



**MULRYAN  
ENGINEERING, P.C.**

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**TRAFFIC ENGINEERING REPORT**

**OCTOBER 8, 2025**

**Project No. M25-102**

**25 Shore Road**

**Village of Baxter Estates, New York**

**PURPOSE**

The purpose of this report is to review the standards set forth under New York State Village Law with respect to requested area variances. The report focuses on the traffic and parking aspects of the proposed office building as they relate to these standards.

**PROJECT SUMMARY**

Applicant:	DF4 Shore LLC
Existing Zoning:	Residential A and Business A
Existing Land Use:	Vacant (former Bank with Drive Through Service)
Proposed Land Use:	Office Building (10,004 square feet)
Location:	25 Shore Road
NCTM:	Sect. 5, Block 401, Lots 24, 101 and 102
Site Area:	34,377 square feet (0.79 acres)
Required Parking:	51 Parking Spaces
Parking Provided:	36 Parking Spaces (variance required)
Site Plan prepared by:	Mojo Strumer Associates, P.C. 14 Plaza Road Greenvale, New York 11548

**INTRODUCTION**

The subject property is located at 25 Shore Road, in the Village of Baxter Estates. The property is 34,377 square feet in size and is located within the Residence A and Business A zoning districts. The site is fully developed with a 3,332 square foot former bank building with drive-through service. The bank has not been in operation for over 20 years. At one time, after the bank closed, the building was used as the Village Hall for the Village of Baxter Estates. According to County records, the existing building was built in 1956 (approximately 70 years ago).

The applicant is proposing to demolish the former bank building and construct a new office building.

**REVIEW AGENCIES**

The proposed development is subject to the review and approval of the Village of Baxter Estates and the Nassau County Department of Public Works. The proposed development will also be reviewed by the Nassau County Planning Commission. All work within the County Right of Way will require a Highway Work Permit from the Nassau County Department of Public Works.

**PARKING REQUIREMENTS**

Chapter 175. Zoning - Article IV. Business A Districts  
§ 175-46 Off-street parking

Office building, medical center, financial institution, bank, professional or business offices	one parking space for each 200 square feet of floor area
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Proposed Office:        10,004 sf        x        1/200        =        51 parking spaces

The Site Plan, prepared by Mojo Strumer Associates, P.C., provides 29 paved parking spaces and an additional 7 parking spaces which will be land-banked (for a total of 36 parking spaces). The land-banked parking spaces will be landscaped and converted to paved parking spaces only if deemed necessary after completion of the project.

Due to the configuration of the subject site the applicant is not able to comply with the parking requirements. The applicant is seeking a parking variance in connection with the proposed application.

**PARKING ANALYSIS**

The parking generation of the proposed development was calculated using the standard calculations compiled by the Institute of Transportation Engineers (ITE) in the 5th Edition Parking Generation, 2019. This is often referred to as the Parking Generation Manual and is considered the industry standard for traffic engineering studies. The following provides a comparison of the parking required, the parking provided and the anticipated parking demand based on the ITE parking generation statistical data.

	Rate per Parking Space	Rate per 1,000 square feet	Office Building 10,004 sf
Parking Required	1 parking space per 200 square feet	5 parking spaces per 1,000 square feet	51
Parking Provided	1 parking space per 278 square feet	3.60 parking spaces per 1,000 square feet	36
ITE Peak Parking Demand for Office Buildings	1 parked vehicle per 513 square feet	1.95 parked vehicles per 1,000 square feet	20

The statistical analysis provided by the Institute of Transportation Engineers, indicates that the proposed 10,004 square foot office building will have a peak parking demand of 20 vehicles. The parking provided on the subject site exceeds the anticipated peak parking demand. The data indicates that the land-banked parking spaces will not be needed to accommodate the proposed office building.

**ROADWAY NETWORK**

The subject property is located along Shore Road. The overall property has just over 170 feet of frontage on Shore Road. Shore Road is a multi-lane roadway under the control and jurisdiction of the Nassau County Department of Public Works. To the north of the site, past Harbor Road, is Mill Pond. To the west of the site, past Shore Road, is Manhasset Bay.

The subject site also has approximately 155 feet of frontage on Harbor Road. Harbor Road provides one lane in each direction. Harbor Road is also under the control and jurisdiction of the Nassau County Department of Public Works.

The parcel has just of 170 feet of frontage along Bayside Avenue. Bayside Avenue is a local road providing one lane in each direction. Bayside Avenue is approximately 1,000 feet in length providing access to several residential properties.

**SITE ACCESS**

The existing site access driveways on Shore Road and Harbor Road will be reconstructed to conform to the most recent Nassau County Department of Public Works standards. A Left Turn prohibition is proposed for vehicles exiting the site onto Shore Road. The proposed Left Turn prohibition and driveways require the review and approval of the Nassau County Department of Public Works. All work within the County Right of Way will require a Highway Work Permit from the Nassau County Department of Public Works.

**INTERSECTION SIGHT DISTANT ANALYSIS AND ON-STREET PARKING**

The posted speed limit on Harbor Road is 25 miles per hour. The posted speed limit on Shore Road is 30 miles per hour. New York State Department of Transportation records show an average speed on Shore Road of 29.4 miles per hour. The recorded 85<sup>th</sup> percentile speed on this section of Shore Road is 35.5 miles per hour. By definition, eighty-five percent of the recorder vehicles traveling on Shore Road were traveling at or below the 85<sup>th</sup> percentile speed.

The posted speed limit and recorded 85<sup>th</sup> percentile speed, are used to calculate the Intersection Sight Distance, based on the American Association of State Highway and Transportation Officials “A Policy on Geometric Design of Highways and Streets”, 7<sup>th</sup> Edition 2018. The following are the recommended Intersection Sight Distances for the site driveways:

**AASHTO Recommended Intersection Sight Distance**

**Harbor Road Site Driveway**

Case B1 – ISD Left Turn	(11.025) x (25.0)	=	276 feet (looking to the right)
Case B2 – ISD Right Turn	(9.555) x (25.0)	=	239 feet (looking to the left)

**Shore Road Site Driveway**

Case B1 – ISD Left Turn	(11.025) x (35.5)	=	392 feet (looking to the right)
Case B2 – ISD Right Turn	(9.555) x (35.5)	=	339 feet (looking to the left)

Vehicles parked along the roadway in proximity to intersections have the potential to obstruct intersection sight distance. No on-street parking is provided along Harbor Road or Shore Road in proximity to the site driveways. The intersection sight distances at the site driveways will be reviewed by the Nassau County Department of Public Works, as part of the Highway Work Permit application process.

**ACCIDENT ANALYSIS**

Motor vehicle accident history reports pertaining to the study intersection was obtained from the New York State Department of Transportation. The reports document motor vehicle accidents that took place at the study intersection. The New York State Department of Transportation reports span a 36-month period beginning August 2021 and ending August 2024. Detailed accident information is provided in Table No. 1 and 2, attached hereto.

**Shore Road at Harbor Road**

Over the three-year period, a total of 16 accidents occurred at or in proximity to the intersection of Shore Road at Harbor Road. On average, approximately 5 to 6 accidents occurred per year in the area near this intersection. During the same three-year period it is estimated that 25.0 million vehicles drove through this intersection. This equates to one accident for every 1.56 million vehicles that travel through the intersection.

The following provides an overview of the accident data:

<b>Accident Type</b>	<b>No. of Accidents</b>	<b>Percentage</b>
Left Turn	4	25.00%
Other	3	18.75%
Overtaking	3	18.75%
Head On	1	6.25%
Rear End	1	6.25%
Right Angle	1	6.25%
Right Turn	1	6.25%
Sideswipe	1	6.25%
Unknown	1	6.25%

<b>Accident Severity</b>	<b>No. of Accidents</b>	<b>Percentage</b>
Fatal	0	00.0%
Serious Injury	2	12.5%
Possible/Minor Injury	2	12.5%
Property Damage Only	12	75.0%

The following provides additional information for accidents at the intersection Shore Road and Harbor Road resulting in injuries:

<b>Accident Severity</b>	<b>Accident Type</b>	<b>Apparent Contributing Factor(s)</b>
Serious Injury	Sideswipe	Failure to Yield Right of Way
Serious Injury	Overtaking	Passing Too Closely
Minor Injury	Right Angle	Failure to Yield Right of Way
Minor Injury	Other	Failure to Yield Right of Way

**Shore Road at Bayside Avenue**

Over the three-year period, a total of 4 accidents occurred at or in proximity to the intersection of Shore Road at Bayside Avenue. On average, approximately 1 to 2 accidents occurred per year in the area near this intersection. During the same three-year period it is estimated that 20.7 million vehicles drove through this intersection. This equates to one accident for every 5.16 million vehicles that travel through the intersection.

The following provides an overview of the accident data:

<b>Accident Type</b>	<b>No. of Accidents</b>	<b>Percentage</b>
Other	3	75.00%
Rear End	1	25.00%

<b>Accident Severity</b>	<b>No. of Accidents</b>	<b>Percentage</b>
Fatal	0	00.0%
Serious Injury	0	00.0%
Possible/Minor Injury	1	25.0%
Property Damage Only	3	75.0%

The following provides additional information for the accident at the intersection Shore Road and Bayside Avenue that resulted in an injury:

<b>Accident Severity</b>	<b>Accident Type</b>	<b>Apparent Contributing Factor(s)</b>
Minor Injury	Other	Unsafe Lane Change

### ACCIDENT SUMMARY

No fatalities were reported at the study intersections during the three-year period from 2021 through 2024. In total 20 accidents occurred over a three-year period at the two intersections. The vast majority (15 / 20 = 75%) of accidents that occurred at the study intersections involved property damage only. The volume of trips generated by the proposed development is not anticipated to impact accident trends on the surrounding roadway network.

The Nassau County Department of Public Works has installed a traffic signal at the intersection of Shore Road and Harbor Road. The traffic signal was under construction during the preparation of this report. A new traffic signal was also under construction at the intersection of Shore Road and Mill Pond Road (NCDPW Traffic Signal No. 6740), replacing the existing traffic signal which will be removed.

The installation of a traffic signal at the intersection of Shore Road and Harbor Road is anticipated to improve safety and vehicle flow at this intersection.

**TRIP GENERATION**

The potential number of trips generated by the existing bank and proposed office building were calculated using the standard calculations compiled by the Institute of Transportation Engineers (ITE) in the 12th Edition Trip Generation Manual, 2025. This manual is considered the industry standard for traffic engineering studies. The trip generation of the development was calculated using the ITE Land Use Code(s) 912 and 710. These land use code represents banks with drive through service and office buildings. The independent variable used in the calculation is the “gross floor area” in units of 1,000 square feet.

		Existing Bank 3,332 sf	Proposed Office 10,004 sf	Net Change
AM Peak Hour	Enter	19	11	-8
	<u>Exit</u>	<u>14</u>	<u>2</u>	<u>-12</u>
	Total	33	13	-20
PM Peak Hour	Enter	35	2	-33
	<u>Exit</u>	<u>35</u>	<u>10</u>	<u>-25</u>
	Total	70	12	-58
Saturday Peak Hour	Enter	45	5	-40
	<u>Exit</u>	<u>43</u>	<u>4</u>	<u>-39</u>
	Total	88	9	-79

The site is currently developed with a 3,332 square foot bank building with drive-through service. The bank has not been in operation for over 20 years. The trip generation comparison shows that the re-occupation of this building as a bank with drive through service would generate significantly more traffic than the proposed office building.

The New York State Department of Environmental Conservation and the Institute of Transportation Engineers (ITE) generally recommend that a Traffic Impact Study be prepared when a project will generate more than 100 trips per hour.

If the proposed development was to be constructed on a vacant piece of property the maximum number of trips generated would be 87% less than the threshold set forth by the New York State Department of Environmental Conservation and the Institute of Transportation Engineers (ITE). However, in order to provide a detailed analysis of the proposed development turning movement counts and highway capacity analysis were prepared for this project.

### **TRIP DISTRIBUTION AND ASSIGNMENT**

Trips generated by the development of the subject site are distributed throughout the roadway network and assigned to the study intersections and site driveways. The percent distribution is applied to the trip generation to establish the number of trips assigned to specific turning movements at each of the study intersections and site driveways. One hundred percent of the trip generation is distributed and assigned to the site access driveways. A portion of the total trip generation is distributed and assigned to each of the other study intersections. The volume of trips assigned to each intersection is based on the percentage of vehicles that are anticipated to use these intersections while traveling to and from the site. The distribution is based on the existing traffic patterns on the surrounding roadway network.

### **EXISTING TRAFFIC VOLUMES**

Turning movement counts were collected on Tuesday, March 25<sup>th</sup>, Wednesday, March 26<sup>th</sup> and Saturday, March 29<sup>th</sup> of 2025. The counts were collected during the morning, afternoon and evening peak hours at the study intersections. Turning movement counts were collected during the typical peak times of the proposed development and surrounding roadway network.

### **PEAK HOUR VOLUMES**

The results of the turning movement counts were analyzed to determine the distinct hour during each of the time periods surveyed when traffic experiences its highest level referred to as the “peak hour.”

### **ADJUSTED TRAFFIC VOLUME FLOW RATE**

The adjusted flow rate is based on the peak hour volume and the peak hour factor at each location. The peak hour volume is divided by the peak hour factor to produce the critical 15-minute demand projected over the entire one-hour period. The results of this analysis provide the level of service experienced during the busiest 15-minute period within the peak hour.

### **AMBIENT TRAFFIC GROWTH**

The volume of traffic using the roadway network changes each year based on population growth and development. An ambient growth rate is used to determine the future base traffic volumes. The ambient growth rate takes into account developments that will increase the volume of traffic at the study intersections prior to the completion of this project.

The Nassau County Department of Public Works utilizes Average Annual Growth Rate statistics generated by the New York Metropolitan Transportation Council (NYMTC) based on the roadway’s Functional Class (FC). The New York State Traffic Data Viewer identifies both Shore Road and Habor Road as Urban Minor Arterial roadways (Functional Class 16).

The Average Annual Growth Rate for Urban Minor Arterial roadways in Nassau County is 0.49%. The growth rate was applied to the existing traffic volumes over a two-year period, reflecting a completion date on or before March 2027.

**SAMPLE TRAFFIC VOLUME ADJUSTMENTS**

The following provides a summary of the adjustments made to the peak hour turning movement volumes to calculate the delay and level of service (LOS) at the study intersections for the existing, no build and build conditions. The numbers below are for illustration purposes only, actual project traffic volume calculations are detail on Table No. 9.

**Existing Conditions:**

Existing Volume	250	– volume from turning movement count
Peak Hour Factor	0.75	– calculated based on the (4) 15-minute interval volumes
Adjustment No. 1	$250 / 0.75 = 333$	
Adjusted Flow Rate	333	– used to calculate existing peak hour delay and LOS

**No Build Conditions:**

Existing Volume	250	– volume from turning movement count
Growth Factor	1.02	– reflecting a 1% ambient growth over the next 2 years
Peak Hour Factor	0.75	– calculated based on the (4) 15-minute interval volumes
Adjustment No. 1	$250 \times 1.02 = 255$	
Adjustment No. 2	$255 / 0.75 = 340$	
Adjusted Flow Rate	340	– used to calculate no build peak hour delay and LOS

**Build Conditions:**

Existing Volume	250	– volume from turning movement count
Project Trips	35	– project trips assigned to turning movement
Growth Factor	1.02	– reflecting a 1% ambient growth over the next 2 years
Peak Hour Factor	0.75	– calculated based on the (4) 15-minute interval volumes
Adjustment No. 1	$250 + 35 = 285$	
Adjustment No. 2	$285 \times 1.02 = 291$	
Adjustment No. 3	$291 / 0.75 = 388$	
Adjusted Flow Rate	388	– used to calculate build peak hour delay and LOS

**TRAFFIC VOLUME DATA**

The turning movement counts and traffic volume data are shown on Table No. 3 through 9 and graphically shown on Figures 1 through 12, attached hereto.

**LEVEL OF SERVICE ANALYSIS**

The Level of Service Analysis prepared for this project was conducted using Synchro. Synchro is a computer software program released by Cubic ITS, Inc. The software is based on the Highway Capacity Manual. The Highway Capacity Manual (HCM), developed by the Transportation Research Board (TRB), contains procedures for analyzing signalized and unsignalized intersections and is considered an appropriate analysis tool by most municipalities. Level of service ranges from A to F, based in part on the following criteria:

	Signalized Intersections Average Delay (seconds/veh)	Stop Controlled Intersections Average Delay (seconds/veh)
LOS A	≤ 10	≤ 10
LOS B	>10 – 20	>10 – 15
LOS C	>20 – 35	>15 – 25
LOS D	>35 – 55	>25 – 35
LOS E	>55 – 80	>35 – 50
LOS F	>80	>50

Municipalities and agencies on Long Island generally do not have standardized policies or definition of significant impact. There is also no industry wide standard for the definition of a significant impact. It is generally accepted that deterioration in levels of service (LOS) within the clearly acceptable range (LOS A through LOS C) is not considered significant. Information to support these statements is provided in the City Environmental Quality Review Technical Manual, December 2021 edition. The City Environmental Quality Review Technical Manual provides the following information relating to the determination of significant impact:

Section 411. Signalized Intersections: Determination of significant impacts for signalized intersections is summarized as follows: If a lane group under the With-Action (or “Build”) condition is within LOS A, B, C, or LOS D (average control delay less than or equal to 55.0 seconds/veh), the impact is not considered significant.

Section 412. Unsignalized Intersections: For unsignalized intersections the same criteria as for signalized intersections would apply. For the minor street to trigger a significant impact, 90 PCEs (Passenger Car Equivalent) must be identified in the future With-Action conditions in any peak hour.

The following tables provides a summary of the delay and level of service at the study intersections during the existing, no build and build conditions.

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Hamlet: Village of Baxter Estates  
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**LEVEL OF SERVICE SUMMARY**  
 Shore Road at Harbor Road

AM Peak Hour		EB L	EB T	EB R	WB L	WB T	WB R	NB L	NB T	NB R	SB L	SB T	SB R
Existing	Mvmt Delay	---	---	---	---	27.4	---	---	16.7	16.6	9.7	6.4	---
	LOS	---	---	---	---	C	---	---	B	B	A	A	---
	Approach Delay					27.4			16.6			7.1	
	LOS					C			B		A		
No Build	Mvmt Delay	---	---	---	---	27.4	---	---	16.9	16.8	9.9	6.5	---
	LOS	---	---	---	---	C	---	---	B	B	A	A	---
	Approach Delay					27.4			16.9			7.1	
	LOS					C			B		A		
Build	Mvmt Delay	---	---	---	---	27.4	---	---	17.2	17.1	10.0	6.5	---
	LOS	---	---	---	---	C	---	---	B	B	B	A	---
	Approach Delay					27.4			17.1			7.2	
	LOS					C			B		A		

PM Peak Hour		EB L	EB T	EB R	WB L	WB T	WB R	NB L	NB T	NB R	SB L	SB T	SB R
Existing	Mvmt Delay	---	---	---	---	27.2	---	---	20.1	19.9	11.6	6.6	---
	LOS	---	---	---	---	C	---	---	B	B	B	A	---
	Approach Delay					27.2			20.0			7.6	
	LOS					C			B		A		
No Build	Mvmt Delay	---	---	---	---	27.2	---	---	20.6	20.4	11.8	6.7	---
	LOS	---	---	---	---	C	---	---	C	C	B	A	---
	Approach Delay					27.2			20.5			7.7	
	LOS					C			C		A		
Build	Mvmt Delay	---	---	---	---	27.1	---	---	21.0	20.8	12.0	6.8	---
	LOS	---	---	---	---	C	---	---	C	C	B	A	---
	Approach Delay					27.1			20.9			7.8	
	LOS					C			C		A		

NOTE: DELAY AND LEVEL OF SERVICE SHOWN FOR SIGNALIZED INTERSECTION MOVEMENTS AND APPROACHES

**Mulryan Engineering, P.C.**

Hamlet: Village of Baxter Estates

Project No. M25-102

**LEVEL OF SERVICE SUMMARY**  
**Shore Road at Bayside Avenue**

AM Peak Hour		Eastbound	Westbound	Northbound	Southbound
Existing	Approach Delay LOS	--- ---	16.5 C	--- ---	9.6 A
No Build	Approach Delay LOS	--- ---	16.7 C	--- ---	9.6 A
Build	Approach Delay LOS	--- ---	16.7 C	--- ---	9.6 A

PM Peak Hour		Eastbound	Westbound	Northbound	Southbound
Existing	Approach Delay LOS	--- ---	20.9 C	--- ---	10.2 B
No Build	Approach Delay LOS	--- ---	21.1 C	--- ---	10.3 B
Build	Approach Delay LOS	--- ---	21.2 C	--- ---	10.3 B

**NOTE: DELAY AND LEVEL OF SERVICE SHOWN FOR STOP CONTROLLED APPROACHES AND MAJOR APPROACH TURNS**

### **TRAFFIC IMPACTS**

As shown on the level of service tables and attached highway capacity analysis reports, the study intersections will operate at acceptable levels of service upon completion of this project. The highway capacity analysis of the study intersection shows that the development of this property will have no significant impact to the level of service on the surrounding roadway network.

The analysis shows that the proposed site driveways will operate at acceptable levels of service with limited delays during the peak hours of the surrounding roadway network.

The traffic generated by the proposed facility will not create a noticeable change in the traffic volumes on the surrounding roadway network. The proposed redevelopment of this property will have no significant impact to the level of service or capacity of the surrounding roadway network. The surrounding roadway network has ample capacity to accommodate the traffic generated by the proposed office building.

### **MITIGATION MEASURES**

The highway capacity analysis indicates that off-site mitigation measures are not warranted due to the traffic generated by the proposed development.

FINDINGS / CONCLUSION

The subject property is located at 25 Shore Road, in the Village of Baxter Estates. The property is 34,377 square feet in size and is located within the Residence A and Business A zoning districts. The site is fully developed with a 3,332 square foot former bank building with drive-through service. The bank has not been in operation for over 20 years.

The applicant is proposing to demolish the former bank building and construct a new 10,004 square foot office building. The applicant is seeking a parking variance in connection with the proposed application.

The parking provided on the subject site exceeds the anticipated peak parking demand. The data indicates that the land-banked parking spaces will not be needed to accommodate the proposed office building.

It is our professional opinion that the approval of this application will not result in any adverse impacts on traffic or parking conditions in the area surrounding the subject site. Should you have any questions or require further information, please do not hesitate to contact our office.

Sincerely,  
MULRYAN ENGINEERING, P.C.

*Sean P. Mulryan*

Sean P. Mulryan, P.E.  
President

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<sup>i</sup> It is a violation of New York State Education Law Section 7209.2 for any person, unless acting under the direction of a licensed professional engineer, to alter these documents in any way. If altered, the altering engineer shall affix to these documents his seal and the notation "altered by" followed by his signature and the date of such alteration, and a specific description of the alteration.

Table No. 1

**Mulryan Engineering, P.C.**  
 Hamlet: Village of Baxter Estates  
 Project No. M25-102

NYS Accident Data - August 2021 through August 2024 Shore Road at Harbor Road											
Case Number	Max Injury in Crash	Crash Severity	Case Year	Collision Type	Date	Time	Light Conditions	Road Surface Conditions	Weather Conditions	Apparent Contributing Factor	
39059408	A - SERIOUS INJURY	INIURY	2021	SIDESWIPE	2021-10-15	3:05 PM	DAYLIGHT	DRY	CLEAR	V1:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
39077081	A - SERIOUS INJURY	INIURY	2021	OVERTAKING	2021-10-27	9:26 AM	DAYLIGHT	DRY	CLOUDY	V1:(PASSING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
39078141		PROPERTY DAMAGE	2021	RIGHT TURN (WITH OTHER CAR)	2021-10-27	5:59 PM	DUSK	DRY	CLEAR	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
39083943		PROPERTY DAMAGE	2021	HEAD ON	2021-10-31	7:47 PM	DARK-ROAD LIGHTED	WET	CLOUDY	V1:(DRIVER INEXPERIENCE,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
39097936		PROPERTY DAMAGE	2021	LEFT TURN (AGAINST OTHER CAR)	2021-11-10	11:50 AM	DAYLIGHT	DRY	CLEAR	V1:(DRIVER INATTENTION,UNKNOWN) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
39280693		PROPERTY DAMAGE	2022	REAR END	2022-03-22	8:42 AM	DAYLIGHT	DRY	CLEAR	V1:(FOLLOWING TOO CLOSELY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
39379527		PROPERTY DAMAGE	2022	LEFT TURN (AGAINST OTHER CAR)	2022-06-08	5:31 PM	DAYLIGHT	DRY	CLEAR	V1:(FAILURE TO YIELD RIGHT OF WAY,VIEW OBSTRUCTED/LIMITED) / V2:(VIEW OBSTRUCTED/LIMITED,NOT APPLICABLE)	
39443730	U - UNKNOWN	PROPERTY DAMAGE	2022	OTHER	2022-07-19	6:23 PM	DAYLIGHT	DRY	CLEAR	V1:(FELL ASLEEP,NOT APPLICABLE)	
39454980	B - INIURY	INIURY	2022	RIGHT ANGLE	2022-08-03	10:11 PM	DARK-ROAD LIGHTED	DRY	CLEAR	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
39522878	U - UNKNOWN	PROPERTY DAMAGE	2022	OVERTAKING	2022-11-08	5:30 PM	DARK-ROAD LIGHTED	DRY	CLEAR	V1:(UNKNOWN,NOT APPLICABLE) / V2:(UNKNOWN,NOT APPLICABLE)	
39604295	U - UNKNOWN	PROPERTY DAMAGE	2022	LEFT TURN (AGAINST OTHER CAR)	2022-11-25	11:40 AM	DAYLIGHT	WET	CLOUDY	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT APPLICABLE) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
39691136	U - UNKNOWN	PROPERTY DAMAGE	2023	LEFT TURN (WITH OTHER CAR)	2023-01-23	6:08 PM	DARK-ROAD LIGHTED	WET	CLOUDY	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE)	
40072650	U - UNKNOWN	PROPERTY DAMAGE	2023	OVERTAKING	2023-11-13	10:43 AM	DAYLIGHT	DRY	CLEAR	V1:(LOST CONSCIOUSNESS,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)	
40240193	U - UNKNOWN	INIURY	2023	UNKNOWN	2023-07-11	4:55 PM	UNKNOWN	UNKNOWN	UNKNOWN	V1:(NOT ENTERED,NOT ENTERED) / V2:(NOT ENTERED,NOT ENTERED)	
40249800	B - INIURY	INIURY	2024	OTHER	2024-03-19	10:05 PM	DARK-ROAD LIGHTED	DRY	CLEAR	V1:(FAILURE TO YIELD RIGHT OF WAY,NOT ENTERED)	
40303402	U - UNKNOWN	PROPERTY DAMAGE	2024	OTHER	2024-05-04	12:36 PM	DAYLIGHT	DRY	CLEAR	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE,NOT APPLICABLE) / V3:(NOT APPLICABLE,NOT APPLICABLE) / V4:(NOT APPLICABLE,NOT APPLICABLE)	



Mulryan Engineering, P.C. Table No. 3

Hamlet: Village of Baxter Estates Turning Movement Counts  
 Project No. M25-102 Tuesday, March 25, 2025

Shore Road at Harbor Road	Eastbound			Westbound			Northbound			Southbound			Total	
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
6:30 AM	0	0	0	2	0	17	0	49	1	20	140	0	229	
6:45 AM	0	0	0	3	0	26	0	86	3	31	175	0	324	
7:00 AM	0	0	0	0	0	21	0	80	5	40	237	0	383	
7:15 AM	0	0	0	3	0	26	0	127	5	41	181	0	383	
7:30 AM	0	0	0	4	0	35	0	124	10	80	272	0	525	
7:45 AM	0	0	0	1	0	47	0	186	19	68	240	0	561	
8:00 AM	0	0	0	2	0	52	0	206	14	64	279	0	617	
8:15 AM	0	0	0	2	0	38	0	179	14	43	224	0	500	
8:30 AM	0	0	0	6	0	40	0	159	7	58	199	0	469	
8:45 AM	0	0	0	3	0	43	0	140	12	44	193	0	435	
9:00 AM	0	0	0	6	0	41	0	161	7	47	219	0	481	
9:15 AM	0	0	0	2	0	39	0	134	6	36	192	0	409	
12:00 PM	0	0	0	2	0	33	0	167	9	22	175	0	408	
12:15 PM	0	0	0	5	0	54	0	175	15	49	192	0	490	
12:30 PM	0	0	0	3	0	50	0	164	4	24	168	0	413	
12:45 PM	0	0	0	3	0	30	0	177	15	33	199	0	457	
1:00 PM	0	0	0	2	0	41	0	187	9	30	184	0	453	
1:15 PM	0	0	0	2	0	46	0	141	11	30	161	0	391	
1:30 PM	0	0	0	4	0	38	0	152	10	29	184	0	417	
1:45 PM	0	0	0	5	0	38	0	195	11	32	218	0	499	
2:00 PM	0	0	0	3	0	46	0	191	21	24	203	0	488	
2:15 PM	0	0	0	4	0	64	0	158	7	50	168	0	451	
2:30 PM	0	0	0	1	0	39	0	153	6	32	190	0	421	
2:45 PM	0	0	0	3	0	51	0	158	9	46	219	0	486	
3:30 PM	0	0	0	0	0	59	0	232	11	41	190	0	533	
3:45 PM	0	0	0	1	0	41	0	218	16	35	206	0	517	
4:00 PM	0	0	0	3	0	58	0	211	13	58	223	0	566	
4:15 PM	0	0	0	2	0	36	0	216	13	47	249	0	563	
4:30 PM	0	0	0	3	0	48	0	243	21	37	195	0	547	
4:45 PM	0	0	0	4	0	36	0	214	24	42	219	0	539	
5:00 PM	0	0	0	3	0	55	0	232	26	36	207	0	559	
5:15 PM	0	0	0	2	0	71	0	241	18	29	197	0	558	
5:30 PM	0	0	0	3	0	61	0	245	12	29	187	0	537	
5:45 PM	0	0	0	4	0	56	0	270	21	32	208	0	591	
6:00 PM	0	0	0	3	0	64	0	207	15	34	216	0	539	
6:15 PM	0	0	0	3	0	60	0	244	18	38	192	0	555	
6:30 AM to 7:30 AM	0	0	0	8	0	90	0	342	14	132	733	0	1319	
6:45 AM to 7:45 AM	0	0	0	10	0	108	0	417	23	192	865	0	1615	
7:00 AM to 8:00 AM	0	0	0	8	0	129	0	517	39	229	930	0	1852	
7:15 AM to 8:15 AM	0	0	0	10	0	160	0	643	48	253	972	0	2086	
7:30 AM to 8:30 AM	0	0	0	9	0	172	0	695	57	255	1015	0	2203	
7:45 AM to 8:45 AM	0	0	0	11	0	177	0	730	54	233	942	0	2147	
8:00 AM to 9:00 AM	0	0	0	13	0	173	0	684	47	209	895	0	2021	
8:15 AM to 9:15 AM	0	0	0	17	0	162	0	639	40	192	835	0	1885	
8:30 AM to 9:30 AM	0	0	0	17	0	163	0	594	32	185	803	0	1794	
12:00 PM to 1:00 PM	0	0	0	13	0	167	0	683	43	128	734	0	1768	
12:15 PM to 1:15 PM	0	0	0	13	0	175	0	703	43	136	743	0	1813	
12:30 PM to 1:30 PM	0	0	0	10	0	167	0	669	39	117	712	0	1714	
12:45 PM to 1:45 PM	0	0	0	11	0	155	0	657	45	122	728	0	1718	
1:00 PM to 2:00 PM	0	0	0	13	0	163	0	675	41	121	747	0	1760	
1:15 PM to 2:15 PM	0	0	0	14	0	168	0	679	53	115	766	0	1795	
1:30 PM to 2:30 PM	0	0	0	16	0	186	0	696	49	135	773	0	1855	
1:45 PM to 2:45 PM	0	0	0	13	0	187	0	697	45	138	779	0	1859	
2:00 PM to 3:00 PM	0	0	0	11	0	200	0	660	43	152	780	0	1846	
3:30 PM to 4:30 PM	0	0	0	6	0	194	0	877	53	181	868	0	2179	
3:45 PM to 4:45 PM	0	0	0	9	0	183	0	888	63	177	873	0	2193	
4:00 PM to 5:00 PM	0	0	0	12	0	178	0	884	71	184	886	0	2215	
4:15 PM to 5:15 PM	0	0	0	12	0	175	0	905	84	162	870	0	2208	
4:30 PM to 5:30 PM	0	0	0	12	0	210	0	930	89	144	818	0	2203	
4:45 PM to 5:45 PM	0	0	0	12	0	223	0	932	80	136	810	0	2193	
5:00 PM to 6:00 PM	0	0	0	12	0	243	0	988	77	126	799	0	2245	
5:15 PM to 6:15 PM	0	0	0	12	0	252	0	963	66	124	808	0	2225	
5:30 PM to 6:30 PM	0	0	0	13	0	241	0	966	66	133	803	0	2222	
<b>PEAK HOUR VOLUMES</b>														
PHF														
0.89	7:30 AM	0	0	0	9	0	172	0	695	57	255	1015	0	2203
0.93	1:45 PM	0	0	0	13	0	187	0	697	45	138	779	0	1859
0.95	5:00 PM	0	0	0	12	0	243	0	988	77	126	799	0	2245

Hamlet: Village of Baxter Estates		Turning Movement Counts												
Project No: M25-102		Wednesday, March 26, 2025												
Shore Road at Harbor Road	Eastbound			Westbound			Northbound			Southbound			Total	
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
6:30 AM	0	0	0	2	0	25	0	52	0	12	145	0	236	
6:45 AM	0	0	0	4	0	23	0	83	5	34	154	0	303	
7:00 AM	0	0	0	3	0	15	0	82	6	53	221	0	380	
7:15 AM	0	0	0	2	0	36	0	112	2	46	198	0	396	
7:30 AM	0	0	0	3	0	34	0	146	9	65	263	0	520	
7:45 AM	0	0	0	2	0	41	0	218	14	76	242	0	593	
8:00 AM	0	0	0	3	0	50	0	205	10	52	257	0	577	
8:15 AM	0	0	0	3	0	47	0	157	8	51	225	0	491	
8:30 AM	0	0	0	1	0	27	0	188	7	63	171	0	457	
8:45 AM	0	0	0	3	0	42	0	162	5	64	250	0	526	
9:00 AM	0	0	0	4	0	42	0	154	9	37	215	0	461	
9:15 AM	0	0	0	1	0	37	0	160	6	30	180	0	414	
12:00 PM	0	0	0	4	0	54	0	143	10	31	169	0	411	
12:15 PM	0	0	0	3	0	45	0	145	9	31	173	0	406	
12:30 PM	0	0	0	1	0	54	0	156	7	21	173	0	412	
12:45 PM	0	0	0	7	0	49	0	172	5	38	185	0	456	
1:00 PM	0	0	0	0	0	19	0	159	8	41	169	0	396	
1:15 PM	0	0	0	6	0	57	0	151	12	33	167	0	426	
1:30 PM	0	0	0	4	0	43	0	155	4	29	184	0	419	
1:45 PM	0	0	0	4	0	42	0	165	10	35	168	0	424	
2:00 PM	0	0	0	4	0	45	0	171	11	31	191	0	453	
2:15 PM	0	0	0	3	0	41	0	177	12	55	207	0	495	
2:30 PM	0	0	0	2	0	37	0	161	9	39	170	0	418	
2:45 PM	0	0	0	1	0	54	0	184	7	34	212	0	492	
3:30 PM	0	0	0	1	0	56	0	228	13	49	158	0	505	
3:45 PM	0	0	0	2	0	56	0	224	23	53	218	0	576	
4:00 PM	0	0	0	8	0	46	0	211	7	67	276	0	615	
4:15 PM	0	0	0	7	0	36	0	204	13	58	245	0	563	
4:30 PM	0	0	0	3	0	48	0	238	8	45	188	0	530	
4:45 PM	0	0	0	3	0	42	0	207	23	58	220	0	553	
5:00 PM	0	0	0	2	0	55	0	240	9	41	206	0	553	
5:15 PM	0	0	0	2	0	54	0	239	22	39	197	0	553	
5:30 PM	0	0	0	4	0	53	0	230	18	50	184	0	539	
5:45 PM	0	0	0	1	0	68	0	244	35	38	186	0	572	
6:00 PM	0	0	0	3	0	66	0	244	16	45	231	0	605	
6:15 PM	0	0	0	3	0	67	0	244	14	49	179	0	556	
6:30 AM to 7:30 AM	0	0	0	11	0	99	0	329	13	145	718	0	1315	
6:45 AM to 7:45 AM	0	0	0	12	0	108	0	423	22	198	836	0	1599	
7:00 AM to 8:00 AM	0	0	0	10	0	126	0	558	31	240	924	0	1889	
7:15 AM to 8:15 AM	0	0	0	10	0	161	0	681	35	239	960	0	2086	
7:30 AM to 8:30 AM	0	0	0	11	0	172	0	726	41	244	987	0	2181	
7:45 AM to 8:45 AM	0	0	0	9	0	165	0	768	39	242	895	0	2118	
8:00 AM to 9:00 AM	0	0	0	10	0	166	0	712	30	230	903	0	2051	
8:15 AM to 9:15 AM	0	0	0	11	0	158	0	661	29	215	861	0	1935	
8:30 AM to 9:30 AM	0	0	0	9	0	148	0	664	27	194	816	0	1858	
12:00 PM to 1:00 PM	0	0	0	15	0	202	0	616	31	121	700	0	1685	
12:15 PM to 1:15 PM	0	0	0	11	0	167	0	632	29	131	700	0	1670	
12:30 PM to 1:30 PM	0	0	0	14	0	179	0	638	32	133	694	0	1690	
12:45 PM to 1:45 PM	0	0	0	17	0	168	0	637	29	141	705	0	1697	
1:00 PM to 2:00 PM	0	0	0	14	0	161	0	630	34	138	688	0	1665	
1:15 PM to 2:15 PM	0	0	0	18	0	187	0	642	37	128	710	0	1722	
1:30 PM to 2:30 PM	0	0	0	15	0	171	0	668	37	150	750	0	1791	
1:45 PM to 2:45 PM	0	0	0	13	0	165	0	674	42	160	736	0	1790	
2:00 PM to 3:00 PM	0	0	0	10	0	177	0	693	39	159	780	0	1858	
3:30 PM to 4:30 PM	0	0	0	18	0	194	0	867	56	227	897	0	2259	
3:45 PM to 4:45 PM	0	0	0	20	0	186	0	877	51	223	927	0	2284	
4:00 PM to 5:00 PM	0	0	0	21	0	172	0	860	51	228	929	0	2261	
4:15 PM to 5:15 PM	0	0	0	15	0	181	0	889	53	202	859	0	2199	
4:30 PM to 5:30 PM	0	0	0	10	0	199	0	924	62	183	811	0	2189	
4:45 PM to 5:45 PM	0	0	0	11	0	204	0	916	72	188	807	0	2198	
5:00 PM to 6:00 PM	0	0	0	9	0	230	0	953	84	168	773	0	2217	
5:15 PM to 6:15 PM	0	0	0	10	0	241	0	957	91	172	798	0	2269	
5:30 PM to 6:30 PM	0	0	0	11	0	254	0	962	83	182	780	0	2272	
<b>PHF</b>		<b>PEAK HOUR VOLUMES</b>												
0.92	7:30 AM	0	0	0	11	0	172	0	726	41	244	987	0	2181
0.94	2:00 PM	0	0	0	10	0	177	0	693	39	159	780	0	1858
0.93	3:45 PM	0	0	0	20	0	186	0	877	51	223	927	0	2284

**Mulryan Engineering, P.C.**

**Table No. 5**

Hamlet:		Turning Movement Counts													
Project No.		Saturday, March 29, 2025													
Shore Road at Harbor Road		Eastbound			Westbound			Northbound			Southbound			Total	
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
	12:00 PM	0	0	0	9	0	62	0	218	12	50	257	0	608	
	12:15 PM	0	0	0	1	0	53	0	241	6	45	247	0	593	
	12:30 PM	0	0	0	6	0	54	0	205	9	52	222	0	548	
	12:45 PM	0	0	0	5	0	61	0	192	9	29	218	0	514	
	1:00 PM	0	0	0	2	0	44	0	195	13	61	232	0	547	
	1:15 PM	0	0	0	7	0	60	0	217	18	38	234	0	574	
	1:30 PM	0	0	0	4	0	60	0	244	6	54	235	0	603	
	1:45 PM	0	0	0	4	0	33	0	195	13	45	228	0	518	
	2:00 PM	0	0	0	3	0	48	0	237	9	45	233	0	575	
	2:15 PM	0	0	0	5	0	45	0	207	12	47	218	0	534	
	2:30 PM	0	0	0	3	0	40	0	190	6	36	219	0	494	
	2:45 PM	0	0	0	5	0	45	0	188	10	36	234	0	518	
12:00 PM	to	1:00 PM	0	0	0	21	0	230	0	856	36	176	944	0	2263
12:15 PM	to	1:15 PM	0	0	0	14	0	212	0	833	37	187	919	0	2202
12:30 PM	to	1:30 PM	0	0	0	20	0	219	0	809	49	180	906	0	2183
12:45 PM	to	1:45 PM	0	0	0	18	0	225	0	848	46	182	919	0	2238
1:00 PM	to	2:00 PM	0	0	0	17	0	197	0	851	50	198	929	0	2242
1:15 PM	to	2:15 PM	0	0	0	18	0	201	0	893	46	182	930	0	2270
1:30 PM	to	2:30 PM	0	0	0	16	0	186	0	883	40	191	914	0	2230
1:45 PM	to	2:45 PM	0	0	0	15	0	166	0	829	40	173	898	0	2121
2:00 PM	to	3:00 PM	0	0	0	16	0	178	0	822	37	164	904	0	2121
<b>PHF</b>		<b>PEAK HOUR VOLUMES</b>													
<b>Midday</b>	<b>0.941</b>	<b>1:15 PM</b>	0	0	0	18	0	201	0	893	46	182	930	0	2270

Hamlet: Village of Baxter Estates		Turning Movement Counts												Total
Project No. M25-102		Tuesday, March 25, 2025												
Shore Road at Bayside Avenue	Time	Eastbound			Westbound			Northbound			Southbound			Total
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	6:30 AM	0	0	0	0	0	0	0	53	1	1	143	0	198
	6:45 AM	0	0	0	0	0	2	0	85	0	1	171	0	259
	7:00 AM	0	0	0	1	0	0	0	82	0	0	225	0	308
	7:15 AM	0	0	0	0	0	1	0	119	0	0	176	0	296
	7:30 AM	0	0	0	1	0	1	0	140	1	1	295	0	439
	7:45 AM	0	0	0	1	0	3	0	211	1	1	224	0	441
	8:00 AM	0	0	0	0	0	1	0	220	3	0	286	0	510
	8:15 AM	0	0	0	2	0	4	0	185	1	2	217	0	411
	8:30 AM	0	0	0	0	0	1	0	174	0	0	213	0	388
	8:45 AM	0	0	0	2	0	1	0	150	1	0	190	0	344
	9:00 AM	0	0	0	1	0	5	0	169	1	1	225	0	402
	9:15 AM	0	0	0	1	0	3	0	137	1	2	189	0	333
	12:00 PM	0	0	0	0	0	1	0	174	2	0	168	0	345
	12:15 PM	0	0	0	1	0	2	0	194	1	0	191	0	389
	12:30 PM	0	0	0	0	0	0	0	170	1	0	172	0	343
	12:45 PM	0	0	0	1	0	0	0	192	0	2	190	0	385
	1:00 PM	0	0	0	0	0	0	0	193	0	0	175	0	368
	1:15 PM	0	0	0	0	0	2	0	152	0	1	171	0	326
	1:30 PM	0	0	0	0	0	1	0	166	1	1	185	0	354
	1:45 PM	0	0	0	1	0	0	0	193	0	0	210	0	404
	2:00 PM	0	0	0	0	0	1	0	211	2	0	211	0	425
	2:15 PM	0	0	0	0	0	0	0	175	1	0	166	0	342
	2:30 PM	0	0	0	0	0	1	0	154	1	0	201	0	357
	2:45 PM	0	0	0	1	0	3	0	170	2	0	217	0	393
	3:30 PM	0	0	0	0	0	1	0	242	2	1	205	0	451
	3:45 PM	0	0	0	1	0	3	0	237	3	1	197	0	442
	4:00 PM	0	0	0	2	0	2	0	226	2	1	220	0	453
	4:15 PM	0	0	0	3	0	0	0	230	1	3	241	0	478
	4:30 PM	0	0	0	0	0	2	0	257	3	3	203	0	468
	4:45 PM	0	0	0	1	0	2	0	238	1	1	221	0	464
	5:00 PM	0	0	0	1	0	2	0	253	2	0	210	0	468
	5:15 PM	0	0	0	1	0	3	0	255	3	1	203	0	466
	5:30 PM	0	0	0	1	0	1	0	270	6	1	195	0	474
	5:45 PM	0	0	0	2	0	1	0	283	2	1	193	0	482
	6:00 PM	0	0	0	0	0	2	0	223	1	1	210	0	437
	6:15 PM	0	0	0	1	0	2	0	263	1	0	201	0	468
6:30 AM	to 7:30 AM	0	0	0	1	0	3	0	339	1	2	715	0	1061
6:45 AM	to 7:45 AM	0	0	0	2	0	4	0	426	1	2	867	0	1302
7:00 AM	to 8:00 AM	0	0	0	3	0	5	0	552	2	2	920	0	1484
7:15 AM	to 8:15 AM	0	0	0	2	0	6	0	690	5	2	981	0	1686
7:30 AM	to 8:30 AM	0	0	0	4	0	9	0	756	6	4	1022	0	1801
7:45 AM	to 8:45 AM	0	0	0	3	0	9	0	790	5	3	940	0	1750
8:00 AM	to 9:00 AM	0	0	0	4	0	7	0	729	5	2	906	0	1653
8:15 AM	to 9:15 AM	0	0	0	5	0	11	0	678	3	3	845	0	1545
8:30 AM	to 9:30 AM	0	0	0	4	0	10	0	630	3	3	817	0	1467
12:00 PM	to 1:00 PM	0	0	0	2	0	3	0	730	4	2	721	0	1462
12:15 PM	to 1:15 PM	0	0	0	2	0	2	0	749	2	2	728	0	1485
12:30 PM	to 1:30 PM	0	0	0	1	0	2	0	707	1	3	708	0	1422
12:45 PM	to 1:45 PM	0	0	0	1	0	3	0	703	1	4	721	0	1433
1:00 PM	to 2:00 PM	0	0	0	1	0	3	0	704	1	2	741	0	1452
1:15 PM	to 2:15 PM	0	0	0	1	0	4	0	722	3	2	777	0	1509
1:30 PM	to 2:30 PM	0	0	0	1	0	2	0	745	4	1	772	0	1525
1:45 PM	to 2:45 PM	0	0	0	1	0	2	0	733	4	0	788	0	1528
2:00 PM	to 3:00 PM	0	0	0	1	0	5	0	710	6	0	795	0	1517
3:30 PM	to 4:30 PM	0	0	0	6	0	6	0	935	8	6	863	0	1824
3:45 PM	to 4:45 PM	0	0	0	6	0	7	0	950	9	8	861	0	1841
4:00 PM	to 5:00 PM	0	0	0	6	0	6	0	951	7	8	885	0	1863
4:15 PM	to 5:15 PM	0	0	0	5	0	6	0	978	7	7	875	0	1878
4:30 PM	to 5:30 PM	0	0	0	3	0	9	0	1003	9	5	837	0	1866
4:45 PM	to 5:45 PM	0	0	0	4	0	8	0	1016	12	3	829	0	1872
5:00 PM	to 6:00 PM	0	0	0	5	0	7	0	1061	13	3	801	0	1890
5:15 PM	to 6:15 PM	0	0	0	4	0	7	0	1031	12	4	801	0	1859
5:30 PM	to 6:30 PM	0	0	0	4	0	6	0	1039	10	3	799	0	1861
<b>PHF</b>		<b>PEAK HOUR VOLUMES</b>												
0.88	7:30 AM	0	0	0	4	0	9	0	756	6	4	1022	0	1801
0.90	1:45 PM	0	0	0	1	0	2	0	733	4	0	788	0	1528
0.98	5:00 PM	0	0	0	5	0	7	0	1061	13	3	801	0	1890

Mulryan Engineering, P.C. Table No. 7

Hamlet: Village of Baxter Estates Turning Movement Counts  
 Project No. M25-102 Wednesday, March 26, 2025

Shore Road at Bayside Avenue	Eastbound			Westbound			Northbound			Southbound			Total
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
6:30 AM	0	0	0	0	0	0	0	51	0	0	152	0	203
6:45 AM	0	0	0	1	0	1	0	88	1	0	153	0	244
7:00 AM	0	0	0	0	0	2	0	81	0	1	210	0	294
7:15 AM	0	0	0	0	0	0	0	111	0	0	208	0	319
7:30 AM	0	0	0	1	0	1	0	143	2	0	265	0	412
7:45 AM	0	0	0	1	0	5	0	231	1	1	247	0	486
8:00 AM	0	0	0	1	0	3	0	217	2	2	258	0	483
8:15 AM	0	0	0	0	0	1	0	166	1	1	219	0	388
8:30 AM	0	0	0	2	0	2	0	197	1	0	182	0	384
8:45 AM	0	0	0	0	0	2	0	172	0	4	247	0	425
9:00 AM	0	0	0	0	0	4	0	163	1	1	219	0	388
9:15 AM	0	0	0	3	0	0	0	164	0	2	180	0	349
12:00 PM	0	0	0	0	0	1	0	151	2	0	175	0	329
12:15 PM	0	0	0	4	0	1	0	151	1	2	173	0	332
12:30 PM	0	0	0	1	0	0	0	168	0	0	177	0	346
12:45 PM	0	0	0	0	0	0	0	183	1	0	184	0	368
1:00 PM	0	0	0	3	0	0	0	164	1	0	175	0	343
1:15 PM	0	0	0	0	0	0	0	165	0	1	182	0	348
1:30 PM	0	0	0	0	0	2	0	159	3	0	191	0	355
1:45 PM	0	0	0	1	0	1	0	162	2	1	169	0	336
2:00 PM	0	0	0	0	0	1	0	186	3	1	189	0	380
2:15 PM	0	0	0	0	0	1	0	187	1	1	209	0	399
2:30 PM	0	0	0	0	0	2	0	170	2	0	184	0	358
2:45 PM	0	0	0	0	0	2	0	187	3	2	203	0	397
3:30 PM	0	0	0	1	0	3	0	239	3	2	175	0	423
3:45 PM	0	0	0	1	0	3	0	251	2	0	209	0	466
4:00 PM	0	0	0	1	0	0	0	214	0	4	276	0	495
4:15 PM	0	0	0	1	0	2	0	212	1	3	258	0	477
4:30 PM	0	0	0	0	0	1	0	251	2	1	192	0	447
4:45 PM	0	0	0	1	0	2	0	229	1	2	220	0	455
5:00 PM	0	0	0	1	0	1	0	251	0	1	204	0	458
5:15 PM	0	0	0	0	0	2	0	274	2	0	198	0	476
5:30 PM	0	0	0	0	0	2	0	247	2	0	196	0	447
5:45 PM	0	0	0	0	0	3	0	271	1	0	180	0	455
6:00 PM	0	0	0	0	0	5	0	256	4	4	222	0	491
6:15 PM	0	0	0	1	0	1	0	255	0	0	190	0	447
6:30 AM to 7:30 AM	0	0	0	1	0	3	0	331	1	1	723	0	1060
6:45 AM to 7:45 AM	0	0	0	2	0	4	0	423	3	1	836	0	1269
7:00 AM to 8:00 AM	0	0	0	2	0	8	0	566	3	2	930	0	1511
7:15 AM to 8:15 AM	0	0	0	3	0	9	0	702	5	3	978	0	1700
7:30 AM to 8:30 AM	0	0	0	3	0	10	0	757	6	4	989	0	1769
7:45 AM to 8:45 AM	0	0	0	4	0	11	0	811	5	4	906	0	1741
8:00 AM to 9:00 AM	0	0	0	3	0	8	0	752	4	7	906	0	1680
8:15 AM to 9:15 AM	0	0	0	2	0	9	0	698	3	6	867	0	1585
8:30 AM to 9:30 AM	0	0	0	5	0	8	0	696	2	7	828	0	1546
12:00 PM to 1:00 PM	0	0	0	5	0	2	0	653	4	2	709	0	1375
12:15 PM to 1:15 PM	0	0	0	8	0	1	0	666	3	2	709	0	1389
12:30 PM to 1:30 PM	0	0	0	4	0	0	0	680	2	1	718	0	1405
12:45 PM to 1:45 PM	0	0	0	3	0	2	0	671	5	1	732	0	1414
1:00 PM to 2:00 PM	0	0	0	4	0	3	0	650	6	2	717	0	1382
1:15 PM to 2:15 PM	0	0	0	1	0	4	0	672	8	3	731	0	1419
1:30 PM to 2:30 PM	0	0	0	1	0	5	0	694	9	3	758	0	1470
1:45 PM to 2:45 PM	0	0	0	1	0	5	0	705	8	3	751	0	1473
2:00 PM to 3:00 PM	0	0	0	0	0	6	0	730	9	4	785	0	1534
3:30 PM to 4:30 PM	0	0	0	4	0	8	0	916	6	9	918	0	1861
3:45 PM to 4:45 PM	0	0	0	3	0	6	0	928	5	8	935	0	1885
4:00 PM to 5:00 PM	0	0	0	3	0	5	0	906	4	10	946	0	1874
4:15 PM to 5:15 PM	0	0	0	3	0	6	0	943	4	7	874	0	1837
4:30 PM to 5:30 PM	0	0	0	2	0	6	0	1005	5	4	814	0	1836
4:45 PM to 5:45 PM	0	0	0	2	0	7	0	1001	5	3	818	0	1836
5:00 PM to 6:00 PM	0	0	0	1	0	8	0	1043	5	1	778	0	1836
5:15 PM to 6:15 PM	0	0	0	0	0	12	0	1048	9	4	796	0	1869
5:30 PM to 6:30 PM	0	0	0	1	0	11	0	1029	7	4	788	0	1840
<b>PHF</b>	<b>PEAK HOUR VOLUMES</b>												
0.91 7:30 AM	0	0	0	3	0	10	0	757	6	4	989	0	1769
0.96 2:00 PM	0	0	0	0	0	6	0	730	9	4	785	0	1534
0.95 3:45 PM	0	0	0	3	0	6	0	928	5	8	935	0	1885

Shore Road at Bayside Avenue		Eastbound			Westbound			Northbound			Southbound			Total	
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
	12:00 PM	0	0	0	0	0	1	0	233	1	2	257	0	494	
	12:15 PM	0	0	0	1	0	1	0	239	0	2	243	0	486	
	12:30 PM	0	0	0	0	0	2	0	218	1	1	241	0	463	
	12:45 PM	0	0	0	0	0	3	0	208	1	0	216	0	428	
	1:00 PM	0	0	0	0	0	1	0	205	2	0	229	0	437	
	1:15 PM	0	0	0	0	0	2	0	229	2	1	230	0	464	
	1:30 PM	0	0	0	1	0	1	0	250	0	3	250	0	505	
	1:45 PM	0	0	0	1	0	1	0	210	0	2	228	0	442	
	2:00 PM	0	0	0	0	0	0	0	245	2	2	222	0	471	
	2:15 PM	0	0	0	0	0	2	0	219	1	3	220	0	445	
	2:30 PM	0	0	0	2	0	0	0	204	3	0	233	0	442	
	2:45 PM	0	0	0	0	0	2	0	196	1	2	237	0	438	
12:00 PM	to	1:00 PM	0	0	0	1	0	7	0	898	3	5	957	0	1871
12:15 PM	to	1:15 PM	0	0	0	1	0	7	0	870	4	3	929	0	1814
12:30 PM	to	1:30 PM	0	0	0	0	0	8	0	860	6	2	916	0	1792
12:45 PM	to	1:45 PM	0	0	0	1	0	7	0	892	5	4	925	0	1834
1:00 PM	to	2:00 PM	0	0	0	2	0	5	0	894	4	6	937	0	1848
1:15 PM	to	2:15 PM	0	0	0	2	0	4	0	934	4	8	930	0	1882
1:30 PM	to	2:30 PM	0	0	0	2	0	4	0	924	3	10	920	0	1863
1:45 PM	to	2:45 PM	0	0	0	3	0	3	0	878	6	7	903	0	1800
2:00 PM	to	3:00 PM	0	0	0	2	0	4	0	864	7	7	912	0	1796
<b>PHF</b>		<b>PEAK HOUR VOLUMES</b>													
<b>Midday</b>	0.932	1:15 PM	0	0	0	2	0	4	0	934	4	8	930	0	1882

Hamlet: Village of Baxter Estates  
 Project No. M25-102

TRAFFIC VOLUME CALCULATIONS  
 EXISTING, NO BUILD AND BUILD CONDITIONS

Growth Rate: 0.49%  
 No. of Years: 2  
 Growth Factor: 1.010

		Project Trip Generation		
		AM	PM	Saturday
Enter		11	2	5
Exit		2	10	4

Shore Road at Harbor Road	Eastbound			Westbound			Northbound			Southbound			Total
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Entering Distribution													
Exiting Distribution				30%		25%			25%	25%	25%		50% 80%
Weekday AM Peak Hour 7:30 AM	0	0	0	11	0	172	0	726	41	244	987	0	2181
No Build Volume 1.01	0	0	0	11	0	174	0	733	41	246	997	0	2202
Site Generated Volume	---	---	---	1	---	1	---	1	---	3	3	---	7
Build Volume 1.01	---	---	---	12	---	174	---	734	41	249	999	---	2210
Weekday PM Peak Hour 3:45 PM	0	0	0	20	0	186	0	877	51	223	927	0	2284
No Build Volume 1.01	0	0	0	20	0	188	0	886	52	225	936	0	2306
Site Generated Volume	---	---	---	3	---	3	---	3	---	1	1	---	9
Build Volume 1.01	---	---	---	23	---	190	---	888	52	226	937	---	2316
Saturday Peak Hour 1:15 PM	0	0	0	18	0	201	0	893	46	182	930	0	2270
No Build Volume 1.01	0	0	0	18	0	203	0	902	46	184	939	0	2292
Site Generated Volume	---	---	---	1	---	1	---	1	---	1	1	---	6
Build Volume 1.01	---	---	---	19	---	204	---	903	46	185	940	---	2298
Shore Road at Site Access	Eastbound			Westbound			Northbound			Southbound			Total
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
Entering Distribution									30%	25%			
Exiting Distribution						25%					30%		55% 55%
Weekday AM Peak Hour 7:30 AM	0	0	0	0	0	0	0	767	0	0	998	0	1765
No Build Volume 1.01	0	0	0	0	0	0	0	775	0	0	1008	0	1782
Site Generated Volume	---	---	---	---	---	1	---	---	3	3	1	---	7
Build Volume 1.01	---	---	---	---	---	1	---	775	3	3	1008	---	1790
Weekday PM Peak Hour 3:45 PM	0	0	0	0	0	0	0	928	0	0	947	0	1875
No Build Volume 1.01	0	0	0	0	0	0	0	937	0	0	956	0	1893
Site Generated Volume	---	---	---	---	---	3	---	---	1	1	3	---	7
Build Volume 1.01	---	---	---	---	---	3	---	937	1	1	959	---	1900
Saturday Peak Hour 1:15 PM	0	0	0	0	0	0	0	939	0	0	948	0	1887
No Build Volume 1.01	0	0	0	0	0	0	0	948	0	0	957	0	1906
Site Generated Volume	---	---	---	---	---	1	---	---	2	1	1	---	5
Build Volume 1.01	---	---	---	---	---	1	---	948	2	1	959	---	1911
Shore Road at Bayside Avenue	Eastbound			Westbound			Northbound			Southbound			Total
Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right		
Entering Distribution									30%				
Exiting Distribution											30%		30% 30%
Weekday AM Peak Hour 7:30 AM	0	0	0	3	0	10	0	757	6	4	989	0	1769
No Build Volume 1.01	0	0	0	3	0	10	0	764	6	4	999	0	1786
Site Generated Volume	---	---	---	---	---	---	---	3	---	---	1	---	4
Build Volume 1.01	---	---	---	3	---	10	---	768	6	4	999	---	1790
Weekday PM Peak Hour 3:45 PM	0	0	0	3	0	6	0	928	5	8	935	0	1885
No Build Volume 1.01	0	0	0	3	0	6	0	937	5	8	944	0	1904
Site Generated Volume	---	---	---	---	---	---	---	1	---	---	3	---	4
Build Volume 1.01	---	---	---	3	---	6	---	938	5	8	947	---	1907
Saturday Peak Hour 1:15 PM	0	0	0	2	0	4	0	934	4	8	930	0	1882
No Build Volume 1.01	0	0	0	2	0	4	0	943	4	8	939	0	1900
Site Generated Volume	---	---	---	---	---	---	---	2	---	---	1	---	3
Build Volume 1.01	---	---	---	2	---	4	---	945	4	8	940	---	1903

**Mulryan Engineering, P.C.**

**Table No. 9**

Hamlet: Village of Baxter Estates  
 Project No. M25-102

**TRAFFIC VOLUME CALCULATIONS  
 EXISTING, NO BUILD AND BUILD CONDITIONS**

Growth Rate: 0.49%  
 No. of Years: 2  
 Growth Factor: 1.010

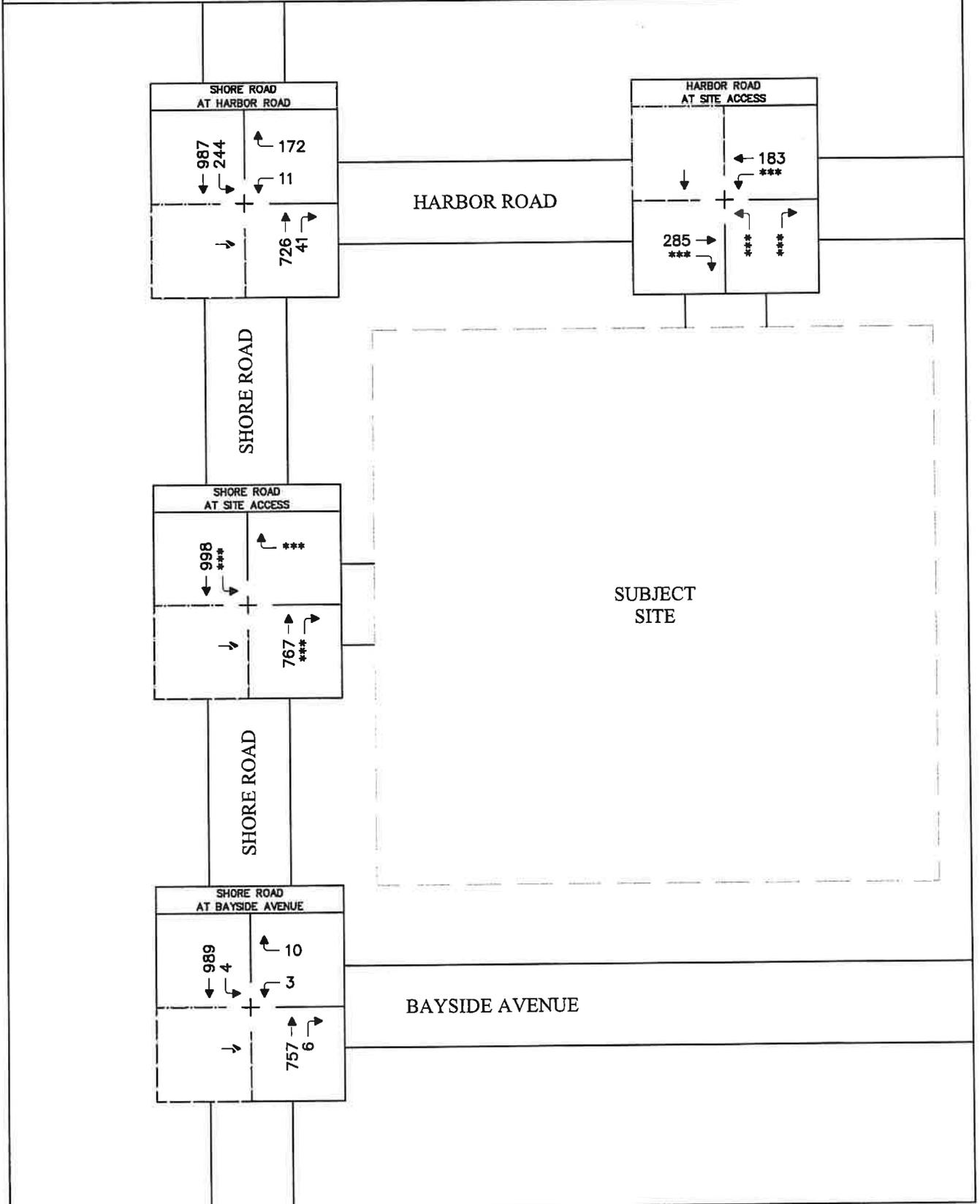
Project Trip Generation			
	AM	PM	Saturday
Enter	11	2	5
Exit	2	10	4

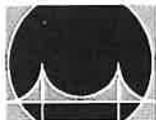
Harbor Road at Site Access	Eastbound			Westbound			Northbound			Southbound			Total
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Entering Distribution			25%			20%							20%
Exiting Distribution							55%		20%				75%
Weekday AM Peak Hour	7:30 AM	0	285	0	0	183	0	0	0	0	0	0	468
No Build Volume	1.01	0	288	0	0	185	0	0	0	0	0	0	473
Site Generated Volume		---	---	3	2	---	---	1	---	0	---	---	6
Build Volume	1.01	---	288	3	2	185	---	1	---	0	---	---	479
Weekday PM Peak Hour	3:45 PM	0	274	0	0	206	0	0	0	0	0	0	480
No Build Volume	1.01	0	277	0	0	208	0	0	0	0	0	0	485
Site Generated Volume		---	---	1	0	---	---	6	---	2	---	---	8
Build Volume	1.01	---	277	1	0	208	---	6	---	2	---	---	493
Saturday Peak Hour	1:15 PM	0	228	0	0	219	0	0	0	0	0	0	447
No Build Volume	1.01	0	230	0	0	221	0	0	0	0	0	0	451
Site Generated Volume		---	---	1	1	---	---	2	---	1	---	---	5
Build Volume	1.01	---	230	1	1	221	---	2	---	1	---	---	457



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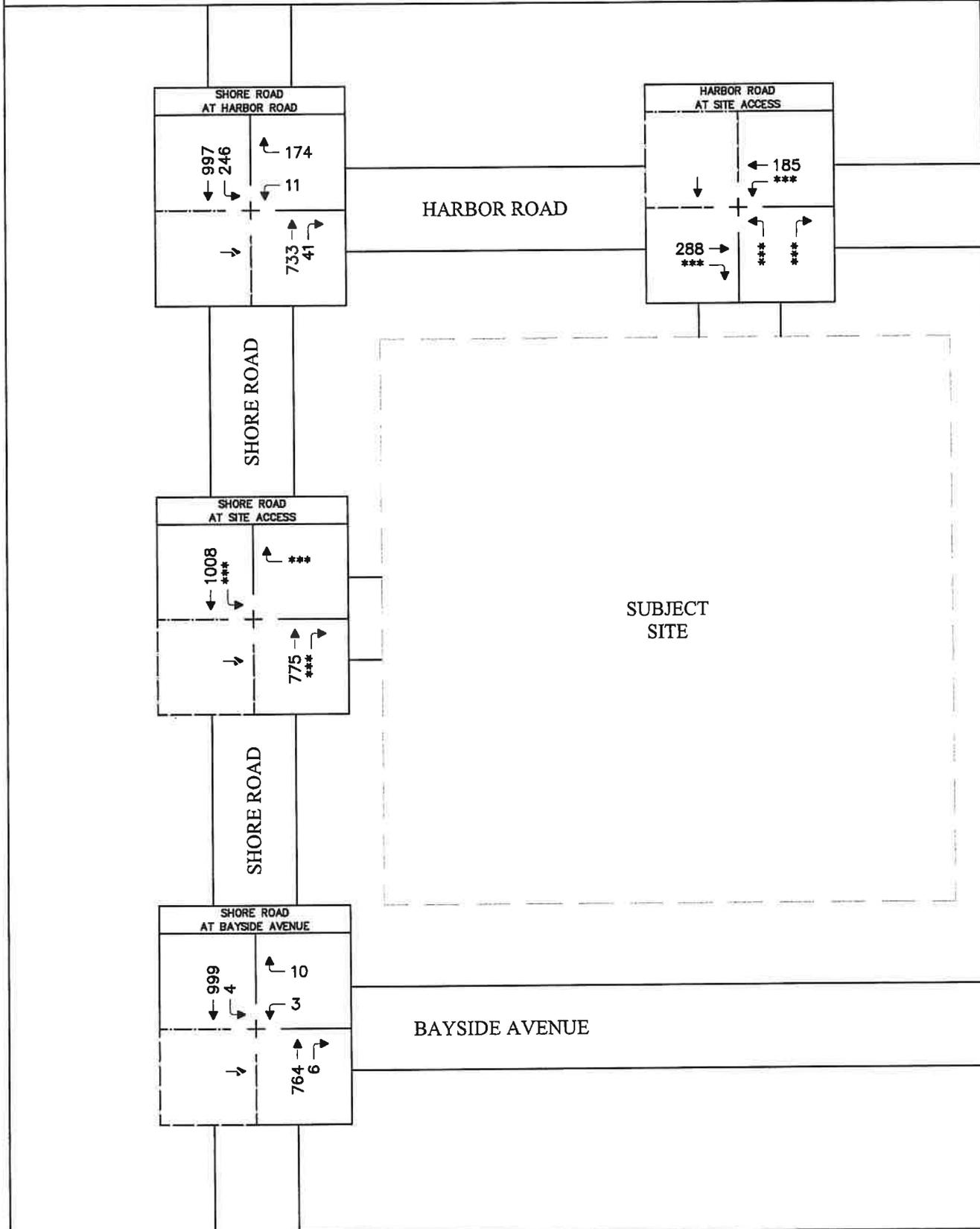
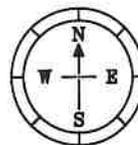
FIGURE No. 1  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
AM PEAK HOUR  
EXISTING TRAFFIC VOLUMES

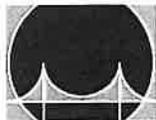




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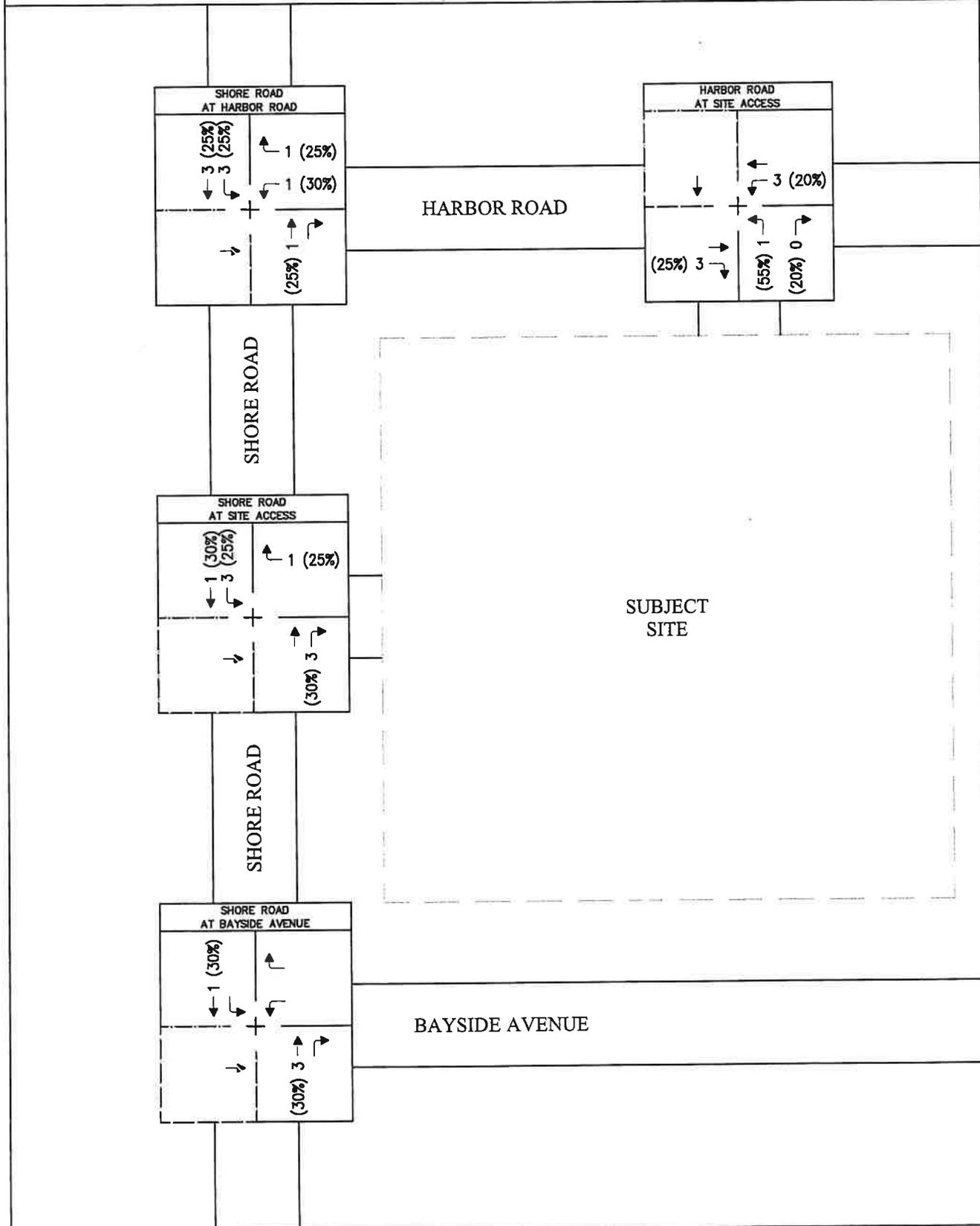
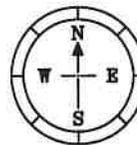
FIGURE No. 2  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
AM PEAK HOUR  
NO BUILD TRAFFIC VOLUMES

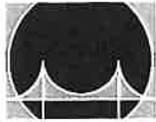




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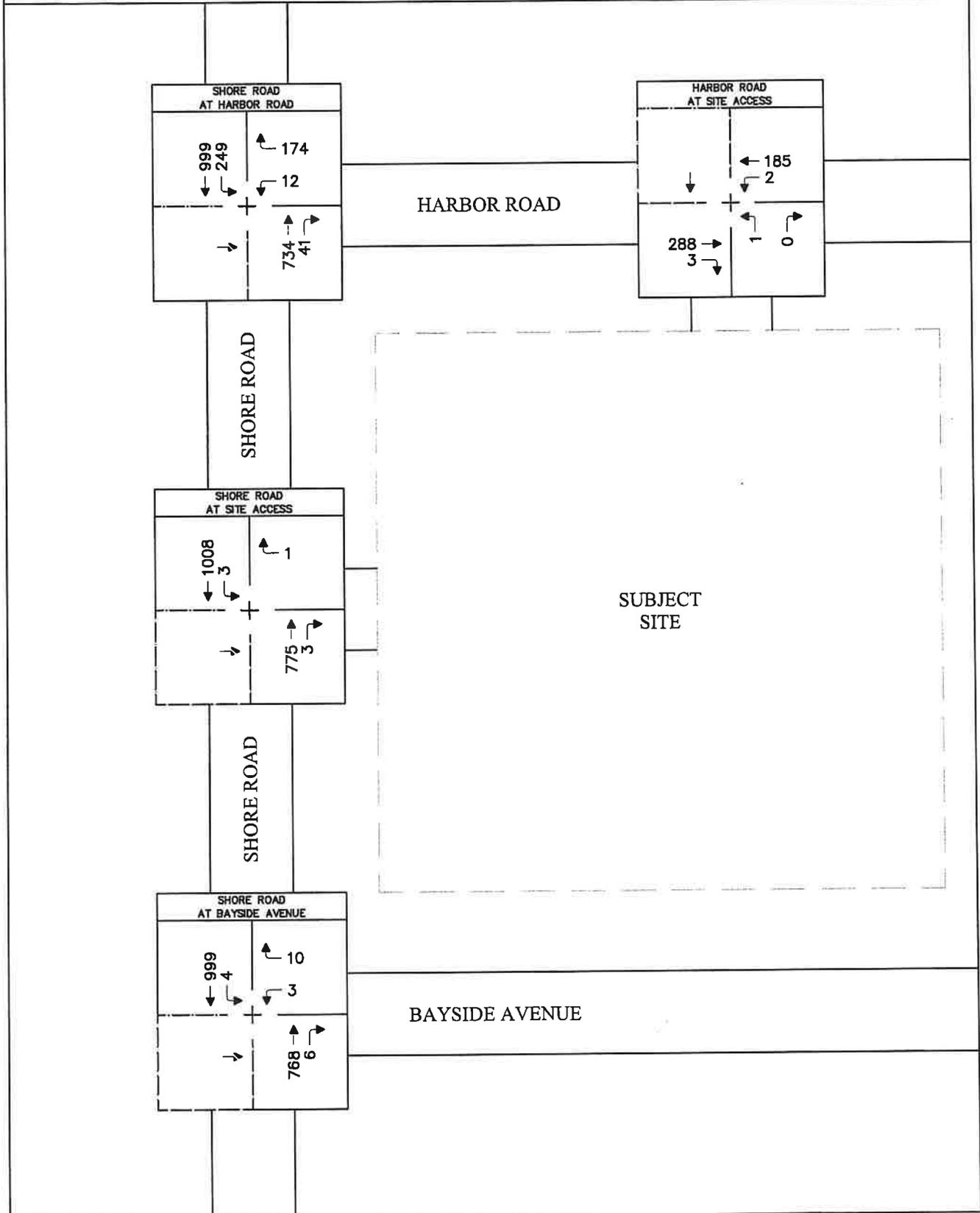
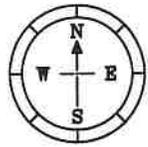
FIGURE No. 3  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
AM PEAK HOUR  
SITE GENERATED TRIPS

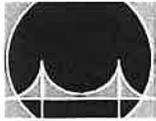




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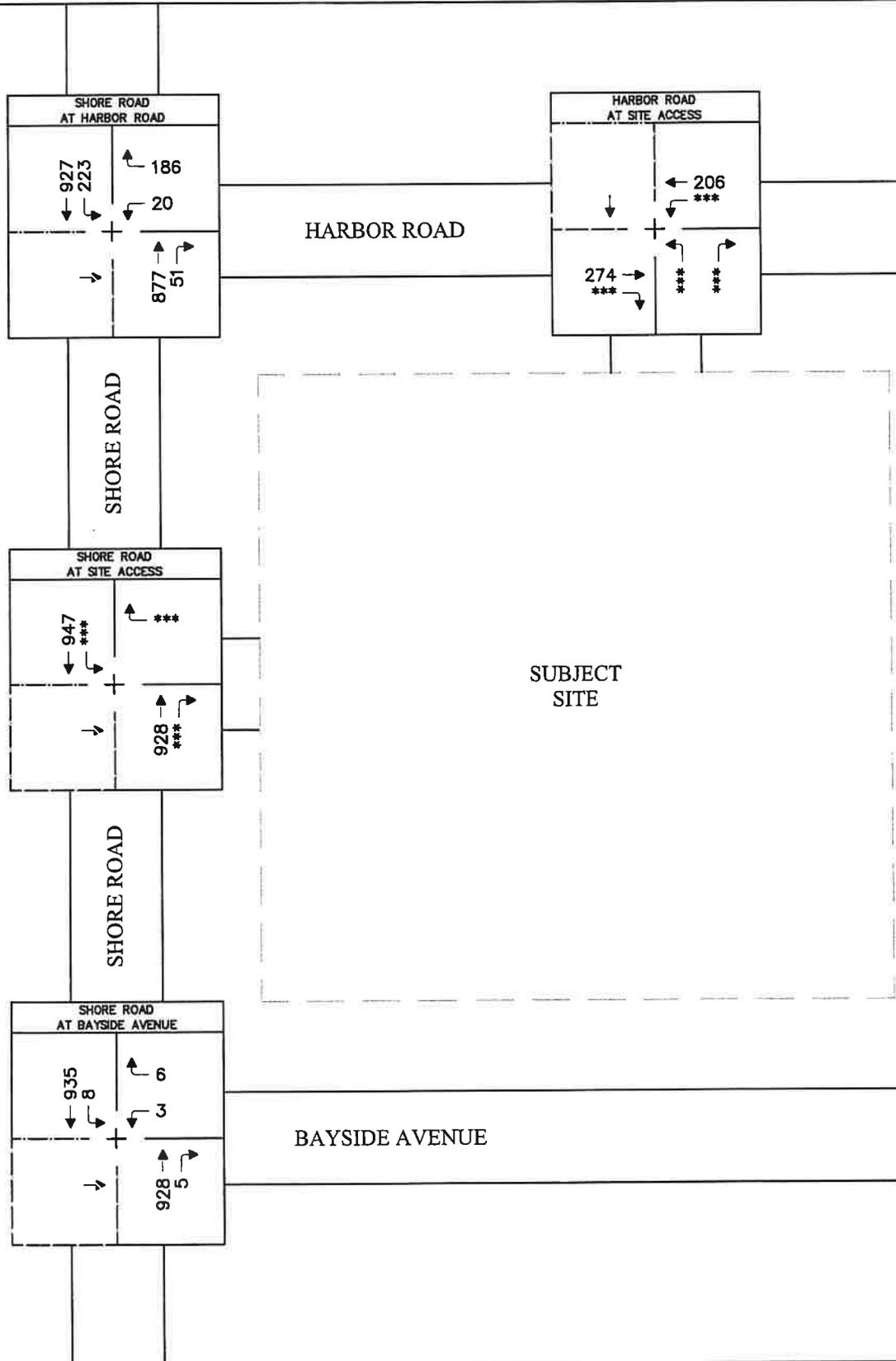
FIGURE No. 4  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
AM PEAK HOUR  
BUILD TRAFFIC VOLUMES





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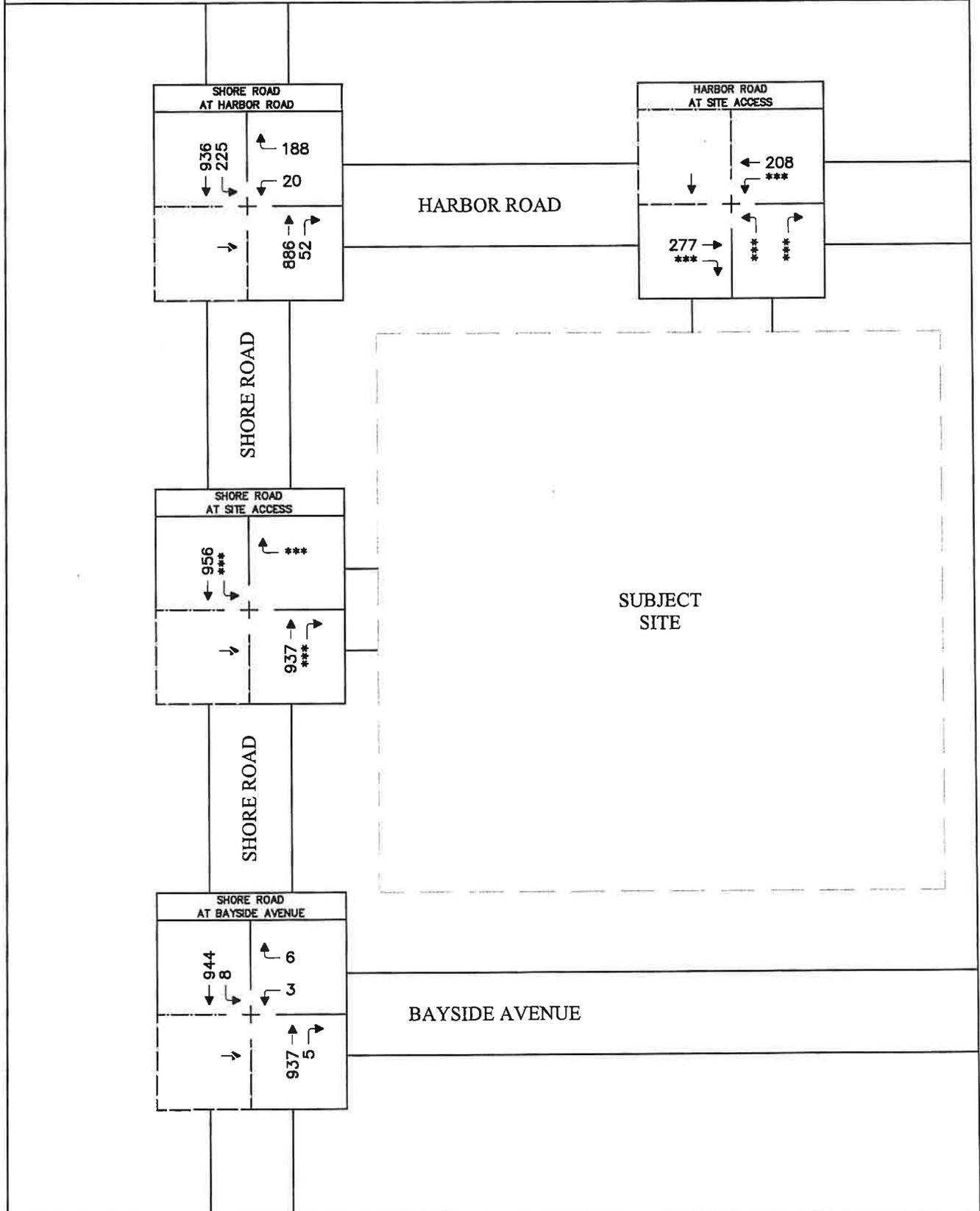
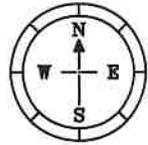
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PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
PM PEAK HOUR  
EXISTING TRAFFIC VOLUMES

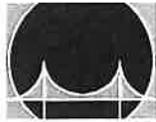




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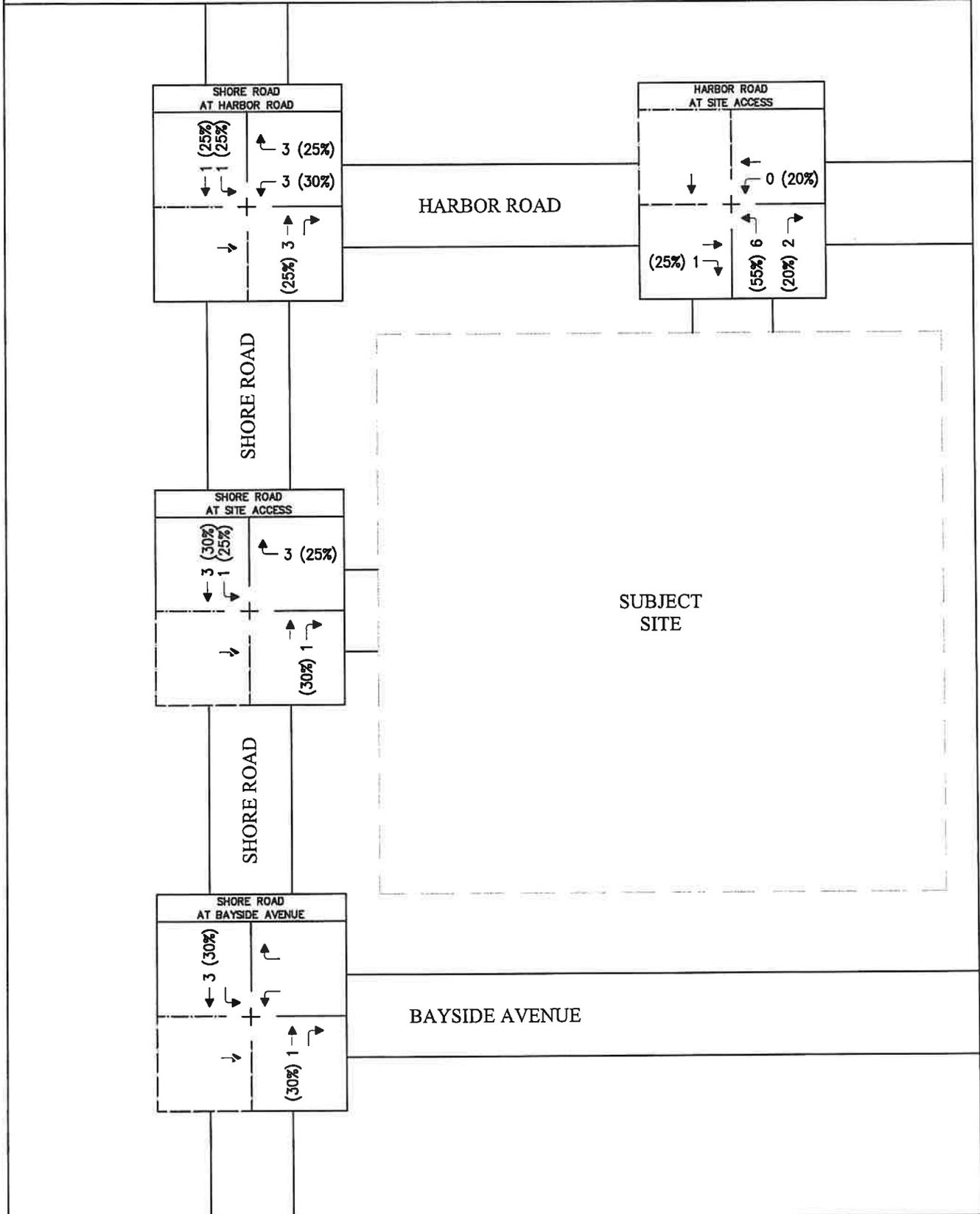
FIGURE No. 6  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
PM PEAK HOUR  
NO BUILD TRAFFIC VOLUMES

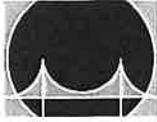




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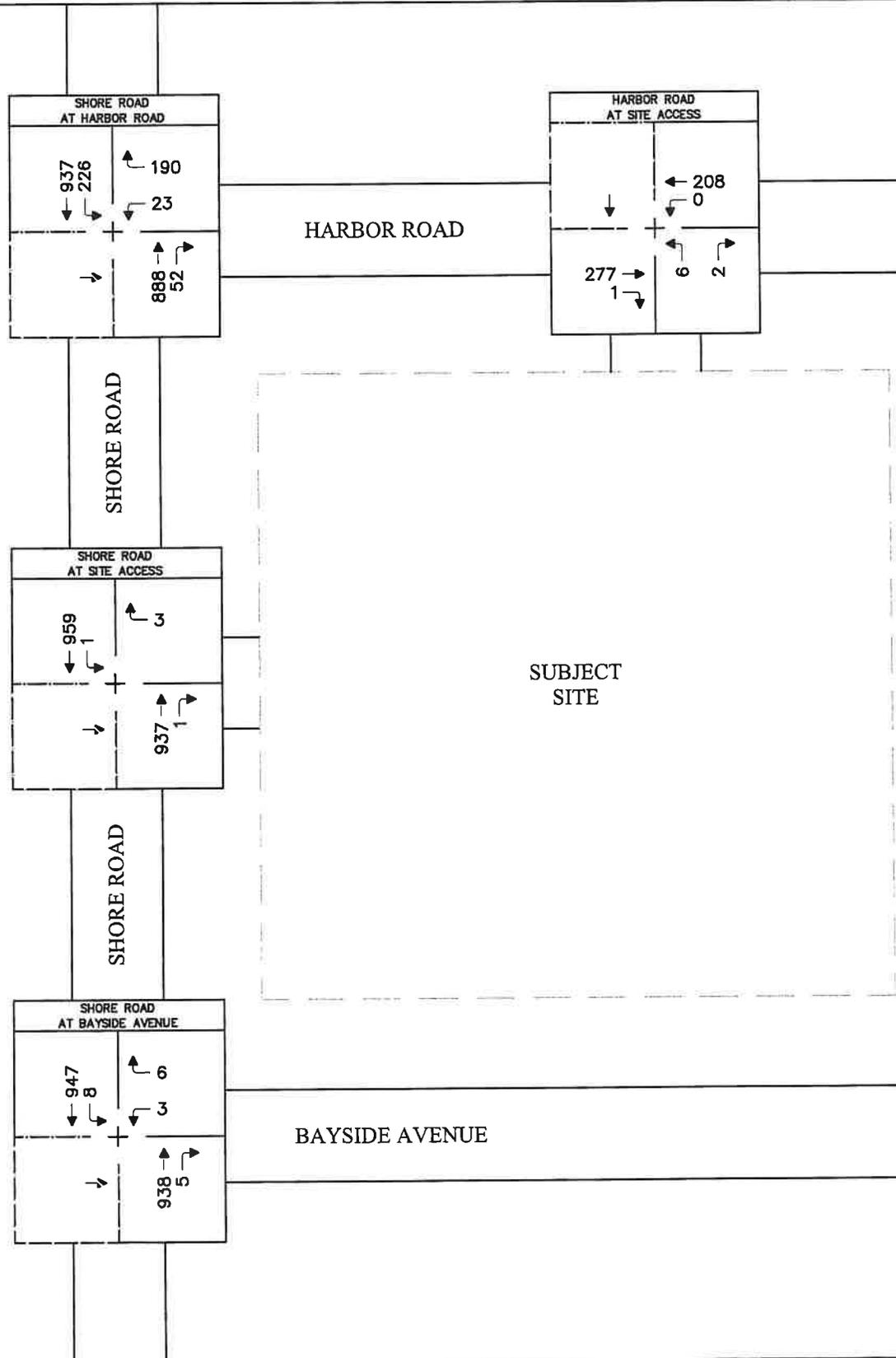
FIGURE No. 7  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
PM PEAK HOUR  
SITE GENERATED TRIPS





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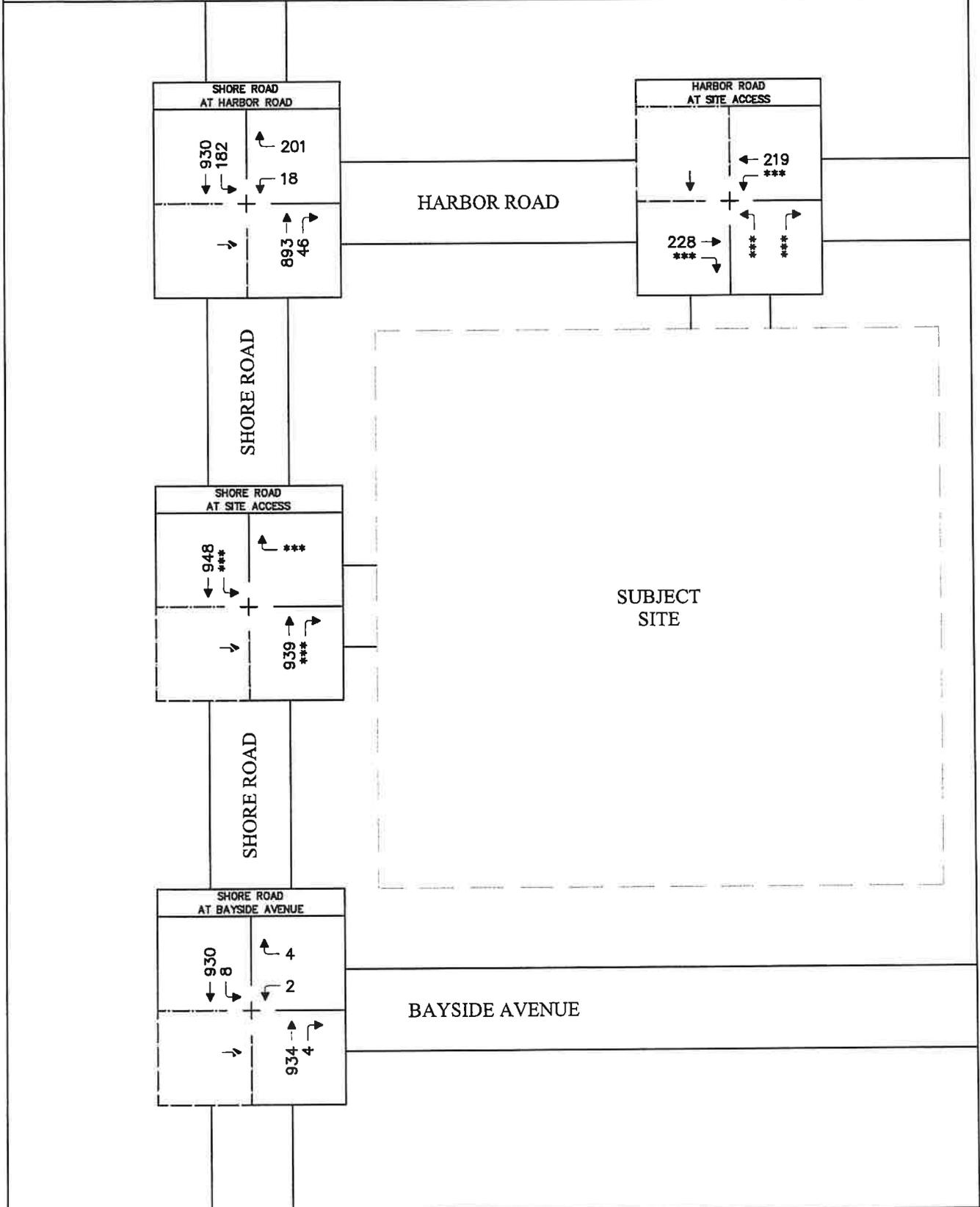
FIGURE No. 8  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
PM PEAK HOUR  
BUILD TRAFFIC VOLUMES

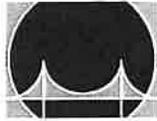




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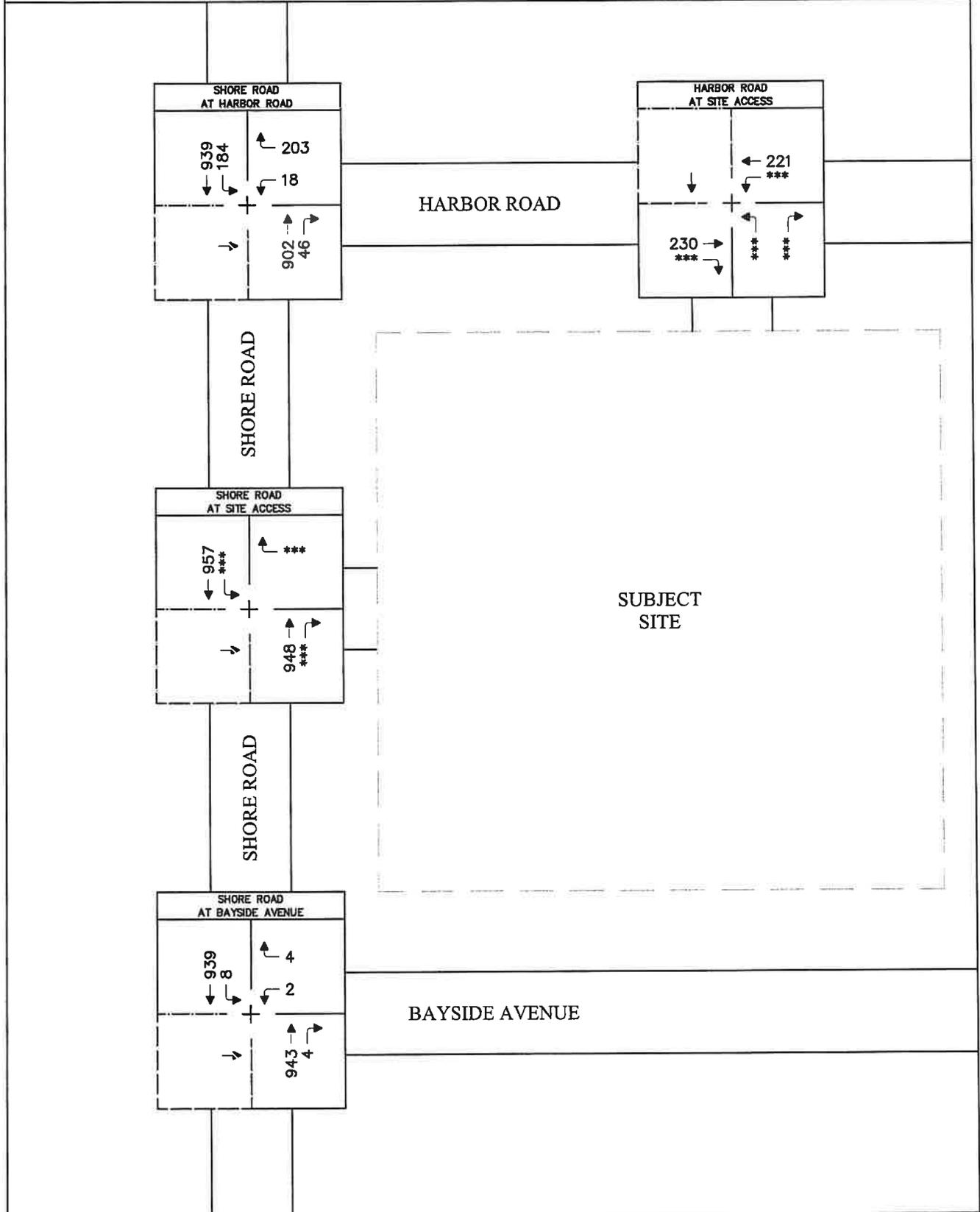
FIGURE No. 9  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
SATURDAY PEAK HOUR  
EXISTING TRAFFIC VOLUMES





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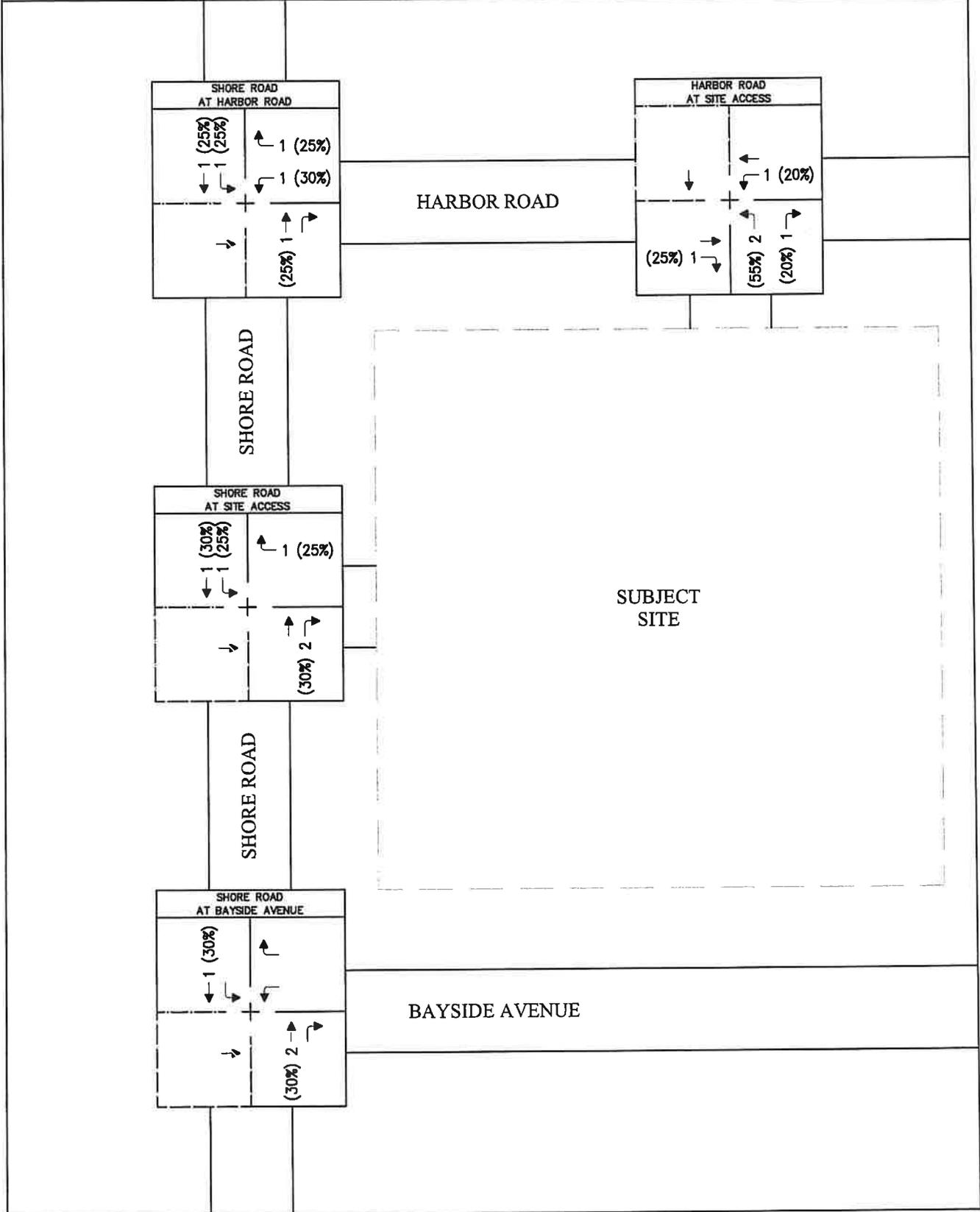
FIGURE No. 10  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
SATURDAY PEAK HOUR  
NO BUILD TRAFFIC VOLUMES

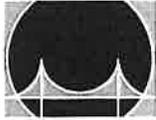




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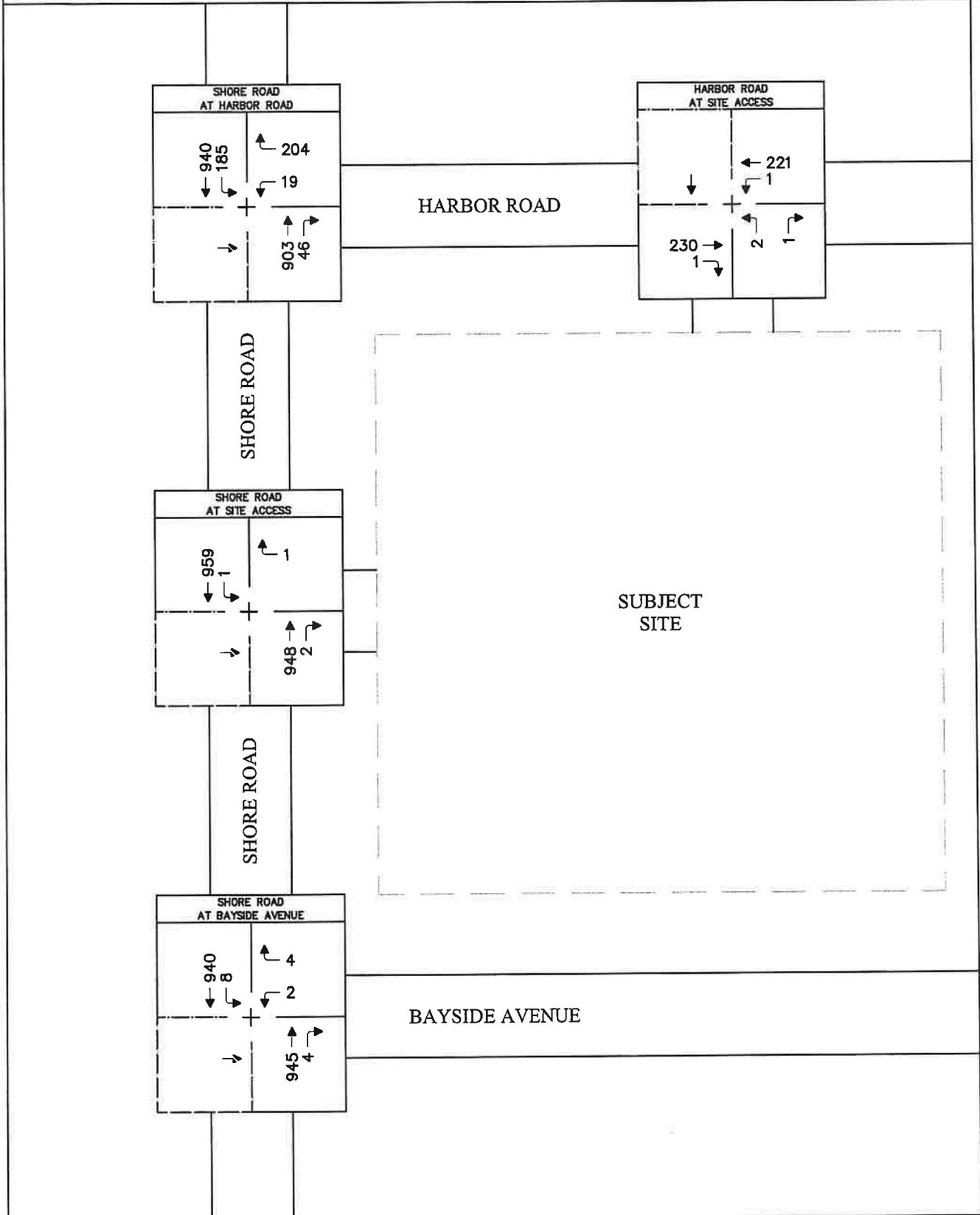
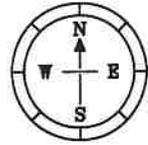
FIGURE No. 11  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
SATURDAY PEAK HOUR  
SITE GENERATED TRIPS





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FIGURE No. 12  
PROJECT No. M25-102  
VILLAGE OF BAXTER ESTATES  
SATURDAY PEAK HOUR  
BUILD TRAFFIC VOLUMES



HCM 7th Signalized Intersection Summary  
1: Shore Road & Harbor Road

M25-102 - Baxter Estates  
AM Peak Hour Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	172	726	41	244	987
Future Volume (veh/h)	11	172	726	41	244	987
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	187	789	45	265	1073
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	15	238	1344	77	481	2208
Arrive On Green	0.16	0.16	0.39	0.39	0.12	0.62
Sat Flow, veh/h	96	1493	3511	195	1781	3647
Grp Volume(v), veh/h	200	0	410	424	265	1073
Grp Sat Flow(s),veh/h/ln	1597	0	1777	1835	1781	1777
Q Serve(g_s), s	6.6	0.0	10.0	10.0	4.3	9.0
Cycle Q Clear(g_c), s	6.6	0.0	10.0	10.0	4.3	9.0
Prop In Lane	0.06	0.93		0.11	1.00	
Lane Grp Cap(c), veh/h	254	0	699	722	481	2208
V/C Ratio(X)	0.79	0.00	0.59	0.59	0.55	0.49
Avail Cap(c_a), veh/h	554	0	699	722	564	2208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	13.1	13.1	8.7	5.6
Incr Delay (d2), s/veh	5.3	0.0	3.6	3.5	1.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	4.1	4.2	1.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.4	0.0	16.7	16.6	9.7	6.4
LnGrp LOS	C		B	B	A	A
Approach Vol, veh/h	200		834			1338
Approach Delay, s/veh	27.4		16.6			7.1
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.5	27.5			40.0	14.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	9.0	19.0			34.0	19.0
Max Q Clear Time (g_c+I1), s	6.3	0.0			0.0	8.6
Green Ext Time (p_c), s	0.3	0.0			0.0	0.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			12.1			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 1: Shore Road & Harbor Road

M25-102 - Baxter Estates  
 AM Peak Hour No Build

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	172	726	41	244	987
Future Volume (veh/h)	11	174	733	41	246	997
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	189	797	45	267	1084
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	15	240	1339	76	479	2204
Arrive On Green	0.16	0.16	0.39	0.39	0.12	0.62
Sat Flow, veh/h	95	1494	3513	193	1781	3647
Grp Volume(v), veh/h	202	0	414	428	267	1084
Grp Sat Flow(s),veh/h/ln	1597	0	1777	1836	1781	1777
Q Serve(g_s), s	6.7	0.0	10.1	10.1	4.4	9.1
Cycle Q Clear(g_c), s	6.7	0.0	10.1	10.1	4.4	9.1
Prop In Lane	0.06	0.94		0.11	1.00	
Lane Grp Cap(c), veh/h	257	0	696	719	479	2204
V/C Ratio(X)	0.79	0.00	0.59	0.60	0.56	0.49
Avail Cap(c_a), veh/h	553	0	696	719	559	2204
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	13.2	13.2	8.9	5.7
Incr Delay (d2), s/veh	5.3	0.0	3.7	3.6	1.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	4.2	4.3	1.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.4	0.0	16.9	16.8	9.9	6.5
LnGrp LOS	C		B	B	A	A
Approach Vol, veh/h	202		842			1351
Approach Delay, s/veh	27.4		16.9			7.1
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.5	27.5			40.0	14.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	9.0	19.0			34.0	19.0
Max Q Clear Time (g_c+I1), s	6.4	0.0			0.0	8.7
Green Ext Time (p_c), s	0.3	0.0			0.0	0.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			12.3			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 1: Shore Road & Harbor Road

M25-102 - Baxter Estates  
 AM Peak Hour Build

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↖		↑↗		↘	↘↘
Traffic Volume (veh/h)	11	172	726	41	244	987
Future Volume (veh/h)	12	175	734	41	249	1000
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	190	798	45	271	1087
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	17	241	1331	75	479	2201
Arrive On Green	0.16	0.16	0.39	0.39	0.12	0.62
Sat Flow, veh/h	102	1488	3513	193	1781	3647
Grp Volume(v), veh/h	204	0	415	428	271	1087
Grp Sat Flow(s),veh/h/ln	1597	0	1777	1836	1781	1777
Q Serve(g_s), s	6.7	0.0	10.2	10.2	4.5	9.2
Cycle Q Clear(g_c), s	6.7	0.0	10.2	10.2	4.5	9.2
Prop In Lane	0.06	0.93		0.11	1.00	
Lane Grp Cap(c), veh/h	259	0	692	715	479	2201
V/C Ratio(X)	0.79	0.00	0.60	0.60	0.57	0.49
Avail Cap(c_a), veh/h	553	0	692	715	556	2201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	13.4	13.4	9.0	5.7
Incr Delay (d2), s/veh	5.3	0.0	3.8	3.7	1.1	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	4.2	4.3	1.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.4	0.0	17.2	17.1	10.0	6.5
LnGrp LOS	C		B	B	B	A
Approach Vol, veh/h	204		843			1358
Approach Delay, s/veh	27.4		17.1			7.2
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.6	27.4			40.0	14.9
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	9.0	19.0			34.0	19.0
Max Q Clear Time (g_c+I1), s	6.5	0.0			0.0	8.7
Green Ext Time (p_c), s	0.3	0.0			0.0	0.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			12.4			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 1: Shore Road & Harbor Road

M25-102 - Baxter Estates  
 PM Peak Hour Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	186	877	51	223	927
Future Volume (veh/h)	20	186	877	51	223	927
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	200	943	55	240	997
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	28	251	1340	78	415	2168
Arrive On Green	0.17	0.17	0.39	0.39	0.11	0.61
Sat Flow, veh/h	158	1438	3506	199	1781	3647
Grp Volume(v), veh/h	223	0	491	507	240	997
Grp Sat Flow(s),veh/h/ln	1604	0	1777	1835	1781	1777
Q Serve(g_s), s	7.4	0.0	12.9	12.9	4.0	8.5
Cycle Q Clear(g_c), s	7.4	0.0	12.9	12.9	4.0	8.5
Prop In Lane	0.10	0.90		0.11	1.00	
Lane Grp Cap(c), veh/h	280	0	698	720	415	2168
V/C Ratio(X)	0.80	0.00	0.70	0.70	0.58	0.46
Avail Cap(c_a), veh/h	547	0	698	720	508	2168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	14.2	14.2	10.3	5.9
Incr Delay (d2), s/veh	5.1	0.0	5.9	5.7	1.3	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	5.6	5.7	1.3	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.2	0.0	20.1	19.9	11.6	6.6
LnGrp LOS	C		C	B	B	A
Approach Vol, veh/h	223		998			1237
Approach Delay, s/veh	27.2		20.0			7.6
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.1	27.9			40.0	15.7
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	9.0	19.0			34.0	19.0
Max Q Clear Time (g_c+I1), s	6.0	0.0			0.0	9.4
Green Ext Time (p_c), s	0.3	0.0			0.0	0.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			14.4			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 1: Shore Road & Harbor Road

M25-102 - Baxter Estates  
 PM Peak Hour No Build

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↖		↑↗		↘	↙↖
Traffic Volume (veh/h)	20	186	877	51	223	927
Future Volume (veh/h)	20	188	886	52	225	936
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	202	953	56	242	1006
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	28	253	1334	78	412	2164
Arrive On Green	0.18	0.18	0.39	0.39	0.11	0.61
Sat Flow, veh/h	157	1440	3504	200	1781	3647
Grp Volume(v), veh/h	225	0	496	513	242	1006
Grp Sat Flow(s),veh/h/ln	1603	0	1777	1834	1781	1777
Q Serve(g_s), s	7.5	0.0	13.2	13.2	4.1	8.6
Cycle Q Clear(g_c), s	7.5	0.0	13.2	13.2	4.1	8.6
Prop In Lane	0.10	0.90		0.11	1.00	
Lane Grp Cap(c), veh/h	282	0	695	717	412	2164
V/C Ratio(X)	0.80	0.00	0.71	0.71	0.59	0.46
Avail Cap(c_a), veh/h	546	0	695	717	503	2164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	14.4	14.4	10.5	6.0
Incr Delay (d2), s/veh	5.1	0.0	6.2	6.0	1.3	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	5.7	5.9	1.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.2	0.0	20.6	20.4	11.8	6.7
LnGrp LOS	C		C	C	B	A
Approach Vol, veh/h	225		1009			1248
Approach Delay, s/veh	27.2		20.5			7.7
Approach LOS	C		C			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.2	27.8			40.0	15.8
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	9.0	19.0			34.0	19.0
Max Q Clear Time (g_c+I1), s	6.1	0.0			0.0	9.5
Green Ext Time (p_c), s	0.3	0.0			0.0	0.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			14.6			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
1: Shore Road & Harbor Road

M25-102 - Baxter Estates  
PM Peak Hour Build

	↙	↖	↑	↗	↘	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↘		↑↗		↘	↑↑
Traffic Volume (veh/h)	20	186	877	51	223	927
Future Volume (veh/h)	23	191	889	52	226	937
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	205	956	56	243	1008
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	31	256	1324	78	410	2154
Arrive On Green	0.18	0.18	0.39	0.39	0.11	0.61
Sat Flow, veh/h	174	1425	3505	200	1781	3647
Grp Volume(v), veh/h	231	0	498	514	243	1008
Grp Sat Flow(s),veh/h/ln	1605	0	1777	1834	1781	1777
Q Serve(g_s), s	7.7	0.0	13.4	13.4	4.1	8.7
Cycle Q Clear(g_c), s	7.7	0.0	13.4	13.4	4.1	8.7
Prop In Lane	0.11	0.89		0.11	1.00	
Lane Grp Cap(c), veh/h	289	0	690	712	410	2154
V/C Ratio(X)	0.80	0.00	0.72	0.72	0.59	0.47
Avail Cap(c_a), veh/h	544	0	690	712	498	2154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	14.6	14.6	10.6	6.1
Incr Delay (d2), s/veh	5.1	0.0	6.5	6.3	1.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	5.8	6.0	1.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	27.1	0.0	21.0	20.8	12.0	6.8
LnGrp LOS	C		C	C	B	A
Approach Vol, veh/h	231		1012			1251
Approach Delay, s/veh	27.1		20.9			7.8
Approach LOS	C		C			A
<b>Timer - Assigned Phs</b>	<b>1</b>	<b>2</b>			<b>6</b>	<b>8</b>
Phs Duration (G+Y+Rc), s	12.2	27.8			40.0	16.1
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	9.0	19.0			34.0	19.0
Max Q Clear Time (g_c+l1), s	6.1	0.0			0.0	9.7
Green Ext Time (p_c), s	0.3	0.0			0.0	0.6
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			14.9			
HCM 7th LOS			B			

HCM 7th TWSC  
2: Shore Road & Bayside Avenue

M25-102 - Baxter Estates  
AM Peak Hour Existing

**Intersection**

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↕			↕
Traffic Vol, veh/h	3	10	757	6	4	989
Future Vol, veh/h	3	10	757	6	4	989
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	832	7	4	1087

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1387	419	0	0	838
Stage 1	835	-	-	-	-
Stage 2	552	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	134	583	-	-	792
Stage 1	386	-	-	-	-
Stage 2	540	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	133	583	-	-	792
Mov Cap-2 Maneuver	133	-	-	-	-
Stage 1	386	-	-	-	-
Stage 2	536	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.51	0	0.11
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	327	15
HCM Lane V/C Ratio	-	-	0.044	0.006
HCM Ctrl Dly (s/v)	-	-	16.5	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
2: Shore Road & Bayside Avenue

M25-102 - Baxter Estates  
AM Peak Hour No Build

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗		↑↑			↖↗
Traffic Vol, veh/h	3	10	757	6	4	989
Future Vol, veh/h	3	10	764	6	4	999
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	840	7	4	1098

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1401	423	0	0	846
Stage 1	843	-	-	-	-
Stage 2	558	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	131	579	-	-	787
Stage 1	383	-	-	-	-
Stage 2	537	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	130	579	-	-	787
Mov Cap-2 Maneuver	130	-	-	-	-
Stage 1	383	-	-	-	-
Stage 2	533	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.68	0	0.11
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	323	14
HCM Lane V/C Ratio	-	-	0.044	0.006
HCM Ctrl Dly (s/v)	-	-	16.7	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
2: Shore Road & Bayside Avenue

M25-102 - Baxter Estates  
AM Peak Hour Build

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑↑
Traffic Vol, veh/h	3	10	757	6	4	989
Future Vol, veh/h	3	10	767	6	4	1000
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	11	843	7	4	1099

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1404	425	0	0	849
Stage 1	846	-	-	-	-
Stage 2	558	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	130	578	-	-	784
Stage 1	381	-	-	-	-
Stage 2	537	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	129	578	-	-	784
Mov Cap-2 Maneuver	129	-	-	-	-
Stage 1	381	-	-	-	-
Stage 2	532	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.73	0	0.11
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	14
HCM Lane V/C Ratio	-	-	0.044	0.006
HCM Ctrl Dly (s/v)	-	-	16.7	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
2: Shore Road & Bayside Avenue

M25-102 - Baxter Estates  
PM Peak Hour Existing

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓			↔
Traffic Vol, veh/h	3	6	928	5	8	935
Future Vol, veh/h	3	6	928	5	8	935
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	977	5	8	984

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	1488	491	0	0	982
Stage 1	979	-	-	-	-
Stage 2	509	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	115	523	-	-	699
Stage 1	324	-	-	-	-
Stage 2	569	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	113	523	-	-	699
Mov Cap-2 Maneuver	113	-	-	-	-
Stage 1	324	-	-	-	-
Stage 2	559	-	-	-	-

Approach

	WB	NB	SB
HCM Ctrl Dly, s/v	20.85	0	0.25
HCM LOS	C		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	237	31
HCM Lane V/C Ratio	-	-	0.04	0.012
HCM Ctrl Dly (s/v)	-	-	20.9	10.2
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
2: Shore Road & Bayside Avenue

M25-102 - Baxter Estates  
PM Peak Hour No Build

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↑			↑↑
Traffic Vol, veh/h	3	6	928	5	8	935
Future Vol, veh/h	3	6	937	5	8	944
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	986	5	8	994

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1503	496	0	0	992
Stage 1	989	-	-	-	-
Stage 2	514	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	112	520	-	-	693
Stage 1	321	-	-	-	-
Stage 2	565	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	110	520	-	-	693
Mov Cap-2 Maneuver	110	-	-	-	-
Stage 1	321	-	-	-	-
Stage 2	556	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.14	0	0.25
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	232	30
HCM Lane V/C Ratio	-	-	0.041	0.012
HCM Ctrl Dly (s/v)	-	-	21.1	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
2: Shore Road & Bayside Avenue

M25-102 - Baxter Estates  
PM Peak Hour Build

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↓			↑↑
Traffic Vol, veh/h	3	6	928	5	8	935
Future Vol, veh/h	3	6	938	5	8	947
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	987	5	8	997

Major/Minor	Minor1	Major1	Major2	Major3	Major4	Major5
Conflicting Flow All	1505	496	0	0	993	0
Stage 1	990	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	112	519	-	-	692	-
Stage 1	320	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	110	519	-	-	692	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.19	0	0.25
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	232	30
HCM Lane V/C Ratio	-	-	0.041	0.012
HCM Ctrl Dly (s/v)	-	-	21.2	10.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 7th TWSC  
3: Shore Road & Site Access

M25-102 - Baxter Estates  
AM Peak Hour Build

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↗			↖↖
Traffic Vol, veh/h	0	0	767	0	0	998
Future Vol, veh/h	0	1	775	3	3	1009
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	842	3	3	1097

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	423	0 0 846 0
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -
Critical Hdwy	-	6.94	- - 4.14 -
Critical Hdwy Stg 1	-	-	- - - -
Critical Hdwy Stg 2	-	-	- - - -
Follow-up Hdwy	-	3.32	- - 2.22 -
Pot Cap-1 Maneuver	0	580	- - 787 -
Stage 1	0	-	- - - -
Stage 2	0	-	- - - -
Platoon blocked, %	-	-	- - - -
Mov Cap-1 Maneuver	-	580	- - 787 -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.22	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 580	11	-
HCM Lane V/C Ratio	-	- 0.002	0.004	-
HCM Ctrl Dly (s/v)	-	- 11.2	9.6	0.1
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

HCM 7th TWSC  
3: Shore Road & Site Access

M25-102 - Baxter Estates  
PM Peak Hour Build

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑↑
Traffic Vol, veh/h	0	0	928	0	0	947
Future Vol, veh/h	0	3	937	1	1	959
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	1018	1	1	1042

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	-	510	0	0	1020
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22
Pot Cap-1 Maneuver	0	509	-	-	676
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	509	-	-	676
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach

	WB	NB	SB
HCM Ctrl Dly, s/v	12.12	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	509	4
HCM Lane V/C Ratio	-	-	0.006	0.002
HCM Ctrl Dly (s/v)	-	-	12.1	10.3
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0

HCM 7th TWSC  
4: Site Access & Harbor Road

M25-102 - Baxter Estates  
AM Peak Hour Build

**Intersection**

Int Delay, s/veh	0.1					
<b>Movement</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBR</b>
Lane Configurations	↗			↖	↘	↙
Traffic Vol, veh/h	285	0	0	183	0	0
Future Vol, veh/h	288	3	2	185	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	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	313	3	2	201	2	0

**Major/Minor**

<b>Major/Minor</b>	<b>Major1</b>	<b>Major2</b>	<b>Minor1</b>		
Conflicting Flow All	0	0	316	0	520 315
Stage 1	-	-	-	-	315 -
Stage 2	-	-	-	-	205 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1244	-	516 726
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	829 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1244	-	515 726
Mov Cap-2 Maneuver	-	-	-	-	515 -
Stage 1	-	-	-	-	740 -
Stage 2	-	-	-	-	827 -

**Approach**

<b>Approach</b>	<b>EB</b>	<b>WB</b>	<b>NB</b>
HCM Ctrl Dly, s/v	0	0.08	12.02
HCM LOS			B

**Minor Lane/Major Mvmt**

<b>Minor Lane/Major Mvmt</b>	<b>NBLn1</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>
Capacity (veh/h)	515	-	-	19	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Ctrl Dly (s/v)	12	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

**Intersection**

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	↙
Traffic Vol, veh/h	274	0	0	206	0	0
Future Vol, veh/h	277	1	0	208	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	301	1	0	226	7	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	302	0	528
Stage 1	-	-	-	-	302
Stage 2	-	-	-	-	226
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	-	-	1259	-	511
Stage 1	-	-	-	-	750
Stage 2	-	-	-	-	811
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1259	-	511
Mov Cap-2 Maneuver	-	-	-	-	511
Stage 1	-	-	-	-	750
Stage 2	-	-	-	-	811

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	11.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	-	-	1259	-
HCM Lane V/C Ratio	0.016	-	-	-	-
HCM Ctrl Dly (s/v)	11.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-