Summerville Industrial Park

Environmental Assessment Form (EAF) Part 3

Atzl Nasher & Zigler P.C. 232 N. Main Street New City, NY 10956

Job 3390

July 26, 2023



ATZL, NASHER & ZIGLER P.C. ENGINEERS-SURVEYORS-PLANNERS

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Summerville Industrial Park

Environmental Assessment Form (EAF) Part 3

Exhibit A: Areas of Impact that Require a Response

July 19, 2023

A full Environmental Assessment Form Part 2 (dated May 19, 2023) was completed for Trodale Developers Inc.'s proposal to construct a 781,130 sq. ft. building for warehouse and office uses on Tax Lots 116-1-1.2 & 116-1-2, located in the Village of Chester. The Environmental Assessment Form Part 2 identified areas where the Proposed Action could potentially result in moderate to large adverse impacts and areas where the proposed action is not anticipated to result in an impact.

This EAF Part 3 Exhibit A includes responses and mitigation measures, if any, for areas identified as potentially moderate to large adverse impact. Exhibit B includes responses to areas where the proposed project is not anticipated to have an impact.

Full Environmental Assessment Form Part 2 - May 19, 2023

The following are mitigation measures and/or responses to the impacts identified in the EAF Part 2 dated May 19, 2023, based on the revisions of EAF Part 1 submitted on April 10, 2023:

1. Impact on Land

1.b: The proposed action may involve construction on slopes of 15% or greater.

Response: Site grading has been designed to follow the natural slope to the largest extent practicable. On site there are some steep slopes underneath the powerlines and on the edge of the site. In the area of construction, there are a few steep slopes along the fringe. Within these areas of steep slopes, appropriate stabilization techniques will be used. Retaining walls will be used to the extent practicable to minimize disturbance of soil on slopes 15% or greater. In addition to retaining walls, such measures shall include establishment of landscaped ground cover and plantings.

1.c: The proposed action may involve construction on land where bedrock is exposed, or generally, within 5 feet of existing ground surface.

Response: Disturbance will be limited to the construction area. In that area of construction, there is no rock outcrop.

1.d: The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.

Response: The current Grading Plan is designed for a balance site.

1.f: The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).

Response: As the overall plan of development will be greater than 1-acre, the Applicant will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) for the Site to get coverage under the New York State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges Associated with Construction Activities Permit No. GP-0-15-002. The SWPPP will include erosion and sediment control measures to mitigate erosion of soil during and after construction and will be developed in accordance with the New York State Standards and Specifications for Erosion and Sediment Control.

Various measures to prevent erosion and control sediments have been shown on the Erosion and Sediment Control Plan which will be incorporated as a part of the proposed development. This includes the development of a construction entrance, storm inlet protection, super silt fence, and a concrete washout. No herbicides will be used during construction or operation. Landscape Plans have also been prepared for this development.

A Conceptual Stormwater Management Design Report was prepared by Atzl, Nasher and Zigler, P.C. to examine the pre and post construction drainage conditions. The analysis concludes that the site contains sufficient areas for the required stormwater management facilities. Additionally, a full Stormwater Pollution Prevention Plan (SWPPP) and details will be provided to adhere NYSDEC'S general construction permit of GP-0-20-001.

3. Impacts on Surface Water

3.d: The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.

Response: Ecological Analysis, LLC conducted a wetland delineation in April 2022. The 16.5 acre wetland and its 100' adjacent area will not be disturbed. Impact is in the construction area only. We are staying 100' outside the wetland. All necessary measures will be taken to prevent the contamination of any water bodies.

3.h: The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.

Response: The Applicant will follow all applicable NYSDEC guidelines. Stormwater runoff will be directed to an underground solid pipe system to reduce peak flow, achieve peak flow attenuation, and provide water quality treatment as required. Minimum runoff reduction volume (RRv) is provided with green infrastructure practices to conserve the natural areas and protect wetlands, waterbodies, and other neighboring areas from being impacted by the runoff produced on site.

3.k: The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.

Response: As noted on the Site Plan, the Applicant/Owner has prepared a plan for a temporary subsurface septic system until the Orange County sewer is available. The system will be for warehouse only; any other use requires Orange County sewer hookup and will be reviewed by the Village of Chester Planning Board.

9. Impact on Aesthetic Resources

9.c: The Proposed Action may be visible from publicly accessible vantage points:

i. Seasonally (e.g., screened by summer foliage, but visible during other seasons)

Response: This project site is located within the Chester Industrial Park. The site is accessed off Elizabeth Drive, where there are similar warehouses and commercial facilities. Along Summerville Way there is a Lowe's, and northeast of the project site is U.S. Highway 6. Views for the majority of passersby and views from publicly accessible vantage points will not be significantly affected due to this development seasonally or year-round. The Industrial Park area is already largely developed, and the area is not allocated for tourism or recreation. Changes to visual character are not anticipated.

Architectural drawings and renderings have been submitted to illustrate the potential visibility of the project. The proposed development has been designed to blend in with its surroundings and take advantage of its setting.

As shown on the Landscaping Plan, a variety of trees and shrubs will be planted onsite. Proposed species include the Norway Spruce, Red Oak, Western Red Cedar, and Gro-Low Fragrant Sumac. These plantings will render additional screening of the development from neighboring areas and will also provide additional habitats for the small mammal species.

The Applicant will work closely with the Village of Chester Planning Board to ensure that the proposed development is consistent with the surrounding neighborhood.

13. Impact on Transportation

13.a: Projected traffic increase may exceed capacity of existing road network.

Response: A traffic Impact Study was completed for the proposed Project. The improvements proposed at NYS Route 94/Nucifora Boulevard (extending the existing NYS Route 94 westbound turn lane, restriping the NYS Route 94 eastbound approach to provide for a channelized right turn lane, widening the Nucifora Boulevard northbound approach to provide two lanes, new ADA curb ramps and pedestrian signal equipment) as well as video detection camera's at the NYS Route 94/NYS Route 17 Ramps will improve the operation of these intersections under both existing & future conditions.

14. Impact on Energy

14.d: The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.

Response: Yes. The proposed warehouse structure is 781,130 sq. ft. Heating and cooling of the structure would be involved. The proposed building will meet the NYS energy code requirements and will comply with the Village of Chester's Building Construction standards (Village code Section 38, Article I).

15. Impact on Noise, Odor, and Light

15.d: The proposed action may result in light shining onto adjoining properties.

Response: On-site lighting will be required to be designed so that it is not obtrusive or overwhelming and will avoid sky glow. Proposed lighting will be installed in compliance with the Village of Chester standards and will be Dark Sky compliant. This will minimize adverse impacts to adjoining properties. See Lighting Plan for details.

15.e: The proposed action may result in lighting creating sky-glow brighter than existing area conditions.

Response: Please refer to the above response.

17. Consistency with Community Plans

17.c: The proposed action is inconsistent with local land use plans or zoning regulations.

Response: The project site is identified on the Village of Chester Tax Map as Section 116 Block 1 Lots 1.2 and 2 with an address of 3923 and 3921 Summerville Way in a M-1 Light Manufacturing-Research District. The proposed use of the site is for warehouse and office which is permitted use. As noted on the Site Plan, the project requires a building height variance from the Village of Chester Zoning Board of Appeals. All other bulk requirements comply with the Village code.

The proposed development is similar to nearby land uses and is consistent with the Village's Comprehensive Plan. Adjacent to the Applicant's property, on the north side of Elizabeth Drive, are existing distribution and wholesale companies. To the north of the site is the commercial retail store Lowe's.

17.e: The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.

Response: Existing infrastructure is available to support the proposed development. Nucifora Boulevard and Elizabeth Drive has access to central water and broadband, which are prerequisites for many industries. The light industrial park is "shovel ready," meaning the infrastructure is in place to accommodate new buildings.

SUMMERVILLE INDUSTRIAL PARK EXHIBIT A DOCUMENTS

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Addendum 1

Project Narrative & History Addendum 1

Web; www.anzny.com

May 8, 2023

Village of Chester Planning Board 47 Main Street Chester, NY 10918 Attn: Vincent Rappa - Chairman

Summerville Industrial Park Environmental Assessment Form

The project site is identified on the Village of Chester Tax Map as Section 116 Block | Lots 1.2 and 2 with an address of 3923 and 3921 Summerville Way in a M-1 Light Manufacturing-Research District.

The existing site has a lot area of 39.97 acres and is currently vacant. There is a wetland (DEC# WR-8) onsite consisting of 16.5 acres, overhead power line easement and fronting on Summerville Way. Route 94.

Within the January 17, 2022 Comprehensive Plan on page 80, under 82 Economic Development Goals this site is described as "shovel – ready". On page 82 the Nucifora Boulevard and Elizabeth Drive as light industrial park that has access to central water and broadband, which are prerequisites for many industries. The light industrial park is "shovel ready," meaning the infrastructure is in place to accommodate new buildings.

This comprehensive Plan strongly supports efforts to attract new businesses to shovel-ready sites within the light industrial park in order to broaden the Village's tax base while expanding employment opportunities for its residents

The Applicant is seeking site plan approval for a proposed $781,130 \pm \text{sq.}$ ft. warehouse. The lower floor warehouse is $404,960 \pm \text{sq.}$ ft., the upper floor warehouse is $371,670 \pm \text{sq.}$ ft., and the office (common area) is $4,500 \pm \text{sq.}$ ft. The proposed plan includes 160 surface parking spaces, 62 truck docks, and 3 garage doors.

This plan requires a Village of Chester Site Plan review, Village of Chester Zoning Board of Appeals variance for building height, and a permit from the Orange County Sewer District.

Please review the following sections.

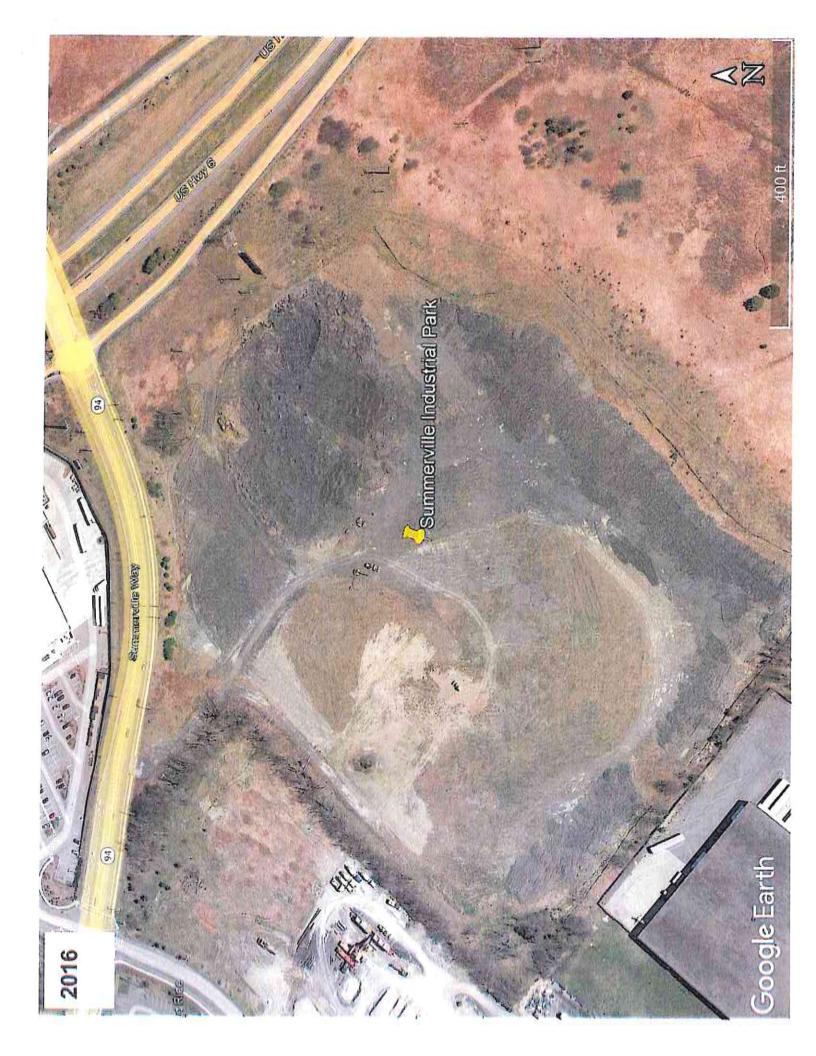
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History of the DePaulis Parcel

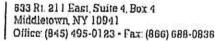
<u>Date</u>	Description
May 3, 2007	Workshop for Fill Permit
June 26, 2007	Planning Board Meeting DePaulis 94
July 5, 2007	Workshop on Fill Permit
July 24, 2007	Planning Board Meeting Public Hearing
September 25, 2007	Planning Board Meeting
January 3, 2008	Planning Board Workshop
January 22, 2008	Planning Board Meeting
August 7, 2009	Planning Board Workshop
September 3, 2009	Planning Board Workshop
September 22, 2009	Planning Board Meeting Project Name: DePaulis 94 Amendment of Fill Permit – Project # 09-05 Public Hearing
January 7, 2010	Planning Board Workshop
April 1, 2010	Planning Board Meeting
June 3, 2010	Meeting at Chester Planning Board for Rock Removal
June 22, 2010	Planning Board Meeting Project Name: DePaulis 94 Phase IV – Project # 10-05

July 1, 2010	Planning Board Workshop
July 27, 2010	Planning Board Meeting Project Name: DePaulis 94 Phase IV - Project # 10-05 Public Hearing
August 5, 2010	Planning Board Workshop
August 24, 2010	Planning Board Meeting Project Name: DePaulis 94 Phase IV – Project # 10-05
September 2, 2010	Planning Board Workshop
October 7, 2010	Planning Board Workshop
October 26, 2010	Planning Board Meeting Project Name: DePaulis 94 Phase IV - Project # 10-05
November 4, 2010	Planning Board Workshop
November 16, 2010	NYSDOT Meeting on Site Name: DePaulis 94 Phase IV - Project # 10-05
April 28, 2011	NYSDOT Meeting About Access
June 6, 2013	Planning Board Workshop
June 25, 2013	Planning Board Meeting Project Name: DePaulis 94 Phase V - Project # 13-04
July 23, 2013	Planning Board Meeting Project Name: DePaulis 94 Phase V - Project # 13-04 Blasting Permit
April 30, 2014	Meeting in Village Hall with Chairman, Building Inspector, Town Engineer, Making Presentation
October 28, 2014	Planning Board Meeting
November 18, 2014	Planning Board Meeting
November 3, 2022	Planning Board Workshop





Wetland Report Addendum 2





January 20, 2023

Mr. Berel Karniol, CEO Trodale Developers, Inc. One Executive Blvd., Suite 101 Suffern, NY 10901

RE:

Wetland letter report for Chester Industrial Park parcel

Parcel: S/B/L 116-1-1.2 Town of Chester Orange County, NY

Dear Mr. Karniol,

On April 7, 2022, a wetland delineation was conducted as requested on the above referenced parcel, a property of approximately 37 acres. The site was walked and a field investigation completed to determine if there were any areas in question that met any of the definitions of regulated wetland areas by either the Army Corps of Engineers (ACOE) or the New York State Department of Environmental Conservation (NYSDEC).

Before conducting the field investigation, we reviewed online Federal and State aerial, soils, and remote wetland mappings of the referenced parcel. These sources assist in identifying if there are any remotely mapped wetlands on the property as well as any other areas where we should verify whether or not the field conditions match the mapped resources that we reviewed.

The online NYSDEC remote wetlands mapper resource shows a state regulated wetland is remotely mapped across the eastern portion of the property. This wetland (NYSDEC Freshwater Wetland WR-8) is shown on the attached NYSDEC Environmental Resource Mapper figure as being present on either side of Route 17, connected by culverts. As also depicted on the attached figure, all NYSDEC wetlands are bordered by a NYSDEC regulated 500-foot state checkzone¹. An excavated portion of a stream that aligns with the boundary lines of several properties within the industrial park forms a border along the southeastern portion of this property. It is an un-protected (Class C) stream (NYSDEC Regulation No. 862-195) which, beyond Chester, drains into the Otter Kill, a tributary to Moodna Creek and ultimately to the Hudson River.

¹ The "checkzone" is an area around a mapped NYSDEC welland within which the actual welland may occur. A project that may encreach into this area should have the actual welland boundary determined on site. A validated field delineation aids in avoiding impacts in NYSDEC wellands or their regulated 100-foot buffer zones.

The field investigation was conducted in accordance to the 2012 Northcentral and Northeast Regional Supplement to the ACOE 1987 manual². The upland and wetland areas on the property were determined by observing three parameters: plant species, soil types, and site hydrology, in accordance with that agency's guidelines. Any areas appearing to meet the conditions set forth by the guidelines were flagged and then marked on a wetland field map which shows approximately those areas of the property within which we observed wetland conditions. A copy of this topological map of the flagged wetland lines on the property has been previously emailed to your surveyor contractor. That map was used to aid in the surveying of the actual location of the flagged wetland line. The surveyed wetland boundary line was field-verified and validated by the NYSDEC on 22 December, 2022.

During our field investigation, we noted that the wetland area that we flagged is characterized by fields of several forms of persistent emergent vegetation. The majority of the wetland area was dominated by a continuous, dense stand of common reed (phragmites). Around the edges of this stand of phragmites are fields of reed canarygrass and various forbs. This wetland area is assigned a USFWS Cowardin classification³ of PEM1Ed. These wetland classification code indicates areas of palustrine emergent vegetation (PEM), that is persistently evident in all seasons (1), and have seasonally flooded or saturated soils (E) which have been partly drained or ditched (d). This descriptor is applicable to all areas within the surveyed NYSDEC wetland area on this property.

A set of ACOE-compliant data forms (WetForms) were created to characterize both an upland and a wetland plot within the property. These two sets of forms are attached to this letter. The WetForm generated for the wetland plot is representative of a portion of Wetland "A," dominated by common reed and reed canarygrass. The WetForm generated for the upland plot is representative of the elevated, western portion of the site where shale has been spread.

Vegetation

Wetland "A" is the single wetland area located on site and is present largely as a graminoid field, dominated by several species of reedy grasses. It comprises 16.5 acres of the property, approximately 45% of the total property acreage. Several long-established and overgrown linear drainage ditches crisscross this portion of the property. The ground layer vegetation of grasses and forbs that were observed in the wetland area consisted primarily of common reed (*Phragmites australis*), reed canary grass (*Phalaris arundinacea*), slender mountain mint (*Pycnanthemum tenuifolium*), tlat-top goldenrod (*Euthamia graminifolia*), and woolgrass (*Scirpus cyperinus*). This vegetation is consistent with plants that are recognized as facultative to obligate wetland grasses and forbs.

The only treed upland areas of the property consist of sparse "hedgerows" of trees that are present around the property boundaries - largely restricted to the hillside abuiting Route 94 to the northwest and to the elevated banks of the excavated stream that forms the southeast borders of the property. Along Route 94, eastern red cedar, eastern white pine, tree-of-heaven, and red maple are present within a narrow band along the roadway corridor. Along the stream, hawthorns and eastern red cedar are the primary trees found in the narrow band of trees present along the streambanks. Small areas of brushy thickets that are located sporadically across the site are formed of multiflora rose, Allegheny blackberry, or bush honeysuckles. The greatest expanse of upland terrain has been formed of a layer of crushed shale spread across the elevated, western portion of the site. Vegetation in this field is typically sparse, patchily present within larger areas of exposed shale rubble. A variety of grasses, sedges, and torbs are present, including orchard grass (Dactylis glomerata), green foxtail (Setaria viridis), soft rush (Juncus elfusus), many-flowered aster (Symphyotrichum ericoides), and lateflowering thoroughwork (Eupatorium serotinum).

² ACOE, 1987, Corps of Engineers Welfands Delineation Manual, 11 Technical Report Y-87-1.

Downrolln, L.M., V. Carter, F.C. Golot, and E.T. LeRos. 1979. Classification of wetlands and deep-water habitats of the United States, U.S. Fish and Wildlife Service FW9/085-79/31.

Soils

Both the Orange County Soil Survey and the United States Department of Agriculture (USDA) online web soil survey from the Natural Resources Conservation Service (NRCS)⁴ were reviewed to verify if there were any potential hydric (wetland) soils on property. A copy of the USDA/NRCS Soil Survey map for the property is included for your use. The mapped soil units for these parcels included several non-hydric (upland) and one potentially hydric soil rating as shown on the attached soil survey map for this property. There are five upland soils mapped on the site. These are in locations that are mapped as either Bath-Nassau channery silt loams (BnB and BnC), Otisviolle gravelly silt loam (OtC), or Riverhead sandy loams (RhB and RhC). These soils were present in the western portion of the site. Across the eastern portion of the site, one potentially hydric soil (Madalin silt loam, Ma) is shown on the Soil Survey map.

Madalin soils were formed within sediments deposited in glacial ponds and lakes. They formed as deep and poorly to very poorly drained soils on level plains and ancient flooded basins. The several soil samples taken by hand auguring within the wetland area showed poorly drained, saturated soils. The soil cores taken in the wetland area during the field investigation were consistent with several field indicators of hydric soils as shown by example on the attached set of Wetland "A" WetForm datasheets, and therefore the areas flagged are considered to have wetland soils.

Upland (dryland) soils on the property that are mapped by the USDA/NRCS Soil Survey as the parent soils, are presently overlain by channery, gravelly deposits that have been spread and leveled across this portion of the site.

Hydrology

As required by the 2012 Northcentral and Northeast Regional Supplement to the ACOE 1987 manual, the hydrology of the property was considered when defining the approximate limits of any potential wetland areas. The areas identified as wetland were observed with surface soils that were either seasonally saturated or flooded throughout their areal extent during our several site visits. Surface water was often present within the several drainage ditches included through the wetland area of the site, and was perennially present in the mapped stream that runs along the site's southeastern boundary. For all other portions of the wetland, which are perched at elevations slightly above the ditches and the stream, direct input of rainfall would be a significant contributor to the hydrology on a seasonal basis. Other input of water to the site wetland would come from groundwater seepage from adjacent higher terrains to the west and north.

Conclusions

Based on the several sources of online federal and state agency materials that were reviewed, and the direct observations made by EA during the site visits, this site contains jurisdictional waters of the United States as determined by the presence of wetlands identified by the occurrence of hydrophytic vegetation, hydric soils and wetland hydrology according to the three-parameter criterion established in the 1987 "Corps of Engineers Wetlands Delineation Manual." The site wetland (Wetland "A") is adjacent to, and connected to, a defined water body (the onsite stream) that is part of an extensive WOTUS riverine system (the Hudson River).

Wetlands and streams such as these that are hydrologically connected to navigable waterways (an element of WOTUS) are subject to the regulatory jurisdiction of the ACOE per the provisions of Section 404 of the Clean Water Act. Prior to any disturbance of any portion of these wetland or stream areas therefore, a disturbance permit, or permits, would be required from the New York City office of the ACOE.

Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at the following link: http://wobsoilsurvev.ac.egov.ueda.gov/. Accessed [April 19, 2022].

The wetland area of this property is also within the jurisdiction of the NYSDEC. The boundary of Wetland "A" has been validated during an on-site visit by the NYSDEC to accurately delineate the western boundary of Freshwater Wetland WR-8. Prior to any disturbance of any portion of this wetland area, or within its 100' buffer zone, a disturbance permit, or permits, would be required from the Region 3 Office of the NYSDEC in New Paltz.

Ecological Analysis is grateful to have had this opportunity to be of service to you in evaluating this property. Feel free to call if you have any questions or if we can be of further assistance.

Sincerely yours,

1s1 Brace R. Friedmann

Bruce R. Friedmann Senior Environmental Scientist Ecological Analysis, LLC

Attachments:

NYSDEC Environmental Resource wetlands map for property locale USDA/NRCS Web Soil Survey map for property locale ACOE WetForm for Wetland "A" plot ACOE WetForm for UPLAND plot

Chester NY SBL: 116-1-1.2

KAR S

No. of Street,

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BnB	Bath-Nassau channery silt loams, 3 to 8 percent alopes	9.6	7.5%
BnC	Bath-Nasseu channery slit loams, 8 to 15 percent slopes	8.8	6.9%
Ca	Canandaigus siit loam	0.4	%E.0
ErA	Erie gravelly silt loam, 0 to 3 percent slopes	0,1	0.1%
Fd	Fredon loam	0.8	0.6%
Ma	Medalin silt loam	\$8.1	45,4%
MdB	Mardin gravelly silt losm, 3 to 8 percent alopes	11.7	9.1%
MdC	Mardin gravelty slit loam, 8 to 15 percent slopes	4.3	3.4%
oic	Otisville gravelly sandy loam, 8 to 15 percent slopes	1.5	1.2%
Pg	Pits, gravel	1.4	1.1%
RhB	Riverhead sandy loam, 3 to 6 percent slopes	15.8	12.3%
RhG	Riverhead sandy loam, 8 to 15 percent slopes	2.9	2.3%
І Н	Udorthents, smoothed	12.8	9.8%
otals for Area of Interest		127.9	100.0%

MAP LEGEND

MAP INFORMATION

Spoil Area	Storry Spot	Very Story Spot	Wet Spot	Other	Special Line Features	Water Features	Streams and Canals	Transportation	Rails	Interslate Highways	US Routes
Area of Interest (AOI)	Araa or interest (AOI)	Soil Map Unit Polygons	Soil Map Unit Lines	Sol Map Unit Points	Special Point Features	(g) Blowout Wa	Волом Різ	Trans Comment		Closed Depression	Gravel Pit
Area of Inf] ;	100	}		Special	9	63)	3	K	O	> €

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed The soil surveys that comprise your AOI were mapped at Warning: Soil Map may not be valid at this scale. Scale uras

Please rely on the bar scale on each map sheet for map measurements.
Source of Map: Natural Resources Conservation Service Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)
Maps from the Web Soil Survey are based on the Web Merca

	Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.
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Rock Outcrop

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Marsh or swamp

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Lava Flow

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Mine or Quarry

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Gravelly Spot

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Date(s) aerial images were photographed: Oct 7, 2013—Feb 26, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on finese maps. As a result, some minor shifting of map unit boundaries may be evident.

Severely Eroded Spot

ij

Slide or Sip

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Sodic Spot

Sandy Spot

Saline Spot

WETLAND DETERMINATION DATA FORM - Northcentral and Northeast Region

Applicant/Owners Trodale	Lance								*****
	Developers	, Inc.			State: N	Y	Sampling Pol	nt: Wetlar	d A
Investigator(s): Bruce Fr.	ledmann	-		Section, To	wnship, Range	5, 116	т. з	R. 1.2	
Landform (hillslope, terra	*********	Flat		May Marketon	ncave, convex,	-		Slope: 0.0 %	1
Subregion (LRR or MLRA)		1100			figure 1			Datum: W(John S
				41.35079		ig.: -74.28	classification;	-	001
Soil Map Unit Name: Mad	alin sit loa	im (Na)					conssilicación:	PERLEO	********
Are climatic/hydrologic co	nditions o	n the site	typical for this time o	ғусас? Yes	* No	(If no, ex	plato in Remari	(æ)	
Are Vegetation , 5	oli .	, or Hydr	alogy significa	ntly disturbed?	Are "Norms	i Circumsta	inces" present?	Yes - No	2
Are Vegetation . , S	ou i	, or Hydro	ology : naturally	y problematic?	(If needed,	explain an	y answers in Re	emarks.)	
Summary of Findir	ıgs - Ati	tach sit	te map showing	sampling po	oint locatio	ns, trans	sects, imp	ortant feature	s, et
Hydrophytic Vegetation P	resent?	Yes .	No :					***************************************	
Hydric Soil Present?		Yes 💌	No 🐤		Sampled Area	Yes *	No · 2		
Westland Hydrology Prese		Yes .	No O	Within	a Wetland?	W.3804	66.7% (199)		
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Wetland Hydrology Indics Primary Indicators (minin		e required		eaves (89)		Surface Draine Moss T	e Soil Cracks (86 ge Pattorns (816) rim Lines (816)))	
Watland Hydrology Indica Primary Indicators Imining Surface Water (A1) High Water Table (A2) Saturation (A3)		e required	Water-Strined L Aquatic Fauna (II Marl Deposits (B	eaves (89) 313) 15)		Surface Drama Moss T Dry Sea	e Soll Cracks (B6 ge Patterns (B1& rim Lines (B16) ason Water Table))	
Watland Hydrology Indica Primary Indicators Iminin Surface Water (A1) High Water Table (A2) Saturation (A3) Water Marks (B1)		e required	Water-Stained D Aquatic Fauna (E Mari Deposits (B Hydrogen Statick	eaves (89) 313) 15) : Odor (C1)		Surface Dramai Moss T Dry Sec Crayfish	e Soll Cracks (B6 ge Patterns (B16) rim Lines (B16) ason Water Table h Sherows (C8)	c (CS)))	
Wetland Hydrotogy Indica Primary Indicators Imining Surface Water (A1) High Water Table (A2) Saturation (A3) Water Marks (B1) Sediment Duposits (B2)		e required	Water-Strined Li Aquatic Fauna (II Mari Deposits (B Hydrogen Strick V Oxidinal Rhicusp	eaves (89) 313) 15) : Odor (C1) heres along Living R	leots (CA)	Surface Deather Moss T Dry Sec Crayfis	e Soll Cracks (BG ge Palterns (B1G rist Lines (B1G) oson Water Table h Baerrows (CB) tion Visible on Ac)) c (C2) iráil Imagery (C9)	
Wetland Hydrotogy Indica Primary Indicators Imining Surface Water (A1) High Water Table (A2) Saturation (A3) Water Marks (B1) Sediment Deposits (B2) Drift deposits (B3)		e required	Water-Strined Li Aquatic Fauna (II Mari Deposits (B Hydrogen Strick V Oxidinal Rhicusp Presence of Rods	eaves (69) 313) 15) 100or (C1) heres along Uring R uced Iron (C4)		Surface Dramai Moss T Dry Sec Crayfis Saturat Structure	e Soil Cracks (B6 ge Patterns (B16) rism Lines (B16) ason Water Tabli h Sherrows (CS) ion Visible on Ac 6 or Stressed Ffa) c (C2) irial Imagery (C9) nts (O1)	
Wetland Hydrotogy Indica Primary Indicators Imining Surface Water (A1) High Water Table (A2) Saturation (A3) Water Marks (B1) Sediment Duposits (B2) Drift deposits (B3) Algal Mat or Crust (64)		e required	Water-Strined Li Aquatic Fauna (I Meri Deposits (B Hydrogen Statida Contined Rollusp Presence of Reda Recent Iran Reda	eaves (89) 31.3) 15) 16 Odor (C1) theres along Living R used Iron (C4) ection in Titled Sods		Surface Dramai Moss T Dry Sec Crayfis Saturat Stuntes Geome	e Soil Cracks (B6 ge Patterns (B16) grim Lines (B16) ason Water Table h Sherows (CS) ion Visible on Ac 6 or Stressed Ffa aphac Position (D) c (C2) irial Imagery (C9) nts (O1)	
Wetland Hydrotogy Indica Primary Indicators Imining Surface Water (A1) High Water Table (A2) Saturation (A3) Water Marks (B1) Sediment Deposits (B2) Drift deposits (B3)	ene <u>P. mu</u>		Water Stained Li Aquatic Fauna (I Meri Deposits (B Hydrogen Staffele V Chipland Rokusp Presence of Roda Recent Iron Hedi Thin Muck Staffel	eaves (69) 31.3) 15) 16 Odor (C1) there's along Living P aced Iron (C4) oction in Titled Sods to (C7)		Surface Drama Moss T Dry Sec Crayfis Saturat Shurtus Geomo	e Soil Cracks (B6 ge Patterns (B16) rism Lines (B16) ason Water Tabli h Sherrows (CS) ion Visible on Ac 6 or Stressed Ffa) c (C2) chil Imagery (C9) nts (O1) 2)	
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Wetland Hydrology Indica Primary Indicators Imining Surface Water (A1) High Water Table (A2) Saturation (A3) Water Marks (B1) Sediment Deposits (B2) Drift deposits (B3) Algal Mat or Crust (64) Iron Deposits (B5) Inundation Visible on Act Sparsely Vegetated Conc.	ene <u>to mu</u>	(97)	Water Stained Li Aquatic Fauna (I Meri Deposits (B Hydrogen Staffele V Chipland Rokusp Presence of Roda Recent Iron Hedi Thin Muck Staffel	eaves (69) 31.3) 15) 16 Odor (C1) there's along Living P aced Iron (C4) oction in Titled Sods to (C7)		Surface Deamai Moss T Dry Sei Crayfis Saturat Stunted Geomo Shaflow	e Soll Cracks (B6 ge Patterns (B16) rism Lines (B16) ason Water Table it Baerows (C8) ison Visible on Ac 6 or Streesed Ffa riphic Position (D 4 Aquitard (D3) pographic Kellef) c (C2) chil Imagery (C9) nts (O1) 2)	
Wetland Hydrotogy Indica Primary Indicators Imining Surface Water (A1) High Water Table (A2) Saturation (A3) Water Marks (B1) Sediment Deposits (B2) Drift deposits (B3) Algal Mat or Crust (B4) Iron Deposits (B5) Inundation Visible on Act Sparsely Vegetated Cons.	ene <u>to mu</u>	(97)	Water Stained Li Aquatic Fauna (I Meri Deposits (B Hydrogen Staffele V Chipland Rokusp Presence of Roda Recent Iron Hedi Thin Muck Staffel	eaves (69) 313) 15) 16) 16) 16) 16) 16) 16) 16) 16) 16) 16		Surface Deamai Moss T Dry Sei Crayfis Saturat Stunted Geomo Shaflow	e Soll Cracks (B6 ge Patterns (B16) rism Lines (B16) ason Water Table it Baerows (C8) ison Visible on Ac 6 or Streesed Ffa riphic Position (D 4 Aquitard (D3) pographic Kellef) c (C2) chil Imagery (C9) nts (O1) 2)	
Wetland Hydrotogy Indica Primary Indicators (mining Surface Water (A1) High Water Table (A2) Saturation (A3) Water Marks (B1) Sediment Deposits (B2) Drift deposits (B3) Algal Mat or Creat (B4) Iron Deposits (B5) Inondation Visible on Act Sparsely Vegetated Conc.	iei Imagery eve Surface Yes	(87) (88) No •	Water-Stained Li Aquatic Fauna (I Mari Deposits (B Hydrogen Suzicle Conflict Rhicusp Presence of Reds Recent Iron Reds Thin Muck Suriac Other (Explain in	eaves (69) 313) 15) c Odor (C1) here's along Uning R used Iron (C4) ection in Titled Sods to (C7) Remarks)		Surface Deamai Moss T Dry Sei Crayfis Saturat Stunted Geomo Shaflow	e Soil Cracks (B6 ge Palterns (B16) rkm Lines (B16) ason Water Table h Sherrows (CS) ion Visible on Ac s or Stressed Fla rehic Position (D r Aquitard (D3) pographic Kellef utral Test (D5)) c (C2) irini Imagery (C9) nts (O1) R) (O4)	
Primary Indicators (minim Surface Water (A1) High Water Pable (A2) Saturation (A3) Water Marks (B1) Sediment Deposits (B2) Drift deposits (B3) Algal Mat or Crust (64) Iron Deposits (B5) Inundation Visible on Aca	igi Imagery eve Sixface	(B8)	Water-Steined Li Aquatic Fauna (I Mari Deposits (B Hydrogen Staffele V Chipted Relation Presence of Reda Recent Iron Hedi Thin Muck Staffel Other (Explain in	eaves (69) 313) 15) c Odor (C1) heres along Uring R aced Iron (C4) oction in Titled Sods to (C7) Remarks)		Surface Deather Moss T Dry Ser Crayfis Saturat Stuntus Geome Shallow Microso FAC ne	e Soil Cracks (B6 ge Palterns (B16) rkm Lines (B16) ason Water Table is the State (CS) is no Visible on Ac star Stressed Fla rehic Position (D r Aquitard (D3) pographic Keller utral Test (D5)) c (C2) chil Imagery (C9) nts (O1) 2)	

		Dominant		Sampling Points Wotland A
Trop Steptum (Piot size: 30)	Absolute % Cover		Indicato: Status	
1	0	0.0%		Number of Dominant Species That ere OSL, FACW, or FAC: 2 (A)
2	0	0.0%		Yotal Number of Dominant
3	Ď	0.0%		Species Across All Strata: 2 (B)
		0.0%	100-7-11-100	and the second s
5	Ω	0.0%		Percent of dominant Species
8	b	0.0%		That Are OBL, FACW, or FAC: 100.0% (A/B)
7	0	0.0%		Prevalence Index worksheet:
			AND DESCRIPTION OF THE PARTY OF	Total % Cover of: Multiply by:
spling/Shrub Stratum (Pfot sire: 10)		Total Cover		Ont. species 6 x 1 = 6
	0	300.0		
2	0	0.0%		
	0_	0.0%		FAC species 10 x 3 = 30
	0	0.0%	OLO SON AVENUE I	FACU species 2 x 4 =B
5	0	0.0%		UPL species x 5 =
I	0	size of the second second second	We 211-80/973 *	Culum Totals: 118 (a) 244 (b)
	0	0.0% -		Prevalence Index = 8/A = 2.068
Transport of the second of the		0.0%		and the second section of the Art is a successful as the second section of the sect
erb Stratum (Piot size: 5	=	Total Cover		Hydrophytic Vegetation Indicators: Replie Test for Hydrophytic Vegetation
Phragmitus unstralis	75	63.6%	FACW	Sominance Test is > 50%
Phalaris arundinacea	25	21.2%	FACW	
Pycnanthamum tenualedym	_5_1	THE RESERVE AND ADDRESS OF THE PARTY OF	PAC	Prevalence Index is \$3.0 1
Euchamia gramfolfolio	_ <u>5</u> _ £	12%	FAC	Morphological Adaptations 1 (Provide supporting data in Remarks or on a sequente sheet)
Scirpus cyperinus	5	4.2%	DBL	Problematic Hydrophytic Vegetation (Explain)
Agrimonia grypoścoata	1 5		ACU	
Scirpus atrovirens	1_ [DBF	¹ Indicators of hydric soil and wetland hydrology must
Achillos millofolium			ACU	be aresent, unless disturbed or problematic
	<u>o</u> 1.	0.0%		Definitions of Vegetation Strata:
	<u>o</u> 1.	0.0%		Tree - Woody plants, 3 in. (7.6 cm) or more in diameter
	0	0.0%		at breast height (DBH), regardless of height.
	0	0.0%		
pody Vine Stratum (Piot size: 5	10000	Fotal Cover		Sapling/shrub - Woody plants loss than 3 in. DBH and greater than 3.28 ft (1m) tall.
pody vine stratum (Flot size, 3	o (1 0.6% _	1	Herb - All herbaceous (non-woody) plants, regardless o
	o L	1		size, and woody plants less than 3.28 It tall.
		0.0%	Mank on 15 met.	
	- L	V.U35 -		Woody vine - All woody vines greater than 3.28 ft in height.
		0.0%		S PORTAL:
and the second state of the second se				M.7/
en e	= 1	otal Cover		
and the second section of the second section of the second section of the second section of the second section	= 1	otal Cover		The state of the s
to the second section of the section of the second section of the second section of the section	= 1	otal Cover		Hydrophytic Vegetation Yes (*) No (*)

Indicators: Histosof (A1)	De 10YR 2/1 100 Sit Loam Sit L	De 10YR 2/1 100 Sit Loam Sit Loam 10-17 SIGY 3/1 80 10YR 5/8 10 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR 5/8 20 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR 5/8 20 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR 5/8 20 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR 5/8 20 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR 5/8 20 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR 5/8 20 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR 5/8 20 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR 5/8 20 RM M SRY Clay Loam 10-17 SIGY S/1 80 10YR SRY Clay Loam 10-17 SIGY SRY Clay Loam 10-17 SRY Clay Loa		n: (Describe	to the dept	needed to	docume	nt the inc	licator or o	confirm the	absence of indicators.)	
### Sit Loam ##	### Polyaging Suffer (A3) ### Black Hestic (A3) ### Hishe Epipeden (A2) ### Black Hestic (A3) ### Hishe Epipeden (A2) ### Black Hestic (A3) ### Loamy Black Hestic (A3) ### Black Hestic (A3) ### Loamy Black Hestic (A3) ### Black Hestic (A3) ### Loamy Black Hestic (A3) ### Black Hestic (A3) ### Depleted Black Hestic (A3) ### Depleted Black Matrix (F3) ### Depleted Black Matrix (F3) ### Beday Black Hestic (F5) ### Black Hestic (A3) ### Black Hestic (A12) ### Black Hestic (A3) ### Black Hestic (A12) ### Black Hestic (A3) ###	### Polyvalue Below Surface (SB) (LRR R, MLRA 149B) Hydric Soil Fresent? Yes © No	Depth			A CONTRACTOR OF THE PARTY.				ن د شیمان در در د د د د		
Stopped Matrix (St) Story	Single Sy 4/1 So 7.51% 5/8 10 8M M Single Si	Single Sy 4/1 90 7.51R 5/8 10 8M M Single Si				Color	(moist)_		tyoe_	Loc2		
Type: CnConcentration, D=Depleton, RM=Reduced Matrix, CS=Covered or Coated Sand Grains *Location: PL=Pore Listing, M=Matrix Type: CnConcentration, D=Depleton, RM=Reduced Matrix, CS=Covered or Coated Sand Grains *Location: PL=Pore Listing, M=Matrix Type: CnConcentration, D=Depleton, RM=Reduced Matrix, CS=Covered or Coated Sand Grains *Location: PL=Pore Listing, M=Matrix Type: CnConcentration, D=Depleton, RM=Reduced Matrix, CS=Covered or Coated Sand Grains *Location: PL=Pore Listing, M=Matrix Type: CnConcentration, D=Depleton, RM=Reduced Matrix, CS=Covered or Coated Sand Grains *Location: PL=Pore Listing, M=Matrix Tadicators for Problematic Hydric Solis:	Type: Cn-Concentration. D=Depleton. RM=Reduced Metrix, CS=Covered or Coated Sand Grains *Location: PL=Pore Lining, M=Metrix tydric Soil Indicators: Polyvalue Below Surface (SS) (LRR R,	Type: Cn-Concentration, D=Depleton, RM=Reduced Metric, CS=Covered or Coated Sand Grains **Location: PL=Pore Lining, M=Metric Year of Coated Sand Grains **Location: PL=Pore Lining, M=Metric Solis: 1 **Polyvalue Below Surface (SS) (LRR R, MERA 1498) Histose Spiece (A2)			100			o vale			SHt Loam	
Type: Cn-Concentration. D=Depleton. RM=Reduced Matrix, CS=Covered or Costed Sand Grains **Location: PL=Pore Listing, M=Matrix Hydric Soil Indicators: Polyvalue Below Surface (SB) (LRR R, R, MRA 1498)	Type: C=Concentration. D=Depleton. RM=Reduced Mabrix, CS=Covered or Coated Sand Grains *Location: PL=Pore Lining. M=Malrix typdric Soil Indicators: Histopol (AI)	Type: C=Concentration. D=Depleton. RM=Reduced Mabrix, CS=Covered or Coated Sand Grains *Location: PL=Pore Lining. M=Matrix Profiler Soils: 1 *Location: PL=Pore Lining. M=Matrix Soil: Profiler Soils: (LRR K, L, R) *Location: PL=Pore Lining. M=Matrix Soil: Profiler Soils: Profiler Soils: (LRR K, L, R) *Location: PL=Pore Lining. M=Matrix Soil: Profiler Soil: Plank R, L, L, L, R, L, L, L, R, L, L, L, R, L,		N 4/1	90	7.5YR	5/8	10	RM	M	Silt Learn	
Hydric Soil Indicators: Histosoi (AI)	Hydric Soil Indicators: Histosoil (AI)	Hydric Soil Indicators: Histosoi (AI)	10-17 5	5 Y <u>5/1</u>	80	10YR	5/6	20	RM	M	Skty Clay Loam	
Histosol (AT) Histosol (AT) Histosol (AT) Histosol (AZ) Licentary Muck (A10) (LRR K, L, MLRA 1498) Histosol (AZ) Licentary Muck (AIG) (LRR K, L, MLRA 1498) Histosol (AZ) Licentary Muck (AIG) (LRR K, L, MLRA 1498) Histosol (AZ) Licentary Muck (AIG) (LRR K, L, MLRA 1498) Histosol (AZ) Licentary Muck (AIG) (LRR K, L, MLRA 1498) Histosol (AZ) Licentary Muck (AIG) (LRR K, L, MLRA 1498) Histosol (AZ) Licentary Muck (AIG) (LRR K, L, MLRA 1498) Depited Below Dark Surface (SP) (LRR K, L) Depited Below Dark Surface (SP) (LRR K, L) Depited Below Dark Surface (A31) Depited Below Dark Surface (A31) Depited Below Dark Surface (A31) Histosol (AZ) Depited Below Dark Surface (A31) Depited Below Dark Surface (A31) Depited Below Dark Surface (A31) Histosol (AIG) (LRR K, L, R) Depited Below Dark Surface (A31) Depited Below Dark Surface (A31) Histosol (AIG) (LRR K, L, R) Depited Below Dark Surface (A31) Histosol (AIG) (LRR K, L) Dark Surface (A31) Dark Surface (A31) Histosol (AIG) (LRR K, L) Depited Below Dark Surface (A31) Dark Surface (A31) Histosol (AIG) (LRR K, L) Dark Surface (A31)	Hydric Soil Indicators: Histosoi (AI)	Hydric Soil Indicators: Histosoi (AI)				***************************************	-		eritorium -			
Histosol (AI) Loany Muck Mineral (AI) Holder (AI) Histosol (AI) Loany Muck Mineral (AI) Holder (AI) Holder (AI) Loany Muck Mineral (AI) Histosol (AI) Histosol (AI) Loany Muck Mineral (AI) Loany Muck Mineral (AI) Histosol (AI) Loany Muck Mineral (AI) Loany Muck Mineral (AI) Histosol (AI) Loany Muck Mineral (AI) Loany Muck Mineral (AI) Histosol (AI) Loany Muck Mineral (AI) Loany Muck Mineral (AI) Loany Muck Mineral (AI) Histosol (AI) Loany Muck Mineral (AI) Loany Muck Mineral (AI) Loany Muck Mineral (AI) Histosol (AI) Loany Muck Mineral (AI) Loany Muck Mineral (AI) Holder Problematic (AI) Loany Muck Mineral (AI) Loany Muck M	Histosol (AI) Polyusius Below Surface (SB) (LRR R, 2 cm Muck (A10) (LRR K, L, MLRA 1498) 1 cm Muck (A10) (LRR K, L, MLRA 1498) 2 cm Muck (A10) (LRR K, L, MLRA 1498) 2 cm Muck (A10) (LRR K, L, MLRA 1498) 3 cm Muck (A10) (LRR K, L, MLRA 1498) 4 cm Muck (A10) (LRR K, L, R) 5 cm Muck (A10) (LRR K, L, R) 7 cm Muck (A10) (LRR K, L, R)	Histosol (AI) Histosol (AI)							********			
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Indicators: Histosol (A1)	Histosof (A1)	Histosol (A1) Histosol (A2) Histosol (A2) Histosol (A3) Thin Dark Surface (S9) (LRR R, MLRA 1498) Black Histic Epipeden (A2) Hydragen Sulfide (A3) Loamy Mucky Mineral (F1) LRR K, L) Stratified Layers (A5) Depleted Below Dark Surface (A11) Thick Dark Surface (A12) Redox Dark Surface (F5) Sandy Muck Mineral (S1) Sandy Muck Mineral (S1) Sandy Muck Mineral (S1) Sendy Gleyed Matrix (S4) Sendy Redox (S5) Surface (S7) (LRR R, L, R) Polyvalue Below Surface (S9) (LRR K, L, R) Thin Dark Surface (S9) (LRR K, L, R) Polyvalue Below Surface (S9) (LRR K, L, R) Polyvalue Below Surface (S7) (LRR K, L, R) Thin Dark Surface (S9) (LRR K, L, R) Polyvalue Below Surface (S9) (LRR K, L, R) Thin Dark Surface (S9) (LRR K, L, R) Polyvalue Below Surface (S9) (LRR K, L, R) Polyvalue Below Surface (S9) (LRR K, L, R) For Mucky Peat or Peat (S3) (LRR K, L, R) Dark Surface (S9) (LRR K, L, R) Polyvalue Below Surface (S9) (LRR K, L, R) Thin Dark Surface (S9) (LRR K, L, R) Polyvalue Below Surface (S9) (LRR K, L, R) Polyv	and the second	WASEL							YA I'V AN AN AN BIT OF BUILDING AND	
Hydric Soil Indicators: Histosoi (AI)	Hydric Soil Indicators: Histosoil (AI)	Hydric Soil Indicators: Histosoi (AI)										
Hydric Soil Indicators: Histosoi (AI)	Hydric Soil Indicators: Histosoi (AI)	Hydric Soil Indicators: Histosoi (AI)	malacanamata			***********		-				
Hydric Soil Indicators: Histosoi (AI)	Hydric Soil Indicators: Histosoi (AI)	Hydric Soil Indicators: Histosoi (AI)	Type: C+Concentrat	ion. D=Depleti	on_ RM=Redi	iced Matrix, t	CS=Caven	ed or Coat	ed Sand Gr	ains žLoca	tion: PL=Pore Linipo, M=Matrix	
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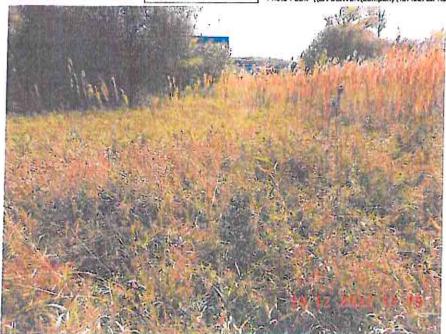


Photo File: DSCN9298.JP

Orientation:

South -facing

Lat/Long or UTM: Long/Easting: -74.28334

Lat/Northing: 41.35079

Description: Reed canarygrass field along phragmites stand.



Photo File: DSCN9299.JPG Orientation:

North -facing

LavLong or UTM: Long/Easting: -74.28334

Lat/Northing: 41.35079

Description: Reed canarygrass field along phragmites stand.

WETLAND DETERMINATION DATA FORM - Northcentral and Northeast Region

Project/Site: Route 94 Chester Inc	fustrial Park City	/County: Chester, Grange County	Sampling Date: 07-Apr-22
Applicant/Owner: Trodale Develop	ers, Inc.	State: NY	Sampling Point: Upland
Investigator(s): Bruce Friedmann		Section, Township, Range: S. 11	5 r. 1 g. 1.2
Landform (hillstope, terrace, etc.)		il relief (concave, convex, nona):	
Subregion (LRR or MLRA): LRA	R (Mt.: 41.3)	5209 Long.: -7	Description of the second seco
Soil Map Unit Name: Uh - Udorth			MWI classification: Upland
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Description:

Traffic Impact Study Addendum 3



Traffic Impact Study

April 4, 2023

Summerville Industrial Park 3390 Summerville Way Village of Chester, Orange County, New York

Prepared for:

Prepared by:

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Project No. 22010640A

Accelerating success, ---



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I. Introduction

A. Project Description and Location (Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Summerville Industrial Park development ("the Project"), which is planned to be developed on the property located at 3390 Summerville Way (NYS Route 94) in the Village of Chester, Orange County, New York. The site is proposed to consist of approximately 781,130 square feet of warehouse space. As shown on Figure No. 1, the site is located in the southwest quadrant of the NYS Route 17 and NYS Route 94 interchange (Exit 126). Access to the development is proposed via a driveway access connection from Elizabeth Drive.

A Design Year of 2026 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. Scope of Study

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the Project.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office including data from the Steris Development and DePaulis Property Development. These data were supplemented with new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). These data were utilized together to establish the Year 2023 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2023 Existing Traffic Volumes were then projected to the 2026 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2026 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-B for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2026 No-Build Traffic Volumes resulting in the Year 2026 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.



II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

As shown on Figure No. 1, the proposed warehouse development will be accessed from Elizabeth Drive via a single driveway connection. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 94 (Summerville Way)

NYS Route 94 is classified as an urban minor arterial roadway under jurisdiction of the NYSDOT which traverses throughout Orange County in a northeast/southwest direction. Generally, in the Village of Chester, NYS Route 94 provides one lane in each direction and has turning lanes at its intersection with NYS Route 17M, the NYS Route 17 On/Off Ramps and at Nuclfora Boulevard. Traffic signals control each of these intersections. NYS Route 94 has a posted speed limit of 40 MPH. Sidewalks are provided along the southern side of the roadway within the study area, and on-street parking is not permitted.

2. NYS Route 17

NYS Route 17 is classified as an urban major arterial expressway under jurisdiction of the NYSDOT, which traverses throughout Orange County in a generally northwest/southeast direction. NYS Route 17 has two lanes in each direction and a posted speed limit of 65 MPH.

3. Nucifora Boulevard

Nucifora Boulevard is a Village road with one lane in each direction, which provides access to the Chester Industrial Park and Chester Park and Ride. Nucifora Boulevard runs from the signalized intersection with NYS Route 94 opposite Lowe's to Elizabeth Drive. It has a double yellow center line, with edge (fog) line, and narrow paved shoulders. On-street parking is not permitted, and the roadway has a posted speed limit of 30 MPH.

4. Chester Drive (Chester Park & Ride)

Chester Drive (Chester Park & Ride) is a two-lane roadway which originates at a "T" intersection with Nucifora Boulevard and extends in a northwesterly direction and provides access to the Park and Ride lot and terminates at a "dead end". Chester Drive has a double yellow centerline and parking available on both sides of the roadway. There is no posted speed limit on this roadway.



B. 2023 Existing Traffic Volumes (Figures No. 2 and 3)

Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on Wednesday, February 1, 2023 between the hours of 6:30 AM to 9:30 AM and 3:30 PM to 6:30 PM to determine the existing traffic volume conditions for the Weekday Peak AM and Weekday Peak PM hours at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 94 corridor. Traffic Count Data Sheets can be found in Appendix "F". Based on this information, the Year 2023 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

- NYS Route 94 and NYS Route 17 WB On/Off Ramp
- NYS Route 94 and NYS Route 17 EB On/Off Ramp
- NYS Route 94 and Nucifora Boulevard/Lowe's Driveway
- Nucifora Boulevard and Chester Drive (Chester Park & Ride)
- Elizabeth Drive and Amscan Driveway

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

Weekday Peak AM Hour

6:30 AM - 7:30 AM

Weekday Peak PM Hour

3:30 PM - 4:30 PM

The resulting Year 2023 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively.

C. Accident Data

(Table No.3)

Accident data was obtained from NYSDOT for the latest 5½ -year period for a section of NYS Route 94 in the vicinity of the site. This information is summarized in Table No. 3 and can be found in Appendix "B". As seen on this table, the accident data was broken down into three (3) categories such as accidents at the NYS Route 94 and Nucifora Boulevard/Lowe's Access intersection, accidents at the NYS Route 94 and NYS Route 17 EB On/Off Ramps intersection, and accidents at the NYS Route 94 and NYS Route 17 WB On/Off Ramps intersection. The following provides a summary description of the accident data for each of these categories.

NYS Route 94 & Nucifora Boulevard/Lowe's Access - A total of seventeen (17) recorded
accidents (an average of 3 accidents per year) were identified during the study period with
the most common types of accidents being rear end collisions caused by failure to yield the
right-of-way and following too closely. Regardless of the proposed project, the potential
additions of traffic signal backplates should be considered at this location to better improve
visibility.



- NYS Route 94 & NYS Route 17 EB On/Off Ramps A total of thirty-eight (38) recorded
 accidents (an average of 7 per year) were identified during the study period with the most
 common types of accidents being rear end collisions caused by following too closely and
 traffic control disregarded. Regardless of the proposed project, the potential addition of
 traffic signal backplates should be considered at this location to better improve visibility.
- 3. NYS Route 94 & NYS Route 17 WB On/Off Ramps A total of twenty-three (23) recorded accidents (an average of 4 per year) were identified during the study period with the most common types of accidents being rear end collisions caused by following too closely and traffic control disregarded. Regardless of the proposed project, the potential addition of traffic signal backplates should be considered at this location to better improve visibility.



III. Evaluation of Future Traffic Conditions

A. 2026 No-Build Traffic Volumes (Figure No. 4 through 9)

The Year 2023 Existing Traffic Volumes were increased by a conservative growth factor of 3% per year for a total background growth of 9% to account for general background growth and other potential future developments in the area including a previously approved residential development located behind the Chester Mall, to result in the Year 2026 Projected Traffic Volumes which are shown on Figures No. 4 and 5 for each of the Peak Hours. In addition, traffic from the Steris Development was identified as well. The resulting traffic volumes associated with this development are shown on Figures No. 6 and 7 for each of the peak hours. These volumes were added to the 2026 Projected Traffic Volumes resulting in the Year 2026 No-Build Traffic Volumes which are shown on Figures No. 8 and 9 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

B. Site Generated Traffic Volumes (Table No. 1)

Estimates of the amount of traffic to be generated by the proposed residential development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category – 150 Warehouse. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours.

C. Arrival/Departure Distribution (Figures No. 10, 11, 12 and 13)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified for passenger cars on Figures No. 10 and 11, and for trucks on Figures No. 12 and 13.

D. 2026 Build Conditions Traffic Volumes (Figures No. 14 through 21)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The site generated traffic volumes for passenger cars are shown on Figures No. 14 and 15, and trucks on Figures No. 16 and 17, with the resulting total site generated traffic volumes shown on Figures No. 18 and 19 for each of the peak hours, respectively. The total site generated traffic volumes were then added to the Year 2026 No-Build Traffic Volumes to obtain the Year 2026 Build Traffic Volumes. The resulting Year 2026 Build



Traffic Volumes are shown on Figures No. 20 and 21 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

E. Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

1. Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

2. Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

F. Results of Analysis (Table No. 2)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service, average vehicle delays and volume-to-capacity (V/C) ratios. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2023 Existing, 2026 No-Build and 2026 Build Conditions. Appendix "D" contains copies of the capacity analysis which also



indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 94 and NYS Route 17 WB Ramps (Signal O-233)

NYS Route 94 and the NYS Route 17 WB On/Off Ramps intersect at a signalized intersection. The eastbound NYS Route 94 approach consists of a through lane and a separate left turn lane. The westbound NYS Route 94 approach consists of a through lane and a separate right turn lane. The NYS Route 17 WB Off Ramp approach consists of a shared through/left turn lane and a separate right turn lane. Sidewalks are present on the south side of NYS Route 94 as well as a crosswalk at the NYS Route 17 WB Off Ramp approach.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic Volumes. These results indicate that the intersection is expected to continue to operate at an overall Level of Service "B" during the AM and PM Peak Hours under future conditions.

2. NYS Route 94 and NYS Route 17 EB Ramps (Signal O-232)

NYS Route 94 and the NYS Route 17 (EB on/off ramp) intersect at a signalized intersection. The eastbound NYS Route 94 approach consists of a through lane and a separate right turn lane. The westbound NYS Route 94 approach consists of a through lane and a separate left turn lane. The NYS Route 17 Off Ramp approach consists of a separate left and a separate through/ right lane. Sidewalks are present on the south side of NYS Route 94 as well as a crosswalk at the NYS Route 17 EB On Ramp approach. It should be noted that due to the limited distance of the left turn storage lanes, queues occasionally extend beyond the turn lanes.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "C" during the PM Peak Hour.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic Volumes. These results indicate that the Intersection is expected to continue to operate at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "C" during the PM Peak Hour under future conditions.

3. NYS Route 94 and Nucifora Boulevard/Lowe's Driveway (Signal O-253PS)

Nucifora Boulevard intersects NYS Route 94 opposite the Lowe's driveway forming a signalized full movement intersection. NYS Route 94 consists of a separate left turn lane, one through lane, and a separate right turn lane in both the eastbound and westbound directions. Nucifora Boulevard consists of a wide shared left/through/right turn lane. The



Lowe's driveway consists of a two-lane approach including a left/through lane and a separate right turn lane. Sidewalks are present on the south side of NYS Route 94, the east side of the Lowe's Access, and on the west side of Nucifora Boulevard. Crosswalks are present on the Nucifora Boulevard approach and at the NYS Route 94 westbound approach.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "C" during the PM Peak Hour. Note that during peak periods (shift changes, etc.), traffic on the Nucifora Boulevard approach experiences longer delays and queues.

The capacity analysis was recomputed using the 2026 No-Build Traffic Volumes. These results indicate that the intersection is expected to operate at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "D" during the PM Peak Hour.

The capacity analysis was recomputed using the 2026 Build Traffic Volumes. These results indicate that the intersection is expected to continue to operate at an overall Level of Service "B" during the AM Peak Hour and at an overall Level of Service "E" during the PM Peak Hour.

In order to improve the operation of this intersection and reduce peak queues and delays, geometric and signal timing improvements were identified and are proposed. These improvements include extending the storage length of the westbound left turn lane to approximately 400 feet, channelizing the eastbound right turn lane on NYS Route 94, widening Nucifora Boulevard to construct a separate right turn lane, and modifying the signal phasing to allow for a northbound right turn overlap with the eastbound/westbound left turn phase. The capacity analysis was recomputed using the 2026 Build Traffic Volumes under this scenario. The results with these improvements indicate that the intersection is expected to operate at an overall Level of Service "B" during the AM and PM Peak Hours under future conditions. A copy of the Preliminary Conceptual Plan identifying these improvements is contained in Appendix E.

4. Nuclfora Boulevard and Chester Drive (Chester Park & Ride)

Nucifora Boulevard and Chester Drive (Chester Park & Ride) intersect a "T" type intersection with Chester Drive being stop-sign controlled.

Capacity analysis was conducted for this intersection utilizing the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at a Level of Service "B" or better during the AM Peak Hour and a Level of Service "C" or better during the PM Peak Hour.

Under future conditions, the construction of the Steris development's Site Driveway is proposed to intersect directly opposite Chester Drive. The capacity analysis was recomputed using the 2026 No-Build and Build Traffic Volumes. These results indicate that the intersection is expected to operate at a Level of Service "C" or better during the AM Peak Hour and at a Level of Service "D" or better during the PM Peak Hour under future



conditions. Note that the widening improvements on Nucifora Boulevard approaching NYS Route 94 will provide additional vehicle stacking and capacity on that approach and this should also help accommodate peak flows exiting the Park N' Ride facility during peak PM depatures.

5. Elizabeth Drive and Amscan Access/Proposed Site Access Driveway

Elizabeth Drive and the Amscan Access intersect a "T" type intersection with the Amscan Access being stop-sign controlled.

The capacity analysis was computed using the 2023 Existing Traffic Volumes. The analysis results indicate that the intersection is expected to operate at a Level of Service "B" or better during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build Traffic Volumes. These results indicate that the intersection is expected to operate at a Level of Service "B" or better during the AM Peak Hour and at a Level of Service "C" or better during the PM Peak Hour.

Under the Build scenario, the Site Access Driveway is proposed to intersect opposite the Amscan Access and the driveway should be "stop" controlled. The capacity analysis was again recomputed using the 2026 Build Traffic Volumes. These results indicate that the intersection is expected to operate at a Level of Service "C" or better during the AM Peak Hour and at a Level of Service "D" or better during the PM Peak Hour. In addition to the stop-sign control, new centerline striping should be added at this intersection along the Nucifora Boulevard approaches.

G. Recommended Improvements

As summarized in the report, the site will be accessed via a driveway to Elizabeth Drive. Based on the analysis contained herein, the following is a summary of the mitigation measures that are proposed in association with this development:

- Widen Nuclfora Boulevard to provide two lanes approaching NYS Route 94 including improving the curb radius to better accommodate larger vehicles.
- Widen NYS Route 94 to extend the length of the existing westbound left turn lane to accommodate vehicles turning onto Nucifora Boulevard.
- Upgrade/replace Traffic Signal O-253PS located at Nucifora Boulevard to accommodate the geometric upgrades.
- Provide video detection at the intersection of NYS Route 94 and NYS Route 17 On/Off Ramps. Traffic Signals O-232 and O-233.
- Provide Adaptive Traffic Control System for the signals along NYS Route 94 if approved and directed by NYSDOT.



- Other striping, signing, and access improvements on Elizabeth Drive and Nucifora Boulevard will also be coordinated with the Highway Department and implemented by the Applicant.
- Provide video detection at the intersection of NYS Route 94 and NYS Route 17M (Traffic Signal O-253PS).
- 8. Install traffic signal backplates at the signalized study area intersections.

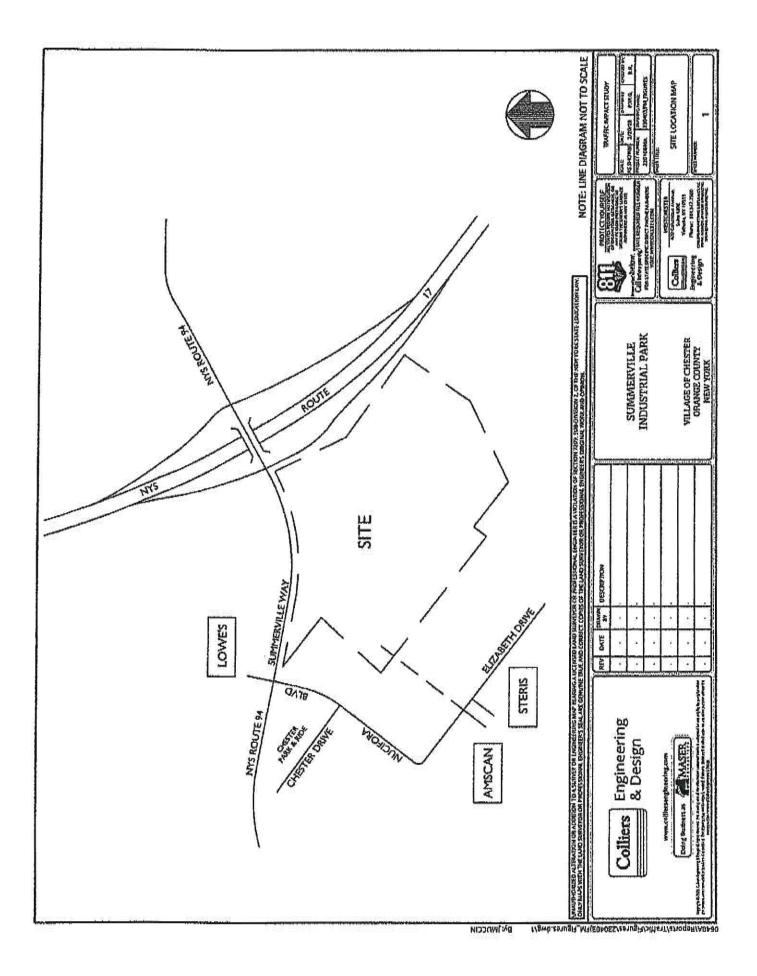


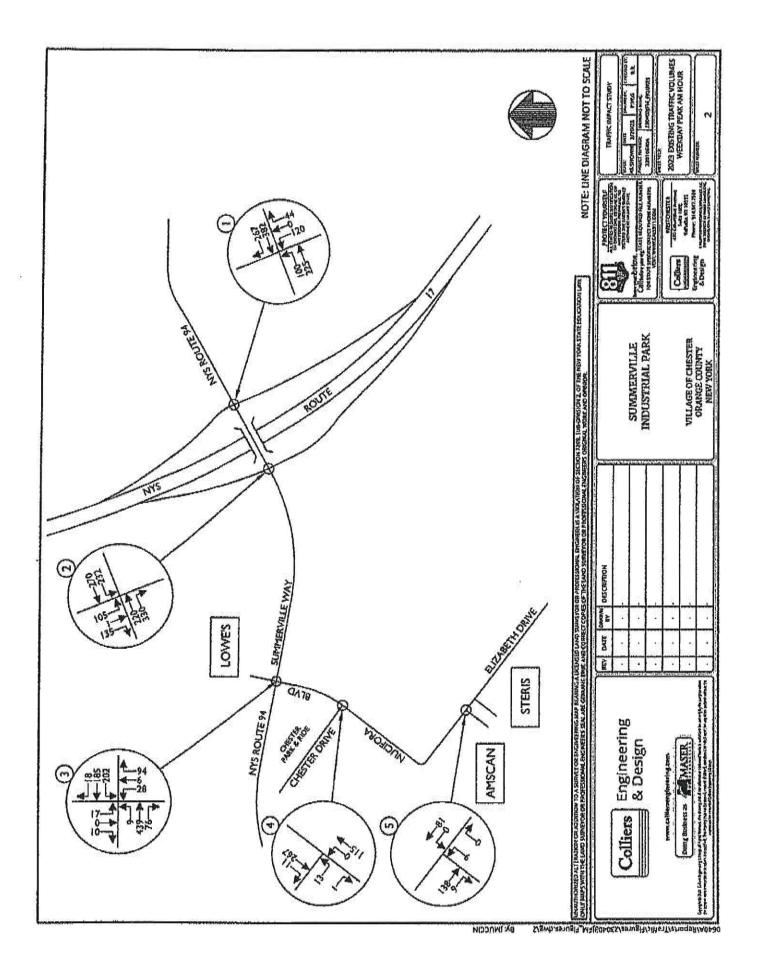
IV. Summary and Conclusion

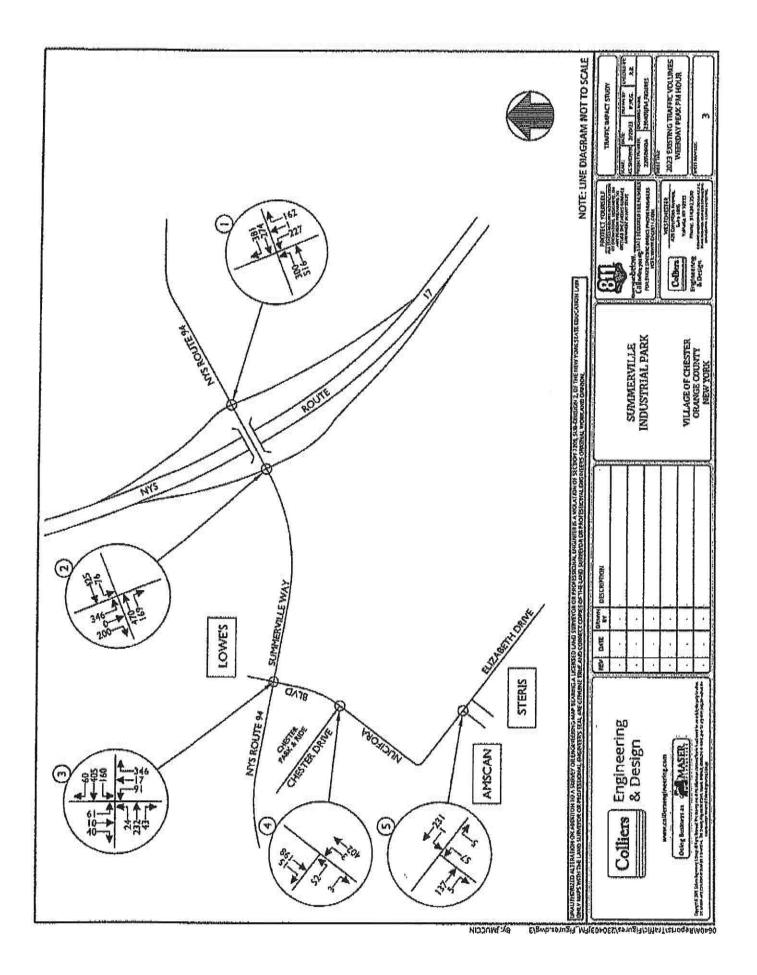
Based on the previous referenced analysis, after the completion of the recommended improvements outlined on the previous page, similar Levels of Service and delays will experienced at the study area intersections under future No-Build and Build conditions. Thus, the additional traffic generated by the proposed Summerville Industrial Park will be accommodated and is not expected to cause any significant impact in overall traffic operations in the area, and in fact, with the improvements, should improve existing conditions.

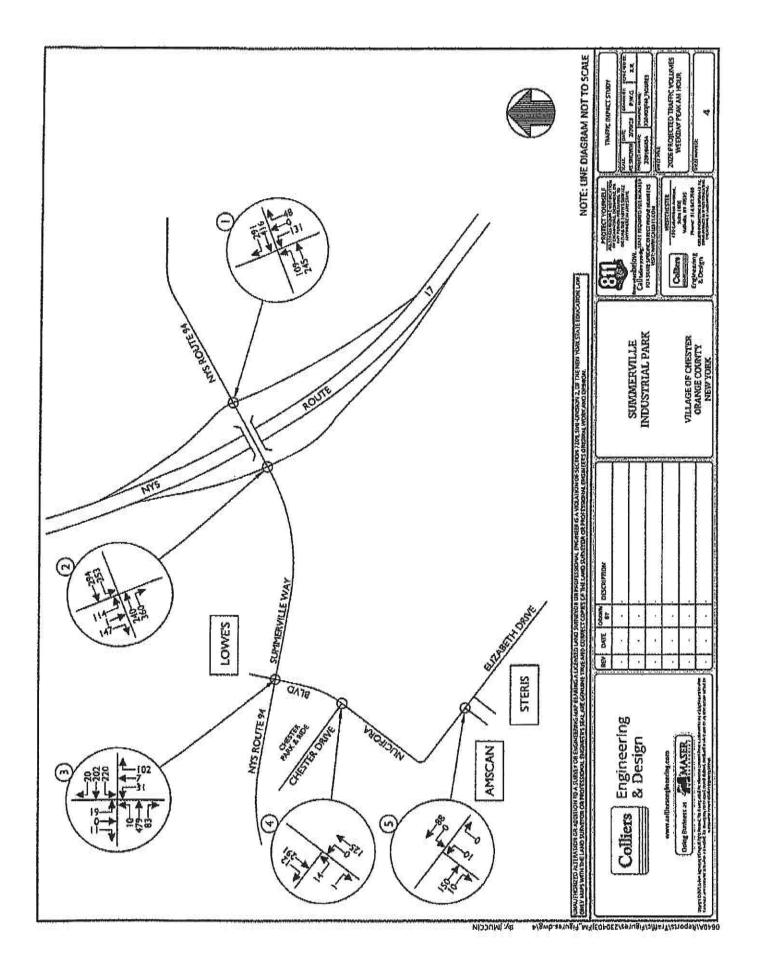


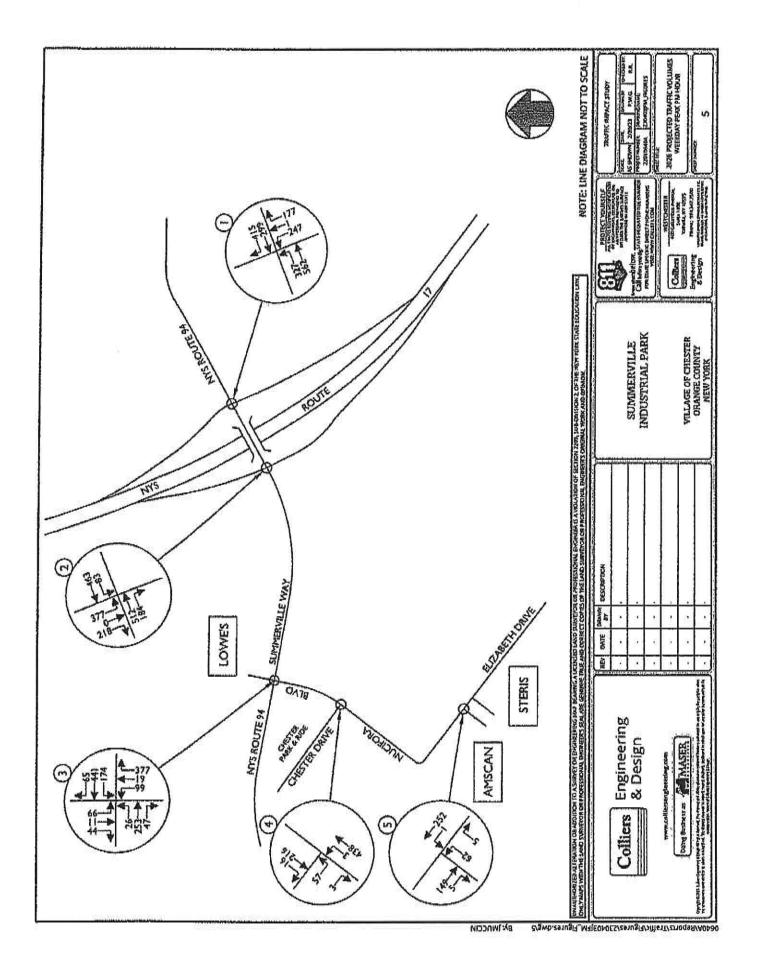
Traffic Impact Study Appendix A | Traffic Figures

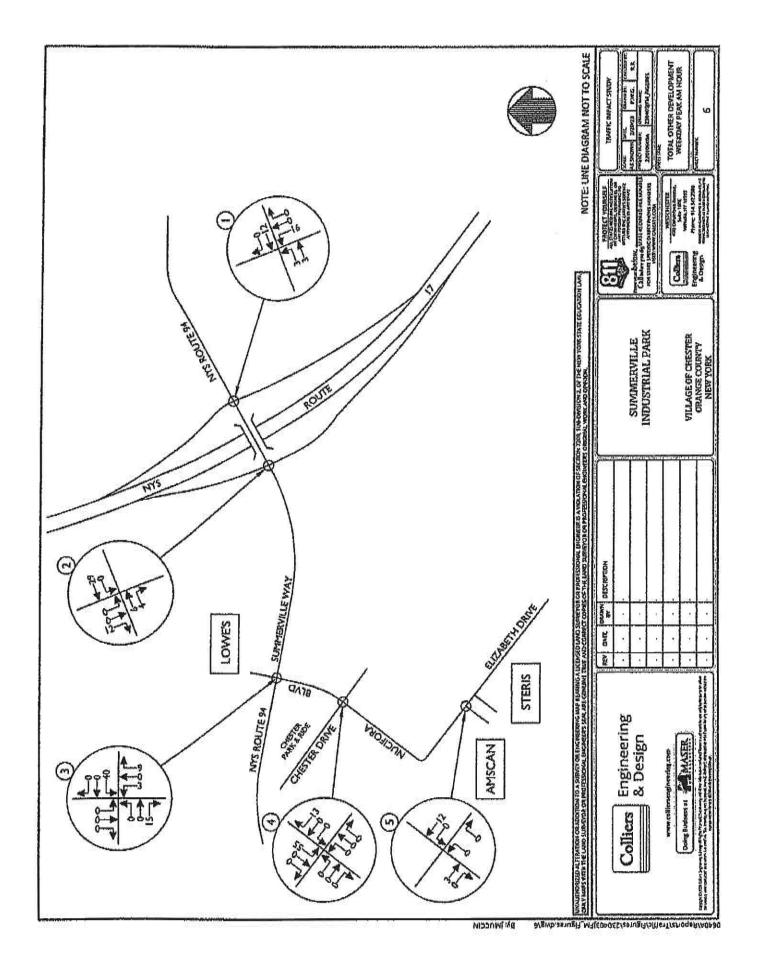


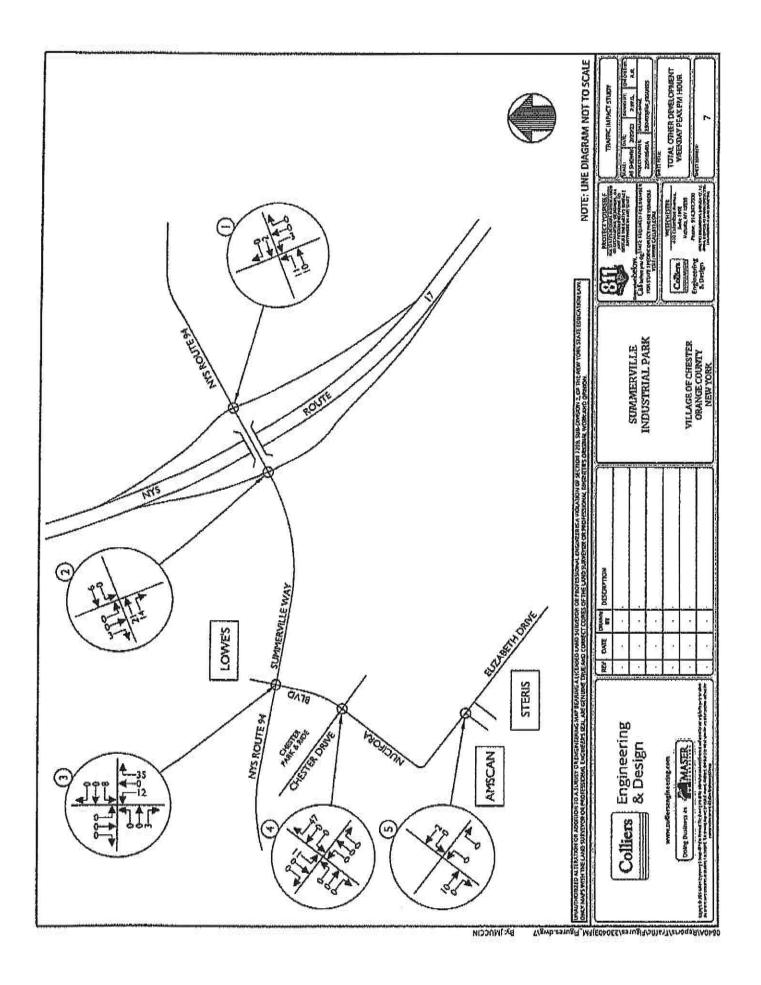


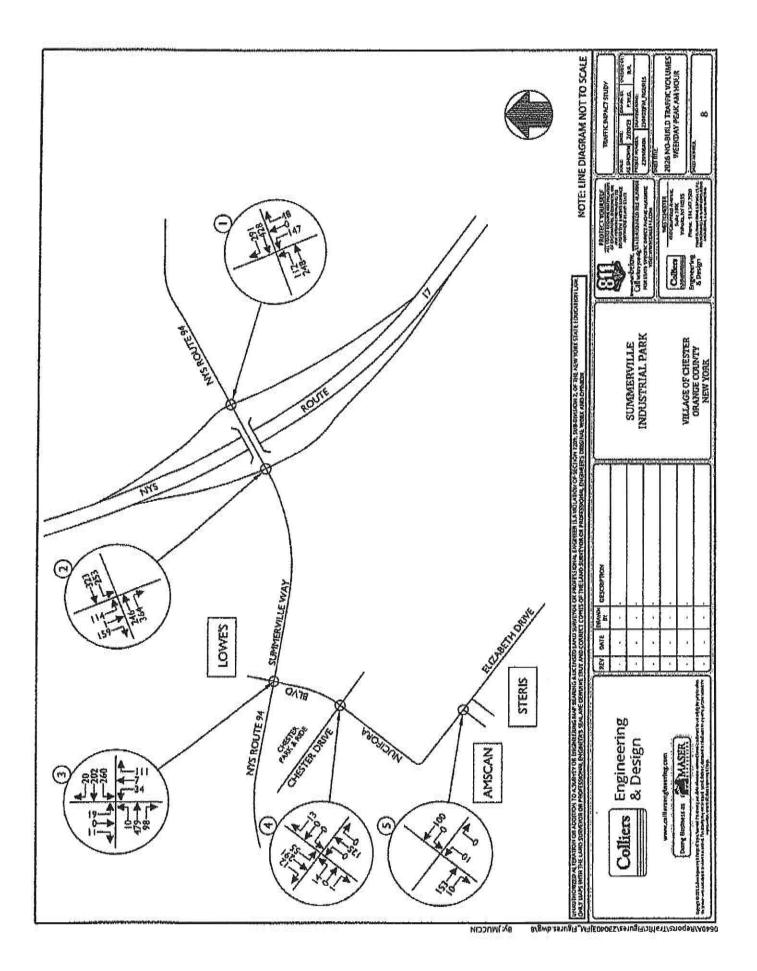


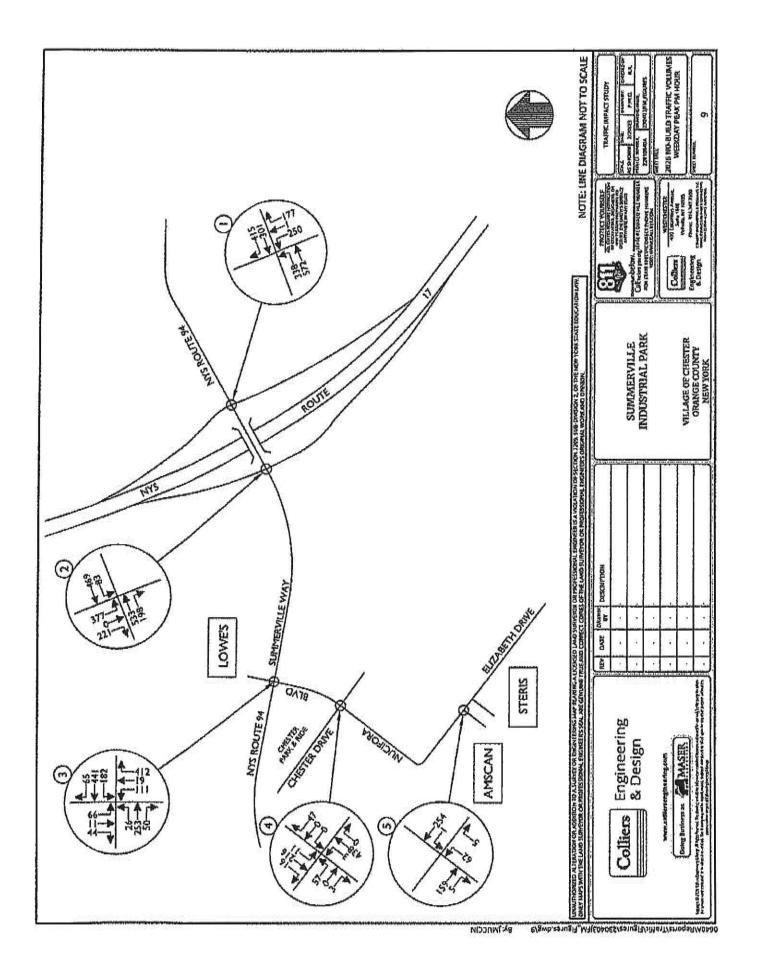


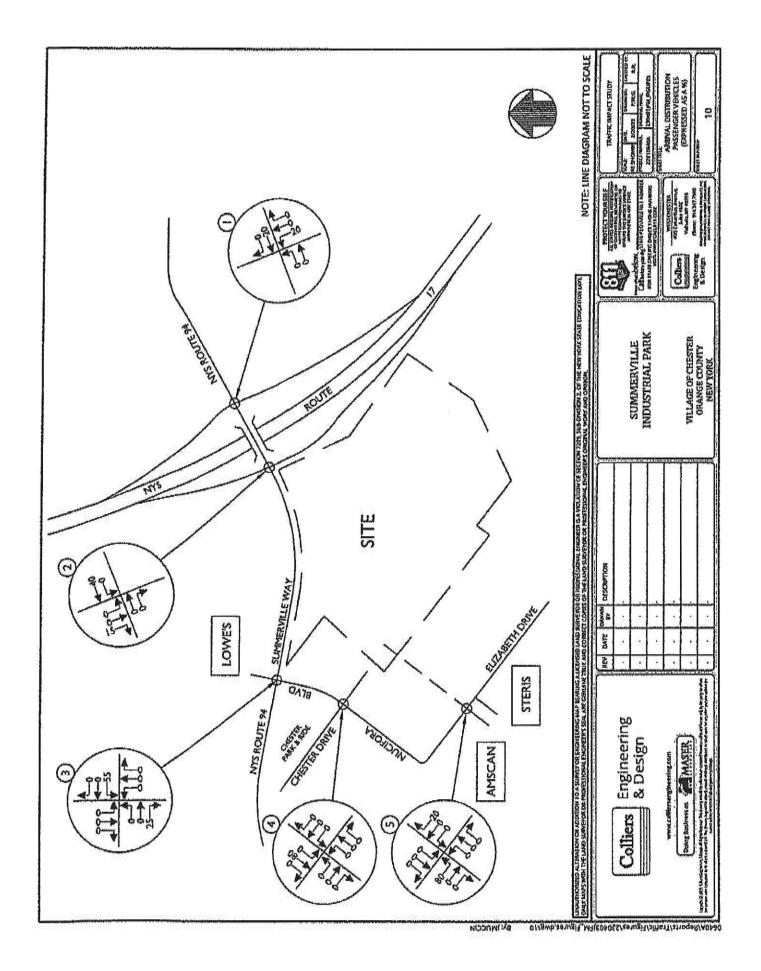


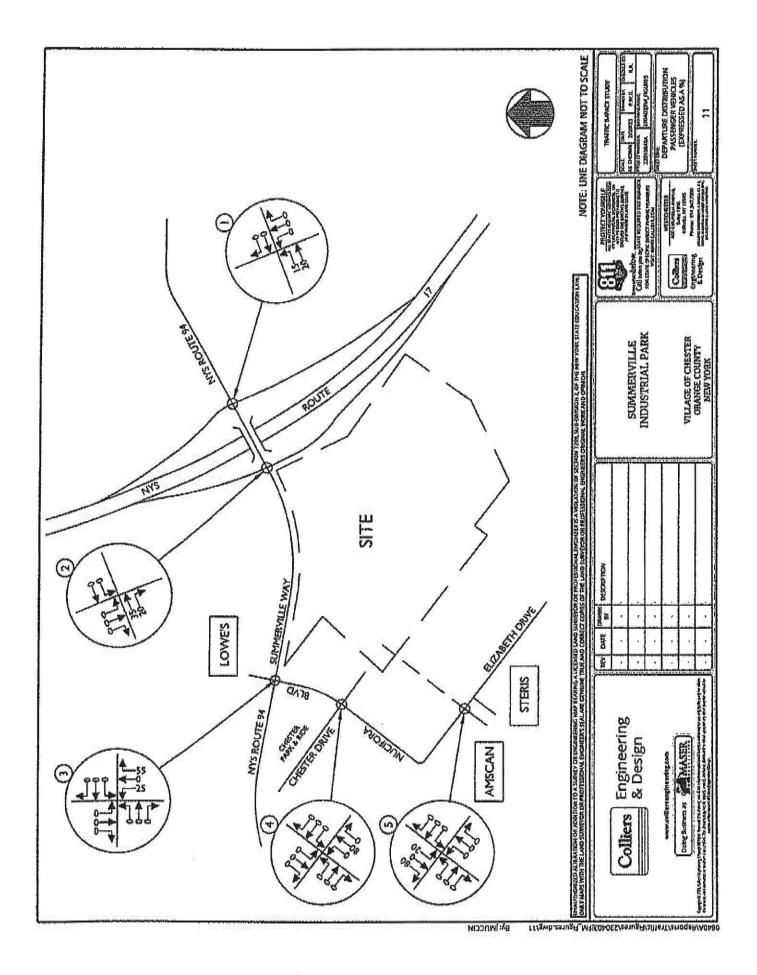


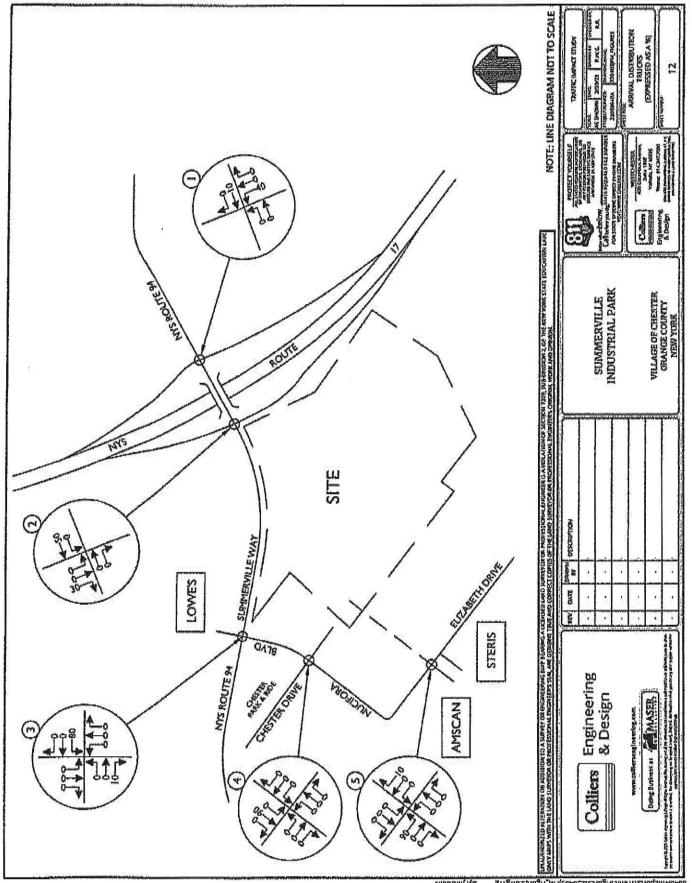


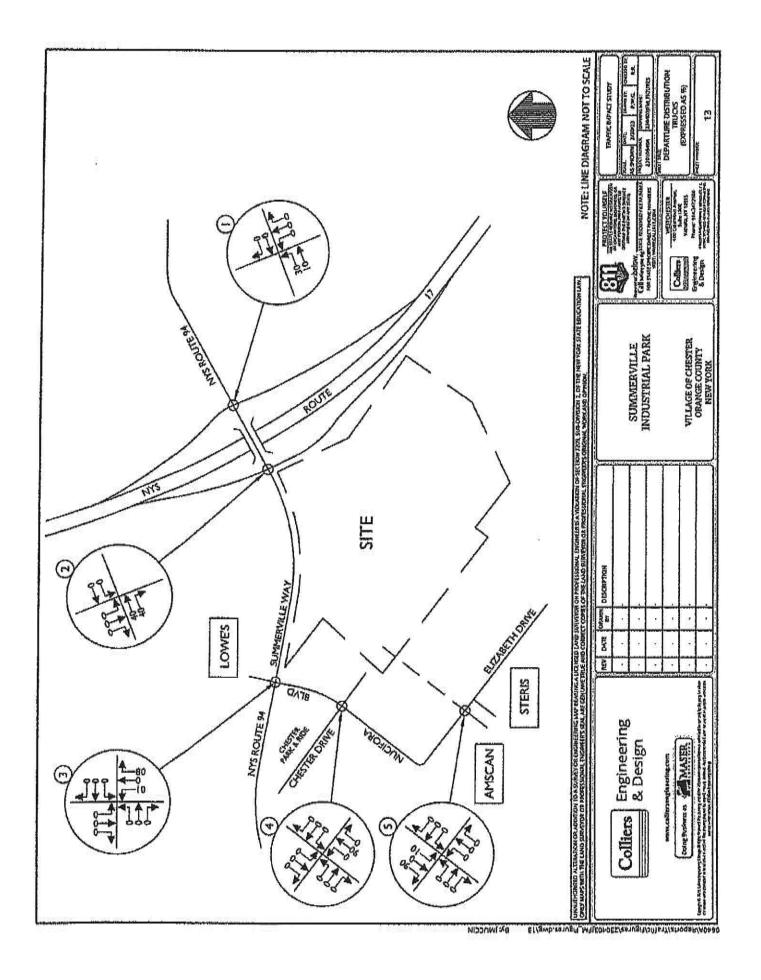


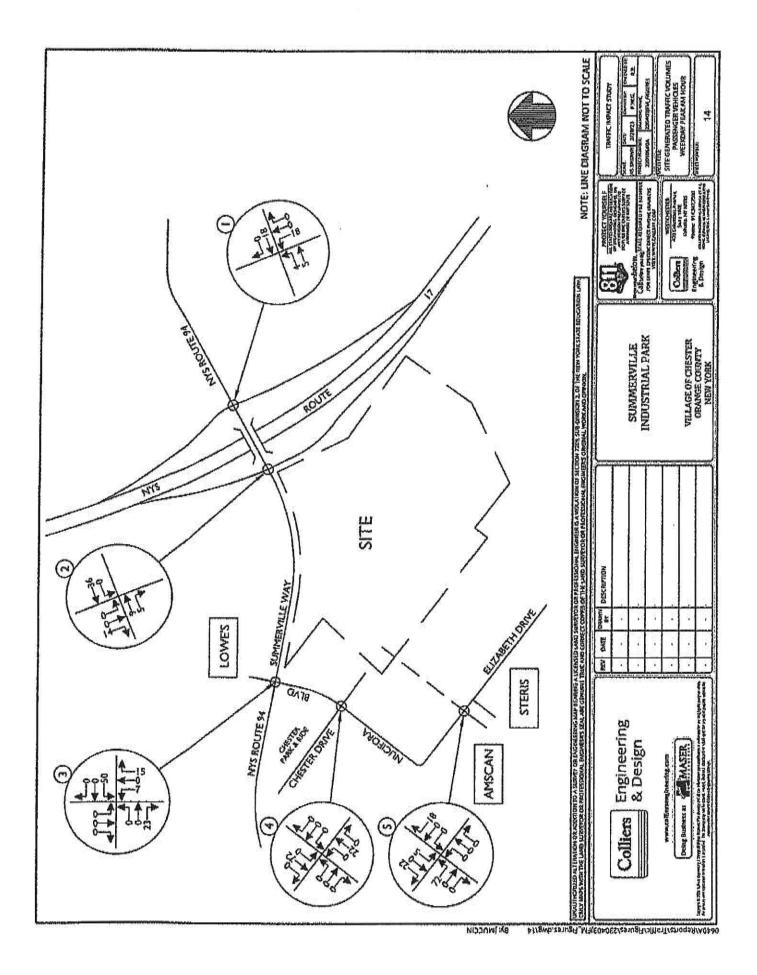


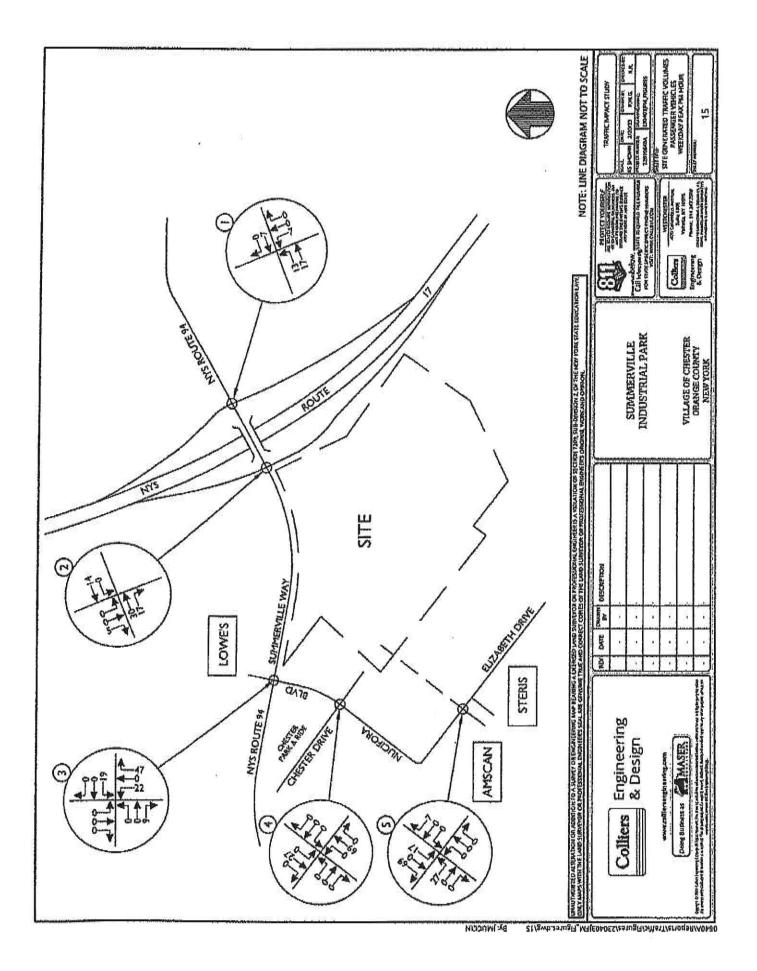


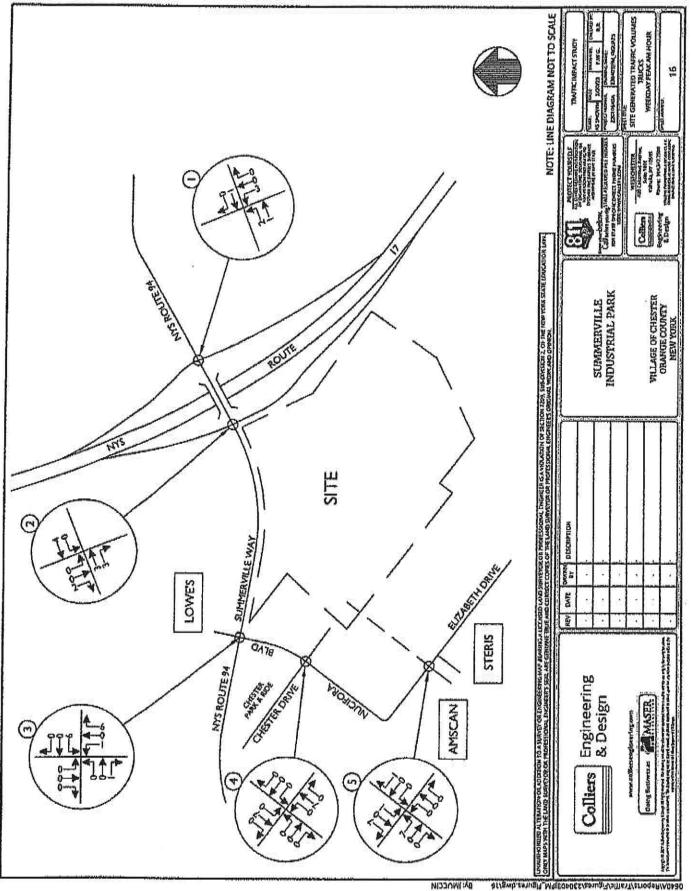


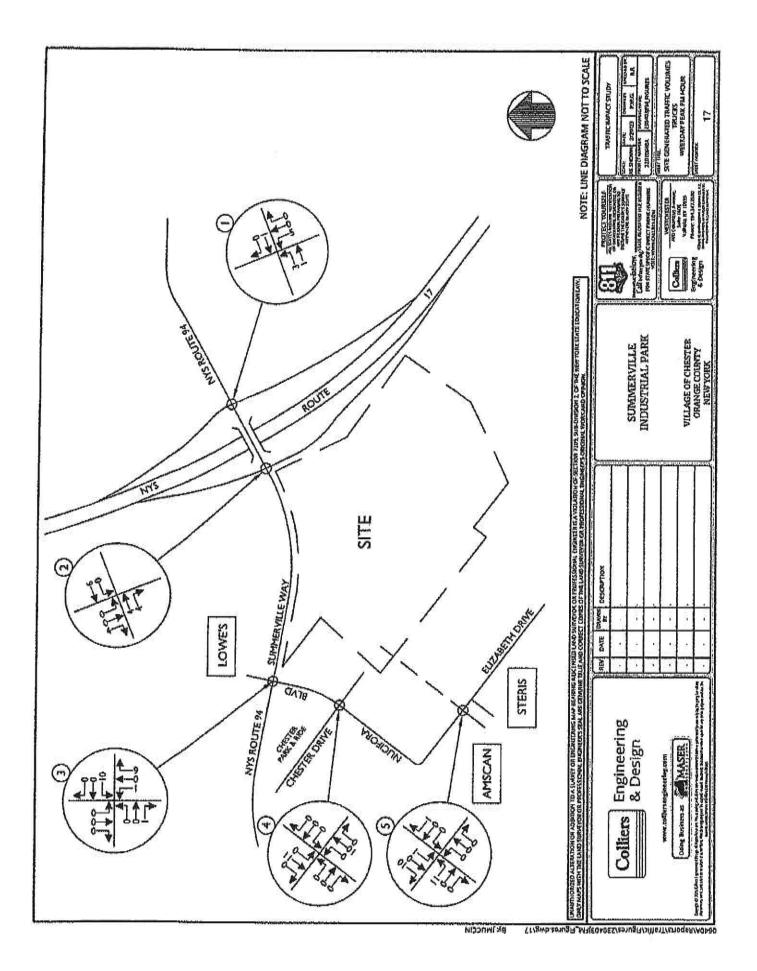


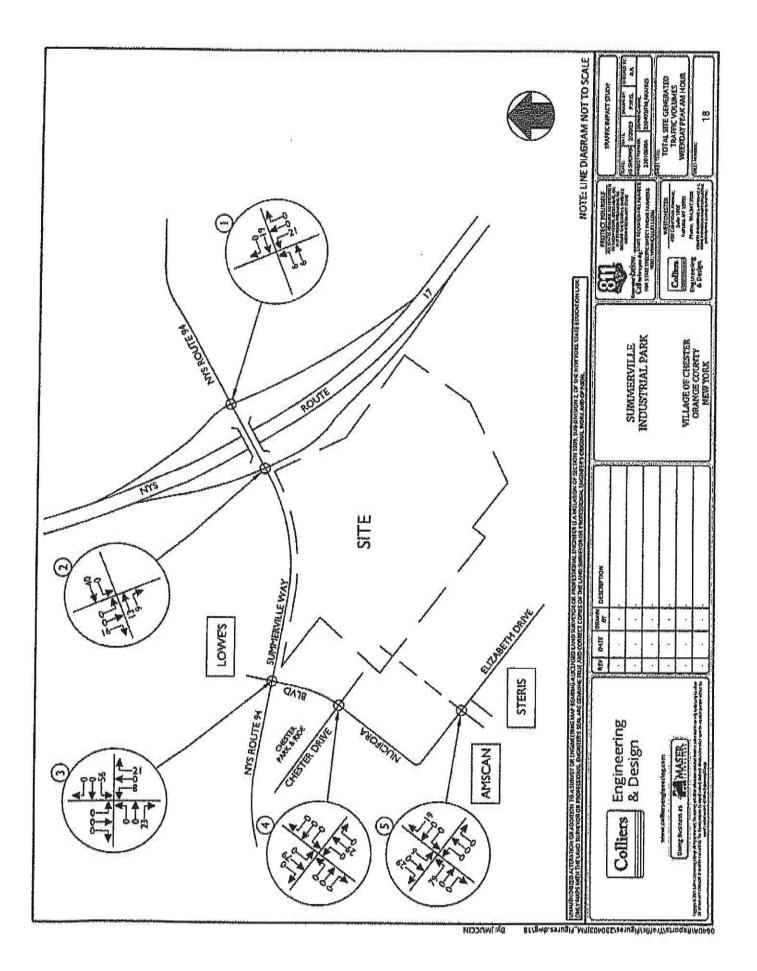


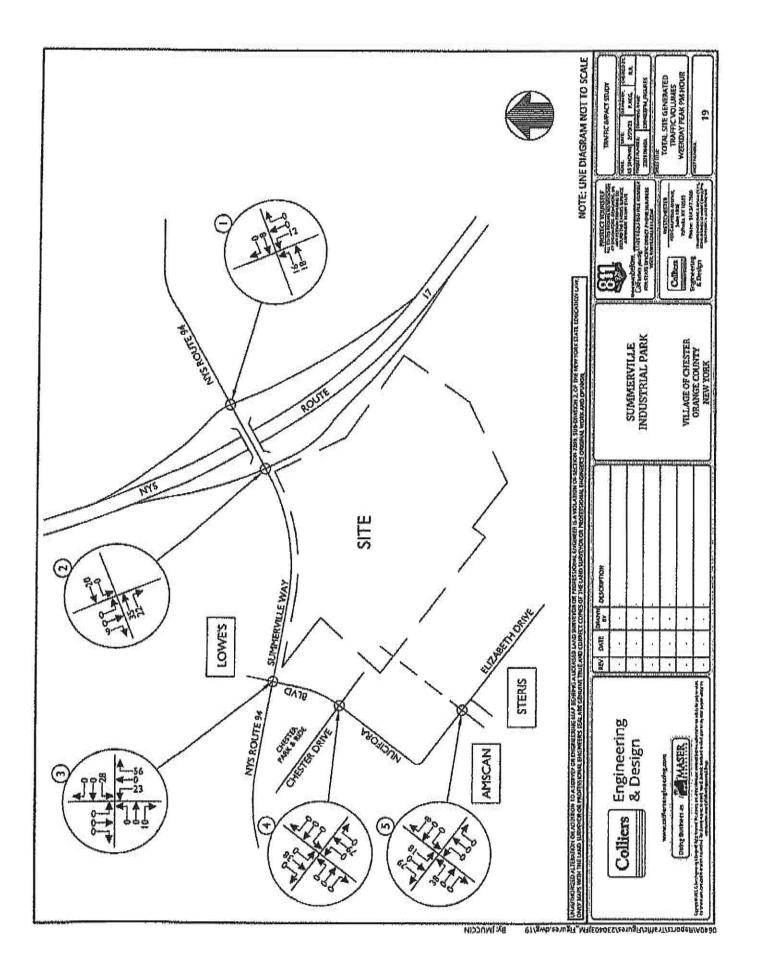


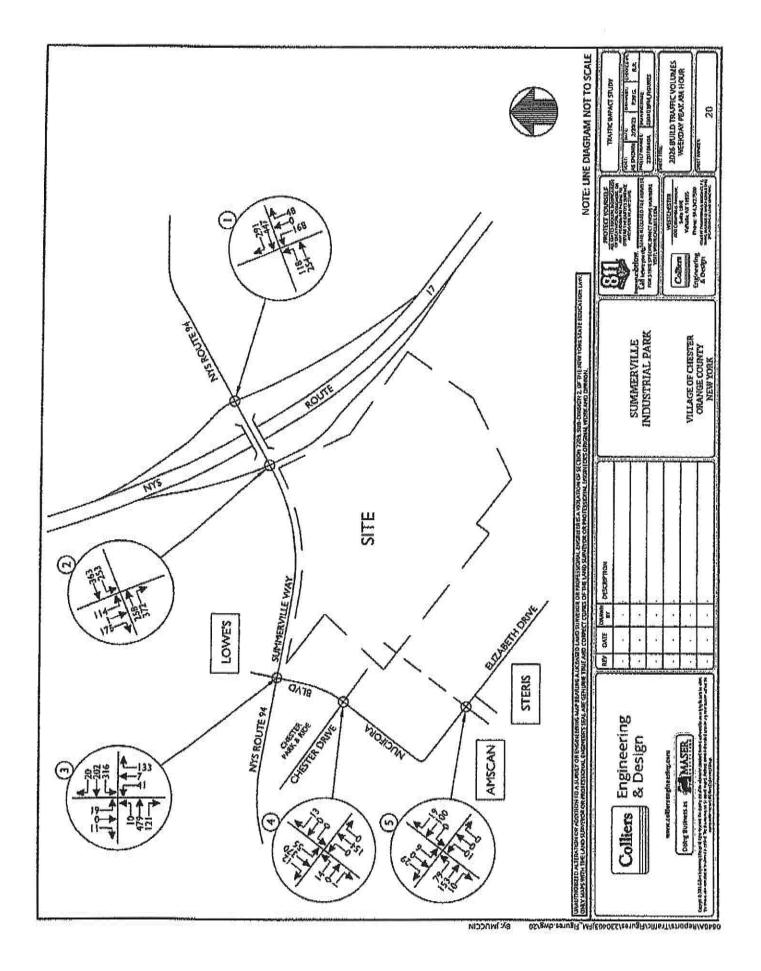


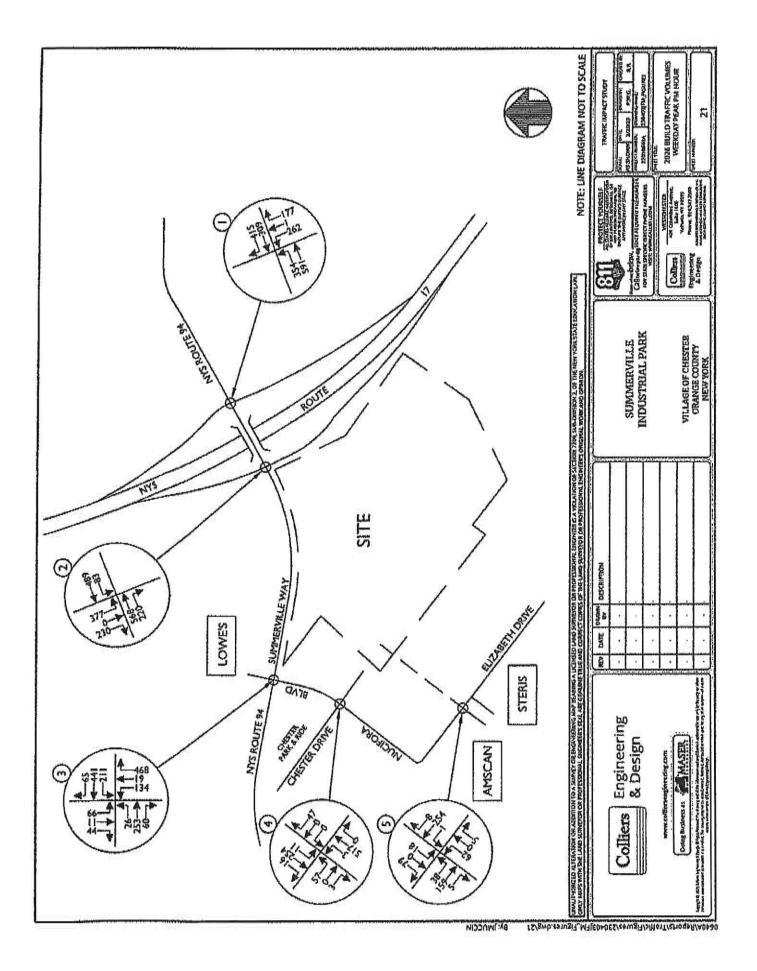














Traffic Impact Study Appendix B | Tables



Table No. 1 Hourly Trip Generation Rates (HTGR) and Anticipated Site Generated Traffic Volumes

Summerville Industrial Park		Entry	try			蓝	4	
Village of Chester, Orange County, New York	HTGR"	Passenger Cars	Trucks	Total Volume	HTGR1	Passenger	Trucks	Total
Warehouse (781,130 Sq. R.)								
Peak AM Hour	0.13	96	00	88	90.0	z	60	×
Peak PM Hour	90:0	34	12	46	0.12	36	F	76

NOTES:

¹⁾ THE MOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021, ITE LAND USE CODE - 150 - WAREHOUSE.



Table No. 2 Level of Service Summary Table Weekday Peak AM Hour

				2023 Existing			2026 No-Build			2026 Build			Change In Delay
				V/c	LOS	Delay	v/c	LOS	Delay	V/c	LOS	Delay	No-Build to Build
1	NYS Route 94 & NYS Route 17 WB Ramps	Sign	alized										
	NYS Route 94	68	L	0.19	A	7,1	0.23	A	6.8	0.26	A	6.4	-0.4
			T	0.20	Α	7.4	0.23	A	7.1	0.24	۸	6,8	+0.3
		EB Ap	proach		٨	7.3		۸	7.0	200	٨	6.6	-0.4
- 1	NYS Route 94	WB	т	0.38	В	10.6	0.44	0	12.7	0.47	8	14.3	1.6
			R	0.28	A	1.8	0.31	Α	2.1	0.31	A .	2.3	0.2
		WB AD	proach		A	7.0		A	8.4			9.5	1.1
- 1	NYS Route 17 WB Off-Ramp	NWB	LT	0.63	D	52.4	0.68	D	52.3	0.71	D	52.3	0.0
- 1			R	0.24	D	39.1	0.23	D	36.9	0.21	D	35.1	-1.8
		NW8 A	proach		D	48.9		D	48.5		D	48.5	0.0
		Overall			В	13,1		8	14.2	٠	0	15.1	0.9
Z	NYS Route 94 & NYS Route 17 EB Ramps	Signalized											
	NYS Route 94	E8	т	0.23	8	10,6	0.26	В	12.3	0.28	В	13.3	1.0
		R		0.33	A	2,2	0.37	۸	2.5	0.39		2.7	0.2
		EB App	roach		A	5.6		٨	6.5		٨	7.0	0.5
	NYS Route 94	WB	· L	0,30	۸	4.7	0.34	Α	5.2	0.35	۸	5.7	0.5
- 1			۲	0.22	A	4,4	0.27	A	4.9	0.31	A	5.7	8.0
- 1		WB Approach			A	4.5		A	5.0		A	5.7	0.7
	NYS Route 17 EB Off-Ramp	58	L	0.45	D	43.8	0.44	D	41.8	0.42	D	40.0	-1.6
	9		TR	0.64	D	52.2	0.58	D	52.2	0.70	D	52.2	0.0
		58 App	roach	•	D	48.5		D	47.9		D	47.4	-0,5
		Ove	01300000		0	13.2		D	13.7		В	14.1	0.4



Table No. 2 Level of Service Summary Table Weekday Peak AM Hour

					2023 Exist		The second second	026 No-B	THE RESIDENCE AND ADDRESS OF THE PERSON NAMED IN		2026 Bull	THE RESERVE OF THE PERSON NAMED IN	Change in Dela
-				V/c	LOS	Delay	V/c	LOS	Delay	V/c	LOS	Delay	No-Build to Buil
3	NYS Route 94 &	Sign	olized	1	1								
- 1	Nucifora Boulovard/Lowe's Access				1			1					
- 1	NYS Route 94	EB	L	0.02	A	5.3	0.02	A	5.4	0.02	A	5.6	0.2
- 1	THIS HOUSE 54		Ť	0.55	B	16.4	0.75	Ĉ	22.5	0.81	l c	26.9	4.4
- 1			R	0.10	A	2.9	0.16	Ã	4.3	0.21	Ä	5.7	1.4
- 1		ER A	proach	100	B	14.3	0.10	В	19.2		l c	22.3	3.1
- 1	NYS Route 94	WB	L	0.39	l A	6.7	0.53	Ä	8.4	0.67	0	14.3	5.9
- 1	MIS ROute 54	****	Ť	0.17	Â	7.0	0.18	1	6.9	0.20	I A	7.1	0,2
- 1			R	0.02	A	0.1	0.02	1 2	0.1	0.02	Ä	0,1	0.0
		WAA	pproach	0.02	l Ä	6.5	0.01	Ä	7.4		В	11.1	3.7
- 1	Nucifora Boulevard	NB	LTR	0.38	В	11.5	0.49	B	13.6	0.57	0	14.9	1.3
- 1			proach		8	11.5	7,700	8	13.6	100	6	14.9	1.3
- 11	Lowe's Access	SB	LT	0.08	c	20.7	0.14	č	23.2	0.15	c	23.9	0.7
- 1	(2008-200-2006)		R	0.03	A	0.1	0.03	Ā	0.2	0.04	A	0.2	0.0
- 1		SR Ar	proach		В	13.4		8	15.1		8	15.5	0.4
- 1			erall		B	11.0		8	13.9		В	16.7	2.8
		-	0.5474.55	Π.	"	1000000	- 6		13500	180	1 -	2.77.1	-
¥	Vith Geometric and Timing Improvements					6				(257400)	180	12,500	745590
- 1	NYS Route 94	68	L			. 5				0.02	۸ ا	5.4	0.0
-1			Т						*	0.74	C	21.7	-0,8
			R			(a)			(5)	0.20	A	5.6	1.3
		11/2/11/25 18:	proach								8	18.3	-0.9
	NYS Route 94	WB	L			7	- ÷	,		0.59	В	10.6	2.2
-1			т						•	0.17	A .	6.4	-0.5
-			R							0.02	Α .	0.0	-0.1
1		0.1102-0.1-0.1	proach				*			•	٨	8.6	1.2
-	Nucifora Boulevard	NB	LT	*				•	•	0.21	C	23.1	9,5
- 1			R							0.27	۸ ا	3.9	•
- 1			proach			•				อเหมืออก	A	9.0	-4.6
- 1	Lowe's Access	SB	LT			(5)		1		0.10	c	22.3	-0.9
			R			*		2 2 1		0.03	A	0.2	0.0
			proach								В	14.5	-0.6
		Ove	rall	•	-	•	-		•		0	13.1	-0.8
4	Nucifora Boulevard &	Unsign	nalized			_	-						
	Chester Drive (Chester Park and Ride)	C					Į						
-11					1	- 1	- 1				1		
1	Chester Drive	SEB	LR	0.03	В	12.4	*	- 2	¥1	- 4		(¥)	2
-1	Nucifora Boulevard	NEB	LT	0.01	A	8.0						1.71	
1	With Starts Assess						1		1				
	With Steris Access			383	(60)	5		12		0.00		20.7	42
1	Chester Drive	SEG	LTR	•		3	0.06	C	17.2	80.0	C	20.7	3.5 0.5
	Steris Access	NWB	LTR			8	0.03	۸	9.9	0.03	8	10.4	(20.00)
	Nucifora Boulevard	NEB	LTR		•		0.01	^	8.0	0.01	^	8.3	0.3
	Nuclfora Boulevard	5WB	LTR				0.05	A	7.6	0.05	Α	7.7	0.1
5	Elizabeth Drive &	Unsign	alized			7							
4	Amsean Access		2.24	1		- 1	- 1						
	1001117979-09-09-10-20-5 0												
	Elizabeth Drive	NWB	LT	0.01	A	8.7	0.01	A	8.7			•	•
	Amscan Access	NEB	LR	0.02	В	11.7	0.02	B	12.2			•	
1	With Construction of Site Access							1					
1	Elizabeth Drive	5EB	LTR			2	. 1	1	¥ .	0.06	Α.	7.6	7
		NWB	LTR	- 1		- ,			:	0.01	2	8.7	
	Amscan Access	NEB	LTR	: i	2.1	3	- 1 1	. 1	0	0.04	ŝ	16.5	1
1	51/547.0 001/8/T 0-E/	SWB	LTR	: 1		:		- 1	:	0.05	Ä	9.8	
1	and vectar	2449	416	2	S2. 10	- 8		. 12		0.03	192	2,0	i i

NOTES:

¹⁾ THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.



Table No. 2 Level of Service Summary Table Weekday Peak PM Hour

				20	23 Exist	Ing	20	26 No-Bu	ılld	2026 Build			Change In Delay
				V/c	LOS	Delay	V/C	LO5	Delay	V/c	LOS	Delay	No-Bulld to Bulld
1	NYS Route 94 & NYS Route 17 WB Ramps	Sign	alized										
	NYS Route 94	EB	L	0.49	A	8.1	0.59	В	11.0	0.64	8	13.0	2,0
- 1			T	0.47	Α	8.9	0.54	В	11.4	0.57	B	12.7	1.3
		EB Ap	proach		A	8,6		8	11.3			12.8	1.5
- 1	NYS Route 94	WB	т	0.34	B	18.4	0.40	c	21.8	0.43	c	22.6	0.8
			R	0.44	A	3.6	0.49	A	4.2	0.50	Α.	4.2	0.0
		WB Ap	proach		A	9.8		B	11.6		В	12.1	0.5
	NYS Route 17 WB Off-Ramp	NWB	LT	0.73	D	48.4	0.73	D	46.0	0.73	D	44.9	-1.1
1			R	0.55	D	40.4	0.54	D	38.3	0,52	D	36.7	-1.6
- 1		NWB A	pproach		D	45.1		D	42.8	2	D	41.6	-1.2
			rall		Ð	16.7		B	18.0		D	18.6	0.6
2	NYS Route 94 & NYS Route 17 EB Ramps	Signalized											
	NYS Route 94	EB	т	0.57	c	21.7	0.68	c	25.7	0.71	c	26.0	0.3
1		R		0.23	Α	3.3	0,28	Α	4.3	0.31	A	4.6	0.3
1		EB App	proach	•	В	16.8	10381530	B	19.9	0000000	c	20.0	0.1
-	NYS Route 94	WB	L	0.22	8	14.1	0.30	В	14.1	0.32	В	13.4	-0.7
1			т	0.47	8	19.4	0.54	8	19.3	0.56	В	17.5	-1.8
1	terral server en en monte acterna.	WB Approach			D	18.6		8	18.5		8	16.9	·1.6
- 1	NYS Route 17 EB Off-Ramp	58	L	0.69	D	39.2	0.70	D	40.7	0.72	D	44.6	3.9
	continue acont transcensia and tracerd Schillistics (1.176)		TR	0.49	c	32,8	0.50	c	32.7	0.53	c	34.6	1.9
1		SB App	roach		D	36.9	250	D	37.7	125	D	40.8	3.1
1		Ove	rall	- 2	c	23.9	2	c	25.2	- 2	G	25.6	0.4



Table No. 2 Level of Service Summary Table Weekday Peak PM Hour

				20	023 Exist	Ing	20	26 No-B	illd	1000	2026 Bull	d	Change in Dela
				V/c	LOS	Delay	V/c	LOS	Delay	V/c	LO5	Delay	No-Build to Buil
3	NYS Route 94 &	Sign	alized			1		i	1				
	Nucifora Boulevard/Lowe's Access			1 3							1		
		200	8	25225	620	22	1202 5	0.00	52/07	222	1.0	219	
	NYS Route 94	EB	L	0.09	^	8.2	0.10	^	8.1	0.09	A	8.1	0.0
	l .		Ţ	0.61	c	25.0	0.64	Ç	25.4	0.64	C	25.6	0.2
	į.	-	R	0.11	A	1.4	0.13	۸	2.0	0.15	^	2.8	0.8
	2012/2010/2010		proach	12/59	c	20.2	valer i	c	20.4	1220	۲	20.2	-0,2
	NYS Route 94	WB	L	0.44	В	11.5	0.51	В	12.4	0.58	В	13.9	1.5
			T	0.66	0	19,9	0.70	c	20.8	0.69	C	20.5	-0.3
			R	0.10	٨	2.1	0.11	Α	2.5	0.10	A	2.5	0.0
	25 CONTRACTOR (\$100 SECTION)		proach	100	Ð	16.0	1000	В	16.8		В	16.9	0.1
	Nuclfora Boulevard	NB	LTR	0.89	c	33.8	1.09	r	83.5	1.27	F	153,9	70.4
	0722-9746-071279-032-0		pproach		c	33.8		F	83.5	misser.	F	153.9	70.4
	Lowe's Access	58	LT	0.32	c	21.8	0.42	c	26.4	0.45	c	28.4	2,0
			R	80.0	٨	1.0	0.09	٨	1.5	0.09	A	1.5	0.0
			proach		B	14.3		8	17.4	•	В	18.7	1.3
		OV	erali		c	22.2		D	39.1		E	65.0	25.9
	With Geometric and Timing Improvements			l							i		
	NYS Route 94	60	L		_				. i	0.07	٨	6.9	-1.2
	ivis noute si	CO	Ť				9 1		1	0.54	B	19.9	-5.5
			R	1 1	9.1	0	- 1			0.13	A	2.7	0.7
		ED 4-	10.00			•	1 1		1	0.13	В	15.9	-4.5
	NYS Route 94	WB NP	proach	1 2 1	•	- B				0,44	Ä	8.8	-3.6
	MTS ROUTE 94	W	T				14			0.52	6	14.3	+6.5
			08676	0 1	1	•	1		•	100 Calcara	100 July 18	2.4	-0.3 -0.1
		202.0	R							80.0	A .	11.6	-5.2
	***************************************	10000	proach	- 1				•	*	0.60	c	29.0	-54.5
	Nucifora Boulevard	NB	LT	- 1				•	•	5555605	1001 9	17.30.773	134.3
	11 11 11 11 11 11 11 11 11 11 11 11 11	0.000	R	* 1	•			*		0.71	^	9.2	
	Websitality	46.00	proach		1	•	· ·		*	12.00	8	14.1	-69.4
	Lowe's Access	58	LT			:	1.0			0.35	c	23.2	-3.2
		12294200	R			500	* 1		*	0.11	^	1,8	0.3
		1904 PM 1945	proach	•	* 1			•	•		8	15.4	-2.0
		QVe	rall	•	*	,	*			*	0	13.5	-25.6
	Nucifora Boulevard &	Unsign	alized										
3	Chester Drive (Chester Park and Ride)		VIII.				1						
	544.000A COMBA \$200				_			. 1					20.1
	Chester Drive	SEO	LR	0.17	c	16.8	-		•		0.0	*	3
	Nucifora Boulevard	NEB	LT	0.01	۸	7.7		2.	2	8	1 1		9
	With Steris Access												
	Chester Drive	SEB	LTR	. 1			0.28	D	25.8	0.36	D	34.3	8.5
	Steris Access	NWB	LTR	. 1	2	:	0.10	8	12.1	0.11	8	13.1	1.0
	Nucifora Boulevard	NEB	LTR	3			0.01	A	7.8	0.01	Ā	7.9	0.1
	Nucifora Boulevard	5WB	LTR	. 1			0.01	7	8.4	0.01	A	B.7	0.3
	To San Control Management Control	2.12					5.51				1,5	1750	
1	Elizabeth Drive &	Unsign	alized	- 1		200	- 1	1					
	Amscan Access			- 1		1	1	- 1			1		
1	Elizabeth Driva	NWB	LT	0.01		7.6	0.01		7.7			343	2
1		115/03/03/03	1000000	0.19	A	15-640000000	0.01	A C	16.0			- 1	3
1	Amscan Access	NEB	LR	0.19		14.5	0.23		10.0	1		- 5	
1	With Construction of Site Access			1	1			1					
1	Elizabeth Orive	588	LTR	4		¥ .	. [. 1	3. 1	0.05	A	8.2	2
ı	0.2001.0420.0420.0420	NWB	LTR	.		· . I		. 1		0.01	۸	7.7	
ı	Amscan Access	NEB	LTR		. 1		. 1			0.43	D	32.2	- 1
١	Site Access	SWB	LTR	.			. 1			0.25	В	13.5	1
. 1	DIVE PIECESS	3	21.0									1.500	

NOTES:

¹⁾ THE ADDVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16 2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.



TABLENO. 3 ACCIDENT DATA SUMIDARY WILLAGE OF CHESTER, GRANNE COUNTY, NY STUDY PERIOD, JANUARY 4, 2017 THEOUGH MARY 22, 2012

OCL SHINKOT TO CHORON ID HAND
AND TO CHORON ID THE STATE
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INSTITUTE SAL	AT THE PUBLIC COUNTY OF SHARE OF STATE OF SHARE			MARKET SCHOOL	8	2	DARKADAD LIGHTED	200	CLEAR	PROPERTY OF STREET	Tathers turning to
	Carried to hope of the carried to th	-	200	MANUEL SECTOR	9	2	DANIGHE	100	CLEAN	REALEND	FCHOMBIG TOO COST
Manage N	AT THE STITISSECTION OF ANS ACUTE 13 TO MANDS	10/2/11	9.10 AM	TRAFFIC SIGNA	¥	2	DAMIGIE	100	CISAR	a Commanda	TAPPIC CONTROL
THIS ROOTE UT HE TOWNS	AT THE INTERSECTION OF ANY BOUTE 94	BATALIE	2.6594	The State of the			-			Trans Harry	DESEGNOEURATICAEDONOSE
HIS STORES SHE	AT THE WITSELF TON OF MYS ROUTE 12 EN SAMPS	1202718	- H M	The Charles		Τ, ;	DANIGHT	Į,	444	RACE	UNGARE SPEED
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ANS ROSES SA	AT THE HITTERSECTION OF MYS ROUTE N? EII SAMPS	13496418	104	Tangent Colonia	1	2 :	THEODOR	i di	CLOUDE	STOESWAYE GAME ORECADOR	CADIST INCTENTION
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STANKE TO BE PARTY.	AT DATEMENT ROLLING ON UNCONTRACT	-		TOTAL SECTION	200	92	DURKING CHOMED	100	CLOUDY	LEFTTURE	DRIVER INACTIONAL
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WICET TO 17 CO BASE	THE INTERIOR OF MISSION BY THE PARKET	HOLE ZIVE	2	THATTIC SIGNAL	200	2	DANISHT	Ditt	CLOUDY	CHIEF TO SE	The state of the s
	NO STATE OF THE PROPERTY OF THE PERSON OF TH	SUNTA I	INVESTIGATION OF	TENTIC SIGNAL	200	0.2	DAMAGHT	Die	CEM	SORED	FOLIGATION CONTRACTOR
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								ì	TOOD	HEAT ARELE	Chestratory
AIS 40215 SA	AT THE INTERSECTION OF MIS ROUTE 17 69 RAMPS	en.en.co	42494	TEASTIC SIGNAL	600	1.0	, Oile	ì			TRAFFIC CONTINCE SESTIGATED FORMALISE TO WELL
SOUTH THE STATE BASING	AT THE PERSON OF SALES OF SALES					1		200	Wall	HENT ANGLE	MENT-DELIENY
and prints as	AL THE WILLIAM OF MYS AUGUS AN	07/11/0	S-IDAM	TATHCHOM	002	2	DATESH	183	CLEM	CHENE	SANCE INCLUDED
	THE PROPERTY OF THE PARTY OF TH	Distance of	WYGE !	TAMES SIGNAL	28	Z	DANICOLL	CAT	CEN	LEFT TURN	THE STANDS OF THE PERSON OF TH
	A STATE OF THE PARTY OF THE PAR	DENISTED	£35.4M	CHECKNOWN	8	2	CANDONI	140	CLEAN	SDESWIFE (DPPOSITE DIRECTION)	OBSTRUCTION DEBRIS DRIVER & SOCIETING
TO SECUENT COMES	AT THE INTERNACIONAL SADUTE SA	1012/20	12-23-7M	TRAFFIC SIGNAL	8	2	THORITON	LT _m	CLOUDS	ACARRES	DRIVER MATTENDON FOLLOWING TOO CLOSELY
ENSTABLIE FALLES SALLES	AT THE INTERSECTION OF MYS KOUTE SA	121210	No HOLL	MON	9	2	DANKABAO BRUSDING	ě	*0000	Chilbring scare negotian	UTCAT LINE CHANGING MILITE TO TRUE INCHES
and and any	AT THE INTERSECTION OF ANY SOLITE OF STATES	Aleccons	****	The Property lies	-	•			-	Here Takes Track Track	OF-WAIT
25 200 E C	AT THE HETEROCKETS HOPE AND STORY TO SEE SHORT	Man I		The second second	8	2, :	BANK-CAG LIGHTED	DRY	CLEAN	LEFT TUBBE	FALLRE TO WILD SIGNE OF WAY
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AND DESCRIPTION	AT THE HATTACK COUNTY OF SALES AND ADDRESS OF THE PARTY O	Tribute.	123 24	HAPPY SIGHT	6	2	DARTIGHT	DRY	CLOUDY	REARBID	TILISID
and house as	CHICAGO CHICAGO CANDO MONTO TO CONTROLLED AND MONTO CONTROLLED AND MONTO CONTROLLED AND MONTO CONTROLLED AND MONTO CONTROLLED AND CONTROLLED	STATE OF	20.2 10.0	IDMENC SIGNAL	FDOT	12	DANIDONE	DIE	CLEVE	SEARTING	DENGS HATERIES
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THE BOATE ST	AT THE INTERSECTION OF MIS ACUTE 17 EB BANGS	69m8/11	1,00 PM	TRAFFIC SIGNAL	8	2	DANGHE	200	MATO.	LETTURE	PASSING OR LAWS USAGE INPROPERTURANCE
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MIS BOUTE 14	AT THE HITTERSTOTION OF NYS MOUTE 17 ES MANYS 11/16/21	11/16/21	\$235 PM	TAMPE SIGNAL	12004	R	DANKARDAD LIGHTED	200	CLEUR	157 Tuber	THE SECOND OF SECOND
STATE OF THE PARTY	AT THE INTERGECTION OF MINE BOATE 44	STOCK OF THE PERSON	200	That De Corner		•	-				TOTAL PROPERTY OF THE PARTY OF
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					NYS ROUTE	NYS ROUTE 94 & WES ROUTE 17 HIS BARBY	17 HD BARDS				
NS HOURS	AT THE INTERSECTION OF INS ROUTE 17 WIS DAWS: SURGEST	7179710	200	TAMFIC SIZADL	004	30	Dentage	190	Country	SEAR DIG	FORGRESS TO CHOSE
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MS ROUTES	41 THE UNTERSTOTION OF INS ROUTE 17 WE LAMPS	CONTRACT	MISH	TRUTH SCHAL	900	2.0	Part Inch	ł			SIGHT-OF-WAY
OF RECEIPE SA	AT THE WIERSECTION OF SYS ROUTE 17 WE RAMPS	THICKS	3-10 P.M.	NONE	20	2	DANIGHT	8 8	CLEAR	SIDPORTS CLANE DIRECTIONS	FOLLOWING TOO CLOSELY
MAS ROCATE SA	AT THE BATESTICKED OF MIS ROUTE 17 WEIGHNY	CHUZNAS	1100 611	TEMPLESCOV	8	92	DATUGHE	110	CLEAR	WAS DO	REACTION TO OTHER UNMODIVED
AT SECURE SH	AT THE BWITIS ECTION OF MIS ROLLTE 17 WE RAWIT	5715113	12.39 AM	TRAFFICSION	8	2	DATESTOAD LISHING	100	Upor	SIDERINFE GAVE ORECTION	PROSENCE OF LANGUAGE ADDITIONAL PROPERTY.
ATS ROUTE 94	AT THE BUTERS COTON OF MYS ROUTE 17 WERNAMES	Change	ECC PM	TRAFFIC SIGNAL	2	2,	CATHERINA DACASINES	400	COLOR	-	TRAFFIC CONTINUE, DESEGNIDEDIGALURE TO YELD
NICHOLITE IT WE BASIN'S	AT THE INTERSECTION OF MYS HOUTE 94	DEFISATE	EIS PM	TRAFFIC SIGNAL	960	97	DKMICHT	200			PORT-OF-YOAY
NO SECURE SE	AT THE BITTERSECTION OF HEIS ACUTE 17 WEIGHAMPS	D6/21/12	IDS AM	TRAFFIC SIGNAL	700	2	DANISH	P. Co.	alfa.	Old Bary	FOLLOWING TOO CLOSELY
	ALL THE CHIEFCECHICH OF PATS WOUTE 17 WE SAME	12viens	E TO A III	TRAFFIC SIGNAL	12002	74	CHRISHE	DOT	CLEAR	Congestion	The state of the s
MINISTER STATE OF	AT THE BATE-SECTION OF ANY ACUTE 17 WILMANDS	02/12/75	TI-10.AM	TAMPIC SIGNAL	8	22	DAMICHT	SNOWNCE	CLEAR	Citaten	INCAC TREESED OF THE PROPERTY.
	ALTERNATION OF RESIDENCE TO YOURSELD	DECTUR	MADE	TRATEC SICHAL	20	27	DANAGAT	100	OLEM	MALTEN	THATTHE CONTRACTOR DESIGNATION
NYS EDIGE SE	AT THE INTERECTION OF INTS POUR 17 WEIGHTS	16/17/TS	17867	NON	90	22	DAYLIGHT	AND .	CLOUDY	GRANGE	FOLLOWING TOD CLOSTIVISACTION TO OTHER
PERSONAL STATE BOARS	AT THE INTERSECTION OF NIS BOUTE SE	MESTI	TATEM	TRAFFICSIONAL	000	97	THENTH	1			TOTAL CHANGE
AND ROUTE 17 WIS KNUES	AT THE INTERSECTION OF NYS ADUTE NA	BANDACO	751 PM	TRAFFIC SICKLE	8	5	Partie Board and and	i	Color	MARKET	ALCOHOL, HANDSTONENCING NOTICE TO CLOSELY
M SHOW SAN	AT THE BATERSECTION OF HEIS ROLLTE 17 WIS BANKEY	95/24/28	4-70 PM	TRAFFIC SIGNAL	-	: :	The same	1		CHRISTON	TAGE CONTROL DISTRIBUTIONS
M SDCG SW	AT THE RESTREET OF SHARE SOURCE TO SHARE SAIL	-			3	7	Program	H	CIEVE	NEW LIES	OTHER UNIVERSITY VEHICLE
	The state of the s	MINE	W. ST.	TRAFFIC SPENAL	20	2	DAMINGHT	PAG	CLEAR	ACAB BID	POLICIAING TOO CLOSELY
NES ROUTE IN	AT THE BATES COREN OF MYS ROUSE 17 WE BANKE	05/13/23	2.00 PM	TAVES SEAM	超	2	Divingit	E ST	PAPE	Challed	FOLLOWING TOO CLOSILY/DRYS INATTRICON
ALC ROOM IN	AT THE BITTERSECTION OF RITS ROUTE 17 WEIGHIPS	US/19G1	PERM	TRAFFIC SIGNAL	113	2	DUMBER	100	COFFEE	CHARLES	Committee of the Commit
NES ROSEE SA	AT THE BUTE'S ECTION OF RIS NOUSE 17 WE MAN?	05r1903	1429PM	TRAFFIC SIGNAL	12004	H	DATE: BASE BOAD CHORTED	Take .	COUCH	TICHET ANGLE	Tation reasons agent agent
PERSONAL TO THE MARPS	AT THE INTERSECTION OF MIS ADULE Y	83/06/21	ZABPA	THAFFIC SIGNAL	8	2	DAMINGHE	250	CLEAR	MOARCIO	FOLLOWING TOO CLOSELY
AFS ROUTE PA	AT THE INTESSECTION OF WIS ROUTE 17 WILD MAIN!	MINIST	FILLER	TRAFFIC SIGNAL	8	2	DAYLIGHT	ä	NEW	LEFT TUSIN	FAILURE TO YELD RESSTOFWAYORNER
SESTORE IT WE EMPS	AT THE INTERSECTION OF MIS ROUTE 94	G1/08/22	HASS	TRAFFIC SIGNAL	ş	92	DARLIGHT	D)	COUDE	REALDID	The state of the s



Traffic Impact Study Appendix C | Level of Service Standards



Level of Service Standards

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity
 ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low
 and either progression is exceptionally favorable or the cycle length is very short. If it is due to
 favorable progression, most vehicles arrive during the green indication and travel through the
 intersection without stopping.
- LOS B describes operations with control delay between 10 and 20 s/veh and a volume-tocapacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- LOS C describes operations with control delay between 20 and 35 s/veh and a volume-tocapacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- LOS D describes operations with control delay between 35 and 55 s/veh and a volume-tocapacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio
 greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high,
 progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).



The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual*, 6th Edition published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
≤10	A	F
>10-20	В	F
>20-35	С	F
>35-55	, D	F
>55-80	Ε	F
>80	F	THE RESERVE

For approach-based and intersection wide assessments, LOS is defined solely by control delay.



Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	V/c ≥ 1.0
0-10	A	F
>10-15	В	F
>15-25	c	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.



Level of Service Criteria For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 21-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c≤1.0	y/c ≥ 1.0
0-10	A	F
>10-15	В	F
>15-25	c	F
>25-35	D	F
>35-50	E	F
>50	Ē	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.



Traffic Impact Study Appendix D | Capacity Analysis

2023 Existing Traffic Volumes
1: NYS Route 17 WB Off-Ramp & NYS Route 94

	ک	->	-34	~	4	M	\	×	47	4	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	V	1			4				10.000	40.70	4	ľ
Traffic Volume (vph)	100		0	0	382	267	0	0	0	120	1	44
Future Volume (vph)	100		0	0	382	267	0	0	0	120	1	44
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12		12	12	12	12	12	12	12	12	12	13
Grade (%)	600	5%	10710		3%	1/15	185	0%	35.55°		1%	
Storage Length (ft)	145		0	0	7.17	0	0	10.55	0	0	7,7,72	345
Storage Lanes	- 1		0	0		4	0		Ō	0		1
Taper Length (ft)	25		8	25		1	25		58	25		2
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
Ped Bike Factor						1100				11.00	1.00	0.98
Frt						0.850					1100	0.850
Fit Protected	0.950					0.000					0.953	0.000
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Fit Permitted	0.423	1005	•			1044	, and	×	-	Ĭ/	0.953	1020
Sald. Flow (perm)	726	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red	1.40	1000	Yes		10.11	Yes			Yes	•	1000	No
Satd. Flow (RTOR)			165			307			165			140
Link Speed (mph)		40			40	301		35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)		5.5			0.0			2.5		1	12.0	4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	11%	2%	2%	3%	3%	2%	2%	2%	15%	15%	9%
Adj. Flow (vph)	115	259	0	0	439	307	0	0	0	138	1.00	51
Shared Lane Traffic (%)	113	200	v	U	439	307	v	U	U	130	1	01
Lane Group Flow (vph)	115	259	0	0	439	307	0	0	0	0	139	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left		Left	On 7,/7,75	1001555	Left	Left		Left	Left	0.0000000000000000000000000000000000000
Median Width(ft)	rait		Right	Leit	Left	Right	Leit		Right	cen		Right
Link Offset(ft)		12 0			12			0			0	
Crosswalk Width(ft)		16			0 16			0 16			0 16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.03	1.03	4.00	4.00	1.02	1.02	1.00	1.00	4.00	1.01	1.01	0.96
Turning Speed (mph)	1.03	1.03	1.03	1.02	1.02			1.00	1.00		1.01	1000
Number of Detectors		2	8	15	2	9	15		9	15		9
Detector Template	2	2			2	2				1 44	2	2
Leading Detector (ft)	83	83			02	02				Left	83	00
Trailing Detector (ft)					83	83				20	(15.75)	83
Detector 1 Position(ft)	-5 -5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)		-5			-5	-5				0	-5	-5
	40	40			40	40				20	40	40
Detector 1 Type Detector 1 Channel	CI+Ex	CI+Ex			CI+Ex	CI+Ex				CI+Ex	CI+Ex	CI+Ex
	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 2 Position(ft)	43	43			43	43					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	CI+Ex	CI+Ex	Vacanta di Maria		CI+Ex	CI+Ex					CI+Ex	CI+Ex

Lane Group

Tum Type

Detector 2 Channel Detector 2 Extend (s)

Protected Phases

Permitted Phases

Minimum Split (s)

Maximum Green (s)

Lost Time Adjust (s)

Total Lost Time (s)

Lead-Lag Optimize?

Vehicle Extension (s)

Flash Dont Walk (s)

Actuated g/C Ratio

v/c Ratio

Control Delay

Queue Delay

Approach Delay

Approach LOS

Total Delay

LOS

Pedestrian Calls (#/hr) Act Effct Green (s)

Detector Phase

Switch Phase Minimum Initial (s)

Total Split (s)

Total Split (%)

Yellow Time (s)

All-Red Time (s)

Lead/Lag

Recall Mode

Walk Time (s)

3

EBL

0.0

6

1

3.0

8.0

20.0

15.0

4.0

1.0

0.0

5.0

Lead

Yes

2.0

None

75.8

0.76

0.19

7.1

0.0

7.1

Α

20.0%

pm+pt

EBT

0.0

NA

6

6

5.0

10.0

75.0

70.0

4.0

1.0

0.0

5.0

3.0

8.0

12.0

75.8

0.76

0.20

7.0

0.4

7.4

7.3

A

Α

C-Min

75.0%

EBR

€

WBL

WBT

0.0

NA

2

2

5.0

10.0

55.0

55.0%

50.0

4.0

1.0

0.0

5.0

Lag

Yes

3.0

Min

64.3

0.64

0.38

10.6

0.0

10.6

В

A

7.0

WBR

0.0

2

2

5.0

10.0

55.0

50.0

4.0

1.0

0.0

5.0

Lag

Yes

3.0

Min

64.3

0.64

0.28

1.8

0.0

1.8

A

55.0%

Perm

SEL

			5h	03/	24/2023
	×	47	4	K	4
I	SET	SER	NWL	NWT	NWR
			Perm	0.0 NA 3	0.0 Perm
			3		3
			3	3	3
			5.0	5.0	5.0
			10.0	10.0	10.0
			25.0	25.0	25.0
			25.0%	25.0%	25.0%
			20.0	20.0	20.0
			4.0	4.0	4.0
			1.0	1.0	1.0
				0.0	0.0
				5.0	5.0

3.0

None

3.0

None

14.2

0.14

0.63

52.4

0.0

52.4

48.9

D

D

3.0

None

14.2

0.14

0.24

39.1

0.0

D

39.1

Intersection Summary	
Area Type:	Other

Cycle Length: 100 Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow

Natural Cycle: 40

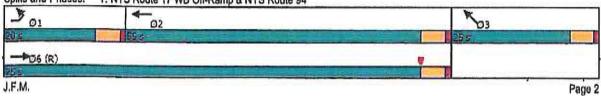
Control Type: Actuated-Coordinated

Maximum V/c Ratio: 0.63 Intersection Signal Delay: 13.1 Intersection Capacity Utilization 54.4%

Intersection LOS: B
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



2023 Existing Traffic Volumes 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

	1	→	*	*	4—	4	4	1	1	\ <u></u>	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	i"	1/3	^				W W W W W W W W W W W W W W W W W W W	4	7>	-
Traffic Volume (vph)	0		330	232	270	0	0	0	0	105	1	135
Future Volume (vph)	0		330	232	270	0	0	0	O	105	1	135
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	3500	-2%		1576	3%	1.797.00	1000	0%	117.7.7	1000	-5%	1000
Storage Length (ft)	0		150	135	- 10	0	0	0,0	0	350	0,0	0
Storage Lanes	0		1	1		ō	Ö		ō	1		õ
Taper Length (ft)	25		1.5.1	25			25			25		
Lane Ulli. 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
Ped Bike Factor	1000		0.98	1.00	1.00	1.11.0		1,00			0.98	
Frt			0.850	2000							0.851	
Fit Protected				0.950						0.950	0.001	
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Fit Permitted			1000	0.557		•		•	·	0.950	1010	v
Sald. Flow (perm)	0	1713	1504	1020	1717	0	0	0	0	1713	1573	0
Right Turn on Red	- 55	544,605	Yes	1000	40.00	Yes		· 8	Yes	11.10	10,0	No
Satd. Flow (RTOR)			355			,						1.00
Link Speed (mph)		40	000		40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)		14.4	1	1	0.0			2.0			12.0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	12%	6%	2%	9%	2%	2%	2%	2%	8%	3%	3%
Adj. Flow (vph)	0	237	355	249	290	0	0	0	0	113	1	145
Shared Lane Traffic (%)	- 7		637	200	7.5	- 5	8		15	1.00	25	
Lane Group Flow (vph)	0	237	355	249	290	0	0	0	0	113	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	2847	12			12		10000	12	, ugin	Section 19	12	i iigini
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15	-5000	9	15	2.19.51	9	15		9	15		9
Number of Detectors		2	2	2	2	170	1.570		177	2	2	5.
Detector Template		100	177	1,770	723					.57	1979	
Leading Detector (ft)		83	83	83	83					83	83	
Trailing Detector (ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Position(ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Size(ft)		40	40	40	40					40	40	
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel		17070 (17607)	12000000	122 N 1 2 2 1 1 2 1 1 2 1 2 1 2 1 2 1 2						1007/100900	07:101:TH	
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		43	43	43	43					43	43	
Detector 2 Size(ft)		40	40	40	40					40	40	
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 2 Channel		ASSOCIATION	TAPEN SAN	100 ELL 100 EL	NS(0.75)						12/27/12/20	

2: NYS Route 94 & NYS Route 17 EB Off-Ramp

		->	V	*	◄—	•	4	†	1	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Extend (s)		0.0	0.0	0.0	0.0			The parties of the parties		0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effot Green (s)		61.4	61.4	75.4	75.4					14.6	14.6	
Actuated g/C Ratio		0.61	0.61	0.75	0.75					0.15	0.15	
v/c Ratio		0.23	0.33	0.30	0.22					0.45	0.64	
Control Delay		10.6	2.2	4.4	4.0					43.8	52.2	
Queue Delay		0.0	0.0	0.3	0.3					0.0	0.0	
Total Delay		10.6	2.2	4.7	4.4					43.8	52.2	
LOS		В	Α	Α	Α					D	D	
Approach Delay		5.6			4.5						48.5	
Approach LOS		Α			Α						D	
ntersection Summary						THE TAXABLE						

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

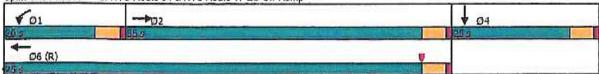
Maximum v/c Ratlo: 0.64 Intersection Signal Delay: 13.2

Intersection Capacity Utilization 54.4%

Intersection LOS: B
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



Synchro 11 Report

2023 Existing Traffic Volumes 3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	♪	-	7	1	4	4	4	1	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	P ₂	A	77	17	1	71		4		2 (1.7)	व	17
Traffic Volume (vph)	9		76	202	185	18	28	6	94	17	1	10
Future Volume (vph)	9		76	202	185	18	28		94	17	- 1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12		12	12	12	12	12	12	12	11	11	13
Grade (%)	5,579	5%	1.00		-2%			1%		10.10	-5%	1,7,50
Storage Length (ft)	100		100	195	7000000	195	0		0	0	95.5	60
Storage Lanes	1		1	1		1	0		Ō	0		1
Taper Length (ft)	25		Ñ	25		Ž.	25		833	25		- 1
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
Ped Bike Factor			0.98	1.00		3	.,,	0.98			1.00	
Frt			0.850			0.850		0.901			1130	0.850
Fit Protected	0.950			0.950		-1000		0.989			0.955	*****
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1564	0	0	1535	1555
Fit Permitted	0.629	167.757.17	117117	0.317	1000	1.7	- 5	0.919	A57.	(A)	0.744	1000
Satd. Flow (perm)	1050	1764	1541	574	1761	1631	0	1453	0	0	1193	1555
Right Turn on Red	1000		Yes	70.0		Yes		1100	Yes			Yes
Satd. Flow (RTOR)			102			102		104	1.00			102
Link Speed (mph)		40	102		40	102		30			30	102
Link Dislance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)		(414	1	1				W	2	2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	5%	0%	6%	9%	0%	0%	0%	8%	18%	0%	10%
Adj. Flow (vph)	10	488	84	224	206	20	31	7	104	19	1	11
Shared Lane Traffic (%)	1.77.	15 (5)	((7)-2.0	(2000.00)		-	-	180	1.7.4	100	18	18.00
Lane Group Flow (vph)	10	488	84	224	206	20	0	142	0	0	20	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12	· warm		0			0	
Link Offset(ft)		0			0			ō			Ö	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		150%			170			1.50			7.77	
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15	0.00	9	15	21.50	9	15	14200	9
Number of Delectors	2	2	2	2	2	2	1	2	2	1	2	2
Detector Template	_	_	-	_	_	-	Left	-		Left	-	-
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	40		20	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel			-				140.2111.00.00					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43	15.54	43			43	43
Detector 2 Size(ft)	40	40	40	40	40	40		40			40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex			CI+Ex	CI+Ex

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	♪	-	*	1	←	4	4	†	1	1	\	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel					THE RESERVE							
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5		5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase												
Minimum Initial (s)	3.0	10.0	10.0	3,0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	23.5	23.1	23.1	29.0	30.9	30.9		9.2			9.2	9.2
Actuated g/C Ratio	0.52	0.51	0.51	0.64	0.68	0.68		0.20			0.20	0.20
v/c Ratio	0.02	0.55	0.10	0.39	0.17	0.02		0.38			0.08	0.03
Control Delay	5.3	16.4	2.9	6.7	7.0	0.1		11.5			20.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	5.3	16.4	2.9	6.7	7.0	0.1		11.5			20.7	0.1
LOS	Α	В	Α	Α	Α	Α		В			C	Α
Approach Delay		14.3			6.5			11.5			13.4	
Approach LOS		В			Α			В			В	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 45.5

Natural Cycle: 50

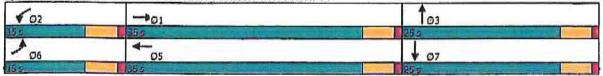
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55 Intersection Signal Delay: 11.0 Intersection Capacity Utilization 61.4%

Intersection LOS; B ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



Synchro 11 Report

2023 Existing Traffic Volumes 4: Nucifora Boulevard & Chester Drive

	4	2	7	×	K	W-	<u> </u>
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations	141			4	B		
Traffic Volume (vph)	13	1	1	115	267	11	
Future Volume (vph)	13	1	4	115	267	11	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	15	15	12	12	
Grade (%)	4%	35.77	(34%)	0%	-7%	10000	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.992	4000	V1186	1000	0.995	5000	
Fit Protected	0.955				0.000		
Satd. Flow (prot)	1729	0	0	2049	1918	0	
Flt Permitted	0.955		-			7	
Satd. Flow (perm)	1729	0	0	2049	1918	0	*
Link Speed (mph)	30	70	- 5	30	30	.Ali	
Link Distance (ft)	351			805	144		
Travel Time (s)	8.0			18.3	3.3		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	
Adj. Flow (vph)	16	1	1	140	326	13	
Shared Lane Traffic (%)	1170		,	. 4 (0.00	(100 m) m)	1,000	
Lane Group Flow (vph)	17	0	0	141	339	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	9
Median Width(ft)	12	1995-199		0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.03	1.03	0.88	0.88	0.96	0.96	
Turning Speed (mph)	15	9	15	(555,745) ************************************		9	
Sign Control	Stop		V.F.	Free	Free	57	
Intersection Summary		and the last					and the same of th

Other

Area Type: Control Type: Unsignalized

ENGGODERNS:						
Intersection	100	بالأجلا		1000		
Int Delay, s/veh	0.5	,				
Movement	SEL		NEL	NET	SWT	SWR
Lane Configurations	Y	,		र्ब	B	
Traffic Vol, veh/h	13	1	1	115		11
Future Vol., veh/h	13					11
Conflicting Peds, #/hr	0					0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	6,800,000		None		None
Storage Length	0				2	-
Veh in Median Storag				0	0	2
Grade, %	4			0	-7	
Peak Hour Factor	82	82	82	82		82
Heavy Vehicles, %	2	2		2		2
Mvmt Flow	16	1		140	326	13
	100		1.5	(A. 150 (B.)	1500.50	10.00
Major/Minor	Minor2		Major1	HELD III	Major2	
Conflicting Flow All	475	333		0	-	0
Stage 1	333					
Stage 2	142	-	(4	120		
Critical Hdwy	7.22	6.62	4.12	2	-	
Critical Hdwy Stg 1	6.22	0.02		1	- T	
Critical Hdwy Stg 2	6.22			Š		1
Follow-up Hdwy	3.518	3.318	2.218	1	1	3
Pot Cap-1 Maneuver	493	683	1220	- [2
Stage 1	674	500		ě	-	
Stage 2	858	, a			<u> </u>	
Platoon blocked, %	300	10	71	(S)	2 2	-
Mov Cap-1 Maneuver	493	683	1220		7 •	
Mov Cap-2 Maneuver	493	-	1220		1	į.
Stage 1	673	5	- 5	- 5	19	
Stage 2	858		2		V.	2
Jugo 2	000		-	•	-	•
Approach	SE		NE	12-7	SW	441
HCM Control Delay, s	12.4		0.1		0	
HCM LOS	В				1070	
Mana 1 10 1 - 1 1 1		N.	New .	a later and		014/5
Minor Lane/Major Mvm		NEL	NETS		-	SWR
Capacity (veh/h)		1220	-	503	-	
HCM Lane V/C Ratio		0.001		0.034	•	
HCM Control Delay (s)		8	0	12.4	-	
		1/20	7/42	100		
HCM Lane LOS HCM 95th %tile Q(veh)		A	Α	B 0.1	*	

	×	2	1	K	7	74	
Lane Group	SET	SER	NWL	NWT	NEL	NER	
Lane Configurations	A			स	14		
Traffic Volume (vph)	138	9	1	81	9	1	
Future Volume (vph)	138	9	1	81	9	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	13	13	13	13	14	14	
Grade (%)	-1%	13.75	1.5	0%	4%	1,545	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor					1100	,,,,,	
Frt	0.991				0.988		
Fit Protected	1/2/2/2016			0.999	0.957		
Satd. Flow (prot)	1746	0	0	1782	939	0	
Fit Permitted	\$10.1/\$855		150	0.999	0.957		
Satd. Flow (perm)	1746	0	0	1782	939	0	
Link Speed (mph)	30			30	30	30	
Link Distance (ft)	518			249	221		
Travel Time (s)	11.8			5.7	5.0		
Confl. Peds. (#/hr)		4	4	0000	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0,94	0.94	
Heavy Vehicles (%)	6%	100%	100%	9%	100%	100%	
Adj. Flow (vph)	147	10	1	86	10	1	
Shared Lane Traffic (%)				777	117		
Lane Group Flow (vph)	157	0	0	87	11	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0	10.500		0	14	F100 M(4)(0)	
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane				- ment	11		
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94	
Turning Speed (mph)		9	15	117077770	15	9	
Sign Control	Free	570	11/17	Free	Stop	(75)	
ntersection Summary							

Area Type: Other Control Type: Unsignalized

10

Intersection	arometer.	Hit.			in Clinic	(No. 11 de	EATAMANA AND THE WAS A COLON AND STREET
Int Delay, s/veh	0,5						
Movement	SET	SE	R NWI	. NWT	NEL	NER	
Lane Configurations	B			र्भ	34		
Traffic Vol, veh/h	138		9 1	81	9		
Future Vol, veh/h	138		9 1		9		
Conflicting Peds, #/hr	0		4 4		2		
Sign Control	Free	Fre	N 290 6		Stop		
RT Channelized	, , , , ,	Non			Ciop	None	
Storage Length		,,,,,,,			0	110110	
Veh in Median Storage	.# 0			. 0	ő		
Grade, %	-1			ŏ	4	12	
Peak Hour Factor	94	94			94	94	
Heavy Vehicles, %	6	100			100	100	
Mymt Flow	147	10		86	10	1	
	147		. 1	00	10	3	
	Major1		Major2		Minor1		
Conflicting Flow All	0	0		0	246	156	
Stage 1					156		
Stage 2	1				90		
Critical Hdwy	¥		5.1	_	8.2	7.6	
Critical Hdwy Stg 1	-	9		<u> </u>	7.2	7.85	
Critical Hdwy Stg 2					7.2	2	
Follow-up Hdwy			3.1		4.4	4.2	
ot Cap-1 Maneuver			990	-	541	674	
Stage 1	52		1000	٠	658	0.50	
Stage 2			2	-	722	<u>į</u>	
latoon blocked, %				72	100000		
Nov Cap-1 Maneuver		-	986		537	671	
Nov Cap-2 Maneuver			-		537	•	
Stage 1			(F)		655		
Stage 2	-			•	720	- 0	
uare a silve							
pproach	SE		NW	M. D.	NE	K	
CM Control Delay, s	0		0.1		11.7		
CM LOS					В		
inor Lane/Major Myrnt	NE	Ln1	NWL	NWT	SET	SER	
apacity (veh/h)	1000	548	986			-	
CM Lane V/C Ratio	0		0.001		2		
CM Control Delay (s)		11.7	8.7	0	- 3		
CM Lane LOS		В	A	Ä	50	ō	
ICM 95th %tile Q(veh)		0.1	0		•	٠	

1: NYS Route 17 WB Off-Ramp & NYS Route 94

	>		74	5	4-	V _	\	×	4	4	K	4
Lane Group	EBL	. EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		i 1			↑	7				179.01	र्व	17
Traffic Volume (vph)	112	248	0	0	428	291	0	0	0	147	1	48
Future Volume (vph)	112	248	0	0	428	291	0	0	0	147	1	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12		12	12	12	12	12	12	12	12	12	13
Grade (%)		5%	1877	100	3%	(t -1)	1000	0%	(E)		1%	0.73
Storage Length (ft)	145		0	0	833	0	0	1203	0	0	735	345
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25		V. .	25		1.0	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
Ped Bike Factor	200	141000	00.400,640	1124	111111	44,000	0.000	3404.000	NAME OF	0.000407	1.00	0.98
Frt						0.850						0.850
Fit Protected	0.950					0.000					0.953	0,000
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Fit Permitted	0.380	1000	•		1011	1977	0	v			0.953	1020
Sald. Flow (perm)	652	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red	UUL	1003	Yes		1017	Yes	v	٠	Yes	v	1000	No
Satd. Flow (RTOR)			165			334			. 63			140
Link Speed (mph)		40			40	334		35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5,9			8.6			2.9			12.5	
Confl. Peds. (#/hr)		0,8			0.0			2.5		4	12.0	4
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0,87
Heavy Vehicles (%)	8%	11%	2%	2%	3%	3%	2%	2%	2%	15%	15%	9%
Adj. Flow (vph)	129	285	276	0	492	334	270		0	169	A1125312	55
Shared Lane Traffic (%)	128	200	ŭ	U	492	334	U	0	U	108	1	00
Lane Group Flow (vph)	129	285		0	400	334	•				170	55
Enter Blocked Intersection	No		0 No	0	492		0	0	0	0		No
Lane Alignment	Left	No		No	No	No	No	No	No	No	No	
Median Width(ft)	Leit	Left	Right	Left	Left 12	Right	Left	Left	Right	Left	Left	Right
Link Offset(ft)		12						0			0	
Crosswalk Width(ft)		0 16			0 16			0 16			0 16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)		1.03	9		1.02			1.00	9		1.01	
Number of Detectors	15 2		9	15	•	9	15		9	15 1	•	9
Detector Template	2	2			2	2					2	2
Leading Detector (ft)	02	83			02	83				Left	83	02
	83				83					20		83
Trailing Detector (ft)	-5 -5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)		-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type Detector 1 Channel	CI+Ex	CI+Ex			CI+Ex	CI+Ex				CI+Ex	CI+Ex	CI+Ex
	0.0	0.0			0.0						0.0	4.4
Detector 1 Extend (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 2 Position(ft)	43	43			43	43					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex					CI+Ex	CI+Ex

1: NYS Route 17 WB Off-Ramp & NYS Route 94

	3	→		5	4-	* _	\	×	4	*	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel									-			ANACT VIII
Detector 2 Extend (s)	0.0	0.0			0.0	0.0					0.0	0.0
Tum Type	pm+pt	NA			NA	Perm				Perm	NA	Perm
Protected Phases	1	6			2	DARBONA				NE ATRADEC	3	17-25/10/13
Permitted Phases	6	1/3:				2				3	- 173	3
Detector Phase	1	6			2	2				3	3	3
Switch Phase		25			55.	₹8				5 5	25	177
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	4.0			4.0	4.0				4.0	4.0	4.0
All-Red Time (s)	1.0	1.0			1.0	1.0				1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0					0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0					5.0	5.0
Lead/Lag	Lead	3.0			Lag	Lag					0.0	0.0
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)	***************************************	8.0				.,,,,,,				,,,,,,,	110/10	110110
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	73.9	73.9			61.8	61.8					16.1	16.1
Actuated g/C Ratio	0.74	0.74			0.62	0.62					0.16	0.16
v/c Ratio	0.23	0.23			0.44	0.31					0.68	0.23
Control Delay	6.8	6.7			12.7	2.1					52.3	36.9
Queue Delay	0.0	0.4			0.0	0.0					0.0	0.0
Total Delay	6.8	7.1			12.7	2.1					52.3	36.9
LOS	A	A			В	A					D	D.5
Approach Delay	55	7.0			8.4	550					48.5	-
Approach LOS		A			A						D	
Intersection Summary						-	100	1000				

Intersection Summary
Area Type:

Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow

Natural Cycle: 45

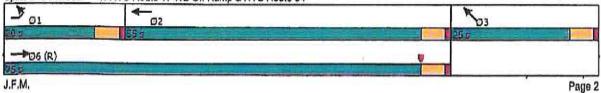
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68 Intersection Signal Delay: 14.2 Intersection Capacity Utilization 59.2%

Intersection LOS: B

Analysis Period (min) 15

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



Mile	▲	-	*	1	—	4	*	1	P	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1	71	Ŋ	^					Vý	A	- 107 a C3
Traffic Volume (vph)	0		364	253	323	0	0	0	0	114	1	159
Future Volume (vph)	0		364	253	323	0	0	0	0	114	1	159
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0000000	-2%	0.705.00	079709	3%	(5,757,77)	(4555)	0%	2000200	0.707070	-5%	1500000
Storage Length (ft)	0		150	135	357 B.S.	0	0	1000	0	350	(7/15)	0
Storage Lanes	0		1	1		0	0		0	0.00		Ō
Taper Length (ft)	25			25			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
Ped Bike Factor			0.98	1.00	1,500,000	0.405.5	ALDITATE.	18.577.77%	353-11	IIAN MILEO	0.98	1.544-45.1
Frt		1	0.850	10.7.70							0.851	
Fit Protected			77777	0.950						0.950	30,70,700	
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Fit Permitted		88 55		0.530	9595	1/2	5	8.	(5)	0.950	WEST IN	-
Satd. Flow (perm)	0	1713	1504	971	1717	0	0	0	0	1713	1573	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			391			2000			(4,55)			13.50
Link Speed (mph)		40	2.51		40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1	7							1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	12%	6%	2%	9%	2%	2%	2%	2%	8%	3%	3%
Adj. Flow (vph)	0	265	391	272	347	0	0	0	0	123	1	171
Shared Lane Traffic (%)		150	(E)T(G)	3556355	700	270.0	(70)	98	- E/I	1,5023	71	82.0
Lane Group Flow (vph)	0	265	391	272	347	0	0	0	0	123	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12		11/20/20/20	12		1000,000,000	12			12	9
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					188			1,000			15/5/	
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	2	2	2		0.406.7			2	2	7
Detector Template											79720	
Leading Detector (ft)		83	83	83	83					83	83	
Trailing Detector (ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Position(ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Size(ft)		40	40	40	40					40	40	
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel		200,000,000	Per Michigan	autateallenatu	D ALKOHAVAI					SOTIAL CALIFORNIA	0307.0003330	
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		43	43	43	43					43	43	
Detector 2 Size(ft)		40	40	40	40					40	40	
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 2 Channel		1 - 5-, 54 - 0.55, 650		100001111111111111111111111111111111111						545 (S.A. (Market))	(1974) (ATOM)	

2: NYS Route 94 & NYS Route 17 EB Off-Ramp

	A		~	1	4-		4	↑	~	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Extend (s)		0.0	0.0	0.0	0.0				III III - COLLEGE	0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		59.0	59.0	73.8	73.8					16.2	16.2	
Actuated g/C Ratio		0.59	0.59	0.74	0.74					0.16	0.16	
v/c Ratio		0.26	0.37	0.34	0.27					0.44	0.68	
Control Delay		12.3	2.5	4.8	4.5					41.8	52.2	
Queue Delay		0.0	0.0	0.3	0.4					0.0	0.0	
Total Delay		12.3	2.5	5.2	4.9					41.8	52.2	
LOS		В	A	Α	A					D	D	
Approach Delay		6.5	200		5.0					37,00	47.9	
Approach LOS		Α			Α						D	
Intersection Summary												

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow

Natural Cycle: 40

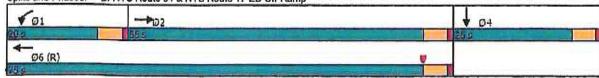
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68 Intersection Signal Delay: 13.7 Intersection Capacity Utilization 59.2%

Intersection LOS; B ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



Synchro 11 Report

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	A	-	*	-	4	4	4	†	~	1	1	4
Lane Group	EBL		EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		i 🌴	14	ħ	^	ř		4			4	7
Traffic Volume (vph)	10		98	260	202	20		7	111	19	i	11
Future Volume (vph)	10	479	98	260	202	20	34		111	19	1	11
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900		1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12		12	11	11	13
Grade (%)		5%			-2%	6.79		1%	2773	50.	-5%	1000
Storage Length (ft)	100		100	195		195	0		0	0	700	60
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			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
Ped Bike Factor		(OHERE	0.98	1.00	1007100	1277	10000	0.98		1150	1.00	1.00
Frt			0.850	0.55		0.850		0.902				0.850
Fit Protected	0.950		J100	0.950				0.989			0.954	0.000
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1566	0	0	1533	1555
FIt Permitted	0.619		, , , ,	0.271		1001	•	0.916	•		0.592	1000
Satd. Flow (perm)	1033	1764	1541	490	1761	1631	0	1451	0	0	949	1555
Right Turn on Red	0.000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Yes	400	1,01	Yes	U	1401	Yes	U	040	Yes
Satd. Flow (RTOR)			102			102		123	160			102
Link Speed (mph)		40	102		40	IUZ		30			30	102
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)		5.7	84	1	7.5			5.1	2	2	2.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	5%	0.90	6%	9%	0.90						
Adj. Flow (vph)	11	532	109	289	224		0%	0%	8%	18%	0%	10%
Shared Lane Traffic (%)	- 10	552	108	209	224	22	38	8	123	21	1	12
Lane Group Flow (vph)	11	E00	400	000	004	00		400				
Enter Blocked Intersection		532	109	289	224	22	.0	169	.0	.0	22	12
Lane Alignment	No	No	No	No	No	No	No	No	No	No	No	No
Median Width(ft)	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		0			0			0			0	
Two way Left Turn Lane		16			16			16			16	
Headway Factor	4.00	4.00	4.00	0.00	0.00	0.00						12.22
Turning Speed (mph)	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Number of Detectors	15		9	15		9	15		9	15	20	9
Detector Template	2	2	2	2	2	2	. 1	2		. 1	2	2
/4)이~~~~ 제 [보통으로 15 () () 드통하다. #1.4 () () () () () () () () () (02		00	00	00		Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft) Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	40		20	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	8.5	202	2.2	11	1.4		1					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0,0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43		43			43	43
Detector 2 Size(ft)	40	40	40	40	40	40		40			40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex			CI+Ex	CI+Ex

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	♪	-	V	1	←	1	*	1	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel			- Indiana					70,000				
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1	9.50	2	5	2 5445	2000	3		2 3000	7	7.00
Permitted Phases	1		1	5		5	3	-		7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase	471	10.70	10%	-	1000	0 4	-			161		
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	***	0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag		0.0			3.0	0.0
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)	1400	110.10	110110	110119	110110	HOMO	8.0	8.0		110110	110110	110110
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	25.9	20.6	20.6	34.9	35.4	35.4		8.6			8.6	8.6
Actuated g/C Ratio	0.51	0.40	0.40	0.68	0.69	0.69		0.17			0.17	0.17
v/c Ratio	0.02	0.75	0.16	0.53	0.18	0.02		0.49			0.14	0.03
Control Delay	5.4	22.5	4.3	8.4	6.9	0.1		13.6			23.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	5.4	22.5	4.3	8.4	6.9	0.1		13.6			23.2	0.2
.08	A	C	A	A	A	A		В			C	A
Approach Delay		19.2			7.4			13.6			15.1	
Approach LOS		В			Α			В			В	
Intersection Summary												

Intersection Summary

Area Type:

Cycle Length: 75 Actuated Cycle Length: 51 Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75 Intersection Signal Delay: 13.9

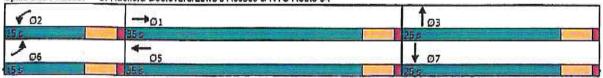
Intersection Capacity Utilization 68.1%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Nuclfora Boulevard/Lowe's Access & NYS Route 94

Other



Synchro 11 Report Page 2

J.F.M.

4: Nucifora Boulevard & Steris Access/Chester Drive

	-4	×	À	1	K	*	7	×	~	4	K	K
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	14	1	1	1	1	13	1	125	1	55	291	12
Future Volume (vph)	14	1	1	1	1	13	1	125	1	55	291	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
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		0.993		455.00	0.880			0.999	(5.57)	WAR.	0.995	2000
Fit Protected		0.957			0.997						0.992	
Satd, Flow (prot)	0	1735	0	0	1634	0	0	2047	0	0	1903	0
Flt Permitted		0.957			0.997	1070	7.0	770,700,000	100		0.992	
Satd. Flow (perm)	0	1735	0	0	1634	0	0	2047	0	0	1903	0
Link Speed (mph)		30	20	(59	30	68	5/(30	170	173	30	11.75
Link Distance (ft)		351			205			805			144	
Travel Time (s)		8.0			4.7			18.3			3.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	17	1	1	1	1	16	1	152	1	67	355	15
Shared Lane Traffic (%)												11.75
Lane Group Flow (vph)	0	19	0	0	18	0	0	154	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	15		0	85		0	70		0	37
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop	- 5	16	Free		557	Free	8.
Intersection Cummany			No contract									Trishman P

Intersection Summary

Other

Area Type: Control Type: Unsignalized

Intersection													
Int Delay, s/veh	1.7	7											
Movement	SEL	. SET	SEF	NWI	. NWT	NWF	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	The great of	4			4			4		7-3/10	4		
Traffic Vol, veh/h	14	1 1				13	1	125	1	55	291	12	
Future Vol, veh/h	14	1	1	1		13		125	1	55	291	12	
Conflicting Peds, #/hr	0					1995		0	Ó	0	0	0	
Sign Control	Stop						· · · · · · · · · · · · · · ·	Free	Free	Free	Free	Free	
RT Channelized			None		,	None		1170	None	0.000		None	
Storage Length										-		-	
eh in Median Storage	e.# -	0			. 0			0			0		
Grade, %	100	4			3 2			0		- 1	-7	3	
eak Hour Factor	82		82	82			82	82	82	82	82	82	
łeavy Vehicles, %	2							2	2	2	2	2	
Nymt Flow	17	1	1					152	1	67	355	15	
1-1/h1	CH2C/A		Transport of the Control of the Cont	Navestora:			NAMES OF THE OWNER, WHEN			Waters			
	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	660	652	363	653		153	370	0	0	153	0	0	
Stage 1	497	497	•	155		•	•	•	*	•			
Stage 2	163	155		498			100	-	7	3.15	•	•	
critical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12		-	4.12	•	-	
critical Hdwy Stg 1	6.92	6.32		6.12			-			•	+	+	
critical Hdwy Stg 2	6.92	6.32		6.12	5.52			7	7			÷	
ollow-up Hdwy	3.518		3.318	3.518		3.318	2.218		•	2.218			
ot Cap-1 Maneuver	325	335	655	380	384	893	1189		*	1428	•	•	
Stage 1	497	488	-	847	769		-	•	*	-	•	•	
Stage 2	809	743	=	554	541		-	-	•	**		-	
latoon blocked, % lov Cap-1 Maneuver	204	046			004			•		1.22	•		
	304	315	655	361	361	893	1189	*	•	1428		*	
lov Cap-2 Maneuver	304	315		361	361	-	1 6	5			•	•	
Stage 1	497	459		846	768	•	•	7	•	7.		5	
Stage 2	793	742	-	519	509		÷	Ť	ž	•	•	*	
pproach	SE			NW			NE			sw	-100	N-Dia	
CM Control Delay, s	17.2			9.9			0.1			1.2			
CM LOS	C			Α						4.			
inor Lane/Major Mvmt		NEL	NET	NEDN	WLn1 8	20154	SWL	SWT	SWR		K.C		
apacity (veh/h)		1189	MEI	-	746	315	1428	SWI	SWK				
CM Lane V/C Ratio		0.001	8	•	0.025			•	ā				
CM Control Delay (s)		8	ō				0.047	ċ					
CM Lane LOS		17	0	•	9.9	17.2	7.6	0					
CM 95th %tile Q(veh)		A 0	Α		A	C	A	Α					
PIN SOUL WILL CHAND		U	7	*	0.1	0.2	0.1						

	×	1	No.	K	5	74	
Lane Group	SET	SER	NWL	NWT	NEL	NER	
Lane Configurations	B			व	141		
Traffic Volume (vph)	153	10	1	100	10	1	
Future Volume (vph)	153	10	- 1	100	10	1	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	13	13	13	13	14	14	
Grade (%)	-1%			0%	4%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		14.555.551	133.50	3.00.00		1.50.00	
Frt	0.991				0.989		
Fit Protected					0.956		
Satd. Flow (prot)	1747	0	0	1787	939	0	
FIt Permitted		- 8	- 2	337/83	0.956	- 8	
Satd. Flow (perm)	1747	0	0	1787	939	0	
Link Speed (mph)	30	7.70		30	30		
Link Distance (ft)	518			249	221		
Travel Time (s)	11.8			5.7	5.0		
Confl. Peds. (#/hr)		4	4	6756	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	6%	100%	100%	9%	100%	100%	
Adj. Flow (vph)	163	11	1	106	11	1	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	174	0	0	107	12	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	14		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane				(2000)	16.5		
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94	
Furning Speed (mph)		9	15	SCHOOL STATE	15	9	
Sign Control	Free	8	100	Free	Stop	=	
ntersection Summary						-	Market and the second second second second second second

Area Type: Other Control Type: Unsignalized

Intersection							
Int Delay, s/veh	0.5						
Movement	SET	SEF	R NWL	NWT	NEL	NER	
Lane Configurations	B			4			
Traffic Vol, veh/h	153	10) 1	100	10	1	
Future Vol, veh/h	153	10		100	10	1	
Conflicting Peds, #/hr	0	4	5))/7)	0	2	Ó	
Sign Control	Free	Free	10		Stop	Stop	
RT Channelized		None		1 100000000	-	None	
Storage Length		110110	9	TAOME	0	inolie -	
Veh in Median Storage,	# 0	12	9 2	0	ő	(2)	
Grade, %	-1			ő	4		
Peak Hour Factor	94	94			94	94	
Heavy Vehicles, %	6	100			100	100	
Mymt Flow							
wirth Flow	163	11	1	106	11	1	
Major/Minor N	fajor1		Major2	17.5	Minor1		and the second of the second of the second
Conflicting Flow All	0	0		0	283	173	
Stage 1	<u> </u>	্			173	000	
Stage 2					110		
Critical Hdwy		- 1	5.1		8.2	7.6	
Critical Hdwy Stg 1	12	3	9.1		7.2	7.0	
Critical Howy Stg 2	- 12	- 0	15	- 2	7.2	į.	
follow-up Hdwy		- 8	3.1	- 5	4.4	4.2	
ot Cap-1 Maneuver	100		973	-	508	657	
Stage 1					642		
Stage 2		•	*		122172	+	
Platoon blocked, %	1			*	702	•	
	•			- 5			
Nov Cap-1 Maneuver	•	÷	969	•	504	654	
Nov Cap-2 Maneuver	•	•			504		
Stage 1	•		*		639		
Stage 2	*	*	•	*	700	•	
pproach	SE	This is	NW		NE		
CM Control Delay, s	0		0.1		12.2		
ICM LOS	15		7.1		В		ž.
	211		T1070				
linor Lane/Major Mymt	N	ELn1	-	NWT	SET	SER	
apacity (veh/h)		515	969			-	
CM Lane V/C Ratio	0		0.001	•	*	8	
CM Control Delay (s)		12.2	8.7	0	3.5	*	
CM Lane LOS		В	Α	Α	1.0	•	
CM 95th %tile Q(veh)		0.1	0				

2026 Build Traffic Volumes 1: NYS Route 17 WB Off-Ramp & NYS Route 94

	3	-		4	4	W	\	×	4	4	K	4
Lane Group	EBI	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWF
Lane Configurations	1	i A			1	71					न	i'
Traffic Volume (vph)	118		0	0			0	0	0	168	1	48
Future Volume (vph)	118		0	0		291	0	0	0	168	1	48
Ideal Flow (vphpl)	1900	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12		12	12		12	12	12	12	12	12	13
Grade (%)	5.5	5%	125	177	3%	1000	540	0%		1.75	1%	
Storage Length (ft)	145		0	0		0	0	0,0	0	0		345
Storage Lanes	1		ō	Õ		ĭ	ŏ		ŏ	ŏ		1
Taper Length (ft)	25			25		*	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
Ped Bike Factor		0.00	1000000	1.00	1.00	1100	1.00	1.00	1.00	1.00	1.00	0.98
Frt						0.850					1.00	0.850
FIt Protected	0.950					0.000					0.953	0.000
Sald. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Fit Permitted	0.358	1003	U	U	1017	1044	•	U	U	· ·	0.953	1020
Satd. Flow (perm)	614	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red	417	1003	Yes	U	1017	Yes	y	U	Yes	U	1303	No
Satd. Flow (RTOR)			163			334			165			140
Link Speed (mph)		40			40	004		35			25	
Link Distance (ft)		348			504			151			35 644	
Travel Time (s)		5.9			8.6			2,9			12.5	
Confl. Peds. (#/hr)		5.5			0.0			2,5		4	12.5	a a
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.07
Heavy Vehicles (%)	8%	11%	2%	2%	3%	3%	2%	2%		15%		0.87
Adj. Flow (vph)	136	292	0	0	514	334	0		2%		15%	9%
Shared Lane Traffic (%)	100	202	v	v	014	334	U	0	0	193	1	55
Lane Group Flow (vph)	136	292	0	0	514	334	0	0	0		404	55
Enter Blocked Intersection	No	No	No	No	No		No	0	100000000000000000000000000000000000000	0	194	
Lane Alignment	Left	Left		Left		No		No	No	No	No	No
Median Width(ft)	Len	12	Right	Leit	Left 12	Right	Left	Left	Right	Left	Left	Right
Link Offset(ft)		0						0			0	
Crosswalk Width(ft)		16			0 16			0 16			0 16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	4.00	1.01	1.01	0.00
Turning Speed (mph)	15	1.05	9	15	1.02	9	15	1.00	1.00		1.01	0.96
Number of Detectors	2	2	9	15	2	2	15		9	15		9
Detector Template	-	-			2	2				Left	2	2
Leading Detector (ft)	83	83			83	83				20	83	02
Trailing Detector (ft)	-5	-5										83
Detector 1 Position(ft)	-5	-5 -5			-5 -5	-5 -5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				0	-5	-5
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex					20	40	40 CI+Ex
Detector 1 Channel	CITEX	CITEX			CITEX	CI+Ex				CI+Ex	CI+Ex	CITEX
Detector 1 Extend (s)	0.0	0.0			0.0	0.0				0.0	0.0	
Detector 1 Queue (s)	0.0 0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0				0.0	0.0	0.0
Detector 2 Position(ft)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 2 Size(ft)	43	43			43	43					43	43
Detector 2 Type	40	40			40	40					40	40
Jeleotor & Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex					CI+Ex	CI+Ex

1: NYS Route 17 WB Off-Ramp & NYS Route 94

	3	-		~	4-	VC	1	×	4	4	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel		- Promise in the last				11171				18198	- 1,010	
Detector 2 Extend (s)	0.0	0.0			0.0	0.0					0.0	0.0
Turn Type	pm+pt	NA			NA	Perm				Perm	NA	Perm
Protected Phases	1	6			2	-					3	
Permitted Phases	6				75	2				3	50	3
Detector Phase	1	6			2	2				3	3	3
Switch Phase	*	120			-					•		
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0%	20.0
Yellow Time (s)	4.0	4.0			4.0	4.0				4.0	4.0	4.0
All-Red Time (s)	1.0	1.0			1.0	1.0				1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0				1.0		1.0
Total Lost Time (s)	5.0	5.0			5.0	5.0					0.0	0.0 5.0
Lead/Lag	Lead	0.0				Lag					5.0	5.0
Lead-Lag Optimize?	Yes				Lag	Yes						
Vehicle Extension (s)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min										
Walk Time (s)	None	8.0			Min	Min				None	None	None
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		12.0										
Act Effct Green (s)	72.4	72.4			60.1	60.1					470	47.0
Actuated g/C Ratio	0.72	0.72			0.60	0.60					17.6	17.6
v/c Ratio	0.26	0.72									0.18	0.18
Control Delay	6.4	6.3			0.47	0.31					0.71	0.21
Queue Delay	0.0	0.4			14.3	2.3					52.3	35.1
Total Delay		(T 2 Z)			0.0	0.0					0.0	0.0
LOS	6,4	6.8			14.3	2.3					52.3	35.1
Approach Delay	Α	A			В	Α					D	D
Approach LOS		6.6			9.5						48.5	
STATE SECTION AND ADDRESS OF THE SECTION ADDRESS OF T		Α			Α						D	
ntersection Summary											A SHARE	

Area Type: Other

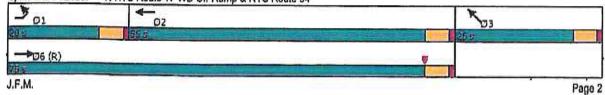
Cycle Length: 100

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 55

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.71 Intersection Signal Delay: 15.1 Intersection Capacity Utilization 60.7% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service B

Splits and Phases: 1; NYS Route 17 WB Off-Ramp & NYS Route 94



2: NYS Route 94 & NYS Route 17 EB Off-Ramp

	▲		7	1	4	4.	4	↑	p	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2.00	1	il.	Ŋ	^					7	7>	
Traffic Volume (vph)	0		372	253	363	0	0	0	0	114	1	175
Future Volume (vph)	0	258	372	253	363	0	0	0	0	114	1	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0		150	135		0	0		0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			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
Ped Bike Factor			0.98	1.00							0.98	
Frt			0.850								0.851	
Fit Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
FIt Permitted				0.517						0.950		
Satd. Flow (perm)	0	1713	1504	947	1717	0	0	0	0	1713	1573	0
Right Turn on Red		9	Yes			Yes			Yes			No
Sald. Flow (RTOR)			400									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1								1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	12%	6%	2%	9%	2%	2%	2%	2%	8%	3%	3%
Adj. Flow (vph)	0	277	400	272	390	0	0	0	0	123	1	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	277	400	272	390	0	0	0	0	123	189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	2	2	2					2	2	
Detector Template					1770-1467							
_eading Detector (ft)		83	83	83	83					83	83	
Frailing Detector (ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Position(ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Size(ft)		40	40	40	40					40	40	
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0,0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		43	43	43	43					43	43	
Detector 2 Size(ft)		40	40	40	40					40	40	
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 2 Channel												

2: NYS Route 94 & NYS Route 17 EB Off-Ramp

	^	→	V	1	◄		4	1	1	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Extend (s)		0.0	0.0	0.0	0.0	*** *********************************				0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25,0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag		Lag	Lag	Lead	3							
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	2000									
Act Effct Green (s)		57.8	57.8	72.8	72.8					17.2	17.2	
Actuated g/C Ratio		0.58	0.58	0.73	0.73					0.17	0.17	
v/c Ratio		0.28	0.39	0.35	0.31					0.42	0.70	
Control Delay		13.3	2.7	5.3	5.2					40.0	52.2	
Queue Delay		0.0	0.0	0.4	0.5					0.0	0.0	
Total Delay		13.3	2.7	5.7	5.7					40.0	52.2	
LOS		В	Α	Α	A					D	D	
Approach Delay		7.0		(Art*)	5.7						47.4	
Approach LOS		Α			A						D	
Intersection Summary		NAME OF			MES I		E LES					

Area Type:

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow

Other

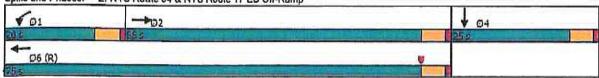
Natural Cycle: 40

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.70 Intersection Signal Delay: 14.1 Intersection Capacity Utilization 60.7%

Intersection LOS: B ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



Synchro 11 Report Page 2

	A	-	7	*	4-	*	4	↑	1	1	ţ	1
Lane Group	EBL	. EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	h	1 1	7	19	4	i ^r		4			4	11/
Traffic Volume (vph)	10	479	121	316	202	20	41	7	133	19	i	11
Future Volume (vph)	10	479	121	316	202	20	41	7	133	19	1	11
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900		1900	1900	1900	1900
Lane Width (ft)	12		12	12	12	12	12		12	11	11	13
Grade (%)		5%		(年間)	-2%	9.500	900	1%	1622	100	-5%	£17.
Storage Length (ft)	100		100	195		195	0		0	0	1/1/20	60
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			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
Ped Bike Factor			0.98	1.00	12/2/2016	0.00000	10000	0.98	1000000	10.000	1.00	1100
Frt			0.850	70.755		0.850		0.901			53770	0.850
Fit Protected	0.950		71777	0.950		21277		0.989			0.954	
Satd, Flow (prot)	1585	1764	1575	1720	1761	1631	0	1564	0	0	1533	1555
Fit Permitted	0.619			0.248				0.915	•		0.573	
Satd. Flow (perm)	1033	1764	1541	449	1761	1631	0	1447	0	0	918	1555
Right Turn on Red	1.444	83,553	Yes	88(805)		Yes		1500.00	Yes		9.10	Yes
Satd. Flow (RTOR)			102			102		148	, 55			102
Link Speed (mph)		40	102		40	102		30			30	102
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)		0.1	- 4	1	7.0			0.1	2	2	2.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	5%	0.30	6%	9%	0.30	0.30	0.90	8%	18%	0%	10%
Adj. Flow (vph)	11	532	134	351	224	22	46	8	148	21	1	12
Shared Lane Traffic (%)	188	JJZ	104	331	224	22	40	٥	140	21	3	12
Lane Group Flow (vph)	11	532	134	351	224	22	0	202	0	0	22	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left		Left	Left	
Median Width(ft)	Lon	12	ragin	Len	12	Night	Len	0	Right	Cen	Cent	Right
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	4.04	4.04	1.01	0.02
Turning Speed (mph)		1.03			0.99			1.01	1.01	1.01	1.01	0.93
Number of Detectors	15 2	•	9	15	2	9	15		9	15		9
Detector Template	2	2	2	2	2	2	1 -4	2		1	2	2
Leading Detector (ft)	02	00	00	02	02	92	Left	.00		Left	00	00
	83	83	83	83	83	83	20	83		20	83	83
Frailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	•5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft) Detector 1 Type	40	40	40	40	40	40	20	40		20	40	40
Detector 1 Channel	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
		0.0		0.0	0.0			0.0			6.00	44 (44)
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43		43			43	43
Detector 2 Size(ft)	40	40	40	40	40	40		40			40	40
Detector 2 Type	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex			CI+Ex	CI+Ex

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	-	-	V	1	←	4	4	1	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel				A STATE OF THE STA	- Laborat		0,000	N-A	11071	000	-	ODI
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1	12000000	2	5			3		N. W. 1111	7	1 61111
Permitted Phases	1	1/5/	1	5	A.T.	5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase				-	7	Ĭ	Š.			8		
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0		1.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag		0.0			0.0	0.0
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)		,,,,,,	110110	110110	110110	110110	8.0	8.0		None	NONG	MONE
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	25,5	20.5	20.5	35.5	34.1	34.1	90	8.6			8.6	8.6
Actuated g/C Ratio	0.47	0.37	0.37	0.65	0.62	0.62		0.16			0.16	0.16
v/c Ratio	0.02	0.81	0.21	0.67	0.20	0.02		0.57			0.15	0.04
Control Delay	5.6	26.9	5.7	14.3	7.1	0.1		14.9			23.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	5.6	26.9	5.7	14.3	7.1	0.1		14.9			23.9	0.2
LOS	A	C	A	В	A	A		В	8		20.5 C	Α.2
Approach Delay	3.5	22.3	100	1.554	11.1	500		14.9			15.5	^
Approach LOS		C			В			В			B	
Intersection Summary												

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 54.7

Natural Cycle: 60

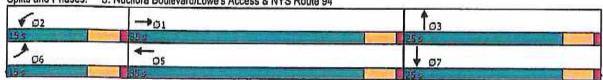
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81 Intersection Signal Delay: 16.7 Intersection Capacity Utilization 72.9%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Nuclfora Boulevard/Lowe's Access & NYS Route 94



Synchro 11 Report

4: Nucifora Boulevard & Steris Access/Chester Drive

	4	×	1	*	K	7	7	×	74	6	K	*
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4		== '01'++	4			4	
Traffic Volume (vph)	14	1	1	1	1	13	1	154	1	55	370	12
Future Volume (vph)	14	1	1	1	1	13	1	154	1	55	370	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
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		0.993			0.880			0.999			0.996	
Fit Protected		0.957			0.997						0.994	
Satd. Flow (prot)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
FIt Permitted		0.957			0.997						0.994	
Satd. Flow (perm)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			205			805			144	
Travel Time (s)		8.0			4.7			18.3			3.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	17	1	1	1	1	16	1	188	1	67	451	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	18	. 0	0	190	0	0	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	37		0	273		0	25		0	120
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary		وينجوي	al Rosa									

Intersection Summa

Other

Area Type: (Control Type: Unsignalized

Intersection												and the state of	
Int Delay, s/veh	1.5	,											
Movement	SEL	. SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		4			4		100.00	4		- Control Marie	4	UNDINIAN	
Traffic Vol, veh/h	14		14	1	1	13	1	154	1	55	370	12	
Future Vol, veh/h	14		1	1	1	13		154	1	55	370	12	
Conflicting Peds, #/hr	0	0	0	0	0	0		0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	- 1		None	3.130	127	None		0100	None	0.750		None	
Storage Length		-											
Veh in Median Storage	.# -	0		- 1	0	2		0		1	0		
Grade, %	80.8X	4			Ō			0		-	-7		
Peak Hour Factor	82	82		82			82	82	82	82	82	82	
Heavy Vehicles, %	2			2		2	2	2	2	2	2	2	
Mvmt Flow	17		1	1	1	16	1	188	1	67	451	15	
Major/Minor	Minor2			Minord	-		Major1			Major2			
Conflicting Flow All	792			Minor1	704						_	_	
			459	785	791	189	466	0	0	189	0	0	
Slage 1 Slage 2	593 199	593 191		191 594	191	- 5			Ī	7	30	- 5	
Critical Hdwy	7.92	7.32	6.62		600 6.52	6.22	4 40	2	•	4 40		100	
Critical Hdwy Stg 1	6.92			7.12		0.22	4.12	-	-	4.12			
		6.32	•	6.12	5.52	-		-			•	100	
Critical Hdwy Stg 2 Collow-up Hdwy	6.92 3.518	6.32 4.018	2 240	6.12	5.52	2 240	0.040	•	ř.	2.218	•	•	
ot Cap-1 Maneuver	257	273	3.318 572	3.518 310	4.018 322	3.318 853	2.218	1	8	1385	Ī	3	
Stage 1	431	433	5/2			653	1095	7	- 5	1385	Ē	3	
Stage 2	768	15.00.00		811	742	220		200	90		•	-	
Platoon blocked, %	100	711	•	491	490	-	•	-		-	•	-	
Nov Cap-1 Maneuver	239	255	572	293	301	853	1095	-		1385	•	-	
Nov Cap-1 Maneuver						003	1095	S.		1303	•	7	
	239	255	5	293	301	Ē				- 1	- 1	5	
Stage 1	431	405	7	810	741	*	•	•	•	· ·	- 5	5	
Stage 2	752	710	Ť	457	458	•	•		Ť	•	Ž	Ť	
pproach	SE		GI DAY	NW		TVVE	NE	0.540		SW	nto de	No. 1	
CM Control Delay, s	20.7		The Table	10,4			0.1			1			
CM LOS	C			В									
linor Lane/Major Mvml		NEL	NET	NERN	WLn1	SEL n1	SWL	SWT	SWR				
apacity (veh/h)	-	1095	2	111111	683	249	1385	5	-				
CM Lane V/C Ratio		0.001	3		100000000000000000000000000000000000000	0.078	0.048	§.	3				
CM Control Delay (s)		8.3	0	-	10.4	20.7	7.7	0					
CM Lane LOS		Α	A	92	10.4 B	20.7 C	A	Ä	-				
CM 95th %tile Q(veh)		ô	^	1.5	0.1	0.3	0.2	^	-				
ioni ootii miio at(veii)		v	-5	. 7	0.1	0.0	U.E	(F)	75				

5: Amscan Access/Site Access & Elizabeth Drive

	4	×	1	1	K	*	7	A	~	Ĺ	K	K
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4		- in action	4	- Name of the last		4	
Traffic Volume (vph)	79	153	10	1	100	19	10	1	1	6	1	29
Future Volume (vph)	79	153	10	1	100	19	10	1	1	6	1	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	13	13	13	12	14	12	14	12	12	12
Grade (%)		-1%		2070	0%	-51770		4%	1502/1	13.77	0%	1.5100
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
Ped Bike Factor		145753	1466	100.5/	10000	1100	1655	100000	11.74	81000	1155	A42.5
Frt		0.994			0.979			0.990			0.890	
FII Protected		0.984						0.959			0,992	
Satd. Flow (prot)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Fit Permitted	A554	0.984	0.70	1070	13.05			0.959			0.992	
Satd. Flow (perm)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Link Speed (mph)	180	30	/2/	7.5	30	-70	075	30		200	30	:7
Link Distance (ft)		518			249			221			247	
Travel Time (s)		11.8			5.7			5.0			5.6	
Confl. Peds. (#/hr)			4	4			2				4.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	6%	100%	100%	9%	2%	100%	2%	100%	2%	2%	2%
Adj. Flow (vph)	84	163	11	1	106	20	11	1	1	6	- 1	31
Shared Lane Traffic (%)	(7.0	17.7	107	7	100	1000		(5)	8	.50	- 5	
Lane Group Flow (vph)	0	258	0	0	127	0	0	13	0	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	279704	0	1.10		0	1.131.15		0			0	1.08.11
Link Offset(ft)		ō			0			Ö			ŏ	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		12			22			1.5			15	
Headway Factor	0.99	0.95	0.95	0.96	0.96	1.00	0.94	1.03	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control	(5/5/	Free	0-770	5770	Free	·#	81077 II	Stop	.=X	115.75	Stop	*
Intersection Summary								- CANADA			The second second	

Intersection Summary

Other

Area Type: Control Type: Unsignalized

Intersection						AUS/S	and the						
int Delay, s/veh	2.8	1											
Movement	SEL	SE	SEF	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		4	>		4			4			4		
Traffic Vol, veh/h	79	15) 1	100		10			6		29	
Future Vol, veh/h	79	153	3 10) 1	100		10	1	1	6		29	
Conflicting Peds, #/hr	0	() 4	4	0		2		0			0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop					Stop	
RT Channelized	Nessani.		- None			None			2/2/23/915/3			None	
Storage Length			NAME OF		-			3	17.2275			102.00	
Veh in Median Storage	e.# -) .		0			0		1	0	19	
Grade, %		-1			0			4			Ō		
Peak Hour Factor	94			94	94	94	94	94		94		94	
Heavy Vehicles, %	2	6			9	2	100	2		2		2	
Mvmt Flow	84	163			106	20	11	1	1	6		31	
Lorg county two are													
	Major1		Wally	Major2			Minor1			Minor2		11.3	THE WAY
Conflicting Flow All	126	0	0	178	0	0	477	469	173	456		118	
Stage 1					-	÷.	341	341		118	118		
Stage 2	Į.		5			*	136	128		338	346		
Critical Hdwy	4.12			5.1			8.9	7.32	7.6	7.12		6.22	
Critical Hdwy Stg 1		2				2	7.9	6.32	-	6.12	5.52		
Critical Hdwy Stg 2	3000		-	-	ê	32	7.9	6.32		6.12	5.52		
Follow-up Hdwy	2.218			3.1		16	4.4	4.018	4.2	3.518		3.318	
ot Cap-1 Maneuver	1460	1.0	-	973			332	443	657	515	495	934	
Stage 1						-	473	592		887	798		
Stage 2	٠	•				•	659	768	- 5	676	635	7	
latoon blocked, %			-			2							
Nov Cap-1 Maneuver	1460			969	*		303	412	654	488	461	932	
llov Cap-2 Maneuver				•			303	412		488	461		
Stage 1	7					*	441	552	-	830	797		
Stage 2				•		17.	634	767	5 9	630	592	*	
pproach	SE	-		NW			NE			SW	-		CONTRACTOR CONTRACTOR
ICM Control Delay, s	2.5		and the same	0.1			16.5			9.8			
ICM LOS	2.0			U. I			C			9.6 A			
A a monitor of an incomposition of the contract of the contrac	N 29	Na America	Davidson.		20002002	50/410/4	Julatin						
linor Lane/Major Mvmt		IELn1	NWL	NWT	NWR	SEL	SET	SERS					
apacity (veh/h)		325	969	*		1460			790				
CM Lane V/C Ratio		0.039				0.058		•	0.048				
CM Control Delay (s)		16,5	8.7	0	-	7.6	0	73	9.8				
CM Lane LOS		C	Α	Α	3	Α	Α		Α				
CM 95th %tile Q(veh)		0.1	0	12	2	0.2	100	28	0.2				

	>	-	74	4	4-	, PC_	\ *	×	4	*	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	þ	i 🛧		7,	1	17					4	1/
Traffic Volume (vph)	118		0	0			0	0	0	168	1	48
Future Volume (vph)	118		0	0			0	Ō	0	168	1	48
Ideal Flow (vphpl)	1900		1900	1900			1900	1900	1900	1900	1900	1900
Lane Width (ft)	12		12	12			12	12	12	12	12	13
Grade (%)		5%		144	3%		12	0%	12	14-	1%	
Storage Length (ft)	145		0	0		0	0	0 70	0	0	1 70	345
Storage Lanes	1		Ö	ő		1	ő		0	Ŏ		343
Taper Length (ft)	25		v	25			25		U	25		1
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
Ped Blke Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		100000000000000000000000000000000000000
Frt						0.050					1.00	0.98
Fil Protected	0.000					0.850						0.850
ALACADA A TRANSPORT	0.950	4000	-	2	2222	-	V <u>in</u> ti	723	7/2	1920	0.953	10000
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Fit Permitted	0.358					-					0.953	
Satd. Flow (perm)	614	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			,			334						
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)										1		1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	8%	11%	2%	2%	3%	3%	2%	2%	2%	15%	15%	9%
Adj. Flow (vph)	136	292	0	0	514	334	0	0	0	193	100	55
Shared Lane Traffic (%)							-	-	7			
Lane Group Flow (vph)	136	292	0	0	514	334	0	0	0	0	194	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	1000000	2.760	12		(DAMA)	0		-	0	
Link Offset(ft)		ō			0			ŏ			o	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		,,,			10						10	
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0,96
Turning Speed (mph)	15	1.00	9	15	1.02	9	15	1.00	9	15	1.01	
Number of Detectors	2	2	•	15	2		15		9			9
Detector Template	2	2			2	2				1	2	2
Leading Detector (ft)	00	00			00	00				Left	••	
	83	83			83	83				20	83	83
Tralling Detector (ft) Detector 1 Position(ft)	.5	-5			-5	-5				0	-5	-5
	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex				CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	7272	1979										
Detector 1 Extend (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 2 Position(ft)	43	43			43	43					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex					CI+Ex	CI+Ex

	الا	-	~	4	←	W_	\	×	4	4	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel			- NAME OF STREET									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0					0.0	0.0
Turn Type	pm+pt	NA			NA	Perm				Perm	NA	Perm
Protected Phases	1	6			2	2 2000				V (1854)	3	å 5600
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase		1100				1.00				135	1700	
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	4.0			4.0	4.0				4.0	4.0	4.0
All-Red Time (s)	1.0	1.0			1.0	1.0				1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0				1.00	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0					5.0	5.0
Lead/Lag	Lead				Lag	Lag					0.0	5.0
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)	100000000000000000000000000000000000000	8.0			050000	0.000				Hono	110110	110110
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	72.4	72.4			60.1	60.1					17.6	17.6
Actuated g/C Ratio	0.72	0.72			0.60	0.60					0.18	0.18
v/c Ratio	0.26	0.24			0.47	0.31					0.71	0.21
Control Delay	7.1	6.6			14.3	2.3			,		52.3	35.1
Queue Delay	0.0	0.4			0.0	0.0					0.0	0.0
Total Delay	7.1	6.9			14.3	2.3					52.3	35.1
LOS	A	Α			В	Α					D	D
Approach Delay		7.0			9.5						48.5	_
Approach LOS		A			A						D	
Queue Length 50th (ft)	29	62			168	0					118	30
Queue Length 95th (ft)	24	45			297	36					172	58
Internal Link Dist (ft)	(E)	268			424	55		71			564	
Turn Bay Length (ft)	145	200			PHT /25			7838			0.000	345
Base Capacity (vph)	597	1223			1092	1061					326	310
Starvation Cap Reductn	0	494			0	0					0	0
Spillback Cap Reductn	ŏ	0			ŏ	ŏ					ŏ	ŏ
Storage Cap Reductn	Ö	ő			ő	Ö					Ö	ő
Reduced v/c Ratio	0.23	0.40			0.47	0.31					0.60	0.18
					2000 N	0.888/20						hever.

Area Type:

Cycle Length: 100 Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow

Other

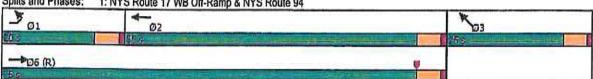
Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71 Intersection Signal Delay: 15.2 Intersection Capacity Utilization 60.7% Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



		→	*	1	4-	4	4	1	p	\	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1	77	V _i	4			- /		19	74	
Traffic Volume (vph)	0	258	372	253	363	0	0	0	0	114	1	175
Future Volume (vph)	. 0	258	372	253	363	0	0	0	0	114	1	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0.5.5.5	-2%	10000	5,000,000	3%	1570500	1000000	0%	10000	REMEDIA	-5%	ATT THE
Storage Length (ft)	0	8000	150	135	1575	0	0	8.00	0	350	, EAS	0
Storage Lanes	Ō		- 1	1		ō	ō		ō	- 1		0
Taper Length (ft)	25			25			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
Ped Bike Factor	1.00	,,,,,	0.98	1.00		1.00	1.54	,,,,,	11.95	.,,	0.98	
Frt			0.850	11.00							0.851	
Fit Protected			0.000	0.950						0.950	0.3327237	
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
FIt Permitted	ř	17.10	1000	0.517	1000	Š	, v			0.950		
Satd. Flow (perm)	0	1713	1504	947	1717	0	0	0	0	1713	1573	0
Right Turn on Red		11.10	Yes			Yes			Yes	.,,,,,,		No
Satd. Flow (RTOR)			400			100			, 05			110
Link Speed (mph)		40	400		40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)		10.5	1	1	0.5			2.0			12.0	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0,93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	12%	6%	2%	9%	2%	2%	2%	2%	8%	3%	3%
Adj. Flow (vph)	0	277	400	272	390	0	0	0	0	123	1	188
Shared Lane Traffic (%)	- 5		3100	55000	2200	170	7	·7.	- 5	1900		535
Lane Group Flow (vph)	0	277	400	272	390	0	0	0	0	123	189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12	1.33	LATERATOR IN	12	
Link Offset(ft)		0			ō			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		757			NE)			(2)25			55.00	
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	2	2	2				1900	2	2	
Detector Template		100	7781	1270	1,540,0						A	
Leading Detector (ft)		83	83	83	83					83	83	
Trailing Detector (ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Position(ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Size(ft)		40	40	40	40					40	40	
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel		0.200.200.	(F)F, (C) TOO.		450,00000							
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		43	43	43	43					43	43	
Detector 2 Size(ft)		40	40	40	40					40	40	
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 2 Channel		-swortstan		- SAMESTON SAMEST								
								-	-			

	A	-	>	-	4-		4	1	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0	11 1.7-1.011	- DANGER	20000	04-0-91	0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag		Lag	Lag	Lead	.010							
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0									
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		57.8	57.8	72.8	72.8					17.2	17.2	
Actuated g/C Ratio		0.58	0.58	0.73	0.73					0.17	0.17	
v/c Ratio		0.28	0.39	0.35	0.31					0.42	0.70	
Control Delay		13.3	2.7	5.3	5.2					40.0	52.2	
Queue Delay		0.0	0.0	0.4	0.5					0.0	0.0	
Total Delay		13.3	2.7	5.7	5.7					40.0	52.2	
LOS		В	Α	Α	A					D	D	
Approach Delay		7.0			5.7						47.4	
Approach LOS		Α			Α						D	
Queue Length 50th (ft)		82	0	39	75					71	114	
Queue Length 95th (ft)		169	49	73	119					117	176	
nternal Link Dist (ft)		559			268			51			562	
Turn Bay Length (ft)			150	135						350		
Base Capacity (vph) '		1000	1044	808	1261					354	325	
Starvation Cap Reductn		0	0	203	471					0	0	
Spillback Cap Reductn		ō	Ö	0	0					0	0	
Storage Cap Reductn		Ö	0	o	0					0	0	
Reduced v/c Ratio		0.28	0.38	0.45	0.49					0.35	0.58	
stareaction Cummany			36/1/70			_				-		

Area Type: Cycle Length: 100 Other

Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow

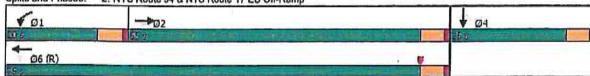
Natural Cycle: 40

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.70

Intersection Signal Delay: 14.1 Intersection Capacity Utilization 60.7% Analysis Period (mln) 15

Intersection LOS: B ICU Level of Service B

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



	٨	→	*	1	4-	4	*	1	~	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	h	i 1	7	. 15	1	11		ન	17	-	4	7"
Traffic Volume (vph)	10		121	316		20		7	133	19	1	11
Future Volume (vph)	10		121	316	202	20	41	7	133	19	1	11
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900	and the second state of	1900	1900	1900	1900
Lane Width (ft)	12		12	12	12	12	12		12	11	11	13
Grade (%)		5%	1277	15.72	-2%	1.77		1%	10.00	5.25	-5%	5.77
Storage Length (ft)	100		100	400	0.774	195	0	1000	275	0	875	60
Storage Lanes	1		1	1		1	ŏ		-14	ŏ		1
Taper Length (ft)	25		- 18	25		Č.	25			25		V.
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
Ped Bike Factor	1100	1100	0.98	1.00	1100	1.00	11.00	1,00	0.98	1,00	1.00	1,00
Frt			0.850	7.00		0.850			0.850		1.00	0.850
Fit Protected	0.950		0.000	0.950		0.000		0.959	0.000		0.954	0.000
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1813	1488	0	1533	1555
Fit Permitted	0.619	1104	1010	0.273	1701	1001	Ü	0.742	1400	ŭ	0.766	1000
Satd. Flow (perm)	1033	1764	1541	494	1761	1631	0	1403	1453	0	1227	1555
Right Turn on Red	1000	17.04	Yes	404	1701	Yes		1400	Yes	U	1221	Yes
Satd. Flow (RTOR)			102			102			148			102
Link Speed (mph)		40	102		40	102		30	140		30	102
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)		5.7	4	4	7.5			5.1	2	2	2.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.00	0.00	0.00	And the latest territory	0.90	0.90	0.00
Heavy Vehicles (%)	11%	5%	0.90	6%	9%	0.90	0.90 0%	0.90 0%	0.90 8%	18%		0.90
Adj. Flow (vph)	11	532	134	351	224	22	46				0%	10%
Shared Lane Traffic (%)	• • • • • • • • • • • • • • • • • • • •	532	134	301	224	22	40	8	148	21	1	12
Lane Group Flow (vph)	11	532	134	351	224	22	0	54	440		00	40
Enter Blocked Intersection							0.000	10000000	148	0	22	12
Lane Alignment	No	No	No	No	No	No	No	No	No	No	No	No
Median Width(ft)	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		0			0			0			0	
Two way Left Turn Lane		16			16			16			16	
Headway Factor	1.03	1.03	4.00	0.00	0.00	0.00	4.04	4.04	4.04	4.04	4.04	0.00
Turning Speed (mph)		1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Number of Detectors	15		9	15		9	15		9	15		9
Detector Template	2	2	2	2	2	2	1	2	51.14	. 1	2	2
			00	- 00	00		Left		Right	Left	0.5	
Leading Detector (ft)	83	83	83	83	83	83	20	83	20	20	83	83
Trailing Detector (ft) Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5	0	0	-5	-5
Detector 1 Position(it)	-5	-5	-5	-5	-5	-5	0	-5	0	0	-5	-5
	40	40	40	40	40	40	20	40	20	20	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel		2.2	24/4		dia.	202			-	(947.47)		404
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0
Detector 2 Position(ft)	43	43	43	43	43	43		43			43	43
Detector 2 Size(ft)	40	40	40	40	40	40		40			40	40
Delector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex			CI+Ex	CI+Ex

		-	*	*	4-	•	*	1	1	1	†	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	6	1		2	5		THE SAME BAT	3	2	10110574100411	7	
Permitted Phases	1		1	5	1377	5	3	970	3	7		7
Detector Phase	6	1	1	2	5	5	3	3	2	7	7	7
Switch Phase						0						
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0	3.0	5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0	8.0	10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0	15.0	25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%	20.0%	33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	10.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	150	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag		0.0	Lead		0.0	0.00
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	1000000	,,,,,,,		110110	110110		8.0	8.0	110110	110110	110110	110110
Flash Dont Walk (s)							12.0	12.0				
edestrian Calls (#/hr)							3	3				
Act Effct Green (s)	25.1	19.5	19.5	34.6	36.8	36.8	7	8.6	14.4		8.5	8.5
Actuated g/C Ratio	0.52	0.41	0.41	0.72	0.77	0.77		0.18	0.30		0.18	0.18
/c Ralio	0.02	0.74	0.20	0.59	0.17	0.02		0.21	0.27		0.10	0.03
Control Delay	5.4	21.7	5.6	10.6	6.4	0.0		23.1	3.9		22.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
otal Delay	5.4	21.7	5.6	10.6	6.4	0.0		23.1	3.9		22.3	0.2
.os	A	C	A	В	A	A		C	A		C	A
Approach Delay	0.555	18.3	500	- 5	8.6	10.55		9.0	35.50		14.5	
Approach LOS		В			A			A			В	
Queue Length 50th (ft)	1	135	6	32	19	0		15	0		6	0
Queue Length 95th (ft)	8	#335	41	#159	106	ő		46	28		25	0
nternal Link Dist (ft)		255	7.11 X .18.2		383			143			30	
urn Bay Length (ft)	100		100	400	-	195		1.70	275		-	60
Base Capacity (vph)	806	1235	1110	655	1349	1274		684	612		598	810
tarvation Cap Reductn	0	0	0	0	0	0		0	0		0	0,0
pillback Cap Reductn	ŏ	Õ	ŏ	Ö	ŏ	ő		ŏ	Ö		ŏ	ő
torage Cap Reductn	ő	ŏ	ŏ	Ö	ő	ŏ		o	ő		ŏ	Ö
teduced v/c Ratio	0.01	0.43	0.12	0.54	0.17	0.02		0.08	0.24		0.04	0.01

Area Type: Other

Cycle Length: 75 Actuated Cycle Length: 48 Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratlo: 0.74

2026 Build Traffic Volumes W/Improvements 3: Nucifora Boulevard/Lowe's Access & NYS Route 94

Weekday Peak AM Hour 03/28/2023

Intersection Signal Delay: 13.1 Intersection Capacity Utilization 65.0%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacily, queue may be longer. Queue shown is maximum after two cycles.





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Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4	The state of the s		4			4	
Traffic Volume (vph)	14	1	1	1	1	13	1	154	1	55	370	12
Future Volume (vph)	14	- 1	1	1	1	13	1	154	1	55	370	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%	95		-7%	107
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		0.993			0.880			0.999	.,,		0.996	
Fil Protected		0.957			0.997			71377			0.994	
Satd. Flow (prot)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Fit Permitted		0.957	80	77	0.997	522	570	march.	70	(7)	0.994	0.70
Sald. Flow (perm)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Link Speed (mph)		30	8	9	30	876	15	30	3 2	25	30	- 3
Link Distance (ft)		351			205			805			144	
Travel Time (s)		8.0			4.7			18.3			3.3	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	17	1	1	1	1	16	1	188	1	67	451	15
Shared Lane Traffic (%)											500200	10,000
Lane Group Flow (vph)	0	19	0	0	18	0	0	190	0	0	533	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	11000000		0	330	(100,000,000)	0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		757			(5/5)			(7.5)			889	
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Furning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free	,		Free	

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 47.4%
Analysis Period (min) 15

ICU Level of Service A

Intersection													
Int Delay, s/veh	1.5	i											
Movement	SEL	SET	SER	NWI	. NWI	NWR	NEL	NET	NER	SWL	SWT	SWR	CONTRACTOR VIDE
ane Configurations		4			4			4			4		
raffic Vol, veh/h	14			1	10.7%	13	1	154	1	55	370	12	
uture Vol. veh/h	14	1	1	1	1	13	- 3	154	1	55	370	12	
Conflicting Peds, #/hr	0		.0	100	1 2			0	0	0	0	0	
Sign Control	Stop	Stop			Stop			Free	Free	Free	Free	Free	
RT Channelized	1100,000	2.20	None		77.77	None			None			None	
Storage Length						. 5057611905							
eh in Median Storage	# -	0			0		2	0	-		0		
Grade, %	1000	4		12			2	Ō	2	<u> </u>	-7	2	
eak Hour Factor	82	15007	82				82	82	82	82	82	82	
leavy Vehicles, %	2	2						2	2	2	2	2	
Nymt Flow	17	1	1	1				188	1	67	451	15	
Major/Minor N	/linor2			Minor1	on makes		Major1			Major2			
Conflicting Flow All	792	784	459	785	791	189	466	0	0	189	0	0	
Stage 1	593	593	409	191	191	109	400	·		109	Ü		
Stage 2	199	191		594	600	Ţ			. .				
ritical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12			4.12		•	
ritical Hdwy Stg 1	6.92	6.32	0.02	6.12	5.52	0.22	4.12		- 5	4.12	7	2	
ritical Hdwy Stg 2	6.92	6.32		6.12	5.52					- 5	į	į	
	3.518		3.318			3.318	2.218	•	ā	2.218	- 1	- 8	
ot Cap-1 Maneuver	257	273	572	310	322	853	1095	Ī		1385		<u>.</u>	
Stage 1	431	433	312	811	742	000	1080			1300			
Stage 2	768	711		491	490	7.0	150			(1.5	-	
latoon blocked, %	100	6:10		491	450			- 5	•	()	11.5	70	
lov Cap-1 Maneuver	239	255	572	293	301	853	1095	- 5	-	1385	- 19	1	
lov Cap-1 Maneuver	239	255	3/2	293	301	000	1055	7	- 7	1303	7	- 3	
Stage 1	431	405	-	810	741	- 5	- 5.	-				1.5	
Stage 2	752	710	,	457	458	1	-	-	÷		-	ű.	
	05									2011			
oproach	SE			NW	-144		NE	100		SW			
CM Control Delay, s	20.7			10.4			0.1			1			
CM LOS	С			В									
inor Lane/Major Mvmt		NEL	NET	NERN	WLn1	SELn1	SWL	SWT	SWR				
apacity (veh/h)		1095			683	249	1385	-					
CM Lane V/C Ratio		0.001	-		0.027	0.078	0.048						
CM Control Delay (s)		8.3	0		10.4	20.7	7.7	0					
CM Lane LOS		Α	A		В	С	Α	A	-				
CM 95th %tile Q(veh)		0			0.1	0.3	0.2						

	4	×	1	*	K	1	7	×	74	4	K	10-
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4			4			44	
Traffic Volume (vph)	79	153	10	1	100	19	10	1	1	6	1	29
Future Volume (vph)	79	153	10	1	100	19	10	1	1	6	1	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	13	13	13	12	14	12	14	12	12	12
Grade (%)		-1%			0%			4%			0%	
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
Ped Bike Factor												
Frt		0.994			0.979			0.990			0.890	
FIt Protected		0.984			27.038(7V)(5V)			0.959			0.992	
Satd. Flow (prot)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Fit Permitted	572	0.984	100	959	90000	R4	Z	0.959	1.5	750	0.992	<i>5</i> 77
Satd. Flow (perm)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Link Speed (mph)		30	-	-	30		•	30			30	
Link Distance (ft)		518			249			221			247	
Travel Time (s)		11.8			5.7			5.0			5.6	
Confl. Peds. (#/hr)		0.0000	4	4	1950		2	25-070			1177677	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
leavy Vehicles (%)	2%	6%	100%	100%	9%	2%	100%	2%	100%	2%	2%	2%
Adj. Flow (vph)	84	163	11	V28	106	20	11	1	1	6	1	31
Shared Lane Traffic (%)			-			-			-			-
ane Group Flow (vph)	0	258	0	0	127	0	0	13	0	0	38	0
Inter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
.ane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Aedian Width(fl)		0	0.194/067		0	0.0384690		0	911000000000000000000000000000000000000		0	(NY) 46.7(C7)
.ink Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
wo way Left Turn Lane		1000			7.5			8/25/				
leadway Factor	0.99	0.95	0.95	0.96	0.98	1.00	0.94	1.03	0.94	1.00	1.00	1.00
urning Speed (mph)	15		9	15		9	15	10.00	9	15	0.000	9
Sign Control	(100)	Free	10%	9000	Free	100	(199	Stop	157	1000	Stop	337
ntersection Summary	CONTRACTOR OF THE PARTY.	75 TO TO THE					Contract of	514/84				

Area Type: Other Control Type: Unsignalized Intersection Capacity Utilization 29.7%

Analysis Period (min) 15

ICU Level of Service A

Intersection	T. I		JEVAN		24/1	JAN 1	A. Friday	1.53/	-	-			
Int Delay, s/veh	2.8												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		4			4	-		4			4	- CHALLAN	
Traffic Vol, veh/h	79	153		1	100	19	10	1	1	6		29	
Future Vol., veh/h	79	153	10	1	100	19	10		- 1	6		29	
Conflicting Peds, #/hr	0	0		4	0	Ŏ	2	Ó	0.5			0	
Sign Control	Free	Free	1050E0W02		Free	Free	Stop	Stop	Stop			Stop	
RT Channelized		30000	None			None			None		0.00	None	
Storage Length									110110	į.	2	110110	
Veh in Median Storage	.# -	0			0			0			0	2	
Grade, %	5 W 50	-1			ō		2	4	-	2	Ö	2	
Peak Hour Factor	94	94		94	94	94	94	94	94	94		94	
Heavy Vehicles, %	2	6	100	100	9	2	100	2	100	2	2	2	
Mymt Flow	84	163	11	1	106	20	11	1	1	6	1	31	
	M.40	100	• • •	•	100	20		3.	120	Ų); 8 ;	3.1	
Major/Minor I	viajor1			Major2			/inor1			Minor2			
Conflicting Flow All	126	0	0	178	0	0	477	469	173	456	464	118	
Stage 1	1277	- 1	- 1		- 3	- 1	341	341		118	118		
Stage 2		2	- 2			-	136	128		338	346	12	
Critical Hdwy	4.12	_		5.1			8.9	7.32	7.6	7.12	6.52	6.22	
Critical Hdwy Stg 1		-				-	7.9	6.32		6.12	5.52	U.Z.E	
Critical Hdwy Stg 2	3	3			- 8	-	7.9	6.32	- 2	6.12	5.52		
ollow-up Hdwy	2.218	10	8	3.1	- 8	2	4.4	4.018	4.2			3.318	
ot Cap-1 Maneuver	1460		- 2	973		12	332	443	657	515	495	934	
Stage 1	.,,,,	-		0,0	-	ű.	473	592		887	798	204	
Stage 2		100					659	768		676	635		
Platoon blocked, %	19 11 11	17		17			000	700		010	USU	1.7	
Nov Cap-1 Maneuver	1460	<u></u>		969	155	17	303	412	654	488	461	932	
Nov Cap-1 Maneuver	1400	5	Ī			-	303	412	004	488	461		
Stage 1				•		į	441	552		830	111111111		
Stage 2	2	1.0	192	100	194		634	767	2	630	797 592	-	
otage z	•	•			•	•	034	101	*	630	092	-	
pproach	SE			NW			NE			SW		vi an	
ICM Control Delay, s	2.5			0.1			16.5			9.8			
ICM LOS							С			Α			
linor Lane/Major Mvmt	N	ELn1	NWL	NWT	NWR	SEL	SET	SERS	WLn1				
apacity (veh/h)		325	969			1460			790				
CM Lane V/C Ratio	C	0.039		2		0.058			0.048				
CM Control Delay (s)		16.5	8.7	0	_	7.6	0		9,8				
CM Lane LOS		C	A	A		A	Ä		A				
CM 95th %tile Q(veh)		0.1	6	2.00	₩.	0.2		- 53	0.2				

2023 Existing Traffic Volumes
1: NYS Route 17 WB Off-Ramp & NYS Route 94

	ک	-	M	~	4-	W_	\	×	4	4	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	19				1	14					4	7/
Traffic Volume (vph)	300	516	0	0	274	381	0	0	0	227	1	162
Future Volume (vph)	300	516	0	0	274	381	0	0	0	227	1	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)	1,000	5%	150		3%	1000	100	0%	277	18000	1%	
Storage Length (ft)	145	0,0	0	0	9,0	0	0		0	0	0.55	345
Storage Lanes	1		Ö	ō		1	ō		ō	ō		1
Taper Length (ft)	25			25			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
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Frt						0.850					1.00	0.850
Fit Protected	0.950					0.000					0.953	0,000
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
FII Permitted	0.469	1799	Ü	Ų	1102	1001	0		U	v	0.953	1007
Satd. Flow (perm)		4700		0	1700	1501	0	0	0	0	1649	1561
	835	1799	0	U	1782		U	Ü		U	1049	
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		40			40	428		05			00	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9		2	12.5	121
Confl. Peds. (#/hr)	1272121	(2122)	021220	120220	222	25/12/20	12122	12042425	20020	1	10000000	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	3%	2%	2%	5%	6%	2%	2%	2%	9%	9%	4%
Adj. Flow (vph)	337	580	0	0	308	428	0	0	0	255	1	182
Shared Lane Traffic (%)	202							93	- 23	922	1202001	1,5540
Lane Group Flow (vph)	337	580	0	0	308	428	0	0	0	0	256	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template										Left		
_eading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex				CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0,0	0.0				0.0	0.0	0.0
Detector 2 Position(ft)	43	43			43	43				110	43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex					CI+Ex	CI+Ex

2023 Existing Traffic Volumes
1: NYS Route 17 WB Off-Ramp & NYS Route 94

	>	\rightarrow		5	4	K	1	×	4	4	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel												-
Detector 2 Extend (s)	0.0	0.0			0.0	0.0					0.0	0.0
Turn Type	pm+pt	NA			NA	Perm				Perm	NA	Perm
Protected Phases	1	6			2	III. DOCUMENTO					3	
Permitted Phases	6	1751				2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase	100											
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	4.0			4.0	4.0				4.0	4.0	4.0
All-Red Time (s)	1.0	1.0			1.0	1.0				1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0				22.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0					5.0	5.0
Lead/Lag	Lead				Lag	Lag					100,000	2,42,576
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)	737-2008-	8.0			10000	15(60)						
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	68.7	68.7			50.7	50.7					21.3	21.3
Actuated g/C Ratio	0.69	0.69			0.51	0.51					0.21	0.21
v/c Ratio	0.49	0.47			0.34	0.44					0.73	0.55
Control Delay	7.2	7.7			18.4	3.6					48.4	40.4
Queue Delay	0.9	1,3			0.0	0.0					0.0	0.0
Total Delay	8.1	8.9			18.4	3.6					48.4	40.4
LOS	A	Α			В	Α					D	D
Approach Delay	*7/5	8.6			9.8	500					45.1	
Approach LOS		Α			Α						D	
Queue Length 50th (ft)	49	139			110	0					153	104
Queue Length 95th (ft)	132	279			220	57					218	157
Internal Link Dist (ft)		268			424			71			564	
Turn Bay Length (ft)	145				13,000,1						100,000	345
Base Capacity (vph)	709	1285			965	1009					375	355
Starvation Cap Reductn	165	471			0	0					0	0
Spillback Cap Reductn	0	0			ō	Ö					0	0
Storage Cap Reductn	ő	ŏ			ō	ō					0	0
Reduced v/c Ratio	0.62	0.71			0.32	0.42					0.68	0.51
ntersection Summary							N/SULA		oto state			

Intersection Summary

Area Type:

Cycle Length: 100

Actuated Cycle Length: 100 Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow

Other

Natural Cycle: 50

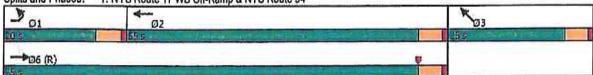
Control Type: Actuated-Coordinated

2023 Existing Traffic Volumes 1: NYS Route 17 WB Off-Ramp & NYS Route 94

Maximum v/c Ratio: 0.73 Intersection Signal Delay: 16.7 Intersection Capacity Utilization 87.0% Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service E

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



2023 Existing Traffic Volumes 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

	♪	-	*	1	4	4	1	1	p	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	34	12	1		1000			19	1	-W Edelbara
Traffic Volume (vph)	0		169	76	425	0	0	0	0	346	1	200
Future Volume (vph)	0		169	76	425	0	0	0	0	346	1	200
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	27/2/2	-2%	100000	2700	3%	(6.707.7)	Market	0%	1000	1000	-5%	. अन्य सम्बद्धाः स्थापन
Storage Length (ft)	0		150	135	33,76%	0	0	12.021	0	350	0.000	0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25		- 3	25		9	25		13
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
Ped Bike Factor			0.98								0.98	
Frt			0.850								0.851	
Fit Protected				0.950						0.950	3.33	
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Fit Permitted	5			0.283	10,000	3	70	1		0.950	100000	Ĭ.
Satd. Flow (perm)	0	1863	1463	514	1701	0	0	0	0	1779	1473	0
Right Turn on Red			Yes			Yes	-		Yes			No
Satd. Flow (RTOR)			182			1.84						
Link Speed (mph)		40	1.50		40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)			1	1				~.~				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	9%	3%	10%	2%	2%	2%	2%	4%	4%	10%
Adj. Flow (vph)	0	522	188	84	472	0	0	0	0	384	1	222
Shared Lane Traffic (%)	175	77/7/2	1422.29	(200	127.55	(5)	· **	50		20010007		57557
Lane Group Flow (vph)	0	522	188	84	472	0	0	0	0	384	223	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	, ug.ii
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		250			857			167			34.5	
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15	1220	9	15	222	9	15		9
Number of Detectors		2	2	2	2	-				2	2	
Detector Template										100		
_eading Detector (ft)		83	83	83	83					83	83	
Frailing Detector (ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Position(ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Size(ft)		40	40	40	40					40	40	
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel					(30.1/1.0/C-00.4						***	
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		43	43	43	43					43	43	
Detector 2 Size(ft)		40	40	40	40					40	40	
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 2 Channel		San Control	0.0000000000000000000000000000000000000	IAS SOUTH	Child Street					127000 (1770)	STATE STATE	

		-	*	1	←	4	1	1	1	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag		Lag	Lag	Lead						W		
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0	1,600,000	5500000						8091100	
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		49.2	49.2	58.9	58.9					31.1	31.1	
Actuated g/C Ratio		0.49	0.49	0.59	0.59					0.31	0.31	
v/c Ratio		0.57	0.23	0.22	0.47					0.69	0.49	
Control Delay		21.7	3.3	14.1	19.1					38.6	32.8	
Queue Delay		0.0	0.0	0.0	0.3					0.7	0.0	
Total Delay		21.7	3.3	14.1	19.4					39.2	32.8	
LOS		C	Α	В	В					D	C	
Approach Delay		16.8			18.6						36.9	
Approach LOS		В			В						D	
Queue Length 50th (ft)		237	2	21	234					213	114	
Queue Length 95th (ft)		335	38	m40	176					#354	196	
Internal Link Dist (ft)		559			268			51			562	
Turn Bay Length (ft)		্ল কালে	150	135	in the state of th			70		350	100	
Base Capacity (vph)		957	840	484	1190					553	457	
Starvation Cap Reductn		0	0	0	277					0	0	
Spillback Cap Reductn		ō	ō	ŏ	0					32	Ö	
Storage Cap Reductn		ō	ō	ō	ō					0	ō	
Reduced v/c Ratio		0.55	0.22	0.17	0.52					0.74	0.49	
CHANGE CONTRACTOR OF THE PARTY												

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.69

2023 Existing Traffic Volumes 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

Weekday Peak PM Hour 03/28/2023

Intersection Signal Delay: 23.9 Intersection Capacity Utilization 87.0% Intersection LOS: C ICU Level of Service E

Analysis Period (min) 15

- # 95th percentile volume exceeds capacity, queue may be longer.

 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



8110) STILLEAT	A	→	*	1	←	4	4	1	p	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	b	1	77	ħ	1	77		4		100000	4	71
Traffic Volume (vph)	24		43	160		60			346	61	10	40
Future Volume (vph)	24	232	43	160		60			346	61	10	40
Ideal Flow (vphpl)	1900	STATE OF STREET	1900	1900	1900	1900			1900	1900	1900	1900
Lane Width (ft)	12		12	12	12	12	12		12	11	11	13
Grade (%)	8.77	5%	3.73	6000	-2%		157	1%	15	50	-5%	1.5
Storage Length (ft)	100		100	195		195	0		0	0	0.0	60
Storage Lanes	1		1	1		1	ŏ		ő	ō		1
Taper Length (ft)	25			25			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
Ped Blke Factor	1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00
Frt			0.850	1.00		0.850		0.897			1.00	0.850
Fit Protected	0.950		0.000	0.950		0.000		0.990			0.959	0.000
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1570	0	0		1711
Fit Permitted	0.403	1704	1044	0.386	1/61	1564	0		0	0	1805	1711
Satd. Flow (perm)		4704	4544		4704	4504		0.910		2	0.433	4744
Right Turn on Red	747	1764	1511	649	1761	1584	0	1443	. 0	0	814	1711
			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		-	102			102		210				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7	891		7.9			5.1		150	2.5	
Confl. Peds. (#/hr)	Carrier Car		1	1					2	2		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	2%	14%	9%	3%	2%	0%	6%	0%	0%	0%
Adj. Flow (vph)	30	286	53	198	500	74	112	21	427	75	12	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	286	53	198	500	74	0	560	0	0	87	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2	1,50	1	2	2
Detector Template	275	-57	37.	1,000	570-	1600	Left	77%		Left	(F)	
eading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Frailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		ō	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	Ö	-5		ŏ	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	40		20	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	CITEX	CITEX	OILL	OITEX	UITEX	CITCA	OILLA	UITEX		OIILA	CITEX	CITEX
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
	43	43	43	43	43	43		43			43	43
Detector 2 Size(ft)	40	40	40	40	40	40		40			40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex			CI+Ex	CI+Ex

2023 Existing Traffic Volumes 3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	▲	→	*	1	←		4	1	1	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel		011120							- India			
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1	171117117171	2	5	1,2,100,000,000,000		3			7	
Permitted Phases	1		1	5	1800	5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase				(42)	<i>5</i> 7/	075						
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	1000	0.0		0.600	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)	0333950	1041101			1000000		8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	21.2	15.9	15.9	29.1	25.6	25.6		20.3			20.3	20.3
Actuated g/C Ratio	0.35	0.27	0.27	0.49	0.43	0.43		0.34			0.34	0.34
v/c Ratio	0.09	0.61	0.11	0.44	0.66	0.10		0.89			0.32	0.08
Control Delay	8.2	25.0	1.4	11.5	19,9	2.1		33.8			21.8	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	8.2	25.0	1.4	11.5	19.9	2.1		33.8			21.8	1.0
LOS	Α	C	Α	В	В	Α		C			C	Α
Approach Delay		20.2			16.0			33.8			14.3	
Approach LOS		C			В			C			В	
Queue Length 50th (ft)	5	90	0	38	117	0		110			21	0
Queue Length 95th (ft)	13	137	3	60	232	10		#302			62	1
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	195		195						60
Base Capacity (vph)	497	897	818	476	895	855		628			276	647
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	0.06	0.32	0.06	0.42	0.56	0.09		0.89			0.32	0.08

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 59,9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratlo: 0.89

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

Intersection Signal Delay: 22.2 Intersection Capacity Utilization 71.2% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service C

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 3: Nuclfora Boulevard/Lowe's Access & NYS Route 94



	4	2	5	×	K	W	
Lane Group	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations	W			4	7		
Traffic Volume (vph)	52	3	3	402	198	15	
Future Volume (vph)	52	3	3	402	198	15	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	15	15	12	12	
Grade (%)	4%			0%	-7%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.993	10.252	1555	705-E	0.990	0.00	
Fit Protected	0.955				2775		
Satd. Flow (prot)	1731	0	0	2049	1909	0	
Fit Permitted	0.955			area ana			
Satd. Flow (perm)	1731	0	0	2049	1909	0	
Link Speed (mph)	30	Cont	100	30	30	(=)	
Link Distance (ft)	351			805	144		
Travel Time (s)	8.0			18.3	3.3		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	58	3	3	447	220	17	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	61	0	0	450	237	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12	1035/05/		0	0	9-9-50-9	
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
leadway Factor	1.03	1.03	0.88	0.88	0.96	0.96	
Furning Speed (mph)	15	9	15			9	
Sign Control	Stop	9		Free	Free		
Intersection Summany	1/22	-	-			-	

Area Type: Olher
Control Type: Unsignalized
Intersection Capacity Utilization 33.5%
Analysis Period (min) 15

ICU Level of Service A

Intersection						
Int Delay, s/veh	1.4					
Movement	SEL		NC	MITT	CHACT	CIAID
APPLICATION OF THE PERSON OF T			NEL		SWT	SWR
Lane Configurations	NA.			4		40
Traffic Vol, veh/h	52			402	198	15
Future Vol, veh/h	52				198	15
Conflicting Peds, #/hi		Service Co.		330	_ 0	_ 0
Sign Control	Stop			Free	Free	Free
RT Channelized		None	*	None		None
Storage Length	0			2		
Veh in Median Storag	특하하고 있습니다		•	0	0	
Grade, %	4			0	-7	- 0
Peak Hour Factor	90			90	90	90
Heavy Vehicles, %	2		2	2	2	2
Mvmt Flow	58	3	3	447	220	17
Major/Minor	Minor2	LICE III	Major1	(1-04)	Major2	
Conflicting Flow All	682		237	0	· ·	0
Stage 1	229		201		(5	Ÿ
Stage 2	453	- 2	- 1	1		12
Critical Hdwy	7.22	6.62	4.12	100		3
Critical Hdwy Stg 1	6.22	0.02	7.12			
Critical Hdwy Stg 2	6.22					
Follow-up Hdwy		3.318	0.040	7	•	
Pot Cap-1 Maneuver	357	790	1330	- 5	7	Ţ.
		790	1330	•		
Stage 1	769	-	-	-	-	•
Stage 2	579	*			•	•
Platoon blocked, %	222	223	1000000	*		
Mov Cap-1 Maneuver		790	1330	7	*	€.
Mov Cap-2 Maneuver		7		•	-	50
Stage 1	767		8	- 8		•
Stage 2	579	3	2	2		
Approach	SE	and the same	NE	entitle.	SW	
HCM Control Delay, s			0.1	_	0	
HCM LOS	C		U. I		U	
LISH LSS	U					
Minor Lane/Major Mvn	nt	NEL	NETS		SWT	SWR
Capacity (veh/h)		1330	-	367	12	+
HCM Lane V/C Ratio		0.003		0.167	4	3
HCM Control Delay (s))	7.7	0	16.8	(¥	Ä
HCM Lane LOS	8	Α	A	C		
HCM 95th %tile Q(veh)	0		0.6		
one-real transfer smaller of Professional Park II No. 1		(F)		.m. 4.m.		

	M	À	1	K	7	7	
Lane Group	SET	SER	NWL	NWT	NEL	NER	
Lane Configurations	G.	-	No.	4	N/F		
Traffic Volume (vph)	137	5	1	231	57	5	
Future Volume (vph)	137	5	1	231	57	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	13	13	13	13	14	14	
Grade (%)	-1%	5/5/	0.50	0%	4%	(4.00)	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.995	90723	10000	10000	0.989	300	
Fit Protected					0.956		
Satd. Flow (prot)	1684	0	0	1818	1816	0	
Fit Permitted			7		0.956	-	
Satd. Flow (perm)	1684	0	0	1818	1816	0	
Link Speed (mph)	30	0.20	120	30	30	277	
Link Distance (ft)	518			249	221		
Travel Time (s)	11.8			5.7	5.0		
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	
Heavy Vehicles (%)	15%	60%	0%	8%	2%	20%	
Adj. Flow (vph)	196	7	1	330	81	7	
Shared Lane Traffic (%)					177017		
Lane Group Flow (vph)	203	0	0	331	88	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0	100		0	14		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94	
Turning Speed (mph)		9	15	- SERVIN	15	9	
Sign Control	Free			Free	Stop		

Area Type: Other Control Type: Unsignalized Intersection Capacity Utilization 23.1% Analysis Period (min) 15

ICU Level of Service A

Intersection	al distance						
Int Delay, s/veh	2.1						
Movement	SET	SEF	NWL	NWT	NEL	NER	
Lane Configurations	14			લ			
Traffic Vol, veh/h	137		5 1	231	57	5	
Future Vol. veh/h	137			231		5	
Conflicting Peds, #/hr	0			0		0	
Sign Control	Free		3 100 (4)	Free		Stop	
RT Channelized	0 010	None		None		None	
Storage Length					0	,,,,,,	
Veh in Median Storage,	.# 0			0	ŏ		
Grade, %	-1			ő	4	2	
Peak Hour Factor	70	70		70	70	70	
Heavy Vehicles, %	15	60		8	2	20	
Mymt Flow		7.7					
WIVING Flow	196	7	1	330	81	7	
Major/Minor N	/ajor1		Major2		Minor1	-2400	
Conflicting Flow All	0	0		0	532	200	
Stage 1	U	U	203	11.00	200		
Stage 2	- 5	9	5	Š		- 5	
	Ť	-		- 8	332		
Critical Hdwy	*	-	4.1	Ĭ	7.22	6.8	
Critical Hdwy Stg 1	•	1		- 1	6.22	Ť	
Critical Hdwy Stg 2	•	8	272	-	6.22	200	
ollow-up I-Idwy		-	2.2	•	3.518	3.48	
ot Cap-1 Maneuver			1381		451	780	
Stage 1	•	•		-	797	-	
Stage 2		+			675	-	
Platoon blocked, %							
Nov Cap-1 Maneuver		•	1381		451	780	
Nov Cap-2 Maneuver	*				451		
Stage 1					797		
Stage 2		٠	7		674		
			yuru.				
pproach ICM Control Delay, s	SE	_	NW		NE		
ICM Control Delay, s	0		0		14.5 B		
14111 m T T					ř		
linor Lane/Major Mvmt	N	ELn1	NWL	NWT	SET	SER	
apacity (veh/h)		467	1381				
ICM Lane V/C Ratio		0.19	0.001		-		
ICM Control Delay (s)		14.5	7.6	0	- 5		
		В	Α	A	21	20	
CM Lane LOS							

1: NYS Route 17 WB Off-Ramp & NYS Route 94

	_>			5	←	PC	\	×	4	*	K	4
Lane Group	EBL	. EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	-	i ^			1	77	u=1				4	7
Traffic Volume (vph)	338		0	0	301	415	0	0	0	250	1	177
Fulure Volume (vph)	338	572	0	0	301	415	0	0	0	250	1	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12		12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%	600	9900	0%	100	150	1%	45
Storage Length (ft)	145		0	0	8.6	0	0	Ξ/1	0	0	142	345
Storage Lanes	1		0	0		1	0		Ō	Ō		1
Taper Length (ft)	25			25			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
Ped Bike Factor	505050	10000	0.57070	10.00	3555		117			1345-51	1.00	0.98
Frt						0.850					1.00	0.850
FIt Protected	0.950					0.000					0.953	0.000
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
FII Permitted	0.426	1100			11.04	1001			•		0.953	1001
Satd. Flow (perm)	759	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red	, 00	1,00	Yes		1102	Yes	U	U	Yes	•	1043	No
Satd. Flow (RTOR)			100			466			100			140
Link Speed (mph)		40			40	400		35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8.6			2.9			12.5	
Confl. Peds. (#/hr)		0.5			0.0			2.9		1	12.5	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
leavy Vehicles (%)	4%	3%	2%	2%	5%	6%	2%	2%	2%	9%	9%	4%
Adj. Flow (vph)	380	643	0	0	338	466	0	0	0	281	1	199
Shared Lane Traffic (%)	300	043	v	v	330	400	U	v	U	201	1	199
ane Group Flow (vph)	380	643	0	0	338	466	0	0	0	0	282	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
ane Alignment	Left	Left	Right	Left	Left		Left	Left		Left	Left	
Median Width(ft)	Leit	12	ragin	Len	12	Right	Len		Right	Leit		Right
lnk Offset(ft)		0						0			0	
Crosswalk Width(ft)		16			0 16			0 16			0 16	
wo way Left Turn Lane		10			10			10			10	
leadway Factor	1.03	1.03	1.03	4.00	4.00	4.00	4.00	4.00	4.00	4.04	4.04	0.00
urning Speed (mph)		1.03		1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
lumber of Detectors	15		9	15		9	15		9	15		9
etector Template	2	2			2	2					2	2
	00	00			-					Left		
eading Detector (ft)	83	83			83	83				20	83	83
railing Detector (ft)	-5	-5			-5	-5				0	-5	-5
etector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
etector 1 Size(ft)	40	40			40	40				20	40	40
elector 1 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex				CI+Ex	CI+Ex	CI+Ex
etector 1 Channel												
etector 1 Extend (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
etector 1 Queue (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
etector 1 Delay (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
etector 2 Position(ft)	43	43			43	43					43	43
etector 2 Size(ft)	40	40			40	40					40	40
etector 2 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex					CI+Ex	CI+Ex

	Y	\rightarrow		5	4-	V	1	×	47	4	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel											TURNE VI	
Detector 2 Extend (s)	0.0	0.0			0.0	0.0					0.0	0.0
Turn Type	pm+pt	NA			NA	Perm				Perm	NA	Perm
Protected Phases	1	6			2	HEREM SOL				1.00	3	100000
Permitted Phases	6	100			- -	2				3	-5%	3
Detector Phase	1	6			2	2				3	3	3
Switch Phase	8	ँ			8	5				<u> </u>	3)	ँ
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	4.0			4.0	4.0				4.0	4.0	4.0
All-Red Time (s)												
	1.0	1.0			1.0	1.0				1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0					0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0					5.0	5.0
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	66.5	66.5			46.9	46.9					23.5	23.5
Actuated g/C Ratio	0.66	0.66			0.47	0.47					0.24	0.24
v/c Ratio	0.59	0.54			0.40	0.49					0.73	0.54
Control Delay	10.0	9.9			21.8	4.2					46.0	38.3
Queue Delay	1.1	1.6			0.0	0.0					0.0	0.0
Total Delay	11.0	11.4			21.8	4.2					46.0	38.3
LOS	В	В			C	Α					D	D
Approach Delay	200	11.3			11.6	5169					42.8	
Approach LOS		В			В						D	
Queue Length 50th (ft)	82	227			136	0					166	111
Queue Length 95th (ft)	179	281			258	63					234	166
nternal Link Dist (ft)		268			424	-		71			564	,,,,
Turn Bay Length (ft)	145	200			167			0500			001	345
Base Capacity (vph)	659	1272			935	1009					399	378
Starvation Cap Reductn	109	429			0	0					0	0,0
Spillback Cap Reductn	0	429			12	ő					Ö	ő
Storage Cap Reductn	100	(2)									0	0
Reduced v/c Ratio	0 0.69	0 0.76			0 0.37	0 0.46					0.71	0.53
ntersection Summany	0.09	0.70			0.37	0,40					0.71	0.03

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

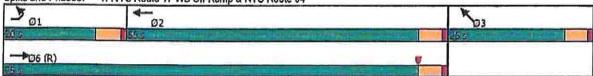
2026 No-Build Traffic Volumes 1: NYS Route 17 WB Off-Ramp & NYS Route 94

Weekday Peak PM Hour 03/28/2023

Maximum v/c Ratio: 0.73 Intersection Signal Delay: 18.0 Intersection Capacity Utilization 95.4% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service F

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



	A	-	*	*	4-	4	4	†	~	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	PF	1/2	1					W.	74	eq. fo.
Traffic Volume (vph)	0		198	83	469	0	0	0	0	377	1	221
Future Volume (vph)	0	533	198	83	469	0	0	0	0	377	1	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			0%			-5%	
Storage Length (ft)	0	1,00,000	150	135	1,50,76,51	0	0	130,4751	0	350	1070150 A.T.	0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			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
Ped Bike Factor			0.98								0.98	
Frt			0.850								0.851	
Fit Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Fit Permitted				0.208						0.950		
Satd. Flow (perm)	0	1863	1463	378	1701	0	0	0	0	1779	1473	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			187									
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)		2000	. 1	. 1	070.70			1771.70				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	9%	3%	10%	2%	2%	2%	2%	4%	4%	10%
Adj. Flow (vph)	0	592	220	92	521	0	0	0	0	419	1	246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	592	220	92	521	0	0	0	0	419	247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	2	2	2					2	2	
Detector Template												
Leading Detector (ft)		83	83	83	83					83	83	
Trailing Detector (ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Position(ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Size(ft)		40	40	40	40					40	40	
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel		100120	EVE	0.000	VENER					901020		
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		43	43	43	43					43	43	
Detector 2 Size(ft)		40	40	40	40					40	40	
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 2 Channel		le i describir										

	•	-	V	*	—	4	4	1	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)	THE RESIDENCE OF THE PARTY OF T	0.0	0.0	0.0	0.0		- NIMES - V			0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag		Lag	Lag	Lead	9388					-,-		
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0	110110	·					A (150) A (160)		
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		46.5	46.5	56.4	56.4					33.6	33.6	
Actuated g/C Ratio		0.46	0.46	0.56	0.56					0.34	0.34	
//c Ratio		0.68	0.28	0.30	0.54					0.70	0.50	
Control Delay		25.7	4.3	14.1	19.0					38.4	32.7	
Queue Delay		0.0	0.0	0.0	0.3					2.3	0.0	
Total Delay		25.7	4.3	14.1	19.3					40.7	32.7	
OS		C	A	В	В					D	C	
Approach Delay		19.9		0	18.5					_	37.7	
Approach LOS		В			В						D	
Queue Length 50th (ft)		300	12	18	238					230	124	
Queue Length 95th (ft)		378	47	m48	212					#437	227	
nternal Link Dist (ft)		559	70	111.70	268			51		""	562	
Furn Bay Length (ft)		000	150	135	200					350	002	
Base Capacity (vph)		933	826	415	1190					598	495	
Starvation Cap Reductn		0	0	0	228					0	0	
Spillback Cap Reductn		Ö	ŏ	ő	0					84	ő	
Storage Cap Reductn		Ö	ő	Ö	o					0	0	
Reduced v/c Ratio		0.63	0.27	0.22	0.54					0.82	0.50	

Area Type:

Other

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow

Natural Cycle: 60 Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

2026 No-Build Traffic Volumes 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

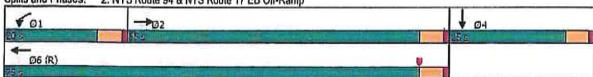
Weekday Peak PM Hour 03/28/2023

Intersection Signal Delay: 25.2 Intersection Capacity Utilization 95.4% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service F

- # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp



3: Nucifora Boulevard/Lowe's Access & NYS Route 94

		-	*	V	4	4	4	1	1	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	W	1	77	19	4	j"		4	0110	27-0a	बं	7
Traffic Volume (vph)	26		50	182	441	65	111	19	412	66	11	44
Future Volume (vph)	26		50	182	441	65	111	19	412	66	11	44
Ideal Flow (vphpl)	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12		12	12	12	12	12	12	12	11	11	13
Grade (%)	1.77	5%	1.00		-2%			1%	1.00	(2.5)	-5%	35.00
Storage Length (ft)	100	1077-1177	100	195	77.65	195	0	200	0	0	2000	60
Storage Lanes	1		1	1		1	0		ō	ō		1
Taper Length (ft)	25			25		5	25		Ĭ.	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
Ped Bike Factor	1.00	1.00	0.98	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00	1.00
Frt			0.850	1.00		0.850		0.897			1.00	0.850
Fit Protected	0.950		0,000	0.950		0.030		0.990			0.959	0.000
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1570	0	0	1805	1711
Fit Permitted	0.360	1704	1044	0.364	1701	1004	u	0.903	U	U	0.365	1711
Satd. Flow (perm)	667	4704	4544	612	4704	1584	0	1432	0	0	687	1711
Right Turn on Red	007	1764	1511	012	1761		U	1432	0.000	U	007	
Sald. Flow (RTOR)			Yes			Yes		000	Yes			Yes
		40	102		2.5	102		208			20	102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7	60	9	7.9			5.1	92	20	2.5	
Confl. Peds. (#/hr)	52720	(670.83)	1000	. 1	42 (427)	12820	72725	/5/939	2	2	(50)250	120200
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	2%	14%	9%	3%	2%	0%	6%	0%	0%	0%
Adj. Flow (vph)	32	312	62	225	544	80	137	23	509	81	14	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	312	62	225	544	80	0	669	0	0	95	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2		1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5		0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	40		20	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	01.24	OI. LA	WI LAN	OI.LA	OI. LA	WI LLIN	OI. LA	OILL		OI · Lun	01.64	O1. LA
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43			100		43	0.0	43		0.0		
Detector 2 Size(ft)		43	43	43	43						43	43
Detector 2 Type	40	40	40	40	40	40		40			40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex			CI+Ex	CI+Ex

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	×	-	V	1	←	4	4	1	1	1	\	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5			3		1110110111111111	7	
Permitted Phases	1	,	1	5	-	5	3	1.70		7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase	· 7			770	- 5	578	127					
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33.3%	33.3%	33,3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0		1.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag		1,000						5.0			5.0	5.0
	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	0.0	2.0		2.0	2.0	2.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0					None
Recall Mode	None	None	None	None	None	None	None	None		None	None	Mone
Walk Time (s)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)	22.0	1922101	1222000	22.2			3	3			00.0	00.0
Act Effct Green (s)	22.4	17.1	17.1	30.6	27.2	27.2		20.3			20.3	20.3
Actuated g/C Ratio	0.36	0.28	0.28	0.50	0.44	0.44		0.33			0.33	0.33
v/c Ratio	0.10	0.64	0.13	0.51	0.70	0.11		1.09			0.42	0.09
Control Delay	8.1	25.4	2.0	12.4	20.8	2.5		83.5			26.4	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	8.1	25.4	2.0	12.4	20.8	2.5		83.5			26.4	1.5
LOS	Α	С	Α	В	С	Α		F			C	Α
Approach Delay		20.4			16.8			83.5			17.4	
Approach LOS		C			В			F			В	- 23
Queue Length 50th (ft)	5	101	0	44	131	0		~219			25	0
Queue Length 95th (ft)	14	150	6	68	260	12		#410			71	4
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	195		195						60
Base Capacity (vph)	476	875	801	468	873	837		613			227	634
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	0.07	0.36	0.08	0.48	0.62	0.10		1.09			0.42	0.09
areas alles (Classics)		_						-				_

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 61.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09

2026 No-Build Traffic Volumes

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

Weekday Peak PM Hour 03/28/2023

Intersection Signal Delay: 39.1 Intersection Capacity Utilization 78.4% Analysis Period (min) 15 Intersection LOS: D ICU Level of Service D

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.

 Queue shown is maximum after two cycles.

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



4: Nucifora Boulevard & Steris Access/Chester Drive

	4	×	À	*	K	1	7	×	~	4	K	W.
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			44	14.00		4		0/040	की	200
Traffic Volume (vph)	57	1	3	1	1	47	3	438	1	11	216	16
Future Volume (vph)	57	1	3	1	1	47	3	438	1	11	216	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
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		0.994			0.870						0.991	
FII Protected		0.955			0.999						0.998	
Satd. Flow (prot)	0	1733	0	0	1619	0	0	2049	0	0	1907	0
Flt Permitted		0.955			0.999						0.998	
Satd. Flow (perm)	0	1733	0	0	1619	0	0	2049	0	0	1907	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			185			805			144	
Travel Time (s)		8.0			4.2			18.3			3.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	63	300	3		1	52	3	487	1	12	240	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	54	0	0	491	0	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	0.00	33311A	0	2/12/2013		0			0	619500
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop	7.73	3650	Stop	NE:	70.5	Free	(6)		Free	90
Intersection Summany				-			A Committee	-	100			

Intersection Summary

Area Type: Other Control Type: Unsignalized Intersection Capacity Utilization 40.9% Analysis Period (min) 15

4: Nucifora Boulevard & Steris Access/Chester Drive

Intersection													
Int Delay, s/veh	2,9	}											
Movement	SEL	SET	SER	NWL	. NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		4	· · · · · · · · · · · · · · · · · · ·		4	-110-1-24		4		0.715	4	14/2///	
Traffic Vol, veh/h	57	1	79 3.44	1		47	3	438	1	11	216	16	
Future Vol, veh/h	57				1.0	47		438	1	11	216	16	
Conflicting Peds, #/hr	0	0			0	0		0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized		1	0.0000000000000000000000000000000000000			None			None		0.000	None	
Storage Length			•		8 (#	2.149675		-		-	2	1407-910-91	
Veh in Median Storage	.# -	0			0			0			0	-	
Grade, %		4			0	-		0			-7		
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2					2		2	2	2	2	2	
Mvmt Flow	63	1	3			52	3	487	1	12	240	18	
Vajor/Minor	Vinor2			Minor1			Majord			Malera			
Conflicting Flow All	793	767	249	-	776	488	Major1 258	•		Major2 488	^	0	
Stage 1	273	273	249	769 494	494	488	258	0	0	468	0	U	
Stage 2	520	494		275	282			*	*:			10	
Critical Hdwy	7.92	7.32	6.62	7.12	6.52	6.22	4.12	7.	5	4.12	•		
Critical Hdwy Stg 1	6.92	6.32	0.02	6.12	5.52	0.22	4.12	7		4.12			
Critical Hdwy Stg 2	6.92	6.32	i j	6.12	5.52	100	Ī	Ī	- 8	- 8	- 8	- 3	
follow-up Hdwy			3.318		4.018	3.318	2.218			2.218	-	20	
ot Cap-1 Maneuver	257	280	768	318	328	580	1307		- 2	1075	70	•	
Stage 1	690	644	700	557	546	000	1007		- 7	1070	7.		
Stage 2	480	490		731	678	- 1	98		- 3			-	
latoon blocked, %	-100	400	- 3	101	010	- 3	7.	覆	3	8	- 8	8	
Nov Cap-1 Maneuver	231	276	768	312	323	580	1307	- 8	8	1075	- 9	8	
Nov Cap-2 Maneuver	231	276	700	312	323	-	1001	-	- 2	1070	- 5	- 5	
Stage 1	688	636		555	544	- 2		-	- 2	2	- E	2	
Stage 2	435	489		717	669					*		•	
pproach	SE			NW			NE	7/1-2-2		SW			
CM Control Delay, s	25.8	-		12.1		STATE OF	0.1		100	0.4			
CM LOS	D			B			0.1			0.4			
Once I was higher to		No.	Men	CORN.	range a		007		avv.				
inor Lane/Major Mymt		NEL	NET		WLn1 S		SWL	SWT	SWR	20,00	less to	St. C	A DEPOSIT OF THE PARTY OF THE P
apacity (veh/h)		1307		•	561	240	1075	•	*				
CM Lane V/C Ratio		0.003		18	0.097		0.011	•					
CM Control Delay (s)		7.8	0		12.1	25.8	8.4	0	*				
CM Lane LOS		Α	Α	•	В	D	Α	Α	•				
CM 95th %tile Q(veh)		0	-	-	0.3	1.1	0	-	144				

	×	À	~	K	5	~34	
Lane Group	SET	SER	NWL	NWT	NEL	NER	
Lane Configurations	A		10	र्भ	M		
Traffic Volume (vph)	159	5	1	254	62	5	
Future Volume (vph)	159	5	1	254	62	5	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	13	13	13	13	14	14	
Grade (%)	-1%	117134	100	0%	4%	35-60	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.996	1800	1000	15500	0.990	3757	
Fit Protected					0.956		
Satd. Flow (prot)	1689	0	0	1818	1819	0	
FIt Permitted					0.956	•	
Satd. Flow (perm)	1689	0	0	1818	1819	0	
Link Speed (mph)	30	150	177	30	30	-	
Link Distance (ft)	518			249	221		
Travel Time (s)	11.8			5.7	5.0		
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	
Heavy Vehicles (%)	15%	60%	0%	8%	2%	20%	
Adj. Flow (vph)	227	7	1	363	89	7	
Shared Lane Traffic (%)			,				
Lane Group Flow (vph)	234	0	0	364	96	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0	350.50		0	14		
Link Offset(ft)	Õ			ō	O		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane	(0,05)			5/50	10.00		
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94	
Turning Speed (mph)	genetic	9	15		15	9	
Sign Control	Free	- 5	88	Free	Stop	7.	
EN SUDICIPIONAL PROPRIATA PROPRIATA CONCAUNTO							

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 24.6% Analysis Period (min) 15

Intersection			Grand .	MILEAN)	az III		
Int Delay, s/veh	2.2	-					
Movement	SET	SEF	R NWL	NWT	NEL	NER	krase i i krase i krase pri sa sera i
Lane Configurations	P			4	100000	- 1	
Traffic Vol, veh/h	159		5 1	254		5	
Fulure Vol. veh/h	159	5	, 1	254		5	
Conflicting Peds, #/hr	0	Č				ō	
Sign Control	Free	Free		7.0	1000	Stop	
RT Channelized	1000	None		None	-,	None	
Storage Length	2		2	,,,,,,,	0		
Veh in Median Storage,	# 0			0	Ö	_	
Grade, %	-1			ő	4		
Peak Hour Factor	70	70		70	70	70	
Heavy Vehicles, %	15	60		8	2	20	
Mymt Flow	227	7		363	89	7	
WWIILFION	ZZI	,		303	09	,	
Major/Minor N	lajor1		Major2	Service of	Minor1		
Conflicting Flow All	0	0		0	596	231	
Stage 1	-	-	204	-	231	201	
Stage 2		- 5	85		365		
Critical Hdwy	- 9	- 8	4.1		7.22	6.8	
Critical Hdwy Stg 1		- 5	7.1	- 8	6.22	0.0	
Critical Hdwy Stg 2	Ī,			Ţ	6.22		
follow-up Hdwy	. 	(=)	2.2		3.518	3.48	
ot Cap-1 Maneuver	=		1345	17. 1	409	746	
Stage 1	50	-			767		
Stage 2	- 5	- 3	•				
Platoon blocked, %	- 4	•	•	7	648	3	
	•	-	4040	•			
Nov Cap-1 Maneuver	-	-	1345	*	409	746	
Nov Cap-2 Maneuver		•	-	-	409	*	
Stage 1	*	15	*		767	•	
Stage 2	Ť	5		7	647	70	
pproach	SE		NW		NE		WALLEY VERY THE CONSIDERATION OF THE STATE OF
ICM Control Delay, s	0		0		16		
ICM LOS	ď		•		C		
notes (f					Ĭ.		
linor Lane/Major Mvmt	NE	ELn1	NWL	NWT	SET	SER	and the late of th
apacity (veh/h)	_	423	1345			11/	
ICM Lane V/C Ratio	0		0.001	- 1		*	
CM Control Delay (s)	177	16	7.7	0			
CM Lane LOS		C	A	Ā	Ē	(-	
CM 95th %tile Q(veh)		0.9	0		10	92	
		4.14					

1: NYS Route 17 WB Off-Ramp & NYS Route 94

	>	-	74	4	4-	W _	*	×	4	4	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	W	^			1	7"					4	3"
Traffic Volume (vph)	354	591	0	0	309	415	0	0	0	262	1	177
Future Volume (vph)	354	591	0	0	309	415	0	0	0	262	- 1	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%		-	1%	
Storage Length (ft)	145	0.70	0	0		0	0	0,70	0	0	1.10	345
Storage Lanes	1		ŏ	ō		ĭ	ő		ō	ō		1
Taper Length (ft)	25			25			25			25		76
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
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Frt						0.850					1.00	0.850
Fit Protected	0.050					0.650					0.953	0.000
	0.950	4700	•	•	4700	4504			•			4507
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
FIt Permitted	0.411		1					_	_		0.953	2002
Satd. Flow (perm)	732	1799	. 0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Sald. Flow (RTOR)						466					0.552	
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5.9			8,6			2.9			12.5	
Confl. Peds. (#/hr)										. 1		- 1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	4%	3%	2%	2%	5%	6%	2%	2%	2%	9%	9%	4%
Adj. Flow (vph)	398	664	0	0	347	466	0	0	0	294	1	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	398	664	0	0	347	466	0	0	0	0	295	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	75.30(6)	12		10000	12		(57,542)	0	3.650.00	21.000	0	E (15 12)
Link Offset(ft)		ō			O			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		.10			,0						1.4	
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15	1.00	9	15	40.1	9	15	1.00	9	15	1.01	9
Number of Detectors	2	9	9	10	2	2	10			1	2	2
Detector Template	4	2			-	-				Left	-	4
	00	00			00	00				20	83	83
Leading Detector (ft)	83	83			83	83						
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex				CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						69000				02578	7087 - 00V	1905.004
Detector 1 Extend (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0				0,0	0.0	0.0
Detector 2 Position(ft)	43	43			43	43					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex					CI+Ex	CI+Ex

1: NYS Route 17 WB Off-Ramp & NYS Route 94

	5	→		5	4	X _	\	×	4	*	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel				- Indiania								
Detector 2 Extend (s)	0.0	0.0			0.0	0.0					0.0	0.0
Turn Type	pm+pt	NA			NA	Perm				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	4.0			4.0	4.0				4.0	4.0	4.0
All-Red Time (s)	1.0	1.0			1.0	1.0				1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0				2.600	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0					5.0	5.0
Lead/Lag	Lead	200			Lag	Lag					1250	.535
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)	A12/00/00	8.0			1555078.50	100101				North For	CLASSIA D	335,758,170
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	65.4	65.4			45.6	45.6					24.6	24.6
Actuated g/C Ratio	0.65	0.65			0.46	0.46					0.25	0.25
v/c Ratio	0.64	0.57			0.43	0.50					0.73	0.52
Control Delay	11.8	11.1			22.6	4.2					44.9	36.7
Queue Delay	1.2	1.7			0.0	0.0					0.0	0.0
Total Delay	13.0	12.7			22.6	4.2					44.9	36.7
LOS	В	В			C	A					D	D
Approach Delay		12.8			12.1	1.5					41.6	- 6
Approach LOS		В			В						D	
Queue Length 50th (ft)	97	260			148	0					172	109
Queue Length 95th (ft)	181	279			257	61					243	164
nternal Link Dist (ft)	0.70	268			424	1.70		71			564	1000
l'urn Bay Length (ft)	145	(用品类)			(1573)			0.8			32,050	345
Base Capacity (vph)	635	1267			921	1000					413	391
Starvation Cap Reductn	89	411			0	0					0	0
Spillback Cap Reductn	0	0			43	Ö					ō	ō
Storage Cap Reductn	ő	ŏ			0	ō					Ö	Õ
Reduced v/c Ratio	0.73	0.78			0.40	0.47					0.71	0.51
TO THE RESIDENCE OF THE PARTY O	10000	60/M/2//.			2201-2120	(1988)					5970 h	1300000

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

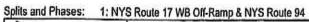
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow

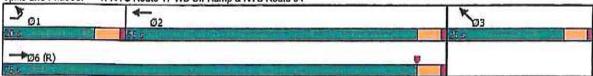
Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73 Intersection Signal Delay: 18,6 Intersection Capacity Utilization 97.9% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service F





2: NYS Route 94 & NYS Route 17 EB Off-Ramp

	♪	→	7	1	←	4	4	1	1	\ b	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1	7	1/1	4					17	B	
Traffic Volume (vph)	0		220	83	489	0	0	0	0	377	1	230
Future Volume (vph)	0	568	220	83	489	0	0	0	0	377	_ 1	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	11.747.71	-2%	(55,717)	MITSHE	3%	15000		0%			-5%	
Storage Length (ft)	0	E \$\$	150	135	8696	0	0	5186	0	350		0
Storage Lanes	0		1	1		0	0		0	1		0
Taper Length (ft)	25			25			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
Ped Bike Factor	545-70		0.98								0.98	
Frt			0.850								0.851	
Fit Protected			507630	0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Fit Permitted				0.186	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					0.950		
Satd. Flow (perm)	0	1863	1463	338	1701	0	0	0	0	1779	1473	0
Right Turn on Red	117541	세르지하다	Yes	75 (F-51)	12/2/2/11	Yes			Yes			No
Sald. Flow (RTOR)			195			90070			7,510,525			1/3/034
Link Speed (mph)		40	1620		40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)		10.0	1	ì				200.610				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	9%	3%	10%	2%	2%	2%	2%	4%	4%	10%
Adj. Flow (vph)	0	631	244	92	543	0	0	0	0	419	1	256
Shared Lane Traffic (%)	(100	200	22.4		25167	(表)	120	- 2	58	7,05334		
Lane Group Flow (vph)	0	631	244	92	543	0	0	0	0	419	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	200000	12	1.119111	1.00	12	Charles and	10000	12	DESCRIPTION OF		12	0.00
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		5583			143			89				
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	2	2	2					2	2	
Detector Template												
Leading Detector (ft)		83	83	83	83					83	83	
Trailing Detector (ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Position(ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Size(ft)		40	40	40	40					40	40	
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		43	43	43	43					43	43	
Detector 2 Size(ft)		40	40	40	40					40	40	
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 2 Channel												

		1100	
2: NYS Rou	te 94 & NY	S Route 17 El	B Off-Ramp

	1	→	~	1	4 —	4	4	1	1	1	†	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Turn Type		NA	Perm	pm+pl	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase		35										
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50,0	50.0	15.0	70.0					20.0	20,0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag		Lag	Lag	Lead	0,0							
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0	HUIL	CHAIN					110110	,10110	
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	12.0									
Act Effct Green (s)		47.4	47.4	57.2	57.2					32.8	32.8	
Actuated g/C Ratio		0.47	0.47	0.57	0.57					0.33	0.33	
v/c Ratio		0.71	0.31	0.32	0.56					0.72	0.53	
Control Delay		26.0	4.6	13.4	17.2					40.1	34.6	
Queue Delay		0.0	0.0	0.0	0.3					4.5	0.0	
Total Delay			4.6	13.4	17.5					44.6	34.6	
LOS		26.0			17.5 B					D	C	
		C	Α	В	16.9					U	40.8	
Approach Delay		20.0									D	
Approach LOS		C		40	В					236	134	
Queue Length 50th (ft)		318	17	18	245					#454	#257	
Queue Length 95th (ft)		399	53	m48	222					#404	562	
Internal Link Dist (ft)		559		400	268			51		250	502	
Turn Bay Length (ft)			150	135	4400					350	402	
Base Capacity (vph)		939	834	401	1190					583	483	
Starvation Cap Reductn		0	0	0	212					0	0	
Spillback Cap Reductn		0	0	0	0					102	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.67	0.29	0.23	0.56					0.87	0.53	
Intersection Summary	P. Land								Name of Street			

Intersection Summary

Area Type: Other

Cycle Length: 100 Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

2026 Build Traffic Volumes 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

Weekday Peak PM Hour 03/28/2023

Intersection Signal Delay: 25.6 Intersection Capacity Utilization 97.9% Analysis Period (min) 15 Intersection LOS: C ICU Level of Service F

- # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	A	→	¥	1	4-	4	4	1	<i>></i>	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1/5	1	i"	% j	1	71		4			ન	71
Traffic Volume (vph)	26	253	60	211	441	65	134	19	468	66	11	44
Future Volume (vph)	26	253	60	211	441	65	134	19	468	66	11	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)	-	5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195	1,000	195	0	700/57	0	0		60
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			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
Ped Bike Factor	2023	191525	0.98	1.00	1220	in the		0,98			1.00	
Frt			0.850	1970		0.850		0.898				0.850
Fit Protected	0.950			0.950				0.989			0.959	
Sald. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1571	0	0	1805	1711
Fit Permitted	0.369		100000	0.362	10000	1000000	620	0.899	1,000		0.342	
Satd. Flow (perm)	684	1764	1511	609	1761	1584	0	1428	0	0	643	1711
Right Turn on Red	35.6	34 54	Yes	7.57	100000	Yes	100	153573	Yes	- 5	700	Yes
Satd. Flow (RTOR)			102			102		201				102
Link Speed (mph)		40	102		40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)		9.0	1	1	3,000			-	2	2	70000	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	5%	2%	14%	9%	3%	2%	0%	6%	0%	0%	0%
Adj. Flow (vph)	32	312	74	260	544	80	165	23	578	81	14	54
Shared Lane Traffic (%)	J.	012	6.59	2.00	011	00	100	20	0.0	-	7.07	250
Lane Group Flow (vph)	32	312	74	260	544	80	0	766	0	0	95	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	12	ragin	Lon	12	Ngiit	Len	0	Millin	Lon	0	,g
Link Offset(ft)		0			ō			ő			Ö	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10						3.50	
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15	1.00	9	15	0.00	0.00	15		9	15	1	9
Number of Detectors	2	2	2	2	2	2	1	2	· ·	1	2	2
Detector Template	•	-	4	-	•	-	Left	-		Left	-	~
Leading Detector (ft)	83	83	83	83	83	83	20	83		20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5		ō	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	ő	-5		Ö	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	40		20	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	CITEX	CITEX	CITEX	CITEX	OITEX	OI.EX	CITEX	OITEN		01	OILLA	Oi LA
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	0.0	43		43	43	U.U	43		0.0	43	43
Detector 2 Position(11) Detector 2 Size(ft)		43		43		40		40			40	40
Detector 2 Size(it) Detector 2 Type	40	40 CI+Ex	40 CI+Ex	40 CI+Ex	40 CI+Ex	CI+Ex		CI+Ex			CI+Ex	CI+Ex
Detector & Type	CI+Ex	CITEX	CITEX	CITEX	CITEX	CITEX		OHEX			CITEX	CITEX

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	_^	-	*	1	4	4	4	Ť	1	1	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel		- The left	Millioner			The state of the s				White line		- CONTRACTOR OF THE PARTY OF TH
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	6	1		2	5	0.023000	0 (20)101	3			7	
Permitted Phases	1	15%	1	5		5	3			7		7
Detector Phase	6	1	1	2	5	5	3	3		7	7	7
Switch Phase				_		-	-					
Minimum Initial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%		33,3%	33.3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	8357	0.0		03.550	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag					500	17/15
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)	110110	140110	110/10	110110		113114	8.0	8.0		0.0000000	05.000.000	2002100
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	22.4	17.2	17.2	31.1	27.6	27.6	100	20.3			20.3	20.3
Actuated g/C Ratio	0.36	0.28	0.28	0.50	0.45	0.45		0.33			0.33	0.33
//c Ratio	0.09	0.64	0.15	0.58	0.69	0.10		1.27			0.45	0.09
Control Delay	8.1	25.6	2.8	13.9	20.5	2.5		153.9			28.4	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	8.1	25.6	2.8	13.9	20.5	2.5		153.9			28.4	1.5
.OS	A	C	A	В	C	A		F			C	A
Approach Delay	5/(8)	20.2	.53	5	16.9	2.3		153.9			18.7	
Approach LOS		C			В			F			В	
Queue Length 50th (ft)	5	103	0	52	131	0		-306			26	0
Queue Length 95th (ft)	14	150	11	79	260	12		#508			72	4
nternal Link Dist (ft)		255		5.50	383	10,000		143			30	137
Turn Bay Length (ft)	100	200	100	195	000	195						60
Base Capacity (vph)	478	868	795	468	866	831		603			210	630
Starvation Cap Reductn	0	0	0	0	0	0		0			0	0
Spiliback Cap Reductn	Ö	ŏ	Ö	ŏ	Ö	ő		ŏ			ő	ŏ
Storage Cap Reductn	ő	Ö	ő	Ö	ő	Ö		ő			ő	ő
Reduced v/c Ratio	0.07	0.36	0.09	0.56	0.63	0.10		1.27			0.45	0.09

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 61.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratlo: 1.27

2026 Build Traffic Volumes

Weekday Peak PM Hour 03/28/2023

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

Intersection Signal Delay: 65.0 Intersection Capacity Utilization 83.1% Analysis Period (min) 15

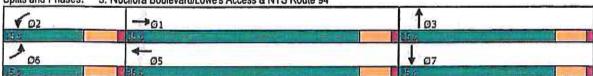
Intersection LOS: E ICU Level of Service E

- Analysis Period (min) 15
 Volume exceeds capacily, queue is theoretically infinite.
- Queue shown is maximum after two cycles.

 # 95th percentile volume exceeds capacity, queue may be longer.

 Queue shown is maximum after two cycles.

Splits and Phases: 3: Nuclfora Boulevard/Lowe's Access & NYS Route 94



4: Nucifora Boulevard & Steris Access/Chester Drive

	4	×	2	1	K	7	7	×	~	4	K	r
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	- Ayunin	4	The second second		4			4			4	
Traffic Volume (vph)	57	1	3	1	1	47	3	517	1	11	254	16
Future Volume (vph)	57	1	3	1	1	47	3	517	1	11	254	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
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		0.994			0.870						0.992	
Fil Protected		0.955			0.999						0.998	
Satd. Flow (prot)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
FIt Permitted		0.955			0.999						0.998	
Sald. Flow (perm)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			185			805			144	
Travel Time (s)		8.0			4.2			18.3			3.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	63	1	3	1	1	52	3	574	1	12	282	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	54	0	0	578	0	0	312	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary							DATE OF THE					

Intersection Summary

Area Type:

Control Type: Unsignalized Intersection Capacity Utilization 45.1% Analysis Period (min) 15

Int Delay, s/veh	3.1						-						
Movement	SEL		SER	NWI	. NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	SEL			IVVVI	The second second	The same of	NEL	-	IVER	OVVL		SVVK	بالمنت وخوا
Traffic Vol, veh/h	67	4			4			4		4.4	4	40	
	57		1.75		11 (17)			517	- 1	11	254	16	
Future Vol, veh/h	57			1 107	(i) (27)	47	0.70	517	1	11	254	16	
Conflicting Peds, #/hr	0		1070		7	7		_ 0	0	0	0	0	
Sign Control	Stop	i namonijes			Stop			Free	Free	Free	Free	Free	
RT Channelized		•	None		•	None	•	•	None	1	- 8	None	
Storage Length		1	-	•		•	•	-				4	
Veh in Median Storage	,# -	0	*	-				0			0	¥	
Grade, %		4	•		170.00			0			-7	2.5	
Peak Hour Factor	90	1000	90	90		90		90	90	90	90	90	
Heavy Vehicles, %	2		2	2				2	2	2	2	2	
Mvmt Flow	63	1	3	1	1	52	3	574	1	12	282	18	
Major/Minor N	Minor2			Minor1			Molard			Malara			
Conflicting Flow All	922			MANAGENIN	005		Major1 300	^		Major2 575	_		
		10000000	291	898		575	300	0	0	5/5	0	0	
Stage 1	315	315	*	581	581	•			•	+	•	% €	
Stage 2	607	581		317	324		4 45			4.40	*		
Critical Hdwy	7.92	7.32	6.62	7.12	150000000000000000000000000000000000000	6.22	4.12	7		4.12			
Critical Hdwy Stg 1	6.92	6.32	- 5	6.12	5.52	•	*/	į.	•	•	•		
Critical Hdwy Stg 2	6.92	6.32		6.12	5.52					0.040		-	
		4.018		3.518	1 march 2 and 1 m. 1 m.	3.318		•		2.218	•	•	
Pot Cap-1 Maneuver	204	229	724	260	276	518	1261			998	•		
Stage 1	649	611		499	500	*	*	9	-	*	- 6		
Stage 2	422	439	()	694	650		t.	*	•	**		•	
Platoon blocked, %	ادلاور	عاملو	_1_	12.200	وعلق	Name (Sec.)	314000	•		200		ð	
Mov Cap-1 Maneuver	181	225	724	255	271	518	1261	-	7	998	7	227	
Mov Cap-2 Maneuver	181	225		255	271			-	-			•	
Stage 1	647	602		498	499		*	7	-	•			
Stage 2	377	438	-	680	641		•		*	8	•	*	
Approach	SE			NW			NE			SW			
ICM Control Delay, s	34.3	CONTRACTOR OF THE PARTY OF THE		13.1			0			0.3	Tall 18		
HCM LOS	D						U			0.5			
ION LOS	U			В									
dinor Lane/Major Mvmt	ESM	NEL	NET	NERN	WLn1 8	SELn1	SWL	SWT	SWR				
Capacity (veh/h)	17-17-2	1261			498	189	998		-				
ICM Lane V/C Ratio		0.003				19 July 18 18 18 18 18 18 18 18 18 18 18 18 18	0.012						
ICM Control Delay (s)		7.9	0	ĵ.	13.1	34.3	8.7	0	118				
ICM Lane LOS		A	Ä	77	В	D	A	Ä	92				

5: Amscan Access/Site Access & Elizabeth Drive

	4	×	1	1	K	C	5	×	~4	L	K	K
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	38	159	5	1	254	8	62	1	5	18	1	79
Future Volume (vph)	38	159	5	1	254	8	62	1	5	18	1	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	13	13	13	12	14	12	14	12	12	12
Grade (%)		-1%			0%			4%			0%	
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		0.997			0.996			0.990			0.891	
Fit Protected		0.991						0.956			0.991	
Satd. Flow (prot)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Fit Permitted		0.991						0.956			0.991	
Satd. Flow (perm)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Link Speed (mph)		30		11-91	30			30			30	
Link Distance (ft)		518			249			221			226	
Travel Time (s)		11.8			5.7			5.0			6.1	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	2%	15%	60%	0%	8%	2%	2%	2%	20%	2%	2%	2%
Adj. Flow (vph)	54	227	7	1	363	11	89		7	26	1	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	375	0	0	97	0	0	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0	100000		0	11004105		0	90 C-740 F
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												- 4
Headway Factor	0.99	0.95	0.95	0.96	0.96	1.00	0.94	1.03	0.94	1.00	1.00	1.00
Turning Speed (mph)	15	(F150)	9	15	075557	9	15	15 TOTAL	9	15		9
Sign Control	5323	Free	100	\$(E)(Free	125	1/5/55	Stop	(初)		Stop	55
Intersection Summary					win		ti de co				Action	OTHER !

Area Type:

Olher

Control Type: Unsignalized Intersection Capacity Utilization 45.1% Analysis Period (min) 15

Intersection		lesse.		ale de	W-84		PASE					N FEET	
Int Delay, s/veh	6												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	CONTRACTOR STATE
ane Configurations		4			4			4			4		
Fraffic Vol, veh/h	38	159		1	254	8	62		5	18		79	
uture Vol, veh/h	38	159				8			5	18	1	79	
Conflicting Peds, #/hr	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		17.	None			None	
Storage Length			2002.000			NED SEG							
eh in Median Storage	.# -	0			0		0	0			0	-	
Brade, %		-1			0			4			0		
eak Hour Factor	70	70	70	70		70	70	70	70	70		70	
leavy Vehicles, %	2	15	60	0	8	2	2	2	20	2	2	2	
/vmt Flow	54	227	7		363	11	89	1	7	26		113	
Major/Minor	Major1			Major2			Minor1			Minor2	3 300		
Conflicting Flow All	374	0	0	THE OWNER WHEN PERSON NAMED IN	0	0	767	715	231	714	713	369	
Stage 1	3/4		Ŭ	204	v	-	339	339	201	371	371	300	
Stage 2					-		428	376		343	342		
ritical Hdwy	4.12			4.1	-		7.92	7.32	6.8	7.12	6.52	6.22	
critical Hdwy Stg 1	4.12			-		-	6.92	6.32	0.0	6.12	5.52	0.22	
ritical Hdwy Stg 2	- 8	7	75		8	2	6.92	6.32		6.12	5.52	- 5	
ollow-up Hdwy	2.218	- 8	- 8	2.2	- 5	Ē	3.518	4.018	3.48	3.518	4.018	3.318	
ot Cap-1 Maneuver	1184	<u>.</u>	- 8	1345			269	304	746	346	357	677	
Stage 1	1104	- 2		1010	- 2		627	593	140	649	620	0,,	
Stage 2		- [-		-		550	567		672	638		
latoon blocked, %						- 5	000	00,	100	012	000		
lov Cap-1 Maneuver	1184	- 1		1345	50	-	214	288	746	328	338	677	
lov Cap-2 Maneuver			1	.040			214	288		328	338	•	
Stage 1		2					594	562		615	619	2	
Stage 2	÷	/#	¥		¥		457	566	٠	629	605	¥	
pproach	SE			NW			NE			SW			
CM Control Delay, s	1.5			0			32.2			13.5			
CM LOS	1.0			Ü			D			В.			
Inor Lane/Major Mymi	l N	ELn1	NWL	NWT	NWR	SEL	SET	SERS	WLn1				
apacity (veh/h)		227	1345	-	and the second	1184			562		-		
CM Lane V/C Ratio			0.001			0.046			0.249				
CM Control Delay (s)	,	32.2	7.7	0	24	8.2	0	-	13.5				
		AL 100 1 100	7.45	•		~ 150	3 T						
CM Lane LOS		D	A	Α	7.	A	A		В				

	>	-	-74	4	4-	R_	\	×	4	*	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	15	↑			ተ	79					4	i'
Traffic Volume (vph)	354	591	0	0	309	415	0	0	0	262	1	177
Future Volume (vph)	354	591	0	0	309	415	0	0	0	262	1	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)	-	5%			3%			0%			1%	
Storage Length (ft)	145	100,00	0	0		0	0	1.77.4.2.1	0	0		345
Storage Lanes	1		Ö	ō		1	ō		0	0		1
Taper Length (ft)	25		0.50	25		1150	25		50	25		- 5
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
Ped Bike Factor	1.55		1.00	1.00	1.00		5.55		24.355	8883	1.00	0.98
Frt						0.850						0.850
Fit Protected	0.950					0.000					0.953	-100
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Fit Permitted	0.411	1700			1702	1001					0.953	
Satd. Flow (perm)	732	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red	102	1799	Yes	۰	1702	Yes	v	ಿ	Yes	ŭ.	1045	No
Satd. Flow (RTOR)			165			466			143			140
Link Speed (mph)		40			40	400		35			35	
Link Distance (ft)		348			504			151			644	
Travel Time (s)		5,9			8.6			2.9			12.5	
		9,9			0.0			2.5		. 1	12.0	1
Confl. Peds. (#/hr) Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.89	0.89	0.89	0.89	0.89
	0.89	0.89	0.89	0.89	0.89	0.89				9%	9%	4%
Heavy Vehicles (%)	4%	3%	2%	2%	5%	6%	2%	2% 0	2%	294	1.2	199
Adj. Flow (vph)	398	664	0	0	347	466	0	U	U	294	1	199
Shared Lane Traffic (%)	000	004	•		0.47	400		•	^		205	199
Lane Group Flow (vph)	398	664	0	0	347	466	0	0	0	0	295	No
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0 16	
Crosswalk Width(ft)		16			16			16			10	
Two way Left Turn Lane	4.00	4.00	4.00	4.00	4.00	4 00	4.00	4.00	4.00	4.04	1.01	0.00
Headway Factor	1.03	1.03	1.03	1.02	1.02	1.02	1.00	1.00	1.00	1.01	1.01	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2			2	2				1	2	2
Detector Template	22	22								Left	00	00
Leading Detector (ft)	83	83			83	83				20	83	83
Trailing Detector (ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Position(ft)	-5	-5			-5	-5				0	-5	-5
Detector 1 Size(ft)	40	40			40	40				20	40	40
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex				CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	25/25	15951			2012	92020						
Detector 1 Extend (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Detector 2 Position(ft)	43	43			43	43					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex	CI+Ex					CI+Ex	CI+Ex

1: NYS Route 17 WB Off-Ramp	8 1	VYS	Route	94
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	الا		74	•	4	W	\	¥	4	4	K	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Detector 2 Channel						100				- Harris III	11 - 11 - 11 - 12 - 12 - 12 - 12 - 12 -	
Detector 2 Extend (s)	0.0	0.0			0.0	0.0					0.0	0.0
Turn Type	pm+pt	NA			NA	Perm				Perm	NA	Perm
Protected Phases	1	6			2						3	
Permitted Phases	6					2				3		3
Detector Phase	1	6			2	2				3	3	3
Switch Phase												
Minimum Initial (s)	3.0	5.0			5.0	5.0				5.0	5.0	5.0
Minimum Split (s)	8.0	10.0			10.0	10.0				10.0	10.0	10.0
Total Split (s)	20.0	75.0			55.0	55.0				25.0	25.0	25.0
Total Split (%)	20.0%	75.0%			55.0%	55.0%				25.0%	25.0%	25.0%
Maximum Green (s)	15.0	70.0			50.0	50.0				20.0	20.0	20.0
Yellow Time (s)	4.0	4.0			4.0	4.0				4.0	4.0	4.0
All-Red Time (s)	1.0	1.0			1.0	1.0				1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0					0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0	5.0					5.0	5.0
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	3.0			3.0	3.0				3.0	3.0	3.0
Recall Mode	None	C-Min			Min	Min				None	None	None
Walk Time (s)	10031013	8.0			0.000000							
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	65.4	65.4			45.6	45.6					24.6	24.6
Actuated g/C Ratio	0.65	0.65			0.46	0.46					0.25	0.25
v/c Ratio	0.64	0.57			0.43	0.50		•			0.73	0.52
Control Delay	11.8	11.1			22.6	4.2					44.9	36.7
Queue Delay	1.2	1.7			0.0	0.0					0.0	0.0
Total Delay	13.0	12.7			22.6	4.2					44.9	36.7
LOS	В	В			C	Α					D	D
Approach Delay	77.0	12.8			12.1						41.6	
Approach LOS		В			В						D	
Queue Length 50th (ft)	97	260			148	0					172	109
Queue Length 95th (ft)	181	279			257	61					243	164
Internal Link Dist (ft)	1.000	268			424			71			564	
Turn Bay Length (ft)	145											345
Base Capacity (vph)	635	1267			921	1000					413	391
Starvation Cap Reductn	89	411			0	0					0	0
Spillback Cap Reductn	0	0			43	Ō					0	0
Storage Cap Reductn	Ö	ő			0	Ō					0	0
Reduced v/c Ratio	0.73	0.78			0.40	0.47					0.71	0.51
Intersection Summany	20 E	1885				CONTRACT.						al OFFICE

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

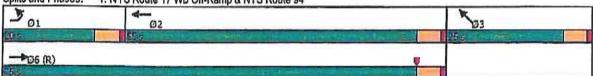
2026 Build Traffic Volumes W/Imp 1: NYS Route 17 WB Off-Ramp & NYS Route 94

Weekday Peak PM Hour 03/28/2023

Maximum v/c Ratio: 0.73 Intersection Signal Delay: 18.6 Intersection Capacity Utilization 97.9% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service F

Splits and Phases: 1: NYS Route 17 WB Off-Ramp & NYS Route 94



		SECOND VATOR FOR S		0
2: NYS	Route 94	& NYS	Route 17	EB Off-Ramp

	A	->	7	1	4	4	4	†	1	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		1	7/	19	↑			-	- 10	19	B	- 6192
Traffic Volume (vph)	0		220	83	489	0	0	0	0	377	1	230
Future Volume (vph)	0	568	220	83	489	0	0	0	0	377	1	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	15.00	-2%	18.50	175.	3%	11.77.78	1000000	0%	177-75	1000000	-5%	
Storage Length (ft)	0	697000	150	135	200	0	0	200	0	350	5/53	0
Storage Lanes	ō		1	1		Ŏ	Õ		ō	1		0
Taper Length (ft)	25		- 8	25		- 5	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
Ped Bike Factor	1.00	1.00	0.98	1.00	1.00	1,00	1.00	1.50	1.00	1.00	0.98	
Frt			0.850								0.851	
Fit Protected			0.000	0.950						0.950	0.00	
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Fit Permitted	Ŭ	1003	1450	0.186	1701	v	0	Ŭ	v	0.950	1410	•
Satd. Flow (perm)	0	1863	1463	338	1701	0	0	0	0	1779	1473	0
Right Turn on Red	,u	1005	Yes	050	1701	Yes	•	v	Yes	1110	1470	No
Sald. Flow (RTOR)			195			165			165			140
Link Speed (mph)		40	100		40			35			35	
Link Distance (ft)		639			348			131			642	
Travel Time (s)		10.9			5.9			2.6			12.5	
Confl. Peds. (#/hr)		10.9	4	4	0.9			2.0			12.0	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	9%	3%	10%	2%	2%	2%	2%	4%	4%	10%
Adj. Flow (vph)				92		0	0	0	0	419	470	256
Shared Lane Traffic (%)	0	631	244	32	543	U	U	U	v	415	1	250
Lane Group Flow (vph)		604	244	92	543	0	0	0	0	419	257	Ö
Enter Blocked Intersection	0	631				V 100 100 PC		717		No	No	No
	No	No	No	No	No	No	No	No	No	Left	Left	
Lane Alignment Median Width(ft)	Left	Left	Right	Left	Left	Right	Left	Left	Right	cen	12	Right
		12			12			12				
Link Offset(ft) Crosswalk Width(ft)		0			0			0			0 16	
		16			16			16			10	
Two way Left Turn Lane	0.00	0.00	0.00	4.00	1.02	4.00	4.00	4.00	1.00	0.97	0.97	0.97
Headway Factor	0.99	0.99	0.99	1.02	1.02	1.02	1.00	1.00	9		0.97	9.97
Turning Speed (mph)	15		9	15		9	15		9	15	2	9
Number of Detectors		2	2	2	2					2	2	
Detector Template			00	00	00					02	0.0	
Leading Detector (ft)		83	83	83	83					83 -5	83 -5	
Trailing Detector (ft)		-5	-5	-5	-5					(.75		
Detector 1 Position(ft)		-5	-5	-5	-5					-5	-5	
Detector 1 Size(ft)		40	40	40	40					40	40	
Detector 1 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 1 Channel										0.0	0.0	
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		43	43	43	43					43	43	
Detector 2 Size(ft)		40	40	40	40					40	40	
Detector 2 Type		CI+Ex	CI+Ex	CI+Ex	CI+Ex					CI+Ex	CI+Ex	
Detector 2 Channel												

	A	-	*	1	-	4	4	†	1	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Extend (s)		0.0	0.0	0.0	0.0				-	0.0	0.0	
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	
Protected Phases		2		5351653	6						4	
Permitted Phases			2	6						4		
Detector Phase		2	2	1	6					4	4	
Switch Phase												
Minimum Initial (s)		5.0	5.0	3.0	5.0					5.0	5.0	
Minimum Split (s)		10.0	10.0	8.0	10.0					10.0	10.0	
Total Split (s)		55.0	55.0	20.0	75.0					25.0	25.0	
Total Split (%)		55.0%	55.0%	20.0%	75.0%					25.0%	25.0%	
Maximum Green (s)		50.0	50.0	15.0	70.0					20.0	20.0	
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	
All-Red Time (s)		1.0	1.0	1.0	1.0					1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	
Total Lost Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Lead/Lag		Lag	Lag	Lead	0.0					0.0	1888	
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	2.0	3.0					3.0	3.0	
Recall Mode		Min	Min	None	C-Min					None	None	
Walk Time (s)		8.0	8.0	HOIL	O Milli					110110	110110	
Flash Dont Walk (s)		12.0	12.0									
Pedestrian Calls (#/hr)		1	1									
Act Effct Green (s)		47.4	47.4	57.2	57.2					32.8	32.8	
Actuated g/C Ratio		0.47	0.47	0.57	0.57					0.33	0.33	
v/c Ratio		0.71	0.31	0.32	0.56					0.72	0.53	
Control Delay		26.0	4.6	13.4	17.2					40.1	34.6	
Queue Delay		0.0	0.0	0.0	0.3					4.5	0.0	
Total Delay		26.0	4.6	13.4	17.5					44.6	34.6	
LOS		Ç	Α.	В	В					D	C	
Approach Delay		20.0			16.9						40.8	
Approach LOS		C			В						D	
Queue Length 50th (ft)		318	17	18	245					236	134	
Queue Length 95th (ft)		399	53	m48	222					#454	#257	
Internal Link Dist (ft)		559	00	11140	268			51		1101	562	
Turn Bay Length (ft)		335	150	135	200			31		350	002	
Base Capacity (vph)		939	834	401	1190					583	483	
Starvation Cap Reductn		0	004	0	212					0	0	
Spillback Cap Reductn		ő	Ö	Ö	0					102	Ö	
Storage Cap Reductin		0	0	0	Ö					0	0	
Reduced v/c Ratio		0.67	0.29	0.23	0.56					0.87	0.53	
Intersection Summary		0.07	0.20	0.20	0.00		1			0.07		1276

Intersection Summary

Area Type: Other

Cycle Length: 100 Actuated Cycle Length: 100

Offsel: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.72

2026 Build Traffic Volumes W/Imp 2: NYS Route 94 & NYS Route 17 EB Off-Ramp

Weekday Peak PM Hour 03/28/2023

Intersection Signal Delay: 25.6 Intersection Capacity Utilization 97.9% Analysis Period (min) 15

Intersection LOS: C ICU Level of Service F

- # 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

Splits and Phases: 2: NYS Route 94 & NYS Route 17 EB Off-Ramp ¥ 01 ₩ 04 Ø6 (R)

2026 Bulld Traffic Volumes W/Imp 3: Nucifora Boulevard/Lowe's Access & NYS Route 94

5. Nucliora Bouley	A A	WOJA		x 1410	Noute	A	-	A]
		→	A	•			7	T	1	10-	*	*
Lane Group	EBL		EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	M		14	M	4	7/	0899	4	77	0.2927	4	7"
Traffic Volume (vph)	26		60	211	441	65	134	19	468	66	11	44
Future Volume (vph)	26	253	60	211	441	65	134	19	468	66	11	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	400		195	0		275	0		60
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	25			25			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
Ped Bike Factor			0.98	1.00					0.98		1.00	
Frt			0.850			0.850			0.850			0.850
Fit Protected	0.950		7547-757	0.950				0.958			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1780	1516	0	1805	1711
Fit Permitted	0.461	1922	100	0.413		,	-	0,686			0.614	
Satd. Flow (perm)	854	1764	1511	695	1761	1584	0	1275	1480	0	1153	1711
Right Turn on Red	001	1101	Yes	000		Yes			Yes	100	2255	Yes
Satd. Flow (RTOR)			102			102			395			102
Link Speed (mph)		40	102		40	102		30	900		30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)		0.7		4	1.5			5.1	2	2	2.5	
Peak Hour Factor	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.81	0.81	0.81	0.81	0.81
TO SELECTION TO BE RECOVERED BY THE PROPERTY OF THE PROPERTY O	0.81	0.81	0.81	0.81	0.81	0.81	0.81		6%	0%	0.01	0.61
Heavy Vehicles (%)	0%	5%	2%	14%	9%	3%	2%	0%				54
Adj. Flow (vph)	32	312	74	260	544	80	165	23	578	81	14	54
Shared Lane Traffic (%)	100		727			22	_	400	670		05	
Lane Group Flow (vph)	32	312	74	260	544	80	.0	188	578	0	95	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L.eft	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			.0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane				100 000 617	18916760	10/12/02	00112000	10010000	10 (0/07	1000000	2022	120,2120
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.01	1.01	1.01	1.01	1.01	0.93
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2	2	2	2	2	1	2	2	1	2	2
Detector Template							Left			Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83	83	20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	40	20	40	40
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	an example of the	10 P (10 P (10)P (10 P (ACCUMENTATION.	V-02000-0490004	s consequent (SA)		\$15 PV 100 (\$570\$)					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	43	43	43	43	43	43		43	43	. m.n m.	43	43
Detector 2 Size(ft)	40	40	40	40	40	40		40	40		40	40
Detector 2 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector & Type	CITEX	CITEX	OLICA	OILEX	DITEX	CITCA		OLITEX	OI LEX		CITE	OI.LA

3: Nucifora Boulevard/Lowe's Access & NYS Route 94

	٨	-	7	1	←	4	4	1	1	1	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	6	1		2	5			3	2		7	
Permitted Phases	1	(5)	1	5		5	3		3	7		7
Detector Phase	6	1	1	2	5	5	3	3	2	7	7	7
Switch Phase	(E)	(5)	100	₹	150	7=	50	80				
Minimum Inilial (s)	3.0	10.0	10.0	3.0	10.0	10.0	5.0	5.0	3.0	5.0	5.0	5.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	10.0	10.0	8.0	10.0	10.0	10.0
Total Split (s)	15.0	35.0	35.0	15.0	35.0	35.0	25.0	25.0	15.0	25.0	25.0	25.0
Total Split (%)	20.0%	46.7%	46.7%	20.0%	46.7%	46.7%	33.3%	33.3%	20.0%	33.3%	33,3%	33.3%
Maximum Green (s)	10.0	30.0	30.0	10.0	30.0	30.0	20.0	20.0	10.0	20.0	20.0	20.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0
Lead/Lag	Lead	Lap	Lag	Lead	Lag	Lag		5.0	Lead		0.0	0.0
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes			
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	None	None	Mone	HOHE	None	None	8.0	8.0	HOHE	None	140116	140116
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effet Green (s)	22.7	17.0	17.0	31.8	30.8	30.8	٥	12.7	19.6		12.1	12.1
Actuated g/C Ratio	0.44	0.33	0.33	0.62	0.60	0.60		0.25	0.38		0.23	0.23
v/c Ratio	0.44	0.54	0.33	0.62	0.52	0.00		0.60	0.71		0.35	0,11
Control Delay	6.9	19.9	2.7	8.8	14.3	2.4		29.0	9.2		23.2	1.8
1.70 (M/10.70 C) 1					0.0	0.0		0.0	0.0		0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0				29.0	9.2		23.2	1.8
Total Delay	6.9	19.9	2.7	8.8	14.3	2.4		200000000000000000000000000000000000000			23.2 C	1.0 A
LOS	Α	B	Α	Α	В	Α		C	Α		15.4	^
Approach Delay		15.9			11.6			14.1				
Approach LOS	- 1	В			В			В	nc.		B 23	
Queue Length 50th (ft)	.4	81	0	34	87	0		50	26			0 4
Queue Length 95th (ft)	14	150	11	79	260	12		114	87		62	4
nternal Link Dist (ft)	1615-161	255	12/2/27	0232523	383	12/2/20		143	075		30	-
Furn Bay Length (ft)	100	granara	100	400	-	195		200	275			60
Base Capacity (vph)	668	1111	990	627	1109	1036		562	855		508	812
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	. 0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.05	0.28	0.07	0.41	0.49	0.08		0.33	0.68		0.19	0.07

Intersection Summary

Area Type:

Other

Cycle Length: 75

Actuated Cycle Length: 51.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.71

Weekday Peak PM Hour 03/28/2023

2026 Build Traffic Volumes W/Imp 3: Nucifora Boulevard/Lowe's Access & NYS Route 94

Intersection Signal Delay: 13.5 Intersection Capacity Utilization 59.2% Analysis Period (min) 15

Intersection LOS: B ICU Level of Service B

Splits and Phases: 3: Nucifora Boulevard/Lowe's Access & NYS Route 94



4: Nucifora Boulevard & Steris Access/Chester Drive

	4	M	2	1	M	7	7	A	~	Ĺ	K	14
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			44			4			4,	
Traffic Volume (vph)	57	1	3	1	1	47	3	517	1	11	254	16
Future Volume (vph)	57	1	3	1	1	47	3	517	1	11	254	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	15	15	12	12	12	12
Grade (%)		4%			0%			0%			-7%	
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		0.994			0.870						0.992	
Fit Protected		0.955			0.999						0.998	
Satd. Flow (prot)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Fit Permitted		0.955			0.999						0.998	
Satd. Flow (perm)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			185			805			144	
Travel Time (s)		8.0			4.2			18.3			3.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	63	1	3	1	1	52	3	574	1	12	282	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	54	0	0	578	0	0	312	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	0.00		0	2030		0	100000		0	800000
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.88	0.88	1.00	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summany	AND RESIDENCE OF									-		-

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1%
Analysis Period (min) 15

	Traine volumes withip
4: Nucifora	Boulevard & Steris Access/Chester Drive

Intersection														
Int Delay, s/veh	3.1													
Movement	SEL	. SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR		
Lane Configurations		4			4	,		4)		of.			
Traffic Vol, veh/h	57	1		1		47	3	517	1	11	254	16		
Future Vol, veh/h	57	' 1	3	1	1	47		517	1	11	254	16		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop			Free	Free	Free	Free	Free		
RT Channelized	15090		None			None			None	S.(0.757)	0.43	None		
Storage Length			1111			485.00			77,657.2	-		MAST .		
Veh in Median Storage	e.# .	0			. 0			0			0			
Grade, %		4			_			0			-7			
Peak Hour Factor	90			90			90	90	90	90	90	90		
leavy Vehicles, %	2							2	2	2	2	2		
Mvmt Flow	63		3					574	ĩ	12	282	18		
	1.5	- 5	Ī	8	ď			4/4	8)		346	2272		
Major/Minor	Minor2			Minor1	THE U.S.		Major1			Major2	1251			
Conflicting Flow All	922	896	291	898	905	575	300	0	0	575	0	0		
Stage 1	315			581								1		
Stage 2	607	581	1	317	324									
Critical Hdwy	7.92	7.32	6.62	7.12	100 (500)	6.22	4.12		-	4.12	2	2		
Critical Hdwy Stg 1	6.92	6.32		6.12	100000000000000000000000000000000000000		1000	4	4			4		
Critical Hdwy Stg 2	6.92	6.32	2	6.12	5.52		- 4	2	*					
Follow-up Hdwy	3.518		3.318	3.518		3.318	2.218			2.218				
ot Cap-1 Maneuver	204	229	724	260	276	518	1261			998	***	(=)		
Stage 1	649	611		499	500			ž.						
Stage 2	422	439		694	650	1	8	2	100		2			
Platoon blocked, %	100			750				2	2		2	:		
Nov Cap-1 Maneuver	181	225	724	255	271	518	1261	2	2	998				
Nov Cap-2 Maneuver	181	225		255	271	5.5				200		-		
Stage 1	647	602	(2) (*)	498	499	150 200	17		2		-			
Stage 2	377	438		680	641	3	1.5	į.				1		
	30.50									pon-				
pproach	SE			NW	NEO C	180	NE	200		SW	110	200	The Later	
ICM Control Delay, s	34.3			13.1			0			0.3				
ICM LOS	D			В										
Minor Lane/Major Mvm		NEL	NET	NEDN	WLn1	SEI nd	SWL	SWT	SWR					
apacity (veh/h)	0.00	1261	MET	METON	498	189	998	OVVI						
CM Lane V/C Ratio		0.003		Ī	(0.5.5.5)	0.359		- 3	Ť					
CM Control Delay (s)				Ī	13.1		0.012		Ē					
CM Lane LOS		7.9	0			34.3	8.7	0	0.00					
		A	Α		В	D	A	Α						
ICM 95th %tile Q(veh)		0	-	-	0.4	1.5	0	-						

2026 Build Traffic Volumes W/Imp 5: Amscan Access/Site Access & Elizabeth Drive

	-	×	1	A	K	*	7	×	~	6	K	W
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4	100		47>			4	or — Chelol
Traffic Volume (vph)	38	159	5	1	254	8	62	1	5	18	1	79
Future Volume (vph)	38	159	5	1	254	8	62	1	5	18	1	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	13	13	13	12	14	12	14	12	12	12
Grade (%)		-1%			0%			4%			0%	
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		0.997			0.996			0.990			0.891	
FIt Protected		0.991						0,956			0.991	
Satd. Flow (prot)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Fit Permitted		0.991						0.956			0.991	
Satd. Flow (perm)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		518			249			221			226	
Travel Time (s)		11.8			5.7			5.0			5.1	
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles (%)	2%	15%	60%	0%	8%	2%	2%	2%	20%	2%	2%	2%
Adj. Flow (vph)	54	227	7	1	363	11	89	1	7	26	1	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	288	0	0	375	0	0	97	0	0	140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	1/7		0	- 2		0	500		0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	0.95	0.95	0.96	0.96	1.00	0.94	1.03	0.94	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
A STATE OF THE PARTY OF THE PAR												

Intersection Summary

Area Type: Other

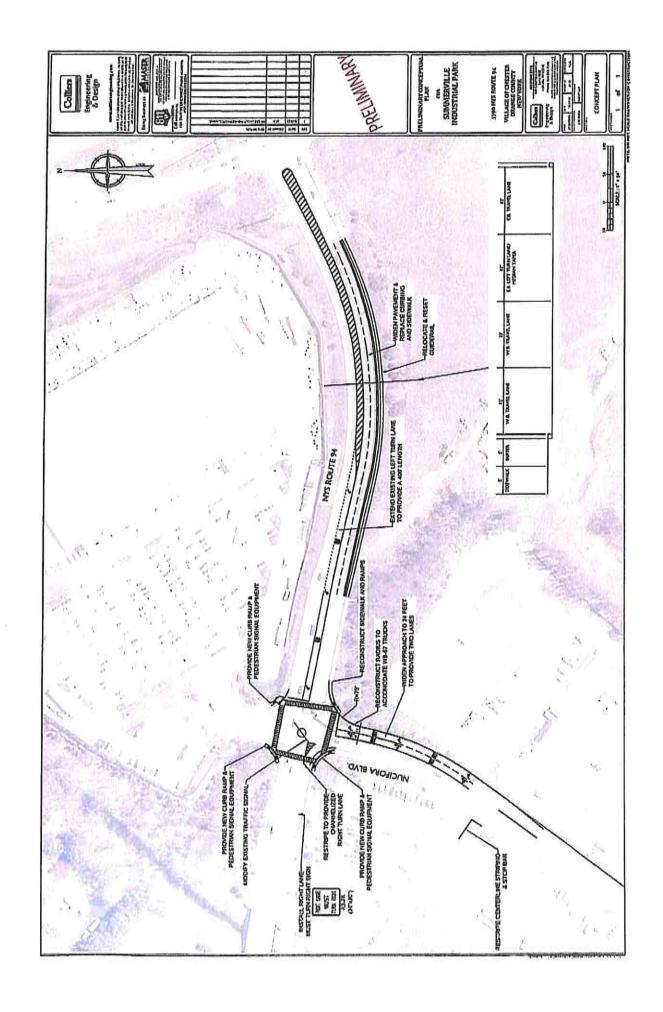
Control Type: Unsignalized Intersection Capacity Utilization 45.1% Analysis Period (min) 15

SET 159 159 0 Free	5 0 Free None - - 70 60 7		NWT 254 254 0 Free 0 0 70 8 363	NWR 8 8 0 Free None 70 2 11	62 62 0	NET 1 1 0 Stop 2 1 715 339 376 7.32 6.32	NER 5 5 0 Stop None - 70 20 7	SWL 18 18 0 Stop 70 2 26 Minor2 714 371 343 7.12	4∳ 1 1 0	79 79 0 Stop None 		
1599 0 0 Free 0 0 -1 70 15 227	55 00 Free None 70 60 7	1 1 0 Free - - 70 0 1 Major2 234 - - 4.1	254 254 254 0 Free 0 0 70 8 363	8 8 0 Free None 	62 62 0 Stop 	715 339 376 7.32	5 5 0 Stop None - - 70 20 7	18 18 0 Stop 70 2 26 Minor2 714 371 343	713 371 342	79 79 0 Stop None - - 70 2 113		
159 159 0 Free - 0 -1 70 15 227	5 5 0 Free None 	1 0 Free	254 254 0 Free 0 0 70 8 363	8 0 Free None 	62 0 Stop - - 70 2 89 Minor1 767 339 428 7.92	1 1 0 Stop 0 4 70 2 1 1 715 339 376 7.32	5 0 Stop None 70 20 7	18 0 Stop 	713 371 342	79 0 Stop None - - 70 2 113		
159 0 Free 0 -1 70 15 227	5 0 Free None 	1 0 Free	254 254 0 Free 0 0 70 8 363	8 0 Free None 	62 0 Stop - - 70 2 89 Minor1 767 339 428 7.92	1 1 0 Stop 0 4 70 2 1 1 715 339 376 7.32	5 0 Stop None 70 20 7	18 0 Stop 	713 371 342	79 0 Stop None - - 70 2 113		
0 Free 0 -1 70 15 227	0 Free None 	0 Free - - 70 0 1 Major2 234 - - 4.1	0 Free 0 0 70 8 363	0 Free None 	0 Stop 	715 339 376 7.32	0 Stop None 70 20 7	0 Stop 70 2 26 Minor2 714 371 343	713 371 342	0 Stop None - - 70 2 113		
Free 0 -1 70 15 227	Free None	70 0 1 Major2 234 	Free 0 0 0 70 8 363	Free None	Stop 	715 339 376 7.32	Stop None 70 20 7	70 2 26 Minor2 714 371 343	713 371 342	Stop None 70 2 113		
0 -1 70 15 227	None 70 60 7	70 0 1 Major2 234 	0 0 70 8 363	None	70 2 89 Minor1 767 339 428 7.92	715 339 376 7.32	70 20 7	70 2 26 Minor2 714 371 343	713 371 342	None 		
0 -1 70 15 227	70 60 7	70 0 1 Major2 234 - 4.1	0 70 8 363	None	70 2 89 Minor1 767 339 428 7.92	715 339 376 7.32	70 20 7	70 2 26 Minor2 714 371 343	713 371 342	None 		
-1 70 15 227	70 60 7	70 0 1 Major2 234 - 4.1	0 70 8 363	70 2 11 0	2 89 Minor1 767 339 428 7.92	715 339 376 7.32	70 20 7 231	70 2 26 Minor2 714 371 343	70 2 1 713 371 342	2 113 369		
-1 70 15 227	70 60 7	70 0 1 Major2 234 - 4.1	0 70 8 363	70 2 11 0	2 89 Minor1 767 339 428 7.92	715 339 376 7.32	70 20 7 231	70 2 26 Minor2 714 371 343	70 2 1 713 371 342	2 113 369		
-1 70 15 227	70 60 7	70 0 1 Major2 234 - - 4.1	70 8 363	2 11 0 -	2 89 Minor1 767 339 428 7.92	715 339 376 7.32	20 7 231	70 2 26 Minor2 714 371 343	70 2 1 713 371 342	2 113 369		
15 227 0	0	0 1 Major2 234 - - 4.1	8 363 0	2 11 0 -	2 89 Minor1 767 339 428 7.92	715 339 376 7.32	20 7 231	2 26 Minor2 714 371 343	713 371 342	2 113 369		
15 227 0	0	0 1 Major2 234 - - 4.1	8 363 0	2 11 0 -	2 89 Minor1 767 339 428 7.92	715 339 376 7.32	231	2 26 Minor2 714 371 343	713 371 342	369		
0	0	Major2 234 - 4.1	0	0 - -	Minor1 767 339 428 7.92	715 339 376 7.32	231	714 371 343	713 371 342	369		
	0	234	•	0 - -	767 339 428 7.92	339 376 7.32	231	714 371 343	371 342	:		
	0	234	•	0 - -	767 339 428 7.92	339 376 7.32	231	714 371 343	371 342	:		
	:	4.1 -	•	:	339 428 7.92	339 376 7.32		371 343	371 342	:		
:					428 7.92	376 7.32	2	343	342	6.22		
			-	¥	7.92	7.32				6.22		
•							0.0	1.12		0.22		
		: *	177	1.5			1711	6.12	5.52			
170	17		1724		6.92	6.32		6.12	5.52			
		2.2	₹ <u>7</u>	-	3.518	4.018		3.518	4.018	3.318		
- 8	- 8	1345	- 8		269	304	746	346	357	677		
- 8	2	1040	ē	- 5	627	593	740	649	620	011		
- 8	- Ō	Į.	- 1		550	567	-	672	638	g-		
-	-		- 5	-	330	501		UIZ	050	-		
		1345	(5)	- 0	214	288	746	328	338	677		
			12/	75	214	288		328	338	011		
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El n1	NWI	NWT	NWP	SEL	SET	SERS	Wini	NAME OF THE OWNER.	NAME OF	No. of Co.		
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0	32.2 D	227 1345 .428 0.001 32.2 7.7 D A	227 1345 - .428 0.001 - 32.2 7.7 0 D A A	227 1345 428 0.001 32.2 7.7 0 - D A A -	0 ELn1 NWL NWT NWR SEL 227 1345 - 1184 .428 0.001 - 0.046 32.2 7.7 0 - 8.2 D A A - A	NW NE 0 32.2 D ELn1 NWL NWT NWR SEL SET 227 1345 - 1184428 0.001 - 0.046 - 32.2 7.7 0 - 8.2 0 D A A - A A	NW NE 0 32.2 D ELN1 NWL NWT NWR SEL SET SERS 227 1345 - 1184428 0.001 - 0.046 32.2 7.7 0 - 8.2 0 - D A A - A A -	NW NE 0 32.2 D ELn1 NWL NWT NWR SEL SET SERSWLn1 227 1345 - 1184 - 562 .428 0.001 - 0.046 - 0.249 32.2 7.7 0 - 8.2 0 - 13.5 D A A - A A - B	NW NE SW 0 32.2 13.5 D B ELn1 NWL NWT NWR SEL SET SERSWLn1 227 1345 1184 562 428 0.001 0.046 0.249 32.2 7.7 0 - 8.2 0 - 13.5 D A A - A A - B	NW NE SW 0 32.2 13.5 D B ELn1 NWL NWT NWR SEL SET SERSWLn1 227 1345 1184 562 .428 0.001 0.046 0.249 32.2 7.7 0 - 8.2 0 - 13.5 D A A - A A - B	NW NE SW 0 32.2 13.5 D B ELn1 NWL NWT NWR SEL SET SERSWLn1 227 1345 - 1184 - 562 428 0.001 - 0.046 - 0.249 32.2 7.7 0 - 8.2 0 - 13.5 D A A - A A - B	NW NE SW 0 32.2 13.5 D B ELn1 NWL NWT NWR SEL SET SERSWLn1 227 1345 1184 562 .428 0.001 0.046 0.249 32.2 7.7 0 - 8.2 0 - 13.5 D A A - A A - B



Traffic Impact Study

Appendix E | Preliminary Conceptual Improvement Plan





Traffic Impact Study

Appendix F | Traffic Count Data

Collieus Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 1-NYS_ROUTE_94_AT_NYS_ROUTE_17_WB_1037694_02-01-2023 Site Code:

		NAS	NYS ROUTE 94	56			MYSR	NYS ROUTE 17 WB	ROUTE 17 WB NYS ROU			NYS	NYS ROUTE 94	34	-		NYSR	NYS ROUTE 17 WB	7 WB		
		E	TOW WOLL	-			- 1	From East				Œ	From South	سون			ជ័	From Was	1		
Start Ime	Right	Pic	Left	Peds App. Total	p. Total	Right	Thu	Leff	Peds Ap	App. Total	Right	The	leff	Peds Ann Total	Total	Richt	The	201			
06:30 AM	9	8	0	0	146	6	0	26	0	35	0	44	44	c	Sc			100	Spal	Teds App. Idial	IN. I otal
05:45 AM	72	105	0	0	177	œ	0	41		20	-	a.	¥		3 8	5 0	5 6	0	0	0	26
Total	128	195	a	0	323	17	c	14		200	0	9	2	2	3	0	5	0	0	0	29
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07:00 AM	S	88	0	0	139	14	0	17	0	75	0	82	21	c	74	c	•	•	•	7	
07:15 AM	98	3	0	o	180	13	٥	34	0	47	C	76	9		. 8	9 0		0	5 (0	24
07:30 AM	120	8	0	0	215	Ø	0	33	0	8		9	2 0	•	8 8	> 0	P 6	0	0 (0	35
07:45 AM	106	æ	0	0	189	92	0	34	0	8		2 2	. 65	9 6	8 8	o c	> 0	9 0	0 0	0 (8
Total	365	328	٥	0	723	75	0	118	o	153	0	229	75	0	308	0	-	0	0	0	318
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00.00	5 8	2 2		0	2	3 5		8	-	8	0	9	52	0	88	0	0	0	0	0	33
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1012	328	331	0	0	999	#	-	117	o	202	0	234	8	0	317	0	0	0	0	0	1179
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09:15 AM	74	84	0	0	158	22	0	24	0	46	C	8	Ļ		2 8	,	9 0	> 0	•	0 (77
Grand Total	928	1034	0	٥	1992	223	2	350	•	576	0	662	242		800		- c	.	9 6	9 6	2532
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Total %	27.6	29.8	0	0	57.4	6.4	0.1	10.1	Φ	16.6	0	19.1	7	0	38	• •		0	0	c	
Lights	901	974	0	0	1875	204	2	279	٥	485	0	598	213	0	811	0	0	0	0	9 6	247
% Lights	94.1	94.2	0	0	94.1	91.5	100	79.7	o	84.2	0	90.3	88	0	89.7	0	0	0			5 6
Buses	9	9	0	0	28	w	0	s)	Ф	10	0	20	7	0	27	0	0	c	-	c	4
% Buses	,	1.7	0	0	1.4	2.2	0	1.4	0	1.7	0	m	2.9	0	(7)	0	0		0 0	9 0	, -
Trucks	47	42	0	0	88	14	0	99	o	80	0	44	22	0	99	0	0	0	0	2	22
% Indis	4.9	4.1	0	0	4.5	6.3	0	18.9	0	13.9	0	9.9	9.1	0	7.3	0	0	0			3 4
Pedestrians	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	3
	•									17)			,	,	,	•	,	,	

Collievs Engineering & Design 400 Columbus Avenue - Suite 180E Vahalla, New York 10595 Accelerating Success

File Name : 1-NYS_ROUTE_94_AT_NYS_ROUTE_17_WB_1037694_02-01-2023 Site Code : Start Date : 2/1/2023 Page No : 2

		Into Total Int Total	_				0 200		\$7 D	0 322	0 1122		1000		1048	0 93.4	0	3 0	0.2	0	2	,	-	
WB.		Pode Am Total	-		3	0	0	•		5	0	0	000		>	0	c		9	0	c	0 0	•	•
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NYS		2				>	0	c	0	9	9	0	UUU	•	•	0	0	•	,	0	0		•	•
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		op. Total			-	8	B	74	8	24.7	2		834	284	5	9.68	17	74		9	5.0	C		•
. 84		Peds App. Total			•	9	0	0	c			0	000	c	,	9	0	C		9	0	-		
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	I Islai o		1		146	177		2	180	642			.892	624	07.2	9	7	0.3	4	2 1	2.5	0	c	
35	Peds Ann Total		- Feak 1	MAC	0	c		•	0	0	•		000	0	-		9	0	c	,	9	0	c	
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S.E.	The		30 Am 10	tion Begin	8	105	0	ô	94	375	58.4	1	.883	364	1 16	,	-	0.3	10		7.7	0	-	2
	Right	1		e Intersec	93	72	2	3 :	92	267	416	-	110	260	97.4	٠	-	0.4	9		7	0	_	,
	Start Time	Bearing Lines Assets in	THEIR THOU AND STATES THE US SO AM TO UT 15 AM - PERK 1 of 1	Peak Hour for Entire Intersection Begins at 06:30 AM	06:30 AM	06:45 AM	27.00 514	100 M	UCTS AM	Total Volume	M. Ann Total	1	ŧ	Shippl	24 in the		Sacra	% Busses	Tracks	ŀ	S INCOS	Pedestrians	2 Darfachiane	Contraction of the last

Collieus Engineeving & Design 400 Columbus Avenue - Suite 180E Vahalla, New York 10595 Accelerating Success

File Name : 1-NYS_ROUTE_94_AT_NYS_ROUTE_17_WB_1037694_02-01-2023 Site Code : Start Date : 2/1/2023 Page No :1

****		NYS	NYS ROUTE 94 From North	8	•		NYSR	NYS ROUTE 17 WB	ROUTE 17 WB NYS ROU			NYS	NYS ROUTE 94	94			NYSR	NYS ROUTE 17 WB	W.B		
Start Time	Rioht	Thus	le le	Parts	Ann Tols!	Rinhr	Thai	TOTAL CASA	Dade An	See Total	17010							From West			
834-20 DKS	y	55	1		450	1	-	1	de sna	o. Iola	Light I	2	1	Peds App	App. Total	Right	25	Left	Peds A	App. Total	Int. Total
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10.45 P.M.	CL	SS.	0	0	204	46	0	ß	0	1	0	111	26	0	208	0	0	•		0 0	-
Iotal	210	144	0	0	354	76	0	122	0	198	0	247	202	0	449	0	0	0	0	0	1001
WG 00:30	98	53	0	0	139	5	*	44	•	89	0	122	8	•	182	c	•	5		•	
04:15 PM	85	11	0	0	162	43	0	6	0	5	0	137	3 8		i f	> 0	0 0	,	5	5	416
D4:30 PM	107	73	o	0	186	46	0	8	-	110		128	3 2		101	2 5	o c	- 5	> 0	- (44
CK-45 PM	87	28	0	0	145	48	•	41	•	5	0	118	47		165	0	0 0	,	> 0	5 6	20 0
Total	365	267	0	0	632	180	2	209	က	394	0	202	208	0	713	0	0		0	-	1740
1Kd 00350	102	9	Ф	Ф	166	4	0	89	0	108	0	146	95		200	c	c	C	c	•	Ì
CE-15 PM	135	2	0	0	205	45	0	53	0	100	0	161	38	0	199					5 6	7 6
05:30 PM	5	63	0	0	168	88	0	£	0	137	0	112	22	0	167					,	3 5
05:45 PM	87	8	0	0	147	28	0	23	0	109	0	123	38	0	161	0	0				1
Total	429	257	0	0	989	139	0	255	0	424	0	542	187	0	728		0	0	0	-	1870
MG 00290	8	09	0	0	141	54	0	2	0	115	0	108	46	0	154	c	c	5	c	c	***
06:15 PM	8	47	0	0	130	3	0	5	0	35	0	6	34	0	125	0	0	0	. 0	0	347
Grand Total	1168	775	Φ	0	1943	8	7	708	m	1253	0	1493	277	0	2170	•	0		0		5367
Approh %	8	39.9	0	0		43.1	0.2	56.5	0.2		0	68.8	31.2	0		8	0	8	0		
Total %	21.8	14.4	0	0	36.2	10.1	0	13.2	0.1	23.3	0	27.8	126	0	40.4	0	0	0	0	0	
Lights	1132	743	0	0	1875	233	7	88	0	1183	0	1450	652	0	2102	0	0		0	-	516
% Contro	89	95.9	0	0	36.5	98.7	8	91.5	0	94.4	0	97.1	96.3	0	6.96	0	0	100	0	8	.96
Buses	19	12	0	0	28	-	0	m	0	6	0	o	4	0	13	0	0	0	0	0	G.
% Buses	4.	1,5	Ó	0	1.4	0.2	0	1.1	0	0.7	0	9.0	9.0	0	9.0	0	0	0	0	0	o
Trucks	2	2	0	Φ	4	ø	0	23	0	88	0	34	21	0	55		0	0	0	-	15
Frucks	1.7	2.6	0	0	2.1	1.1	0	7.3	0	4.6	0	23	3.1	0	25	100	0	0	0	S	2
Pedestrians	0	0	0	0	0	0	0	0	m	6	0	0	0	0	0	0	0	0	0	0	3
Cf Desentation		•	•	•	•	•	•	•	-	4	•	•									

Colliers Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 1-NYS_ROUTE_94_AT_NYS_ROUTE_17_WB_1037694_02-01-2023 Site Code:

_		Int Total				478	523	440		447	1853				1760	1	K	3 ;	?	67	00	0.0	-	
		Ann Total				0	0	-	, ,		-		250	1	_	100	•		•	0	•		0	•
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94	-	Feds A			c	0 (5	0	0	c		9	000	0	, (•	0	0		9	0	<	,	•
NYS ROUTE 94	1000	Len			404	3 (ñ	9	38	300	200	31.7	714	288	2	20.0	7	0.7	Ş	2	33	c	•	•
SYS F		ושוח			136	3 ;	Ξ	122	137	506	0 63	070	.923	489	0	30.0	m	9.0	**	±.	2.8	Ç	•	9
	Dinhe	1			0	0 (•	0	0	0		•	000	0	•	>	0	0	c	9	٥	c	,	
	Total	A. 1050			87	***	= !	60	104	391		1	.881	363	000	35.0	n		3	4	5.6	*		,
WB.	Darke Ann Tatal	מחים ושל			0	c	,	-	0		20	200	250	0	c	5 (0	0	c		0	٠		
NYS KOUTE 17 WB From East	40	1			25	Y.	3:	44	61	227	58.1		.8/3	206	7 00		4	1.8	17	: ;	5.	C	•	
NYS KO	Ther	-			٥	¢	,	- 1	0	-		020		-	100	3	>	0	-) (0	0		
	Richt	1			30	4B	2 5	3 :	43	162	414	ľ		156	96.3	,	7	9.0	u,	,	2.	0	•	-
	_				150	204	130	2 5	2	655		1000	500	619	5 70		0	2.3	2		3.2	0	•	
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From North	Left	-45 DM		at 03:30	¢	Ф	c	9 6	0	0	0	000		D	0		,	0	0		9	0	•	
Fron	The	DA SA DA	5	1 Begins	SS.	89	53	3 F	11	274	41.8		1	662	5	4	,	9.	2	0	0.0	0	•	,
- 1	Right	Am 63-30		Nersection.	88	115	28	9 8	5		58.2 4	000	1	360			2 (5.5	F		6.7	0	•	,
		salvere En		remine in	6.	PM	DW	ě				STO	1	1	710		2000	Ses	Incks	-1-	SCKS	Taris	-	O CO
	Start Time	Death Hour Analysis From 03-30 Dbs to 04-45 Dbs Dout 4 -54		Peak Hour for Enture Intersection Begins at 03:30 PM	G3:30 PM	03:45 PM	MG UU-PU	ALTE DIE	5	sofal Volume	% App. Total	-	1	S	ST-Links	á	5 0	A DUSES	E.	100	26 EDUCKS	Pedestrans	T Dedontring	1

Collieus Engineering L Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name : 2-NYS_ROUTE_94_AT_NYS_ROUTE_17_EB_1037695_02-01-2023

Site Code:

		Int. Total			642					1197	_				1093	79	231	1971							254	
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17 68		Peds		0	0	•	-	5 6	0	0	c		• •	0	0	•	0	0	0	0	0	0	0		0	•
NYS ROUTE 17 EB	From West	Left	139	22	40	6	9 5	ž K	20.00	110	5	38	3 8	88	119	2	28	320	50.6	9.5	292	91.2	80	25	20	0
NYS		22	-	0	-	•	9 0	9 6		٠	c	0	0	0	0	c	0	2	0,3	0.1	-	20	0	0	-	S
	1	PODU.	35	40	72	8	30	28 8	23	111	9	18	24	35	93	24	13	310	49.1	9.5	288	92.9	80	2.6	14	4.5
	1	pp. 10tal	140	121	261	144	1,00	123	109	516	117	124	113	88	442	83	88	1390		41.1	1258	90.5	28	7	104	7.5
94	Dade	reus App. 10tal	0	0	0	c		00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c
NYS ROUTE 94 From South	100	יפור	۰.	0	0	0		0	0	0	0	0	0	٥	0	٥	0	0	0	0	0	0	0	0	0	0
S. E.	The	T T	/9	40	107	48	8	42	46	196	48	8	47	45	199	43	37	582	41.9	17.2	521	89.5	18	3.1	43	7.4
	Sinh	Table .	2 3	ō	25	8	8	8	ន	320	8	8	99	43	243	9	51	808	58.1	23.9	737	912	9	1.2	61	7.5
	Ann Total	100	5 •		-	0	0	0	0	0	0	-	0	0	-	0	0	7		0.1	0	0	0	0	1	20
7 EB	Peds	а.	٠,	-	-	0	0	0	0	0	0	0	0	0	0	0	0	-	2	0	0	0	0	0	0	0
NYS ROUTE 17 EB From East	le.	•	9 6	0	9	0	0	0	0	0	0	-	0	0	-	0	0	-	8	0	0	0	0	0	5	100
NYS	Par	c	0	•	9	0	0	0	0	¢	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Callieus Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 2-NYS_ROUTE_94_AT_NYS_ROUTE_17_EB_1037695_02-01-2023 Site Code: Start Date: 2/1/2023 Page No: 2

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Callieus Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 3-NYS_ROUTE_94_AT_NUCIFORA_BLVD_1037696_02-01-2023
Site Code:
Start Date: 2/1/2023
Page No: 2

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Collieus Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name : 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023 Site Code:

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Callieus Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023

Site Code:

		Œ	From North	2			7 7 1 1	ELIZABETH DR From East	%		AR	ASCAMI	RUCKE	AMSCAM TRUCK ENTRANCE	w		ELZ	ELIZABETH DR	æ		
Start Time	Richt	Ther	I of	Dode Ann Total	Tester	Diekel	-	-					בוחום מסתום	-			ŭ	From West		-	
	-		1	2000	100	I	Dille	Text	reds	Feds App. Total	Kant	2	45	Pade	Ann Tals!	- Agoid	1	1.00	1		
HERK HOUR ANALYSIS From 06:30 AM to 09:15 AM - Peak 1 of 1	From 06.	30 AM to	09:15 AA	1 - Peak 1 c	1,10										100	THE PARTY	1000	1	reus App. lotal		Int. Total
Peak Hour for Enfire Intersection Begins at 08:15 AM	e Intersec	ion Begin	15 at 08:1	5 AM																	
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Colliers Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023 Site Code:

		Ē	From North	_			213	ELIZABETH DR From Fact	IZABETH DR AMSCAM TRUCK		AM	SCAM T	TRUCK EN	AMSCAM TRUCK ENTRANCE			213	ELIZABETH DR	æ		
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Calliens Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023 Site Code:

	From South		1			From East
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Collieus Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023

Site Code :

Start Date : 2/1/2023 Page No

		Œ	From North		-		ELIZ	ELIZABETH DR From East	LIZABETH DR STERIS DRU		υ	STERIS DRIVEWAY	SIVEWA	(A		ELL	ELIZABETH DR	DR		
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Collieus Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name:5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023 Site Code: Start Date:2/1/2023 Page No:2

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Collievs Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023

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Collieus Engineeving & Design 400 Columbus Avenue - Suite 180E Valhalla, New York 10595 Accelerating Success

File Name: 5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023 Site Code:

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ROADWAY: NYS ROUTE 94

SEGMENT: FROM NYS ROUTE 17A TO NYS ROUTE 17 OVERPASS

LOCATION: 1250' W OF RICKY WAY

START DATE OF

COUNT: Mon

Monday, April 10, 2017

NYSDOT COUNT

STATION: 830365

STATION,

FUNCTIONAL CLASS: 16 - URBAN MINOR ARTERIAL

FACTOR GROUP: 30 SEASONAL FACTOR: 1.064

TIME	PERIOD	DIRECTION	AL VOLUMES	TOTAL
START	FINISH	EASTBOUND	WESTBOUND	VOLUME
12:00 AM	1:00 AM	10	33	43
1:00 AM	2:00 AM	8	19	27
2:00 AM	3:00 AM	7	9	16
3:00 AM	4:00 AM	23	9	32
4:00 AM	5:00 AM	89	14	103
5:00 AM	6:00 AM	200	38	238
6:00 AM	7:00 AM	302	87	389
7:00 AM	8:00 AM	356	161	517
8:00 AM	9:00 AM	318	205	523
9:00 AM	10:00 AM	262	193	455
10:00 AM	11:00 AM	246	195	441
11:00 AM	12:00 PM	189	152	341
12:00 PM	1:00 PM	263	217	480
1:00 PM	2:00 PM	253	260	513
2:00 PM	3:00 PM	257	293	550
3:00 PM	4:00 PM	252	340	592
4:00 PM	5:00 PM	277	419	696
5:00 PM	6:00 PM	297	452	749
6:00 PM	7:00 PM	208	377	585
7:00 PM	8:00 PM	148	264	412
8:00 PM	9:00 PM	98	192	290
9:00 PM	10:00 PM	87	128	215
10:00 PM	11:00 PM	47	98	145
11:00 PM	12:00 AM	24	49	73
AVERAGE WEEKD	AY DAILY TRAFFIC	4221	4204	8425
	AADT	3967	3951	7918

NOTES:

¹⁾ DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES



ROADWAY: NYS ROUTE 17

SEGMENT: FROM EXIT 125 TO NYS ROUTE 94 OVERPASS

LOCATION: 0.55 MI E OF EXIT 24

START DATE OF

Wednesday, November 14, 2012

COUNT:

NYSDOT COUNT

830011 STATION:

FUNCTIONAL CLASS: 12 - URBAN PRINCIPAL ARTERIAL - OTHER FREEWAY/EXPRESSWAY

FACTOR GROUP: 40 SEASONAL FACTOR: 0.957

TIME	PERIOD	DIRECTION	AL VOLUMES	TOTAL
START	FINISH	EASTBOUND	WESTBOUND	VOLUME
12:00 AM	1:00 AM	228	430	658
1:00 AM	2:00 AM	144	249	393
2:00 AM	3:00 AM	182	169	351
3:00 AM	4:00 AM	302	181	483
4:00 AM	5:00 AM	712	197	909
5:00 AM	6:00 AM	1756	337	2093
6:00 AM	7:00 AM	2373	857	3230
7:00 AM	8:00 AM	2438	1601	4039
8:00 AM	9:00 AM	2057	1672	3729
9:00 AM	10:00 AM	1717	1537	3254
10:00 AM	11:00 AM	1551	1517	3068
11:00 AM	12:00 PM	1557	1520	3077
12:00 PM	1:00 PM	1596	1380	2976
1:00 PM	2:00 PM	1676	1455	3131
2:00 PM	3:00 PM	1809	1713	3522
3:00 PM	4:00 PM	1950	2180	4130
4:00 PM	5:00 PM	1788	2456	4244
5:00 PM	6:00 PM	1825	2413	4238
6:00 PM	7:00 PM	1353	1917	3270 ·
7:00 PM	8:00 PM	946	1600	2546
8:00 PM	9:00 PM	818	1157	1975
9:00 PM	10:00 PM	671	953	1624
10:00 PM	11:00 PM	444	709	1153
11:00 PM	12:00 AM	296	490	786
VERAGE WEEKD	AY DAILY TRAFFIC	30189	28690	58879
	AADT	31545	29979	61524

NOTES:

¹⁾ DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES



ROADWAY: NYS ROUTE 17 EB OFF-RAMP EXIT 126

SEGMENT: NYS ROUTE 17 TO NYS ROUTE 94

LOCATION: 175 FT E OF NY94

START DATE OF Tuesda

COUNT:

Tuesday, July 16, 2013

NYSDOT COUNT

STATION: 833081

FUNCTIONAL CLASS: 11 - URBAN PRINCIPAL ARTERIAL - INTERSTATE

FACTOR GROUP: 30 SEASONAL FACTOR: 1.087

TIME	PERIOD	DIRECTIONAL	VOLUMES	TOTAL
START	FINISH	SOUTHBOUND		VOLUME
12:00 AM	1:00 AM	45	0	o
1:00 AM	2:00 AM	23	0	0
2:00 AM	3:00 AM	25	0	0
3:00 AM	4:00 AM	43	0	0
4:00 AM	5:00 AM	95	0	0
5:00 AM	6:00 AM	251	0	0
6:00 AM	7:00 AM	310	0	0
7:00 AM	8:00 AM	318	0	0
8:00 AM	9:00 AM	285	0	0
9:00 AM	10:00 AM	253	O	0
10:00 AM	11:00 AM	242	O	0
11:00 AM	12:00 PM	273	0	0
12:00 PM	1:00 PM	307	0	0
1:00 PM	2:00 PM	298	0	0
2:00 PM	3:00 PM	344	0	0
3:00 PM	4:00 PM	424	0	0
4:00 PM	5:00 PM	418	0	0
5:00 PM	6:00 PM	413	0	0
6:00 PM	7:00 PM	316	0	0
7:00 PM	8:00 PM	242	0	0
8:00 PM	9;00 PM	201	O	0
9:00 PM	10:00 PM	165	0	0
10:00 PM	11:00 PM	125	Ö	0
11:00 PM	12:00 AM	84	0	0
VERAGE WEEKD	AY DAILY TRAFFIC	5500	0	0
	AADT	5060	0	0

NOTES:

¹⁾ DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)
TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES



ROADWAY: NYS ROUTE 17 WB OFF-RAMP EXIT 126

SEGMENT: NYS ROUTE 17 TO NYS ROUTE 94

LOCATION: 575 FT E OF NY94

START DATE OF

Tuesday, July 16, 2013

COUNT: NYSDOT COUNT

UNT 833083

STATION:

FUNCTIONAL CLASS: 11 - URBAN PRINCIPAL ARTERIAL - INTERSTATE

FACTOR GROUP: 30 SEASONAL FACTOR: 1.087

TIME	PERIOD	DIRECTIONAL	VOLUMES	TOTAL
START	FINISH	NORTHBOUND		VOLUME
12:00 AM	1:00 AM	62	0	0
1:00 AM	2:00 AM	43	0	0
2:00 AM	3:00 AM	21	0	0
3:00 AM	4:00 AM	17	0	0
4:00 AM	5:00 AM	24	0	0
5:00 AM	6:00 AM	48	0	0
6:00 AM	7:00 AM	96	Ô	0
7:00 AM	8:00 AM	145	0	0
8:00 AM	9:00 AM	182	0	0
9:00 AM	10:00 AM	172	0	0
10:00 AM	11:00 AM	187	0	0
11:00 AM	12:00 PM	192	0	0
12:00 PM	1:00 PM	220	0	0
1:00 PM	2:00 PM	212	0	0
2:00 PM	3:00 PM	251	0	0
3:00 PM	4:00 PM	322	0	0
4:00 PM	5:00 PM	405	0	0
5:00 PM	6:00 PM	419	0	0
6:00 PM	7:00 PM	442	Ö	0
7:00 PM	8:00 PM	297	O	0
8:00 PM	9:00 PM	191	0	0
9:00 PM	10:00 PM	163	0	0
10:00 PM	11:00 PM	118	0	0
11:00 PM	12:00 AM	82	0	0
VERAGE WEEKD	AY DAILY TRAFFIC	4311	0	o
Participal and the second	AADT	3966	0	0

NOTES:

1) DATA SOURCE: NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) TRAFFIC DATA VIEWER AVERAGE WEEKDAY VOLUMES



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Conceptual Stormwater Management Design Report Addendum 4

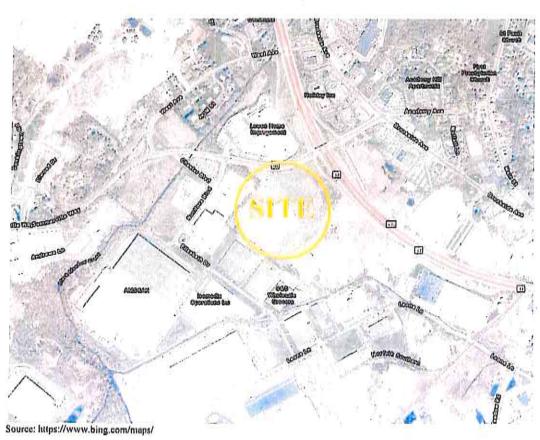


CONCEPTUAL STORMWATER MANAGEMENT DESIGN REPORT

Prepared For:

SUMMERVILLE INDUSTRIAL PARK

VILLAGE OF CHESTER ORANGE COUNTY, NEW YORK



Date: January 22, 2023

Job No. 3390

Ryan A. Nasher P.E., License No. 89066 New York State Professional Engineer

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	Existing Condition Drainage Map	E-1
•	Developed Condition Drainage Map	D-1

*

SUMMERVILLE INDUSTRIAL PARK

VILLAGE OF CHESTER ORANGE COUNTY NEW YORK

HYDRAULIC AND HYDROLOGICAL STUDY

BY

ATZL, NASHER & ZIGLER P.C.

ENGINEERS-SURVEYORS-PLANNERS 232 NORTH MAIN STREET NEW CITY, NY 10956 TEL: (845) 634-4694 FAX: (845) 634-5543

E-MAIL: rnasher@anzny.com



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ENGINEERS-SURVEYORS-PLANNERS

232 North Main Street, New City, NY 10956 Tel: (845) 634-4694 Fax: (845) 634-5543

Email: rnasher@anzny.com

January 22, 2023

McGoey, Hauser and Edsall Consulting Engineers 33 Airport Center Drive, Suite 202 New Windsor, NY 12553

Att.:

Scott Quinn, P.E.

Village Engineer

Ref

Summerville Industrial Park (Job #3390)

Village of Chester, Orange County, New York

Sub:

Conceptual Hydraulic and Hydrological Study

1.1 INTRODUCTION:

The following conceptual drainage study has been prepared for the above-mentioned project in order to provide a zero net increase of peak runoff and water quality mitigation for the proposed development in the Village of Chester, Orange County, New York. The project disturbed area is about 21.122 acres (920,074.3 sq.ft) which is greater than one acre; therefore, a general construction permit is required according to the NYSDEC 2015 version of the design manual. Green infrastructure practices (Porous Asphalt, Dry Swale, and an Underground Infiltration System) have been proposed to treat the required water quality volume. Since the total water quality volume provided is greater than the required the minimum RRv requirements are satisfied. In addition, an underground storage system (Solid Pipes) has been proposed to provide peak flow attenuation.

The existing site consists of grass, dirt, and gravel. The site proposes to construct a building, access road, parking area, and landscaped area.

1.2 SITE LOCATION:

The project site is located southerly of Summerville way, and northly of Elizabeth Drive in the Village of Chester, Orange County, New York.

2.0 HYDROLOGICAL SOIL GROUP:

The soil symbol, name and Hydrological Soil Group is shown below:

Table 1: Hydrological Soil Group

Soil Name	Soil Map Symbol	Hydrological Soil Group
Bath-Nassau channery silt loams, 3 to 8 percent slopes	BnB	C
Bath-Nassau channery silt loams, 8 to 15 percent slopes	BnC	С
Madalin silt loam	Ma	C/D
Mardin gravelly silt loam, 3 to 8 percent slopes	MdB	D
Mardin gravelly silt loam, 8 to 15 percent slopes	MdC	D
Otisville gravelly sandy loam, 8 to 15 percent slopes	OtC	A
Riverhead sandy loam, 3 to 8 percent slopes	RhB	A
Riverhead sandy loam, 8 to 15 percent slopes	RhC	Α

^{*} Soil Survey of Orange County, New York, United States Department of Agriculture Soil Conservation Service with Cornell University, October 1990.

3.1 EXISTING CONDITION:

The existing drainage consists of one (1) watershed (WS#1), with a total area of about 21.122 acres. The site consists of grass, dirt, and gravel. The HSG of the study area is type A, C, and D. The 100-yr peak runoff is 143.09 cfs and flows towards the south side of the property. The drainage area delineation is shown on the Existing Condition Drainage Map (E-1).

3.2 DEVELOPED CONDITION:

The proposed development includes the construction of a building, parking area, access driveway, and landscaping areas. The peak runoff from the study area will be increased upon competition of the proposed development due to the increased in impervious area. The drainage area delineation is shown on the Developed Condition Drainage Map (D-1).

4.0 DRAINAGE STUDY:

Due to the proposed improvement, the peak runoff of the designated drainage areas will be increased. The hydrological software, HydroCAD has been used to calculate pre and post peak runoff rates for 1, 10, and 100-year design storm events.

5.0 IMPACT AND MITIGATION MEASURES:

The hydrology and hydraulics study for this project has been undertaken to examine the pre and post construction drainage conditions. The study provides the impact of the proposed impervious area to the drainage system.

In general, the runoff from a basin depends on the precipitation, type of soil, and characteristic of the terrain, type of land cover and geographic location of the property. The hydrology of a site changes during the initial clearing and grading that occurs during construction. Trees and vegetated land covers that have intercepted rainfall are removed, and natural depressions that had absorbed rainfall are scraped off, eroded or severely compacted. The impervious areas such as rooftops, roads, parking lots, driveways, etc. surfaces do not allow rainfall to soak into the ground. Consequently, most of the rainfall is converted into storm water runoff. Therefore, the volume of runoff from a developed site will increase sharply with increment of impervious cover. This is due to the decrease inability of rainfall to percolate into the ground and recharge the aquifer. As a result, the increase in storm water runoff can be too much for the existing drainage system to handle. Post-developed runoff is attenuated to predeveloped runoff and diverted to the existing drainage system with or without improvement. The "Zero Net Increase of Peak Flow" is referring to the above techniques, which is mandated by local and state regulation.

Impervious surfaces accumulate pollutants deposited from the atmosphere, leaked from vehicles, or windblown in from adjacent areas. During storm events, these pollutants quickly wash off, and are rapidly delivered to downstream waters. The source of sediment includes washing off particles that are deposited on impervious surfaces, erosion from stream banks and site construction.

The frequency and magnitude of storms will increase dramatically per increase of impervious areas due to developments. In addition, the discharge associated bank full storm event reaches beyond the "critical erosive velocity" and flow's velocity increases substantially after development occurs. The impacts to the stream channel will be addressed.

Flow events that exceed the capacity of the stream channel spill out into the adjacent floodplain. The "Over bank" flooding will be maintained to pre-development peak discharge rates for the ten-year frequency storm after developments, thus keeping the level of over bank flooding the same over time. This management technique prevents costly damage or maintenance for culverts, drainage structures, and swales.

As with over bank floods, development sharply increases the peak discharge rate associated with the 100-year design storm. As a consequence, the elevation stream's 100-year floodplain becomes higher and the boundaries of its floodplain expand. In some instances, property and structures that had not previously been subject to flooding are now at risk. Additionally, such a shift in a floodplain's hydrology can degrade wetland and forest. To minimize the impact, the 100-year storm will be routed through proposed stormwater management facilities to match the peak developed flow with pre-developed.

The decline in the physical habitat of the stream, coupled with lower base flows and higher storm water pollutant loads, has a severe impact on aquatic community. To meet water quality treatment goals, reduced secondary environmental impacts of facilities and maximum pollutant removal, stormwater management facilities and landscaping are necessary.

To reduce peak flow and provide water quality treatment, a dry swale, porous asphalt, underground infiltration system, and an underground storage system (solid pipes) have been

proposed. The proposed structures have been designed to provide peak flow attenuation as well as to provide water quality treatment.

HydroCAD has been used to calculate peak flows for different storm events at the outlet "Point of Interest", for Existing and Developed Condition. The peak flow of different storm frequencies (1, 10, & 100 year storms) at the point of interest (P.O.I.), are summarized in the following table:

Table 1: Summary flow table at P.O.I. for existing and developed conditions

Storm Frequency (Year)	Existing Condition Peak Flow (cfs) (Per HydroCAD)	Developed Condition Peak Flow (cfs) (Per HydroCAD)
1	18.40	42.78*
10	60.35	91.58*
100	143.09	174.84*

^{*} Note: Peak flow attenuation will be provided by the underground storage system (Solid pipes) and water quality treatment will be provided by the proposed dry swales, porous asphalt, and an underground infiltration system. Full SWPPP, routing and details hydrological model will be provided after acceptance of the conceptual drainage study.

The required and provided water quality volume is summarized below:

Table 2: Water quality volume summary table.

Required Water Quality Volume	Provided Water Quality Volume
(cu-ft)	(cu-ft)
56,434.0	85,328.0

Table 3: Runoff Reduction Capacity (RRv min.) summary table.

Minimum RRv	RRv Provided
(cu-ft)	(cu-ft)
19,405.0	85,328.0

Table 3: 100-year storage summary table.

Required 100-yr Storage.	Provided 100-yr Storage.
(cu-ft)	(cu-ft)
141,079.0	147,088.0

If you have further questions or concerns, feel free to contact me. Thank you.

Ryan A. Nasher, P.E.

FISTORINATER MANAGEMENT 3390 3390 CONCEPTUAL DRAINAGE REPORT 3390 DRAINAGE NARRATIVE docs

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SUMMERVILLE INDUSTRIAL PARK

VILLAGE OF CHESTER ORANGE COUNTY NEW YORK

DRAINAGE MAPS

BY

ATZL, NASHER & ZIGLER P.C.

ENGINEERS-SURVEYORS-PLANNERS 232 NORTH MAIN STREET NEW CITY, NY 10956 TEL: (845) 634-4694

FAX: (845) 634-5543 E-MAIL: rnasher@anzny.com

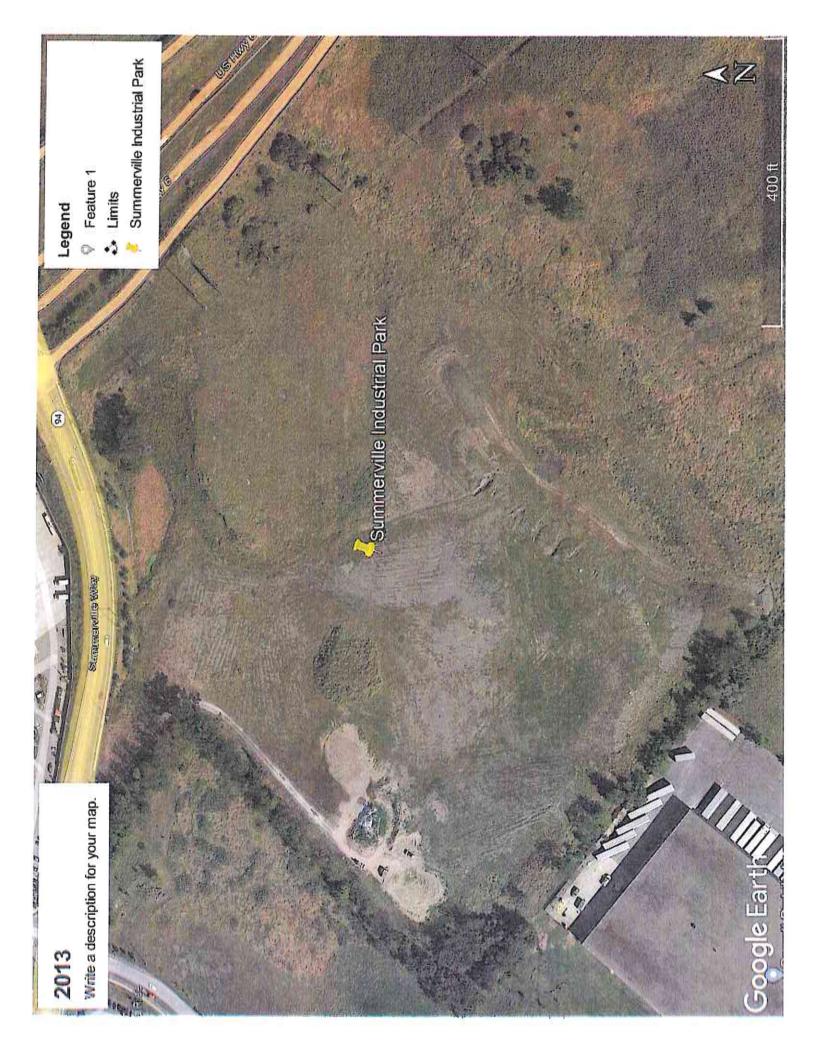




Exhibit B: Areas of Impact that Do Not Require a Response



ATZL, NASHER & ZIGLER P.C. ENGINEERS-SURVEYORS-PLANNERS

234 North Main Street, New City, NY 10956 Tel: (845) 634-4694 Fax: (845) 634-5543

Summerville Industrial Park

Environmental Assessment Form (EAF) Part 3

Exhibit B: Areas of Impact that Do Not Require a Response

July 19, 2023

A full Environmental Assessment Form Part 2 (dated May 19, 2023) was completed for Trodale Developers Inc.'s proposal to construct a 781,130 sq. ft. building for warehouse and office uses on Tax Lots 116-1-1.2 & 116-1-2, located in the Village of Chester. The Environmental Assessment Form Part 2 identified areas where the Proposed Action could potentially result in moderate to large adverse impacts and areas where the proposed action is not anticipated to result in an impact.

EAF Part 3 Exhibit A includes responses and mitigation measures, if any, for areas identified as potentially moderate to large adverse impact. This EAF Part 3 *Exhibit B* includes responses and mitigation measures, if any, to various impacts identified as No potential impact in the Full Environmental Assessment Form Part 2, dated May 19, 2023.

Full Environmental Assessment Form Part 2 - May 19, 2023

The following are mitigation measures and/or responses to the impacts identified in the EAF Part 2 dated May 19, 2023 based on the revisions of EAF Part 1 submitted on April 10, 2023:

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual landforms on the site (e.g., cliffs, dunes, minerals, fossils, caves).

Response: Impact is in the construction area only. We note that this site was previously disturbed several times, and so the area of construction is not natural. Thus far, the site has received three negative declarations. Construction on the site started 12 years ago.

There are no specific geological features identified on the project site. The project site and adjacent properties do not contain a registered National Natural Landmark.

4. Impact on Groundwater

The proposed action may result in new or additional use of ground water or may have the potential to introduce contaminants to ground water or an aquifer.

Response: There will not be an impact on groundwater. A soil test pit investigation and soil percolation testing were conducted at the in the area of construction. One test pit hit water. The overall construction area appears to be percolated water; it is not the water table.

The proposed action creates a demand for water supply. However, the project will obtain water from the existing public water supply system which has the capacity to serve the proposal. No water supply wells are being developed as a part of this development, nor will pesticides or herbicides during construction or operation.

Wastewater will not be discharged to groundwater. As noted on the Site Plan, the Applicant/Owner has prepared a plan for a temporary subsurface septic system until the Orange County sewer is available. The system will be for warehouse only; any other use requires Orange County sewer hookup and will be reviewed by the Village of Chester Planning Board.

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding.

Response: Work conducted at the project site will comply with applicable local, state, and federal codes. This include meeting the standards set forth in the Village of Chester's code Chapter 50 Flood Damage Control and Chapter 51 Flood Damage Prevention. Various erosion and sediment control measures will be in place to prevent flooding. No impact on flooding will occur.

6. Impacts on Air

The proposed action may include a state regulated air emission source.

Response: The proposed action will not include or use any on-site sources of air emissions like fuel combustion, waste incineration and/or other processes or operations except during construction. During construction, there will be temporary use of power generation on site and other machinery which will cease to operate upon completion of

construction. Therefore, this development does not require federal or state air emission permits. Therefore, this development does not require state registration.

7. Impacts on Plants and Animals

The proposed action may result in a loss of flora or fauna.

Response: A Wildlife Habitat Assessment was prepared by Ecological Analysis, LLC in January 2023. The report stated that "it would be expected that populations of most of the wildlife species that may presently be utilizing the property would not be affected by development of the proposed project, as the proposed creation of impervious areas... is expected to be confined to the previously cleared and graded western half".

The Wildlife Habitat Assessment also stated that "there would be a temporary displacement of wildlife species on the property... during site development activities. While temporary disturbances associated with site development could potentially directly impact individuals in the development area, the activities are unlikely to impact populations as a whole provided that remaining local refugia habitat remains undeveloped, including the onsite delineated wetland area".

The report concluded that "no Federally, or State protected wildlife species would be significantly impacted by site developments that occur within the upland portions of the property while concurrently avoiding, and thus maintaining the existing integrity of the delineated site wetland".

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources.

Response: Per the NYSDEC Mapper, the project site is not located in a designated agricultural district. Since there are no agricultural activities taking place in, adjacent to, or near the project site, it is unlikely that the proposed action will impact agricultural resources.

10. Impact on Historic and Archaeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource.

Response: The Applicant has also reached out to the Office of Parks, Recreation and Historic Preservation (OPRHP) who determined that no properties including

archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities, or a reduction of an open space resource as designated in any adopted municipal open space plan.

Response: The proposed project is located in the Chester Industrial Park Section of the Town and is primarily surrounded by developed land. No impact on recreational resources is anticipated since the project site is not currently used as a recreational resource, and there are no planned recreational uses for this site.

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA).

Response: The project site is not located in or adjoined to a state listed Critical Environmental Area therefore CEAs will not be impacted as a result of the proposed action.

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants.

Response: The project site is not subject to an institutional control limiting property uses. There has not been a reported spill at the proposed project site nor has there been remedial action conducted at the project site. There are reported spills at the nearby Lowe's. These spill cases are closed.

The proposed action will not involve the generation, treatment and/or disposal of hazardous wastes. No impact on human health is anticipated as a result of the proposed action.

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.

Response: The project site is located in the Chester Industrial Park Section of the Town. This is a heavily developed area which is already largely disturbed and built upon. The surrounding parcels contain commercial, warehouse, and highway uses.

The proposed development is for warehouse and office use, which aligns with the types of buildings in the area. The proposed development meets all bulk requirements except for building height, in which a variance would be requested from the Village of Chester Zoning Board of Appeals.

The natural landscape should not be affected by the proposed action since the area of construction is expected to be confined to the previously cleared and graded western portion of the site. The existing wetland and its 100' buffer zone will not be disturbed.

The Applicant will work closely with the Planning Board to develop a plan that will be aesthetically pleasing, and which will meet all criteria for appearance with landscaping and buffering to the extent possible.

SUMMERVILLE INDUSTRIAL PARK EXHIBIT B DOCUMENTS

TABLE OF CONTENTS

Addendum 1	Project Narrative & History
Addendum 2	Wildlife Habitat Assessment
Addendum 3	Long Form SEQR Part 1
Addendum 4	NYS Parks, Recreations & Historic
	Preservation

Project Narrative & History Addendum 1

Web; www.anzny.com

May 8, 2023

Village of Chester Planning Board 47 Main Street Chester, NY 10918 Attn: Vincent Rappa - Chairman

Summerville Industrial Park Environmental Assessment Form

The project site is identified on the Village of Chester Tax Map as Section 116 Block 1 Lots 1.2 and 2 with an address of 3923 and 3921 Summerville Way in a M-1 Light Manufacturing-Research District.

The existing site has a lot area of 39.97 acres and is currently vacant. There is a wetland (DEC# WR-8) onsite consisting of 16.5 acres, overhead power line easement and fronting on Summerville Way, Route 94.

Within the January 17, 2022 Comprehensive Plan on page 80, under 82 Economic Development Goals this site is described as "shovel – ready". On page 82 the Nucifora Boulevard and Elizabeth Drive as light industrial park that has access to central water and broadband, which are prerequisites for many industries. The light industrial park is "shovel ready," meaning the infrastructure is in place to accommodate new buildings.

This comprehensive Plan strongly supports efforts to attract new businesses to shovel-ready sites within the light industrial park in order to broaden the Village's tax base while expanding employment opportunities for its residents

The Applicant is seeking site plan approval for a proposed $781,130 \pm \text{sq.}$ ft. warehouse. The lower floor warehouse is $404,960 \pm \text{sq.}$ ft., the upper floor warehouse is $371,670 \pm \text{sq.}$ ft., and the office (common area) is $4,500 \pm \text{sq.}$ ft. The proposed plan includes 160 surface parking spaces, 62 truck docks, and 3 garage doors.

This plan requires a Village of Chester Site Plan review, Village of Chester Zoning Board of Appeals variance for building height, and a permit from the Orange County Sewer District.

Please review the following sections.

Page 1



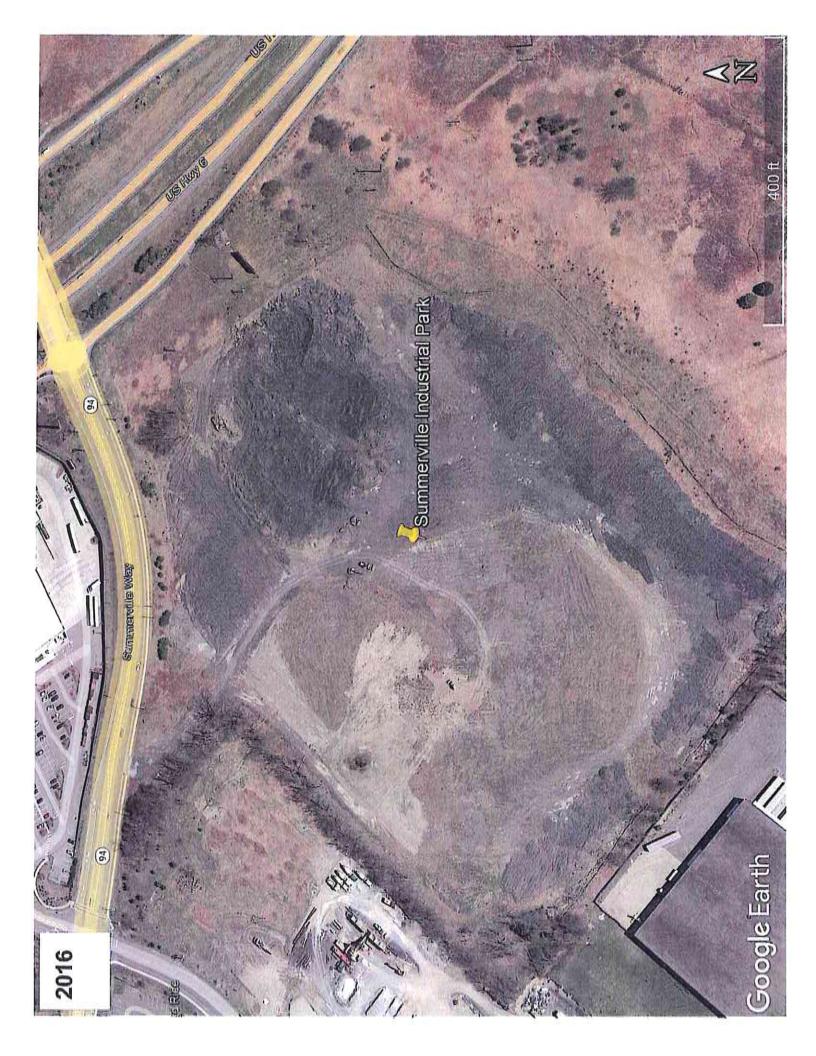
History of the DePaulis Parcel

Date	Description
May 3, 2007	Workshop for Fill Permit
June 26, 2007	Planning Board Meeting DePaulis 94
July 5, 2007	Workshop on Fill Permit
July 24, 2007	Planning Board Meeting Public Hearing
September 25, 2007	Planning Board Meeting
January 3, 2008	Planning Board Workshop
January 22, 2008	Planning Board Meeting
August 7, 2009	Planning Board Workshop
September 3, 2009	Planning Board Workshop
September 22, 2009	Planning Board Meeting Project Name: DePaulis 94 Amendment of Fill Permit – Project # 09-05 Public Hearing
January 7, 2010	Planning Board Workshop
April 1, 2010	Planning Board Meeting
June 3, 2010	Meeting at Chester Planning Board for Rock Removal

Planning Board Meeting Project Name: DePaulis 94 Phase IV - Project # 10-05

June 22, 2010

July 1, 2010	Planning Board Workshop
July 27, 2010	Planning Board Meeting Project Name: DePaulis 94 Phase IV - Project # 10-05 Public Hearing
August 5, 2010	Planning Board Workshop
August 24, 2010	Planning Board Meeting Project Name: DePaulis 94 Phase IV - Project # 10-05
September 2, 2010	Planning Board Workshop
October 7, 2010	Planning Board Workshop
October 26, 2010	Planning Board Meeting Project Name: DePaulis 94 Phase IV - Project # 10-05
November 4, 2010	Planning Board Workshop
November 16, 2010	NYSDOT Meeting on Site Name: DePaulis 94 Phase IV - Project # 10-05
April 28, 2011	NYSDOT Meeting About Access
June 6, 2013	Planning Board Workshop
June 25, 2013	Planning Board Meeting Project Name: DePaulis 94 Phase V - Project # 13-04
July 23, 2013	Planning Board Meeting Project Name: DePaulis 94 Phase V - Project # 13-04 Blasting Permit
April 30, 2014	Meeting in Village Hall with Chairman, Building Inspector, Town Engineer, Making Presentation
October 28, 2014	Planning Board Meeting
November 18, 2014	Planning Board Meeting
November 3, 2022	Planning Board Workshop





Wildlife Habitat Assessment for New York State or Federally Listed Threatened or Endangered Species and Species of Special Concerns Addendum 2

Wildlife Habitat Assessment for New York State or Federally Listed Threatened or Endangered Species And Species of Special Concern

Trodale Project Location:

Town of Chester Orange County, NY

Route 94 S/B/L 116-1-1.2

Prepared By:

ECOLOGICAL ANALYSIS, LLC 633 Route 211 East Suite 4 Box 4 Middletown, New York 10941 (845) 495-0123

January 24, 2023



Introduction

As part of SEQRA requirements, Ecological Analysis, LLC (EA) completed a wildlife habitat assessment of the Trodale Project property, which included the characterization of its dominant ecological communities based on the current site conditions, any incidental observations made of wildlife on the property, as well as the potential for the site to support any of those species that are listed as "endangered", "threatened", or "species of special concern" by the New York State Department of Conservation (NYSDEC) or by the United States Fish and Wildlife Service (USFWS). This report presents the observations made by EA throughout the several site visits in relation to State or Federally protected species noted as potentially present within the area of the Project property.

The subject property is 37± acres in size and is located within the Village of Chester in central Orange County, New York. The parcel is included within the Chester Industrial Park section of the Town. The abutting properties to the north, south, and west, and the wider locale in general, are developed areas, including commercial, warehouse, and Department of Transportation (N.Y.S. highways 17 and 94) lands. The only adjacent property which is not presently developed is a small (4± acre) parcel to the east that is mapped by the NYSDEC as emergent wetland and which is dominated by dense fields of common reed and canary reed grass.

The property generally consists of an open, sparsely vegetated field on its western portion (comprised of 20.5± acres of upland habitat) and a thickly vegetated field on its eastern portion (comprised of 16.5± acres of wetland habitat). Between 2009 and 2011 the western half of this property had been cleared of its trees, regraded, and levelled by the spread of shale rubble. This portion of the site remains at present as a created shale barren which is sparsely vegetated by a variety of ruderal (weedy) forbs and grasses. The eastern portion of the parcel is densely vegetated with fields of common reed and reed canarygrass. This portion of the property is identified as both a NYSDEC wetland and an NWI wetland. Our site observations concur with the NWI classification of this wetland feature as an intermittently flooded feature transected by dug drainage ditches and partially bordered by a channelized perennial stream (Black Meadow Creek).

The site is dominated by two habitat/ecosystem types, each of which is evaluated in the reporting that follows:

- Upland successional meadow;
- Wetland meadow of persistent emergent reedgrasses.

Initially for conducting this assessment, the online resources of State and Federal wildlife agencies were queried for the purpose of obtaining each agency's assessment of the potential for impacts on any protected wildlife resources over which they have jurisdiction.

The NYSDEC and the NYS Natural Heritage Program (NHP) presently refer all inquiries regarding their jurisdiction over natural resources to the publicly accessible websites that they maintain to provide such information. The information presented in these websites provides either the potential for impacts to protected wildlife or wildlife habitat at a site, or the websites will provide a determination that the State has "no known records of rare or state-listed animals or plants, significant natural communities, or other significant habitats, on or in the immediate vicinity of your site." The websites also include the caveat

that the absence of a known occurrence of any protected resource does not mean that occurrences might not exist, even though not currently mapped by the State at any particular locale.

The website for generating NYS NHP Environmental Assessment Forms (EAFs)¹ was most recently accessed on 4 January, 2023, to obtain the current status of protected (endangered, or threatened, or rare) plant and animal species known in the vicinity of the project site, if any. The EAF generated for this site stated that the project site is within a part of the county where bog turtles (*Glyptemys muhlenbergli*²) and northern long-eared bats (*Myotis septentrionalis*) may be present. Up-to-date onsite investigations are typically requested by NYS in order to supplement or update the information presented by the state's EAF mapper. At this project site, EA's onsite investigations to comply with this caveat occurred on four site visits over the period from May through October, 2022.

Similar to the state's process, the USFWS presently refers all inquiries regarding their jurisdiction over natural resources to their website for Information for Planning and Consultation (IPaC).³ Their website was most recently accessed on 23 January, 2023. The IPaC report for this project site indicated that there are no critical habitats located at the site but that there is the *potential* for the presence of one protected species of turtle (the federally threatened bog turtle) and two protected species of bats (the federally endangered Indiana bat and the federally endangered northern long-eared bat⁴) if suitable habitat is available on the site for those species.

The one cited turtle species, the bog turtle, would only be present if there were appropriate wetland habitat that the species would require to conduct its seasonal activities. This turtle inhabits peatmoss fens and/or calcareous wet meadows, and individuals tend to remain with these specific habitats. As a semi-aquatic species, bog turtles require areas of shallowly flooded wetlands and seeps that are open to insolation (i.e. relatively un-shaded wetlands with mostly low growing vegetation) and that can provide soft soils within which individuals can burrow to provide refuge from both summer and winter weather extremes.

The two cited bat species, the Indiana and the northern long-eared bat, would only be present in the general area of this site during the months from April-October when they are not within their winter hibernation period. Typically, in order to protect any bat species that might be present on a site, tree clearing would be conducted from November 1 through March 31, representing the winter hibernation period during which these bats are sheltered in caves at several known distant locations within the lower Hudson River Valley

The NYSDEC further designates some animals as "species of special concern." As defined by the NYSDEC, species of special concern warrant attention and consideration during the development process, but the NYSDEC does not have enough knowledge of the present status of these species across the state in order to justify listing them as either endangered or threatened. This report will assess the likelihood that any of these species would be present at this site.

¹ https://www.dec.ny.gov/permits/90201.html

² Scientific name change to Glyptemys muhlenbergii from Clemmys muhlenbergii recognized by USFWS in Federal Register / Vol. 86, No. 197 / Friday, October 15, 2021.

³ https://ipac.ecosphere.fws.gov

On November 29, 2022, the United States Fish and Wildlife Service (USFWS) published a ruling reclassifying the northern long-eared bat from Threatened to Endangered under the lederal Endangered Species Act. This rule will become effective on January 20, 2023. The change to Endangered in New York will take place at the same time as the Foderal liating.

Generally, it would be expected that populations of most of the wildlife species that may presently be utilizing the property would not be affected by development of the proposed project, as the proposed creation of impervious areas, including driveways, parking lots, and buildings is expected to be confined to the previously cleared and graded western half. The mapped wetland on the eastern portion of the parcel is expected to remain in its present state.

Vegetation

EA identified 101 taxa of plants within the wood hedgerows, fields of shale, and reedy wetlands on the property. A list of these plants is attached as Appendix A of this report. Many of the listed plants are ruderal species that are characteristically non-native, invasive plants which often colonize areas that have been disturbed by land clearing activities. As mentioned earlier, the western portion of this property was altered a decade or more ago when it had been cleared of much of its earlier woodland habitat. Since at least 2011, serial imagery shows that the westernmost half of the site had been cleared, leveled, and later reverted to a field of rubbly open upland.

Upland - Successional meadow

The greatest expanse of upland terrain is a successional meadow that has formed across a layer of crushed shale spread across the elevated, western portion of the site. Vegetation in this field is typically sparse and patchily present within larger areas of exposed shale rubble. A variety of grasses, sedges, and forbs are present, including orchard grass (*Dactylis glomerata*), green foxtail (*Setaria viridis*), soft rush (*Juncus effusus*), many-flowered aster (*Symphyotrichum ericoides*), and lateflowering thoroughwort (*Eupatorium serotinum*). The only treed upland areas of the property consist of sparse "hedgerows" of trees that are present around the property boundaries - largely restricted to the hillside abutting Route 94 to the northwest and to the elevated banks of the channelized stream that forms the southeast borders of the property. The upland habitat comprises 55% (20.5± acres) of the property. Along Route 94, eastern red cedar, eastern white pine, tree-of-heaven, and red maple are present within a narrow band along the roadway corridor. Along the stream, hawthorns and eastern red cedar are the primary trees found in the narrow band of trees providing shade along the streambanks. Small areas of brushy thickets that are located sporadically across the site are formed of multiflora rose, Allegheny blackberry, and/or bush honeysuckles.

Wetland - reedgrass meadow

The wetlands on this property were flagged and surveyed in April of 2022. As noted above only a single, extensive wetland area was present on the property, as an expanse across the eastern half of the site where aggressive species of weedy reedgrasses dominate. It comprises 16.5± acres of the property, approximately 45% of the total property acreage. Several long-established and overgrown linear drainage ditches crisscross this portion of the property. The ground layer vegetation of grasses and forbs that were observed in the wetland area consisted primarily of common reed (*Phragmites australis*), reed canarygrass (*Phalaris arundinacea*), slender mountain mint (*Pycnanthemum tenuifolium*), flat-top goldenrod (*Euthamia graminifolia*), and woolgrass (*Scirpus cyperinus*). The former two reedgrass species are non-native grasses that are highly aggressive, invasive species that can overgrow and eventually replace many species of native wet meadow vegetation.

The majority of the wetland area was dominated by a continuous, dense stand of common reed (phragmites). Around the edges of this stand of phragmites are fields of reed canarygrass and various forbs. This wetland area is assigned a USFWS Cowardin classification⁵ of PEM1Ed. This wetland classification code indicates areas of palustrine emergent vegetation (PEM), that is persistently evident in all seasons (1), and have seasonally flooded or saturated soils (E) which have been partly drained or ditched (d). This descriptor is applicable to all areas within the surveyed NYSDEC wetland area on this property where, historically, extensive ditching and dewatering has occurred.

No vernal (i.e. seasonal) pools, or similar areas that may be considered to have the potential to support vernal pool species of animals, were observed on the property.

Wildlife Use of the Site

The congested commercially developed lands that surround this site act to further reduce the site's value for wildlife as there is little opportunity for terrestrial wildlife to transit through or off of the site onto undeveloped property. During the course of the fieldwork for this assessment only a few species of wildlife, or signs indicating their presence, were observed. The most obvious presence was that of whitetail deer that were observed on site during each visit, and with deer pellet deposits and deer beds that were commonly noted in the eastern portion of the property. Sightings were also made of woodchucks and their burrows, garter and milk snakes, and several regionally common avian species including killdeer, red-winged blackbirds, mourning doves, crows, and sparrows.

Potential for Use by Threatened or Endangered Species or "Species of Special Concern"

The NYSDEC EAF output for this parcel indicates that there may be occurrences of two endangered species on or near this property, bog turtle and northern long-eared bat. The NYSDEC clearly states that the information provided by an EAF assessment is not a substitute for on-site surveys, therefore on-site observations and assessments were conducted by EA in order to evaluate the habitat value of the site for any protected species of mammals, reptiles, or amphibians. As stated above, these on-site observations were made in three seasons during 2022.

The site was examined for potential use by all forms of regionally rare, endangered, or protected wildlife species, as listed by either the NYSDEC or the USFWS. Based on the habital types present on the property, the potential for the presence of the following regional species, listed by the State or the federal government as endangered or threatened, was evaluated:

- Bog turtle Federally Threatened; NYS Endangered
- Eastern mud turtle Federally Unlisted; NYS Endangered
- Eastern tiger salamander Federally Unlisted; NYS Endangered
- Northern cricket frog Federally Unlisted; NYS Endangered
- Northern fence lizard Federally Unlisted: NYS Threatened
- Timber rattlesnake Federally Unlisted; NYS Threatened
- Indiana bat Federally Endangered; NYS Endangered
- Northern long-eared bat Federally Endangered; NYS Endangered.

⁶ Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoo. 1979. Classification of wollands and deep-water habitats of the United States. U.S. Fish and Wildlife Service FWS/OBS-79/31.

In addition, EA evaluated the potential for utilizable habitat being present on the property for the following fifteen reptiles and amphibians that are listed as statewide "species of special concern" by the NYSDEC:

- Spotted turtle
- Wood turtle
- Eastern spiny softshell
- Northern diamond-backed terrapin
- Eastern box turtle
- Eastern hognose snake
- Worm snake
- Hellbender
- Mole salamanders
 - Marbled salamander
 - Jefferson salamander
 - Blue-spotted salamander
- Northern cricket frog
- Longtail salamander
- Eastern spadefoot frog
- Southern leopard frog

Many of the species listed above were summarily eliminated from further consideration due to the lack of known populations in the mid-Hudson area generally, and central Orange County in particular:

- Eastern mud turtle the project site is north of the known range for this species, which is reported known from Staten Island and Long Island.
- Eastern tiger salamander the project site is north of the known range for this species, which is reported confined to eastern Long Island.
- Northern fence lizard the project site is north of the known range of this species, which
 has a nearest reported presence in the Hudson Highlands.
- Eastern spiny softshell turtle the project site is east of the known range for this species, which is reported confined to western New York.
- Northern diamond-backed terrapin excluded from consideration as this is a marine and estuarine turtle species.
- Worm snake the project site is north of the known range of this species, which has a nearest reported presence in the Hudson Highlands.
- Hellbender the project site is east of the known range for this species, which is reported confined to southern tier counties in central and western New York.
- Longtail salamander the project site is outside of the known reported range for this species, which is confined to western areas of Orange County and southern tier counties in central and western New York.
- Eastern spadefoot toad the project site is west of the reported primary range of this species, which has a nearest presence in the Hudson River valley.
- Southern leopard frog the project site is north of the reported primary range of this species, which has a nearest presence in the Hudson Highlands.

Following the elimination process described above, based on the known ranges of species, the specific habitat conditions available on the site (hedgerow woods, shale barrens, and graminold meadows) were then considered, and several species were further eliminated from consideration.

- Bog turtle the wetland community on the Project property was assessed for the presence of habitat consistent with information provided in the Federal bog turtle recovery plane which includes preferred requirements for the species including: 1) soft, saturated organic and/or mineral soils; 2) a hydrologic regime based on perennial groundwater discharges; 3) a plant community with a predominance of low-growing, native flora, including sedges, rushes, grasses, forbs, mosses, and sometimes low shrubs; 4) a tree canopy that is less than 50% closed in order to allow adequate insolation at the ground layer of vegetation; and 5) calcicolous (lime indicator) plants. On this site, the dense closed canopy of the non-native, invasive reedgrass wetlands, the soils, and the altered hydrology of the site would not provide necessary basking, nesting, or hibernation opportunities to support bog turtles.
- Spotted turtle the lack of a permanent open waterbody precludes the availability of required habitat for this species.
- Mole salamanders blue-spotted salamander, Jefferson salamander, and marbled salamander. Populations of these salamanders require seasonal standing water wetlands or pools, and these conditions were not observed on the property.
- Timber rattlesnake known from areas with rugged terrain, including open areas of rocky ledges for basking and rocky crevices for denning. No denning habitat is present on or in the vicinity of this site.
- Northern cricket frog the lack of any permanent open waterbody on the property precludes the availability of required habitat for this species.

There are five species remaining from the two lists above that might have a resident, or transient, presence within the various habitats on the project site. These species targeted for further evaluation include:

- Indiana bat.
- Northern long-eared bat,
- Wood turtle.
- Eastern box turtle,
- Eastern hog-nosed snake.

The following table presents certain habitat requirements and behavioral characteristics of these five species that are useful for defining areas that would be suitable for supporting populations of each.

⁶ USFWS, 2001, Bog Turtle (Clemmys muhlenbergii) Northern Population Recovery Plan. Hadley, MA, 103 pp.

Target/Species Potentially Occurring on Project Property			
Common Name	Scientific Name	Habitat Specifications	
Indiana bat	Myotis sodalis	Mature woods for roosting. Upland woods, meadows, and wetland forests for foraging. Caves for winter hibemation.	
Northern long-eared bat	Myotis septentrionalis	Mature woods for roosting. Upland woods, meadows, and wetland forests for foraging. Caves for winter hibernation.	
Wood turtle	Glyptemys insculpta	Upland woods, wooded wetland corridors for foraging. Streams for winter hibernation.	
Eastern box turtle	Terrapene carolina	Upland woods, wooded wetland corridors for foraging. Sandy/loamy upland soils for winter hibernation.	
Eastern hognose snake	Heterodon platyrhinos	Wooded areas with stone walls, bedrock outcrops, or rock crevices for shelter and foraging. Sandy, loose gravel areas for nesting.	

Indiana bat

This bat species would not be present at this site during the period when it is swarming prior to hibernating or when it is overwintering, as both of these activities occur at or near cave hibernacula that, in New York State, are distant from the Project property. Those activities occur in a period that extends approximately from late summer through late spring. Outside of that period however, this bat species may conduct aerial foraging on or near this site. Indiana bats feed on the wing, preying on flying insects over various terrains, including woods, fields, wetlands, or lakes and ponds.

Northern long-eared bat

This species has similar patterns of hibernation to the Indiana bat. Outside of the hibernation period however, the northern long-eared bat is more likely than the preceding species to utilize upland forests for summer foraging. They also are primarily aerial feeders, preying on flying insects over various terrains, including woods, fields, wetlands, or lakes and ponds, but they also may prey on insects that are stationary on vegetation (predation by gleaning).

Wood turtle

This generally terrestrial species is listed by New York State as a "species of special concern." Wood turtle are often found in association with small rivers or streams, and, in winter, they occupy streambank

excavations when in hibernation. Given the large home ranges typical for this turtle, there is the possibility that the stream habitat on site could be a part of the range of wood turtles that, if present on or around the remaining limited undeveloped portions of the industrial park, would seasonally utilize the stream banks and adjoining wetland meadows for foraging on this and nearby similar properties. The major threat to wood turtles appears to be pesticide poisoning and collection as pets. Collection of this species is prohibited in New York State. The wood turtle would potentially be present within any of the meadow areas on the property.

Eastern box turtle

This largely terrestrial, though wetland-dependent, species is also listed by New York State as a "species of special concern." Any of the wetland meadow habitat observed on this site could support the eastern box turtle which, if present on or around the remaining limited undeveloped portions of the industrial park, would utilize the meadows for foraging activities from spring through fall, and for hibernating in low-lying wet burrows during the winter. Nesting and egg laying occurs in sunny open areas of sandy/loamy solls. While primarily terrestrial, this species may seek and enter stream beds or shallow ponds which would act as thermal refugia during periods of hotter weather. The major threat to box turtles appears to be pesticide poisoning and collection as pets. Collection of this species is prohibited in New York State. The box turtle would potentially be present within any of the meadow areas on the property.

Eastern hognose snake

This is an upland, terrestrial species that is also listed by New York State as a "species of special concern." It is a burrowing snake that requires gravelly or sandy-loamy well-drained soils for providing daily summertime shelters, for nesting and egg laying activities, as well as for creating burrows for overwintering dens. Areas with upland fallow meadow fields or woodlots provide suitable habitat for this species. There is the possibility that habitat on site could support the eastern hognose snake. It is a secretive species that, on this site, may utilize any of the upland areas for cover and feeding.

Potential Impacts to the Five Identified Target Species

Indiana and northern long-eared bats

The Indiana bat and the northern long-eared bat would be afforded direct protection from adverse impacts during the development and future use of this site through the project's adherence to the seasonal tree clearing and removal protocols that are enforceable by the NYSDEC. These protocols aim to avoid or reduce the potential for direct adverse impacts to the foraging and/or roosting habitats of the Indiana bat and the northern long-eared bat. The protocols direct that all tree clearing for proposed projects should be conducted during the November 1 to March 31 overwinter hibernation period of these bats, to avoid the felling of any potentially occupied roost tree and to avoid the potential for any direct mortalities of the bats during this activity. The utilization of potential summer foraging habitat on or near to the property for the two bat species may be affected by the indirect impacts of increased motor vehicle traffic and increased noise levels on and near the project development, and by the effects of nighttime lighting of the building exterior or vehicle access and parking areas. By preserving as much of the undeveloped portions of the parcel as practicable, such indirect impacts would be reduced and both species of bats could be expected to continue to utilize the project site in the future.

Wood and Eastern Box Turtles

The wood turtle and the eastern box turtle are both highly mobile species and might be present within any portion of this property and some of the adjacent industrial park properties as part of any individual turtle's established home range. Because these two turtles, and all of the other thirteen species of reptiles and amphibians which are NYS "species of special concern," are not listed as threatened or endangered by the state, mortality to individuals or impacts on populations of these species does not require "incidental take" permits or any further consideration from the NYSDEC. Long term impacts to populations of these species are not expected to occur unless the rate of traffic related mortality increases or the collection of turtles from the site occurs. In New York State it is illegal to conduct the latter activity. No turtles were observed on site during the current investigation.

Eastern Hog-nosed Snake

The hognose snake is known to be adaptable to developed areas. Since this species is adaptable to new fields, pastures, and suburban areas, the proposed development should not result in a significant adverse impact to hognose snake populations, if in fact any are present on this site. Long term impacts that might occur to any of this species' population on this property would be associated with habitat reduction, incidental vehicular mortalities, or the collection or killing of snakes on the developed property. No hognose snakes were observed on the site during the current investigation.

Conclusions

Unavoidably, there would be a temporary displacement of wildlife species on the property that would occur during site development activities. While temporary disturbances associated with site development could potentially directly impact individuals in the development area, the activities are unlikely to impact populations as a whole provided that remaining local refugia habitat remains undeveloped, including the onsite delineated wetland area.

Overall, it is our professional opinion that no Federally- or State protected wildlife species would be significantly impacted by site developments that occur within the upland portions of this property while concurrently avoiding, and thus maintaining the existing integrity of, the delineated site wetland. Areas of existing upland vegetation that are bordering the wetland can be preserved so as to buffer the wetland from any changes in surrounding land use that could contribute unwanted runoff nutrients or sediments into the wetland. The preservation of natural buffer vegetation around the wetland would maintain existing wetland habitat for any wetland-dependent wildlife that might be still be locally present within this otherwise highly developed industrial park.

Appendix A

List of Vegetation Observed on the Trodale Site

List of Vegetation Observed on the Trodale Site

COMMON NAME	SCIENTIFIC NAME
Velvetleaf	Abutilon theophrasti
Ashleaf maple	Acer negundo
Red maple	Acer rubrum
Yarrow	Achillea millefolium
Tall hairy agrimony	Agrimonia gryposepala
Tree-of-heaven	Ailanthus altissima
Water plantain	Alisma triviale
Annual ragweed	Ambrosia artemisiifolia
Spreading dogbane	Apocynum androsaemifolium
Greater burdock	Arctium lappa
Common wormwood	Artemisia vulgaris
Common milkweed	Asclepias syriaca
Japanese barberry	Berberis thunbergii
Devil's beggarticks	Bidens frondosa
Sallow sedge	Carex lurida
Broom sedge	Carex scoparla
Fox sedge	Carex vulpinoidea
Pignut hickory	Carya glabra
Oriental bittersweet	Celastrus orbiculatus
Spotted knapweed	Centaurea stoebe
Canada thistle	Cirsium arvense
Bull thistle	Cirsium vulgare
Horseweed	Conyza canadensis
Hawthorn	Crataegus spp.
Orchard grass	Dactylis glomerata
Jimsonweed	Datura stramonium
Queen Anne's lace	Daucus carota
Deptford pink	Dianthus armeria
Deer-tongue grass	Dichanthelium clandestinum
Fuller's teasel	Dipsacus fullonum
Barnyard grass	Echinochloa crus-galli
Autumn olive	Elaeagnus umbellata
Stinkgrass	Eragrostis cilianensis
Pilewort	Erechtites hieraciifolia
Eastern daisy fleabane	Erigeron annuus

List of Vegetation Observed on the Trodale Site

COMMON NAME	SCIENTIFIC NAME	
Lateflowering thoroughwort	Eupatorium serotinum	
Leafy spurge	Euphorbia esula	
Flat-top goldenrod	Euthamia graminifolia	
Great hedge bedstraw	Gallum mollugo	
Common St-John's wort	Hypericum perforatum	
Canada rush	Juncus canadensis	
Soft rush	Juncus effusus	
Eastern red cedar	Juniperus virginiana	
European stickseed	Lappula squarrosa	
Motherwort	Leonurus cardiaca	
Virginia pepperweed	Lepidium virginicum	
Ox-eye daisy	Leucanthemum vulgare	
Butter-and-eggs	Linaria vulgaris	
Bush honeysuckle	Lonicera spp.	
Marsh seedbox	Ludwigia palustris	
Musk mallow	Malva moschata	
Allegheny monkey flower	Mimulus ringens	
Tall yellow sweetclover	Melilotus altissimus	
Catnip	Nepeta catarla	
Fall panicgrass	Panicum dichotomiflorum	
Beardtongue spp.	Penstemon spp.	
Reed canarygrass	Phalaris arundinacea	
Common reed	Phragmites australis	
Pokeweed	Phytolacca americana	
Red spruce	Picea rubens	
Eastern white pine	Pinus strobus	
Marshpepper knotweed Polygonum hydropig		
Curlytop knotweed	Polygonum lapathifolium	
Pennsylvania smartweed Polygonum pensylvania		
Arrowleaf tearthumb Polygonum sagittatum		
Smartweed	Polygonum spp.	
Rough cinquefoil	Potentilla norvegica	
Sweet cherry		
Black cherry	Prunus serotina	
Rabbit-tobacco Pseudognaphalium obtusif		
Slender mountain mint	Pycnanthemum tenuifolium	

List of Vegetation Observed on the Trodale Site

COMMON NAME	SCIENTIFIC NAME
Bradford pear	Pyrus calleryana
Pin oak	Quercus palustris
Common buckthorn	Rhamnus cathartica
Fragrant sumac	Rhus aromatica
Multiflora rose	Rosa multiflora
Allegheny blackberry	Rubus allegheniensis
Black raspberry	Rubus occidentalis
Curly dock	Rumex crispus
Green bulrush	Scirpus atrovirens
Woolgrass	Scirpus cyperinus
Green foxtail	Setaria viridis
Horsenettle	Solanum carolinense
Late goldenrod	Solidago altissima
Canada goldenrod	Solidago canadensis
Gray goldenrod	Solidago nemoralis
Wrinkleleaf goldenrod	Solidago rugosa
Many-flowered aster	Symphyotrichum ericoides
White panicle aster	Symphyotrichum lanceolatum
American basswood	Tilia americana
Eastern poison ivy	Toxicodendron radicans
Virginia marsh St. John's wort	Triadenum virginicum
Rabbit foot clover	Trifolium arvense
Hop clover	Trifollum aureum
Broadleaf cattail	Typha latifolia
Stinging nettle	Urtica diolca
Moth mullein	Verbascum blattaria
Common mullein	Verbascum thapsus
Swamp verbena	Verbena hastata
White vervain	Verbena urticifolia
Nannyberry res:	Viburnum lentago

NOTES:

- This list represents the plant taxa that were observed during seasonal field surveys from May through October, 2022. This is not reported as an exhaustive list of all of those species that are present on the property.

 Scientific and common names of plants taken from USDA PLANTS online database: https://plants.sc.egov.usda.gov/home

Long Form SEQR Part 1 Addendum 3

Full Environmental Assessment Form Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further varification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Summerville Industrial Park	(170):	
Project Location (describe, and attach a general location map):		
3923 and 3921 Summerville Way (Parcel IDs 116-1-1.2 & 116-1-	2) in Village of Chester, O	range County
Brief Description of Proposed Action (include purpose or need):		
Site Plan Approval for a 781,130 sq. ft. and 53 ft. high building for parcel of land. The proposed development will include 255 surface		
Refer to site plan for details.		
Name of Applicant/Sponsor:	Telephone: 845-367.	
Trodale Developers Inc.	E-Mail: berel@trodal	e.com
Address: 1 Executive Blvd Sulle 101		**************************************
City/PO: Suffern	State: NY	Zip Code: 10901
Project Contact (if not same as sponsor; give name and title/role):	Тејерноле: (845) 634	-4694
David Zigler - Alzi, Nasher & Zigler	E-Mail: dzigler@enzny.com	
Address: 232 North Main St		
City/PO:	State:	Zip Code:
New City	NY	10956
Property Owner (if not same as sponsor):	Telephone: 845-367-9420	
Trodale Developers Inc.	E-Mail: berel@trodal	A CONTRACTOR OF A CONTRACTOR O
Address: Executive Blvd Suite 101	-	
City/PO: Suffern	State: NY	Zip Code:10901

B. Government Approvals

Government Entity		If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)	
a. City Counsel, Town Boo or Village Board of Tru	ard, □Yes☑No stees			
o. City, Town or Village Planning Board or Com	ØYes □No	Village of Chester Planning Board - Site Plan	2023	
c. City, Town or Village Zoning Board o	ZYes⊟No	Village of Chester ZBA - Variance Approval	2023	
d. Other local agencies	□Yes☑No			
e. County agencies	⊠Yes□No	Orange County Sewer Orange County Planning Dept.	2023 2023	
f. Regional agencies	□Yes ☑No	January State of the State of t		
3. State agencies	Z Yes□No	NYSDEC - SPDES permit NYSDOT - Access permit	2023 2023	
ı. Federal agencies	☐Yes☑No			
		with an approved Local Waterfront Revitalizate Hazard Area?	tion Program?	☐ Yes☑No
iii. Is the project site with	ated in a community hin a Coastal Erosion		tion Program?	
iii. Is the project site with C.Planning and Zoning C.1. Planning and zoning Vill administrative or legis only approval(s) which mu • If Yes, complete si	ated in a community hin a Coastal Erosion actions. lative adoption, or a st be granted to enab ections C, F and G.		or regulation be the	
iii. Is the project site with C. Planning and Zoning C.1. Planning and zoning Vill administrative or legis only approval(s) which mu • If Yes, complete si	ated in a community hin a Coastal Erosion actions. dative adoption, or a st be granted to enab ections C, F and G, question C.2 and con	mendment of a plan, local law, ordinance, rule ble the proposed action to proceed?	or regulation be the	☐ Yes☑No
iii. Is the project site with Planning and Zoning 1.1. Planning and zoning Vill administrative or legis only approval(s) which mu If Yes, complete s If No, proceed to q 2.2. Adopted land use plan Do any municipally- adopted the proposed action Yes, does the comprehense	ated in a community hin a Coastal Erosion actions. stative adoption, or an stative adoption, or an ections C, F and G, question C.2 and con ns. pted (city, town, vill n would be located?	mendment of a plan, local law, ordinance, rule ble the proposed action to proceed? In plete all remaining sections and questions in Plage or county) comprehensive land use plan(s)	or regulation be the Part 1	☐ Yes☑No
iii. Is the project site with C. Planning and Zoning C.1. Planning and Zoning Vill administrative or legis only approval(s) which mu If Yes, complete services and the proposed to qualify the proposed action (Yes, does the comprehensional be located? Is the site of the proposed Brownfield Opportunity or other?)	actions. actions. actions. lative adoption, or aust be granted to enablections C, F and G, question C.2 and comms. pted (city, town, villen would be located? sive plan include speed dection within any left.	mendment of a plan, local law, ordinance, rule ble the proposed action to proceed? In plete all remaining sections and questions in Plage or county) comprehensive land use plan(s)	or regulation be the Part 1 Include the site roposed action cample: Greenway;	☐ Yes☑No ☐ Yes☑No ☐ Yes☑No ☐ Yes☑No
iii. Is the project site with Planning and Zoning C.1. Planning and Zoning Vill administrative or legis only approval(s) which mu If Yes, complete so If No, proceed to of C.2. Adopted land use plan Do any municipally- adopted the proposed action Yes, does the comprehensional be located? Is the site of the proposed Brownfield Opportunity or other?)	actions. actions. actions. lative adoption, or aust be granted to enablections C, F and G, question C.2 and comms. pted (city, town, villen would be located? sive plan include speed dection within any left.	mendment of a plan, local law, ordinance, rule ble the proposed action to proceed? Inplete all remaining sections and questions in Plage or county) comprehensive land use plan(s) edific recommendations for the site where the pocal or regional special planning district (for expectations).	or regulation be the Part 1 Include the site roposed action cample: Greenway;	☐ Yes☑No ☐ Yes☑No ☐ Yes☑No ☐ Yes☑No
iii. Is the project site with C. Planning and Zoning C.1. Planning and Zoning Will administrative or legis only approval(s) which mu If Yes, complete s If No, proceed to quantity. If No, proceed to quantity. If Yes, does the comprehense ould be located? Is the site of the proposed Brownfield Opportunity or other?) Yes, identify the plan(s):	ated in a community hin a Coastal Erosion actions. Ilative adoption, or an actions C, F and G, question C.2 and comms. pted (city, town, vill n would be located? sive plan include speed action within any learn (BOA); designation (BOA);	mendment of a plan, local law, ordinance, rule ble the proposed action to proceed? Inplete all remaining sections and questions in Plage or county) comprehensive land use plan(s) edific recommendations for the site where the pocal or regional special planning district (for expectations).	or regulation be the Part 1 Include the site roposed action kample: Greenway; nanagement plan;	☐ Yes☑No ☐Yes☑No ☐Yes☑No

C.3. Zoning	All the second s
a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. If Yes, what is the zoning classification(s) including any applicable overlay district? M-1 Light Manufacturing-Research	ØYes□No
b. Is the use permitted or allowed by a special or conditional use permit?	ØYes□No
c. Is a zoning change requested as part of the proposed action? If Yes, i. What is the proposed new zoning for the site?	□Yes☑No
C.4. Existing community services.	
a. In what school district is the project site located? Chester Union Free School District	• • • • • • • • • • • • • • • • • • • •
b. What police or other public protection forces serve the project site? Village of Chester Police Department	
c. Which fire protection and emergency medical services serve the project site? Chester Fire District	
d. What parks serve the project site? Carpenter Community Park	
D. Project Details	
D.I. Proposed and Potential Development	
 a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if m components)? Warehouse/Office 	nixed, include all
b. a. Total acreage of the site of the proposed action? b. Total acreage to be physically disturbed? c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 39.97 acres	
c. Is the proposed action an expansion of an existing project or use? /. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, m square feet)? // Units:	Yes No niles, housing units,
d. Is the proposed action a subdivision, or does it include a subdivision? If Yes, i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)	□Yes☑No
ii. Is a cluster/conservation layout proposed? iii. Number of lots proposed?	□Yes □No
/v. Minimum and maximum proposed lot sizes? Minimum Maximum	

f. Does the proj	ect include new res	idential uses?			□Yes ☑ No
If Yes, show nu	mbers of units prop One Family	osed. Two Family	Three Family	Multiple Family (four or more)	
Initial Phase					
At completion of all phases					
If Yes, i. Total number ii. Dimensions	r of structures (in feet) of largest	1 proposed structure:	al construction (included) * 63 height; age or cooled;	uding expansions)? <u>BELOW</u> width; and <u>BEE BELOW</u> length 781,130 square feet	☑Yes□No
liquids, such	as creation of a wat	er supply, reservoir	, pond, lake, waste la	I result in the impoundment of any agoon or other storage? water quality and quantity mitigation per NY	☑Yes□No
ii. If a water im	poundment, the prin	ncipal source of the	water:	Ground water Surface water stre	ams []Other specify:
iii. If other than	water, identify the t	ype of impounded/	contained liquids an	d their source.	
(v. Approximate	size of the propose	ed impoundment.	Volume:	million gallons; surface area: height;length	acres
v. Dimensions vi. Construction	of the proposed dan method/materials	n or impounding str for the proposed da	ucture: m or impounding st	height;length ructure (e.g., earth fill, rock, wood, cor	norete):
				(-10)	
D.2. Project Op	perations				
(Not including materials will If Yes:	general site prepar remain onsite)	ation, grading or in	stallation of utilities	uring construction, operations, or both or foundations where all excavated	? □Yes☑No
 Volume 	(specify tons or cu	bic yards):	s, etc.) is proposed to	be removed from the site?	
Over wi Describe natu	nat duration of time re and characteristi	? es of materials to b	c excavated or dredg	ged, and plans to use, manage or dispo	se of them.
***************************************	*******				
iv. Will there be If yes, descri	onsite dewatering be.	or processing of ex	cavated materials?		□Yes□No
v. What is the to	otal area to be dredg	ed or excavated?	W-1-1-	acres	
vi. What is the n	naximum area to be	worked at any one	time?	acres feet	
vili. Will the exca	avation require blass	ting?			∏Yes ☐ No
/x. Summarize si	e reclamation goals			· · · · · · · · · · · · · · · · · · ·	
	posed action cause ong wetland, waterbo			rease in size of, or encroachment	☐Yes ☑No
If Yes: i. Identify the w	etland or waterbod	y which would be a	ffected (by name, w	ater index number, wetland map num	ber or geographic
				······································	

* Widths: 540 ft., 30 ft., 180 ft., 150 ft.

Lengths: 600 ft., 264 ft., 60 ft., 420 ft., 420 ft.

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, planteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions	acement of structures, or in square feet or acres:
##. Will the proposed action cause or result in disturbance to bottom sediments? If Yes, describe:	□Yes□No
iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? If Yes:	☐ Yes☐No
acres of aquatic vegetation proposed to be removed:	d dedu
expected acreage of aquatic vegetation remaining after project completion:	
 purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): 	
proposed method of plant removal:	
 if chemical/herbicide treatment will be used, specify product(s): 	200 - 201
v. Describe any proposed reclamation/mitigation following disturbance:	
- Will do	(ZIV Chi-
c. Will the proposed action use, or create a new demand for water? If Yes:	☑Yes □No
i. Total anticipated water usage/demend per day: 2.400 gallons/day	
ii. Will the proposed action obtain water from an existing public water supply? If Yes:	☑Yes ☐No
Name of district or service area: Village of Chester Water System	
 Does the existing public water supply have capacity to serve the proposal? 	☑ Yes□ No
 Is the project site in the existing district? 	Z Yes□No
 Is expansion of the district needed? 	☑ Yes ☐ No
 Do existing lines serve the project site? 	Yes Z No
III. Will line extension within an existing district be necessary to supply the project? If Yes:	□Yes ☑ No
Describe extensions or capacity expansions proposed to serve this project:	
Source(s) of supply for the district:	
iv. Is a new water supply district or service area proposed to be formed to serve the project site?	☐ Yes ☑No
Applicant/sponsor for new district:	never to the second
Date application submitted or anticipated:	
Proposed source(s) of supply for new district:	
v. If a public water supply will not be used, describe plans to provide water supply for the project:	2000 0 Mary - State British Constitution of the Constitution of th
vi. If water supply will be from wells (public or private), what is the maximum pumping capacity:	gallons/minute.
I. Will the proposed action generate liquid wastes?	✓ Yes No
f Yes:	
 Total anticipated liquid waste generation per day: 2.400 gallons/day Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, described approximate volumes or proportions of each): 	be all components and
sanilary wastewater	
//. Will the proposed action use any existing public wastewater treatment facilities? If Yes:	☑ Yes □No
Name of wastewater treatment plant to be used: Orange County Sewer District Number 1	
Name of district: Orange County Sewer District	
 Does the existing wastewater treatment plant have capacity to serve the project? 	
 Is the project site in the existing district? 	☑ Yes □No
 Is expansion of the district needed? 	☐Yes ☑No

Do existing sewer lines serve the project site? Will a line extension within an existing district be necessary to serve the project?	□Yes☑No □Yes☑No
If Yes:	L resgino
Describe extensions or capacity expansions proposed to serve this project:	
4.4	
iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? If Yes:	☐Yes ☑No
Applicant/sponsor for new district;	
Date application submitted or anticipated: What is the receiving water for the wastewater discharge?	
What is die receiving water for the wastewater discharge By public facilities will not be used, describe plans to provide wastewater treatment for the project, including receiving water (name and classification if surface discharge or describe subsurface disposal plans):	specifying proposed
vi. Describe any plans or designs to capture, recycle or reuse liquid waste:	
e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? If Yes:	☑Yes □No
f. How much impervious surface will the project create in relation to total size of project parcel? Square feet or16.2 acres (impervious surface)	
Square feet or 39.97 acres (parcel size) II. Describe types of new point sources. Building and parking lot	
iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjace groundwater, on-site surface water or off-site surface waters)? On-site stormwater management facility/structures	ent properties,
If to surface waters, identify receiving water bodies or wetlands: NYSDEC waterd	
Will stormwater runoff flow to adjacent properties? Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater.	Yes Z No
7. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? f Yes, identify:	☐Yes ☑No
f. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)	
ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)	
iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)	
g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permi or Federal Clean Air Act Title IV or Title V Permit?	t, □Yes☑No
f Yes: Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year)	□Yes□No
In addition to emissions as calculated in the application, the project will generate:	
Tons/year (short tons) of Carbon Dioxide (CO₂)	
 Tons/year (short tons) of Nitrous Oxide (N₂O) 	
Tons/year (short tons) of Perfluorocarbons (PFCs)	
Tons/year (short tons) of Sulfur Hexafluoride (SF ₆)	
Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs) Tons/year (short tons) of Hazardous Air Pollutants (HAPs)	

h. Will the proposed action glandfills, composting facilityes:	enerate or emit methane (including, but not limited to, sewage treatment plants,	∐Yes ☑ No
/ Estimate methane general	lon in tone house (motels):		
ii. Describe any methane ca electricity, flaring):	oture, control or elimination	on measures included in project design (e.g., combustio	n to generate heat or
quarry or landfill operation	ns?	ollutants from open-air operations or processes, such as g., diesel exhaust, rock particulates/dust):	∏Yes☑No
j. Will the proposed action re new demand for transporta If Yes:			
i. When is the peak traffic a Randomly between ho ii. For commercial activitie	urs of to s only, projected number o	of truck trips/day and type (e.g., semi trailers and dump	trucks):
lii Parking spaces: Exis	ting 0	Proposed 255 Net increase/decrease	+255
v. If the proposed action in	cludes any modification of	100 +/- semi trailers Proposed 255 Net increase/decrease arking? f existing roads, creation of new roads or change in eximple project site and Elizabeth Drive	Yes No sting access, describe:
vi. Are public/private transpo	rtation service(s) or facilit nelude access to public tra	ties available within ½ mile of the proposed site? ansportation or accommodations for use of hybrid, elec	VYes No tric VYes No
	include plans for pedestria	an or bicycle accommodations for connections to existi	ng ☑Yes□No
for energy? If Yes: i. Estimate annual electricity	demand during operation	of the proposed action:	
ii. Anticipated sources/suppli other): Orange & Rockland Utilities	ers of electricity for the pr	roject (e.g., on-site combustion, on-site renewable, via	grid/local utility, or
iii. Will the proposed action re	quire a new, or an upgrad	e, to an existing substation? TO BE DETERMINED	□Yes□No
. Hours of operation. Answe i. During Construction:	The second content of	ii. During Operations:	
Monday - Friday:	7AM-7PM	Monday - Friday: TBD	MANAGEM AND
Saturday:	7AM-7PM	Saturday: TBD Sunday: TBD	
Sunday: Holidays:	7AM-7PM	The state of the s	Company and the Company and th
Holidays:	NUNE	Holidays: TBD	

* According to the 2012 U.S. Energy Information Administration's Commercial Buildings Energy Consumption Survey data, commercial buildings had a electricity consumption of 14.6 kWh per square foot.

Calculation: 781,130 sq. ft. (building) x 14.6 kWh. = 11,404,498 kWh

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both?	☑Yes □No
operation, or doth? If yes:	
Provide details including sources, time of day and duration:	
Provide details including sources, time of day and duration:	20
ne o <u>peration of construction, equipment will increase local daytime ambient noise levels. This will only occur during permitted hours sulling noise will cease upon completion of the project.</u>	of operation and the
i. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen?	☐ Yes ☑No
Describe:	LI 1 68 KUNO
Will the proposed action have outdoor lighting?	☑ Yes ☐ No
If yes:	0 M 600 1 0 0 0 0 0 1 4 4 1 1 1 1 1 1 1 1 1 1
i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: Refer to the submitted Lighting Plan for details.	
Will proposed action remove existing natural barriers that could act as a light barrier or screen? Describe:	□Yes☑No
Does the proposed action have the potential to produce odors for more than one hour per day?	☐ Yes ØNo
If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:	1 - 111/11 111 1111
Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? Yes:	□ Yes ☑ No
i. Product(s) to be stored	
i. Voluma(s) per unit time (e.g., month, year)	
i. Generally, describe the proposed storage facilities:	
. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? Yes:	☐ Yes ☑No
1. Describe proposed treatment(s):	
ii. Will the proposed action use Integrated Pest Management Practices?	☐ Yes ☐No
Will the proposed action (commercial or industrial projects only) involve or require the management or disposal	☑ Yes ☐No
of solid waste (excluding hazardous materials)?	
Yes:	
f. Describe any solid waste(s) to be generated during construction or operation of the facility:	
Construction: VARIES tons per DAY (unit of time)	
Operation: 0.5 tons per DAY (unit of time)	
Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:	
Construction: Recycle construction debris	***************************************
Operation: Recycle paper and cardboard.	
Proposed disposal methods/facilities for solid waste generated on-site:	
Construction: Private pick up delivery to Orange County transfer station - New Hampton, NY	W
Operation: Private pick up delivery to Orange County transfer station 1 or 2.	

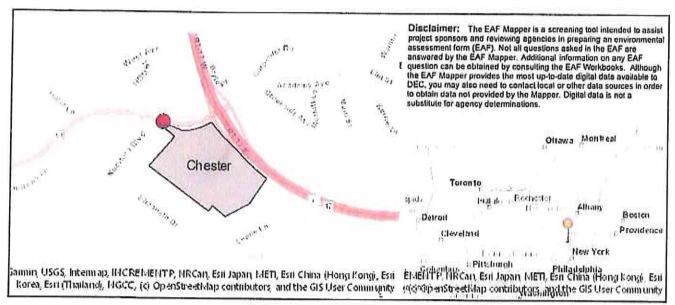
ii. Anticipated rate of disposal/processing: Tons/month, if transfer or other non-co	for the site (e.g., recycli	CHARLES AND THE SECOND OF THE	
iii. If landfill, anticipated site life: t. Will the proposed action at the site involve the commerce weets?	years	T. P. C.	
waste?	ual generation, treatmen	it, storage, or disposal of hazard	lous∐Yes⊠No
If Yes:			
I. Name(s) of all hazardous wastes or constituents to be g	generated, handled or m	anaged at facility:	
II. Generally describe processes or activities involving ha	zardous wastes or cons	lituents:	-
Accessed to the second of the			
iii. Specify amount to be handled or generatedton	s/month		
iv. Describe any proposals for on-site minimization, recyc	cling or reuse of hazard	ous constituents:	
	*		
v. Will any hazardous wastes be disposed at an existing o	ffsite hazardous waste	facility?	☐Yes☐No
f Yes: provide name and location of facility:			
0.000000000			
E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the project site Urban Industrial Commercial Residen Forest Agriculture Agustic	tial (suburban) 🔲 R	ural (non-farm)	
E. Site and Setting of Proposed Action E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the project site Urban Industrial Commercial Residen Forest Agriculture Aquatic Other (s ii. If mix of uses, generally describe:	tial (suburban) 🔲 R	ural (non-farm)	
E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the project site Urban Industrial Indus	tial (suburban) 🔲 R	ural (non-farm)	
E.1. Land uses on and surrounding the project site Existing land uses. i, Check all uses that occur on, adjoining and near the project all uses that occur on, adjoining and near the project all uses that occur on, adjoining and near the project all uses that occur on, adjoining and near the project of the project site. Land uses and covertypes on the project site. Land use or	tial (suburban) 🔲 R	Acreage After	Change
E.1. Land uses on and surrounding the project site Existing land uses. i, Check all uses that occur on, adjoining and near the project all uses that occur on, adjoining and near the project all uses that occur on, adjoining and near the project of the project of the project of the project site. Land uses and covertypes on the project site. Land use or Covertype	tial (suburban) R		Change (Acres +/-)
E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the property of the project all uses that occur on, adjoining and near the project all uses and coverty of the project of the project site. Land uses or Covertype Roads, buildings, and other paved or impervious	tial (suburban) Repectify): Current	Acreage After	
E.1. Land uses on and surrounding the project site Existing land uses. i, Check all uses that occur on, adjoining and near the project all uses that occur on, adjoining and near the project all uses that occur on, adjoining and near the project of the project of the project of the project site. Land uses and covertypes on the project site. Land use or Covertype	Current Acreage	Acreage After Project Completion 16.2 +/-	(Acres +/-) + 16.2 +/-
E.1. Land uses on and surrounding the project site Existing land uses. i, Check all uses that occur on, adjoining and near the project site. Urban Industrial Commercial Residen Forest Agriculture Aquatic Other (s ii. If mix of uses, generally describe: Land uses and covertypes on the project site, Land use or Covertype Roads, buildings, and other paved or impervious surfaces Forested Meadows, grasslands or brushlands (non-	Current Acreage 0 12.1 +/-	Acreage After Project Completion 16.2 +/- 3.7 +/-	(Acres +/-) + 16.2 +/- -8.4 +/-
E.1. Land uses on and surrounding the project site Existing land uses. i, Check all uses that occur on, adjoining and near the project site. Urban Industrial Commercial Residen Forest Agriculture Aquatic Other (s ii. If mix of uses, generally describe: Land uses and covertypes on the project site. Land use or Covertype Roads, buildings, and other paved or impervious surfaces Forested Meadows, grasslands or brushlands (non-agricultural)	Current Acreage	Acreage After Project Completion 16.2 +/-	(Acres +/-) + 16.2 +/-
E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the project site. Urban Industrial Commercial Residen Forest Agriculture Aquatic Other (s ii. If mix of uses, generally describe: Land uses and covertypes on the project site. Land use or Covertype Roads, buildings, and other paved or impervious surfaces Forested Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) Agricultural	Current Acreage 0 12.1 +/-	Acreage After Project Completion 16.2 +/- 3.7 +/-	(Acres +/-) + 16.2 +/- -8.4 +/-
E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the project site. Urban Industrial Commercial Residen Forest Agriculture Aquatic Other (s ii. If mix of uses, generally describe: Land uses and covertypes on the project site. Land use or Covertype Roads, buildings, and other paved or impervious surfaces Forested Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) Agricultural (includes active orchards, field, greenhouse etc.)	Current Acreage 0 12.1 +/- 0	Acreage After Project Completion 16.2 +/- 3.7 +/- 3 +/-	(Acres +/-) + 16.2 +/- -8.4 +/- -8.1 +/-
E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the project site. Urban Industrial Commercial Residen Forest Agriculture Aquatic Other (s ii. If mix of uses, generally describe: Land uses and covertypes on the project site. Land use or Covertype Roads, buildings, and other paved or impervious surfaces Forested Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural) Agricultural	Current Acreage 0 12.1 +/-	Acreage After Project Completion 16.2 +/- 3.7 +/- 3 +/-	(Acres +/-) + 16.2 +/- -8.4 +/- -8.1 +/-
E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the project site. Urban Industrial Commercial Residen Forest Agriculture Aquatic Other (s ii. If mix of uses, generally describe: Land uses and covertypes on the project site. Land use or Covertype Roads, buildings, and other paved or impervious surfaces Forested Meadows, grasslands or brushlands (nonagricultural, including abandoned agricultural) Agricultural (includes active orchards, field, greenhouse etc.) Surface water features	Current Acreage 0 12.1 +/- 0	Acreage After Project Completion 16.2 +/- 3.7 +/- 3 +/-	(Acres +/-) + 16.2 +/- -8.4 +/- -8.1 +/- 0
E.1. Land uses on and surrounding the project site Existing land uses. i. Check all uses that occur on, adjoining and near the project site. Urban Industrial Commercial Residen Forest Agriculture Aquatic Other (s ii. If mix of uses, generally describe: Land uses and covertypes on the project site. Land use or Covertype Roads, buildings, and other paved or impervious surfaces Forested Meadows, grasslands or brushlands (nonagricultural, including abandoned agricultural) Agricultural (includes active orchards, field, greenhouse etc.) Surface water features (lakes, ponds, streams, rivers, etc.)	Current Acreage 0 12.1 +/- 0 0.1 +/-	Acreage After Project Completion 16.2 +/- 3.7 +/- 3 +/- 0 0.1+/-	(Acres +/-) + 16.2 +/- -8.4 +/- -8.1 +/-

c. Is the project site presently used by members of the community for public recreation? i. If Yes: explain:	□Yes☑No
d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? f Yes, i. Identify Facilities: Little Scholars Childcare and Preschool	☑Yes□No
:. Does the project site contain an existing dam? f Yes:	☐ Yes ☑ No
i. Dimensions of the dam and impoundment:	
Dam height: feet	
Dam length: feet	
Surface area: acres	
Volume impounded: gallons OR acre-feet	
ii. Dant's existing hazard classification:	
III. Provide date and summarize results of last inspection:	
Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility:	∐Yes☑No lity?
i. Has the facility been formally closed?	☐Yes☐ No
If yes, cite sources/documentation:	
ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:	Provinces Severe, see
III. Describe any development constraints due to the prior solid waste activities:	· · · · · · · · · · · · · · · · · · ·
. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? If Yes: i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred.	□Yes☑No
i. Describe waste(s) nandied and waste management activities, including approximate time when activities occurre	sd:
Potential contamination history. Has there been a reported spill at the proposed project site, or have any	ZYes□ No
remedial actions been conducted at or adjacent to the proposed site? There are reported spills at the nearby to	t, Lowe's.
f Yes: These spill cases are closed.	□Yes☑No
f Yes: These spill cases are closed. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply:	
f Yes: These spill cases are closed. i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site	
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes - Spills Incidents database Provide DEC ID number(s): Yes - Environmental Site Remediation database Provide DEC ID number(s):	· · · · · · · · · · · · · · · · · · ·
These splil cases are closed. i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes - Spills Incidents database Provide DEC ID number(s): Neither database If site has been subject of RCRA corrective activities, describe control measures: NA ii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? Yes, provide DEC ID number(s):	W/W
These splil cases are closed. i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes - Spills Incidents database Provide DEC ID number(s): Yes - Environmental Site Remediation database Neither database If site has been subject of RCRA corrective activities, describe control measures: NA	

If yes, DEC site ID number: Describe the type of institutional control (e.g., deed restriction or easement): Describe any use limitations: Describe any engineering controls: Will the project affect the institutional or engineering controls in place? Explain: E.2. Natural Resources On or Near Project Site a. What is the average depth to bedrock on the project site? b. Are there bedrock outcroppings on the project site? If Yes, what proportion of the site is comprised of bedrock outcroppings? less than 1 % c. Predominant soil type(s) present on project site: Ma - Madalin sitt team 55	☐ Yeş ☐ No
Describe any use limitations: Describe any engineering controls: Will the project affect the institutional or engineering controls in place? Explain: E.2. Natural Resources On or Near Project Site a. What is the average depth to bedrock on the project site? b. Are there bedrock outcroppings on the project site? If Yes, what proportion of the site is comprised of bedrock outcroppings? Sess than 1 %	☐Yes ☐No
Describe any engineering controls: Will the project affect the institutional or engineering controls in place? Explain: E.2. Natural Resources On or Near Project Site a. What is the average depth to bedrock on the project site? Describe any engineering controls: Describe any engineering controls in place? Describe any engineering controls in place? Describe any engineering controls in place? Describe any engineering controls: Describe any engineering controls in place? Describe any engineer	☐Yes ☐No
Explain: E.2. Natural Resources On or Near Project Site a. What is the average depth to bedrock on the project site? b. Are there bedrock outcroppings on the project site? If Yes, what proportion of the site is comprised of bedrock outcroppings? less than 1 %	
E.2. Natural Resources On or Near Project Site a. What is the average depth to bedrock on the project site? b. Are there bedrock outcroppings on the project site? If Yes, what proportion of the site is comprised of bedrock outcroppings? less than 1 %	100 mm m
a. What is the average depth to bedrock on the project site? b. Are there bedrock outcroppings on the project site? If Yes, what proportion of the site is comprised of bedrock outcroppings? less than 1 %	☑ Yes□No
b. Are there bedrock outcroppings on the project site? If Yes, what proportion of the site is comprised of bedrock outcroppings?less than 1 %	☑ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings?less than 1 %	☑ Yes ☐ No
c. Predominant soil type(c) present on project cite. Mn. Martalla elli foem 55	
	%
	%
	_%
d. What is the average depth to the water table on the project site? Average:	49, 58, 190 190 190 190 190 190 190 190 190 190
e. Drainage status of project site soils: Well Drained: 40 % of site Moderately Well Drained: 2 % of site Poorly Drained 55 % of site	ined <u>3</u> % of site
f. Approximate proportion of proposed action site with slopes: 2 0-10%: 3 % of site	***************************************
 ✓ 10-15%: 1 % of site ✓ 15% or greater: 96 % of site 	
g. Are there any unique geologic features on the project site?	☐ Yes ☑No
If Yes, describe:	
Surface water features. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)?	☑ Yes□No
ii. Do any wetlands or other waterbodies adjoin the project site?	☑Yes□No
f Yes to either i or ii, continue. If No, skip to E.2.i. ii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal,	☑ Yes □No
state or local agency?	ET 1 62 LINO
iv. For each identified regulated wetland and waterbody on the project site, provide the following information: Streams: Name Classification	
Lakes or Ponds: Name 862-195 Wetlands: Name Federal Waters, NYS Wetland, Federal Waters, Fe Classification C Approximate Size NYS Wetland No. (if regulated by DEC) will be seen to be s	S Welland (in acres):28
Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies?	☐ Yes ☑No
f yes, name of impaired water body/bodies and basis for listing as impaired:	
Is the project site in a designated Floodway?	ZYes □No
Is the project site in the 100-year Floodplain?	ZYes □No
. Is the project site in the 500-year Floodplain?	☑Yes ☐No
Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? f Yes: i. Name of aquifer: ^{Principal} Aquifer	ØYes □No

White-tailed deer	e species that occupy or use the project site	Mourning dove	
Woodchuck	Killdeer	Crow	***************************************
Garter snake	Red-winged Blackbird	Sparrow	
f Yes:	ignated significant natural community? (composition, function, and basis for desig	nation):	☐Yes ☑No
ii. Source(s) of description or evalu	ation:		•••••••
ili. Extent of community/habitat:			
Currently:		acres	
 Following completion of pre 	oject as proposed:	acres	
 Gain or loss (indicate + or -) 			
endangered or threatened, or does i	es of plant or animal that is listed by the fort contain any areas identified as habitat for Ecological Analysis, LLC prepare treatened): the subject property. This report I	r an endangered or threatened sp d a Wildlife Habitat Assessment d las been provided with the submi	ecies? ated Jan. 24, 2023, 1
special concern? if Yes:	pecies of plant or animal that is listed by N	2	□Yes☑No
Is the project site or adjoining area yes, give a brief description of how	currently used for hunting, trapping, fishing the proposed action may affect that use:	ng or shell fishing?	□Yes☑No
3. Designated Public Resources C	n or Near Project Site		
Is the project site, or any portion of Agriculture and Markets Law, Arti Yes, provide county plus district na	it, located in a designated agricultural dist cle 25-AA, Section 303 and 304? me/number:	rict certified pursuant to	∐Yes ☑No
Are agricultural lands consisting of i. If Yes: acreage(s) on project site? ii. Source(s) of soil rating(s):	highly productive soils present?		□Yes ☑No
Natural Landmark? Yes: Nature of the natural landmark:	part of, or is it substantially contiguous to, Biological Community ark, including values behind designation a	Geological Feature	□Yes ☑No
	***************************************	ital Area?	······································

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commi Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic If Yes:	☐ Yes☑No ssioner of the NYS Places?
i. Nature of historic/archaeological resource: Archaeological Site Historic Building or District	
tii. Brief description of attributes on which listing is based:	
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	☑Yes ☐No
g. Have additional archaeological or historic site(s) or resources been identified on the project site? If Yes: I. Describe possible resource(s): II. Basis for identification:	□Yes ZNo
h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? If Yes: I. Identify resource: II. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail	==/
etc.): iii. Distance between project and resource: miles.	
 i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? If Yes: i. Identify the name of the river and its designation: 	□Yes☑No
ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	□Yes□No
F. Additional Information Attach any additional information which may be needed to clarify your project. If you have identified any adverse impacts which could be associated with your proposal, please describe those measures which you propose to avoid or minimize them.	impacts plus any
G. Verification I certify that the information provided is true to the best of my knowledge.	



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History)	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g (Unique Geologic Features)	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Lake/Pond Name]	862-195
E.2.h.iv [Surface Water Features - Lake/Pond Classification]	С
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters, NYS Wetland
E.2.h.iv [Surface Water Features - Wetlands Size]	NYS Wetland (in acres):28.7
E.2.h.iv [Surface Water Features - DEC Wetlands Number]	WR-8
E.2.h.v [Impaired Water Bodies]	No

E.2.i. [Floodway]	Yes	\$ ¢ \$	MAM ()	
E.2.j. [100 Year Floodplain]	Yes	F 5 540 00	\$1 F0 F0 V	7 2 NO 10 5
E.2.k. [500 Year Floodplain]	Yes	5 2 60 00 00	1 K - 100 100 - 100 - 100 K - 140 E	86 N.S. S.
E.2.I. [Aquifers]	Yes	5 55 555 35 2 5555	m to ment to come a trace	980000 E E E E E
E.2.I. [Aquifer Names]	Principal Aquifer	e		2 76 2 00 1 1
E.2.n. [Natural Communities]	No	5.05 3 5 4 4 998	RETERMENT	\$ \$ \$400 D OC 100
E.2.o. [Endangered or Threatened Species]	Yes	3 50F NO 8	8 (# W 6 0 0 0 0 0 0 0	(E) (E E)
E.2.o. [Endangered or Threatened Species - Name]	Bog Turtle, Northern	Long-eared Bat		: W : I II W
E.2.p. [Rare Plants or Animals]	No	N 75 D 55	t 100 t t	(#) ž
E.3.a. [Agricultural District]	No	V V2 V V V V		
E.3.c. [National Natural Landmark]	No	K. K. E. & D	SF) 8	¥()
E.3.d (Critical Environmental Area)	No	8 6 858	5 5	*
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data Workbook	are not available o	or are incomplete. Refe	r to EAF
E.3.f. [Archeological Sites]	Yes	7 15 5t 55		2
E.3.i. [Designated River Corridor]	No	## EW 5		

New York State Parks, Recreations and Historic Preservation Addendum 4



KATHY HOCHUL Governor ERIK KULLESEID

April 11, 2023

Ramya Ramanathan Senior Planner ATZL, NASHER & ZIGLER, P.C. 232 North Main St. New City, NY 10956

Re: DEC

Summerville Industrial Park: Warehouse Construction 3921 Summerville Way, Chester, NY 10918 23PR02965

Dear Ramya Ramanathan:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely.

R. Daniel Mackay

Deputy Commissioner for Historic Preservation Division for Historic Preservation

rev: J. Betsworth