Hour Factor	92	100	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	1	0	128	41	2

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	44	0	172
Stage 1	-	-	-	-	44
Stage 2	-	-	-	-	128
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1564	-	818
Stage 1	-	-	-	-	978
Stage 2	-	-	-	-	898
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1564	-	818
Mov Cap-2 Maneuver	-	-	-	-	818
Stage 1	-	-	-	-	978
Stage 2	-	-	-	-	898

Approach

	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	826	-	-	1564	-
HCM Lane V/C Ratio	0.053	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Proposed Distribution Warehouse  
1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

No-Build  
Timing Plan: Site PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (vph)	12	0	15	12	0	21	18	227	6	9	256	32
Future Volume (vph)	12	0	15	12	0	21	18	227	6	9	256	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			1%	
Storage Length (ft)	0		0	130		130	230		130	215		240
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.924				0.850			0.850			0.850
Flt Protected		0.979		0.950			0.950			0.950		
Satd. Flow (prot)	0	1685	0	1752	1844	1567	1770	1863	1583	1350	1853	1575
Flt Permitted							0.582			0.586		
Satd. Flow (perm)	0	1721	0	1844	1844	1567	1084	1863	1583	833	1853	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46				612			42			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		362			371			457				616
Travel Time (s)		8.2			8.4			10.4				14.0
Peak Hour Factor	0.83	0.83	0.83	0.80	0.80	0.80	0.80	0.80	0.80	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	2%	2%
Adj. Flow (vph)	14	0	18	15	0	26	23	284	8	10	291	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	15	0	26	23	284	8	10	291	36
Turn Type	Perm	NA		Perm		Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	12.3	12.3		12.3	12.3	12.3	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	25.0	25.0		25.0	25.0	25.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%		29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.3		6.3	6.3	6.3	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)		6.3		6.3		6.3	31.0	31.0	31.0	31.0	31.0	31.0
Actuated g/C Ratio		0.18		0.18		0.18	0.89	0.89	0.89	0.89	0.89	0.89
v/c Ratio		0.09		0.05		0.03	0.02	0.17	0.01	0.01	0.18	0.03
Control Delay		4.4		11.2		0.1	3.1	2.7	0.0	3.2	2.7	1.8
Queue Delay		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		4.4		11.2		0.1	3.1	2.7	0.0	3.2	2.7	1.8
LOS		A		B		A	A	A	A	A	A	A
Approach Delay		4.4			4.1			2.7			2.6	
Approach LOS		A			A			A			A	

Proposed Distribution Warehouse  
 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

No-Build  
 Timing Plan: Site PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		0		3		0	0	0	0	0	0	0
Queue Length 95th (ft)		9		10		0	8	54	0	5	63	7
Internal Link Dist (ft)		282			291			377			536	
Turn Bay Length (ft)				130		130	230		130	215		240
Base Capacity (vph)		966		1013		1136	1084	1863	1583	833	1853	1575
Starvation Cap Reductn		0		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.03		0.01		0.02	0.02	0.15	0.01	0.01	0.16	0.02

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	34.8
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.18
Intersection Signal Delay:	2.8
Intersection LOS:	A
Intersection Capacity Utilization:	47.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

Ø2 60 s	Ø4 25 s
Ø6 60 s	Ø8 25 s

Proposed Distribution Warehouse  
2: Roger's Way & Collins Way

No-Build  
Timing Plan: Site PM Peak

Intersection				
Intersection Delay, s/veh	2.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	24	11	3
Demand Flow Rate, veh/h	12	24	11	3
Vehicles Circulating, veh/h	0	12	1	36
Vehicles Exiting, veh/h	39	0	11	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.8	2.7	2.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	12	24	11	3
Cap Entry Lane, veh/h	1380	1363	1378	1330
Entry HV Adj Factor	0.998	0.980	1.000	1.000
Flow Entry, veh/h	12	24	11	3
Cap Entry, veh/h	1378	1336	1378	1330
V/C Ratio	0.009	0.018	0.008	0.002
Control Delay, s/veh	2.7	2.8	2.7	2.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0



Proposed Distribution Warehouse  
3: Collins Way

No-Build  
Timing Plan: Site PM Peak

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	5	0	31	2	0
Future Vol, veh/h	10	5	0	31	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	2	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	5	0	34	2	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	16	0	48
Stage 1	-	-	-	-	14
Stage 2	-	-	-	-	34
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1602	-	962
Stage 1	-	-	-	-	1009
Stage 2	-	-	-	-	988
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1602	-	962
Mov Cap-2 Maneuver	-	-	-	-	962
Stage 1	-	-	-	-	1009
Stage 2	-	-	-	-	988

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	962	-	-	1602	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Proposed Distribution Warehouse  
1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

Build  
Site AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	12	1	15	118	0	118	13	454	58	87	469	12
Future Volume (vph)	12	1	15	118	0	118	13	454	58	87	469	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			1%	
Storage Length (ft)	0		0	130		130	230		130	215		240
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.927				0.850			0.850			0.850
Flt Protected		0.979		0.950			0.950			0.950		
Satd. Flow (prot)	0	1676	0	1581	1844	1415	1805	1743	1272	1796	1783	1208
Flt Permitted		0.885		0.734			0.399			0.435		
Satd. Flow (perm)	0	1515	0	1222	1844	1415	758	1743	1272	822	1783	1208
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				400			62			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		362			371			457				616
Travel Time (s)		8.2			8.4			10.4				14.0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.93	0.93	0.93	0.89	0.89	0.89
Heavy Vehicles (%)	2%	33%	2%	13%	2%	13%	0%	9%	27%	0%	6%	33%
Adj. Flow (vph)	15	1	19	148	0	148	14	488	62	98	527	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	148	0	148	14	488	62	98	527	13
Turn Type	Perm	NA		Perm		Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	12.3	12.3		12.3	12.3	12.3	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	25.0	25.0		25.0	25.0	25.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%		29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.3		6.3	6.3	6.3	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effct Green (s)		11.1		11.1		11.1	22.4	22.4	22.4	22.4	22.4	22.4
Actuated g/C Ratio		0.24		0.24		0.24	0.48	0.48	0.48	0.48	0.48	0.48
v/c Ratio		0.09		0.51		0.23	0.04	0.59	0.10	0.25	0.62	0.02
Control Delay		11.1		23.6		0.8	7.5	12.7	2.9	9.9	13.3	0.6
Queue Delay		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		11.1		23.6		0.8	7.5	12.7	2.9	9.9	13.3	0.6
LOS		B		C		A	A	B	A	A	B	A
Approach Delay		11.1			12.2			11.5				12.5
Approach LOS		B			B			B				B

Proposed Distribution Warehouse  
 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

Build  
 Site AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		3		32		0	2	83	0	14	91	0
Queue Length 95th (ft)		20		81		0	10	194	15	44	208	2
Internal Link Dist (ft)		282			291			377			536	
Turn Bay Length (ft)				130		130	230		130	215		240
Base Capacity (vph)		637		505		819	735	1689	1235	797	1728	1172
Starvation Cap Reductn		0		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.05		0.29		0.18	0.02	0.29	0.05	0.12	0.30	0.01

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	46.8
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	12.0
Intersection LOS:	B
Intersection Capacity Utilization	67.5%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way



Proposed Distribution Warehouse  
2: Roger's Way & Collins Way

Build  
Site AM Peak

Intersection				
Intersection Delay, s/veh	4.1			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	125	44	32	226
Demand Flow Rate, veh/h	133	50	41	231
Vehicles Circulating, veh/h	6	87	98	86
Vehicles Exiting, veh/h	311	52	41	51
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.6	3.6	4.0	4.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	133	50	41	231
Cap Entry Lane, veh/h	1371	1263	1249	1264
Entry HV Adj Factor	0.940	0.885	0.778	0.978
Flow Entry, veh/h	125	44	32	226
Cap Entry, veh/h	1289	1118	971	1237
V/C Ratio	0.097	0.040	0.033	0.183
Control Delay, s/veh	3.6	3.6	4.0	4.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Proposed Distribution Warehouse  
3: Collins Way

Build  
Site AM Peak

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	92	18	0	233	0	3	0	8	0	0	0
Future Vol, veh/h	36	92	18	0	233	0	3	0	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	2	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	100	20	0	253	0	3	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	253	0	0	120	0	0	441	441	110	446	451	253
Stage 1	-	-	-	-	-	-	188	188	-	253	253	-
Stage 2	-	-	-	-	-	-	253	253	-	193	198	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1312	-	-	1468	-	-	527	510	943	523	504	786
Stage 1	-	-	-	-	-	-	814	745	-	751	698	-
Stage 2	-	-	-	-	-	-	751	698	-	809	737	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1312	-	-	1468	-	-	515	495	943	506	489	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	515	495	-	506	489	-
Stage 1	-	-	-	-	-	-	790	723	-	728	698	-
Stage 2	-	-	-	-	-	-	751	698	-	778	715	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0	9.8	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	769	1312	-	-	1468	-	-	-
HCM Lane V/C Ratio	0.016	0.03	-	-	-	-	-	-
HCM Control Delay (s)	9.8	7.8	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	-

Proposed Distribution Warehouse  
1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

Build  
PM Peak of Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (vph)	27	0	17	65	0	138	42	832	18	23	540	41
Future Volume (vph)	27	0	17	65	0	138	42	832	18	23	540	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			1%	
Storage Length (ft)	0		0	130		130	230		130	215		240
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948				0.850			0.850			0.850
Flt Protected		0.970		0.950			0.950			0.950		
Satd. Flow (prot)	0	1688	0	1752	1844	1552	1770	1863	1583	1589	1853	1575
Flt Permitted		0.811		0.721			0.378			0.140		
Satd. Flow (perm)	0	1411	0	1330	1844	1552	704	1863	1583	234	1853	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46				126			42			47
Link Speed (mph)		30			30			30				30
Link Distance (ft)		362			371			457				616
Travel Time (s)		8.2			8.4			10.4				14.0
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.81	0.81	0.81	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	6%	2%	2%	3%	2%	2%	2%	13%	2%	2%
Adj. Flow (vph)	34	0	21	81	0	173	52	1027	22	26	621	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	81	0	173	52	1027	22	26	621	47
Turn Type	Perm	NA		Perm		Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	12.3	12.3		12.3	12.3	12.3	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	25.0	25.0		25.0	25.0	25.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%		29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.3		6.3	6.3	6.3	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effect Green (s)		9.8		9.8		9.8	45.0	45.0	45.0	45.0	45.0	45.0
Actuated g/C Ratio		0.14		0.14		0.14	0.66	0.66	0.66	0.66	0.66	0.66
v/c Ratio		0.23		0.42		0.52	0.11	0.83	0.02	0.17	0.51	0.04
Control Delay		14.0		35.6		16.4	5.3	16.9	0.8	8.0	7.8	1.7
Queue Delay		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		14.0		35.6		16.4	5.3	16.9	0.8	8.0	7.8	1.7
LOS		B		D		B	A	B	A	A	A	A
Approach Delay		14.0			22.6			16.0				7.4
Approach LOS		B			C			B				A



Proposed Distribution Warehouse  
 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

Build  
 PM Peak of Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		3		31		18	7	268	0	3	109	0
Queue Length 95th (ft)		28		68		58	19	417	3	15	201	9
Internal Link Dist (ft)		282			291			377			536	
Turn Bay Length (ft)				130		130	230		130	215		240
Base Capacity (vph)		430		374		527	566	1498	1281	188	1490	1276
Starvation Cap Reductn		0		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.13		0.22		0.33	0.09	0.69	0.02	0.14	0.42	0.04

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	68
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	13.9
Intersection LOS:	B
Intersection Capacity Utilization	73.3%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way



Proposed Distribution Warehouse  
2: Roger's Way & Collins Way

Build  
PM Peak of Road

Intersection				
Intersection Delay, s/veh	3.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	52	52	37	124
Demand Flow Rate, veh/h	53	53	38	126
Vehicles Circulating, veh/h	6	50	39	89
Vehicles Exiting, veh/h	209	27	20	14
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.0	3.1	3.0	3.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	53	53	38	126
Cap Entry Lane, veh/h	1371	1311	1326	1260
Entry HV Adj Factor	0.990	0.983	0.974	0.984
Flow Entry, veh/h	52	52	37	124
Cap Entry, veh/h	1357	1288	1291	1240
V/C Ratio	0.039	0.040	0.029	0.100
Control Delay, s/veh	3.0	3.1	3.0	3.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Proposed Distribution Warehouse  
3: Collins Way

Build  
PM Peak of Road

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	41	0	0	165	0	38	0	1	0	0	0
Future Vol, veh/h	0	41	0	0	165	0	38	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	2	-	-	0	-	-	0	-
Peak Hour Factor	92	92	100	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	0	0	179	0	41	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	179	0	0	45	0	0	224	224	45	225	224	179
Stage 1	-	-	-	-	-	-	45	45	-	179	179	-
Stage 2	-	-	-	-	-	-	179	179	-	46	45	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1397	-	-	1563	-	-	732	675	1025	730	675	864
Stage 1	-	-	-	-	-	-	969	857	-	823	751	-
Stage 2	-	-	-	-	-	-	823	751	-	968	857	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1397	-	-	1563	-	-	732	675	1025	729	675	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	675	-	729	675	-
Stage 1	-	-	-	-	-	-	969	857	-	823	751	-
Stage 2	-	-	-	-	-	-	823	751	-	967	857	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	737	1397	-	-	1563	-	-	-
HCM Lane V/C Ratio	0.058	-	-	-	-	-	-	-
HCM Control Delay (s)	10.2	0	-	-	0	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Proposed Distribution Warehouse  
1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

Build  
Site PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗	↖	↖	↗	↖	↖	↗	↖
Traffic Volume (vph)	12	0	15	78	0	75	18	263	10	13	256	32
Future Volume (vph)	12	0	15	78	0	75	18	263	10	13	256	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			2%			0%			1%	
Storage Length (ft)	0		0	130		130	230		130	215		240
Storage Lanes	0		0	1		1	1		1	1		1
Taper Length (ft)	25			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.924				0.850			0.850			0.850
Flt Protected		0.979		0.950			0.950			0.950		
Satd. Flow (prot)	0	1685	0	1752	1844	1567	1770	1863	1583	1350	1853	1575
Flt Permitted		0.859		0.736			0.582			0.562		
Satd. Flow (perm)	0	1478	0	1357	1844	1567	1084	1863	1583	799	1853	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46				557			42			42
Link Speed (mph)		30			30			30				30
Link Distance (ft)		362			371			457				616
Travel Time (s)		8.2			8.4			10.4				14.0
Peak Hour Factor	0.83	0.83	0.83	0.80	0.80	0.80	0.80	0.80	0.80	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	2%	2%
Adj. Flow (vph)	14	0	18	98	0	94	23	329	13	15	291	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	98	0	94	23	329	13	15	291	36
Turn Type	Perm	NA		Perm		Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	16.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	12.3	12.3		12.3	12.3	12.3	22.6	22.6	22.6	22.6	22.6	22.6
Total Split (s)	25.0	25.0		25.0	25.0	25.0	60.0	60.0	60.0	60.0	60.0	60.0
Total Split (%)	29.4%	29.4%		29.4%	29.4%	29.4%	70.6%	70.6%	70.6%	70.6%	70.6%	70.6%
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.3		6.3	6.3	6.3	6.6	6.6	6.6	6.6	6.6	6.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	Min	Min	Min	Min	Min	Min
Act Effct Green (s)		8.0		8.0		8.0	20.6	20.6	20.6	20.6	20.6	20.6
Actuated g/C Ratio		0.21		0.21		0.21	0.54	0.54	0.54	0.54	0.54	0.54
v/c Ratio		0.09		0.34		0.12	0.04	0.32	0.01	0.03	0.29	0.04
Control Delay		4.5		15.9		0.3	6.9	8.4	1.0	7.0	8.2	2.9
Queue Delay		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		4.5		15.9		0.3	6.9	8.4	1.0	7.0	8.2	2.9
LOS		A		B		A	A	A	A	A	A	A
Approach Delay		4.5			8.3			8.1			7.6	
Approach LOS		A			A			A			A	

Proposed Distribution Warehouse  
 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way

Build  
 Site PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		0		17		0	2	41	0	2	35	0
Queue Length 95th (ft)		9		40		0	10	80	2	9	81	9
Internal Link Dist (ft)		282			291			377			536	
Turn Bay Length (ft)				130		130	230		130	215		240
Base Capacity (vph)		756		673		1058	1084	1863	1583	799	1853	1575
Starvation Cap Reductn		0		0		0	0	0	0	0	0	0
Spillback Cap Reductn		0		0		0	0	0	0	0	0	0
Storage Cap Reductn		0		0		0	0	0	0	0	0	0
Reduced v/c Ratio		0.04		0.15		0.09	0.02	0.18	0.01	0.02	0.16	0.02

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	37.8
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.34
Intersection Signal Delay:	7.8
Intersection Capacity Utilization	47.9%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

Splits and Phases: 1: Old Riverhead Rd (CR 31) & Stewart Ave/Collins Way



Proposed Distribution Warehouse  
2: Roger's Way & Collins Way

Build  
Site PM Peak

Intersection				
Intersection Delay, s/veh	3.0			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	12	24	11	70
Demand Flow Rate, veh/h	12	24	11	71
Vehicles Circulating, veh/h	0	12	1	36
Vehicles Exiting, veh/h	107	0	11	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.8	2.7	3.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	12	24	11	71
Cap Entry Lane, veh/h	1380	1363	1378	1330
Entry HV Adj Factor	0.998	0.980	1.000	0.986
Flow Entry, veh/h	12	24	11	70
Cap Entry, veh/h	1378	1336	1378	1311
V/C Ratio	0.009	0.018	0.008	0.053
Control Delay, s/veh	2.7	2.8	2.7	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0



Proposed Distribution Warehouse  
3: Collins Way

Build  
Site PM Peak

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	13	0	85	0	14	0	0	0	0	54
Future Vol, veh/h	0	10	13	0	85	0	14	0	0	0	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	2	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	14	0	92	0	15	0	0	0	0	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	92	0	0	25	0	0	140	110	18	110	117	92
Stage 1	-	-	-	-	-	-	18	18	-	92	92	-
Stage 2	-	-	-	-	-	-	122	92	-	18	25	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1503	-	-	1589	-	-	830	780	1061	868	773	965
Stage 1	-	-	-	-	-	-	1001	880	-	915	819	-
Stage 2	-	-	-	-	-	-	882	819	-	1001	874	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1503	-	-	1589	-	-	779	780	1061	868	773	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	780	-	868	773	-
Stage 1	-	-	-	-	-	-	1001	880	-	915	819	-
Stage 2	-	-	-	-	-	-	828	819	-	1001	874	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.7			9		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	779	1503	-	-	1589	-	-	965
HCM Lane V/C Ratio	0.02	-	-	-	-	-	-	0.061
HCM Control Delay (s)	9.7	0	-	-	0	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

**F | Level of Service Result Summary**



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Rechler Equity Partners Proposed Last-Mile Distribution Warehouse  
 245 Roger's Way  
 Westhampton Beach  
 Suffolk County, New York

January 19, 2021  
 ATDE Project No. ANJ20103

**TABLE A**  
**LEVEL OF SERVICE AND DELAY SUMMARY**  
**AM PEAK HOUR OF THE SITE - SEASONALLY ADJUSTED FOR SUMMER TRAFFIC**

Intersection	Lane Group	No-Build		Build		
		LOS(Delay)	95 <sup>th</sup> % Queue	LOS(Delay)	95 <sup>th</sup> % Queue	
Old Riverhead Road (CR30) at Collins Way	EB	L/T/R	B(11.8)	19	B(11.1)	20
	WB	L	B(15.9)	19	C(23.6)	81
		R	A(0.3)	0	A(0.8)	0
	NB	L	A(5.2)	7	A(7.5)	10
		T	A(6.6)	125	B(12.7)	194
	SB	R	A(2.2)	9	A(2.9)	15
		L	A(5.6)	22	A(9.9)	44
	T	A(7.0)	141	B(13.3)	208	
	R	A(0.6)	2	A(0.6)	2	
	Overall Intersection		A(6.6)		B(12.0)	
Collins Way at Rogers Way	NB	L/T/R	A(3.5)	0	A(3.6)	0
	EB	L/T/R	A(3.5)	0	A(3.6)	0
	SB	L/T/R	A(4.0)	0	A(4.0)	0
	WB	L/T/R	A(2.9)	0	A(4.5)	20
	Overall Intersection		A(3.6)		A(4.1)	
Collins Way at Site Driveway	NB	L/R	A(9.4)	0	A(9.8)	0
	EB	L	-	-	A(7.8)	2
	WB	L	A(0.0)	0	A(0.0)	0
	Overall Intersection		A(0.2)		A(1.0)	

Delay shown in seconds and Queue shown in feet.

m = Volume for 95th percentile queue is metered by upstream signal

# = 95th percentile volume exceeds capacity



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**TABLE B**  
**LEVEL OF SERVICE AND DELAY SUMMARY**  
**PM PEAK HOUR OF THE ROADWAY- SEASONALLY ADJUSTED FOR SUMMER TRAFFIC**

Intersection	Lane Group		No-Build		Build	
			LOS(Delay)	95 <sup>th</sup> % Queue	LOS(Delay)	95 <sup>th</sup> % Queue
Old Riverhead Road (CR30) at Collins Way	EB	L/T/R	B(14.6)	28	B(14.0)	28
	WB	L	C(32.5)	50	D(35.6)	68
		R	B(11.6)	38	B(16.4)	58
	NB	L	A(4.6)	17	A(5.3)	19
		T	B(11.7)	353	B(16.9)	417
	SB	R	A(0.7)	2	A(0.8)	3
		L	A(5.8)	13	A(8.0)	15
	T	A(6.5)	179	A(7.8)	201	
R	A(1.5)	8	A(1.7)	9		
Overall Intersection			B(10.1)		B(13.9)	
Collins Way at Rogers Way	NB	L/T/R	A(3.0)	0	A(3.0)	0
	EB	L/T/R	A(3.1)	0	A(3.1)	0
	SB	L/T/R	A(3.0)	0	A(3.0)	0
	WB	L/T/R	A(3.3)	0	A(3.7)	0
	Overall Intersection			A(3.1)		A(3.4)
Collins Way at Site Driveway	NB	L/R	A(3.9)	4	B(10.2)	4
	EB	L	-	-	A(0.0)	0
	WB	L	A(0.0)	0	A(0.0)	0
	Overall Intersection			A(1.9)		A(1.6)

Delay shown in seconds and Queue shown in feet.

m = Volume for 95th percentile queue is metered by upstream signal

# = 95th percentile volume exceeds capacity



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**TABLE C**  
**LEVEL OF SERVICE AND DELAY SUMMARY**  
**PM PEAK HOUR OF THE SITE- SEASONALLY ADJUSTED FOR SUMMER TRAFFIC**

Intersection	Lane Group	No-Build		Build		
		LOS(Delay)	95 <sup>th</sup> % Queue	LOS(Delay)	95 <sup>th</sup> % Queue	
Old Riverhead Road (CR30) at Collins Way	EB	L/T/R	A(4.4)	9	A(4.5)	9
	WB	L	B(11.2)	10	B(15.9)	40
		R	A(0.1)	0	A(0.3)	0
	NB	L	A(3.1)	8	A(6.9)	10
		T	A(2.7)	54	A(8.4)	80
	SB	R	A(0.0)	0	A(1.0)	2
		L	A(3.2)	5	A(7.0)	9
	T	A(2.7)	63	A(8.2)	81	
	R	A(1.8)	7	A(2.9)	9	
	Overall Intersection		A(2.8)		A(7.8)	
Collins Way at Rogers Way	NB	L/T/R	A(2.7)	0	A(2.7)	0
	EB	L/T/R	A(2.8)	0	A(2.8)	0
	SB	L/T/R	A(2.7)	0	A(2.7)	0
	WB	L/T/R	A(2.7)	0	A(3.2)	0
	Overall Intersection		A(2.8)		A(3.0)	
Collins Way at Site Driveway	NB	L/R	A(8.8)	0	A(9.7)	2
	EB	L	-		A(0.0)	0
	WB	L	A(0.0)	0	A(0.0)	0
	Overall Intersection		A(0.4)		A(3.5)	

Delay shown in seconds and Queue shown in feet.

m = Volume for 95th percentile queue is metered by upstream signal

# = 95th percentile volume exceeds capacity







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**3 YEAR CRASH HISTORY SUMMARY**  
**JANUARY 1, 2017 - DECEMBER 30, 2019**

		Entire Study Area		Old Riverhead Rd at Collins Way		Old Riverhead Rd at Stewart Ave	
		# of Crashes	% of Total Crashes	# of Crashes	% of Total Crashes	# of Crashes	% of Total Crashes
	Category	7	-	6	86%	1	14%
Severity	Property Damage	2	29%	1	17%	1	100%
	Property Damage & Injury	3	43%	3	50%	0	0%
	Non-Reportable	2	29%	2	33%	0	0%
Collision Type	Right Angle	1	14%	0	0%	1	100%
	Rear End	5	71%	5	83%	0	0%
	Other	1	14%	1	17%	0	0%
At Intersection?	Yes	7	100%	6	100%	1	100%
	No	0	0%	0	0%	0	0%