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

234 North Main Street, New City, NY 10956
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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.

I. 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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Project Narrative & History
Addendum 1

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

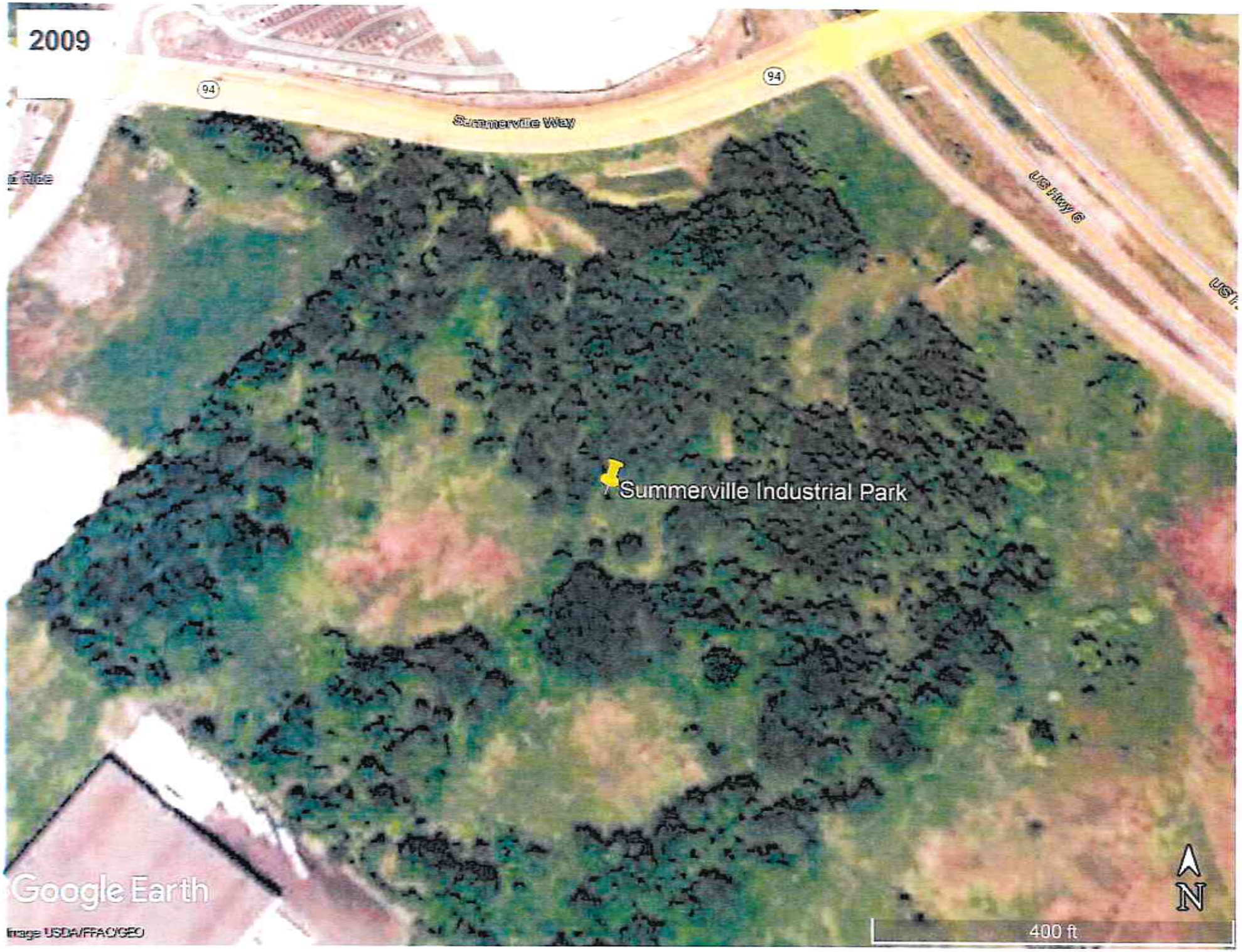
This comprehensive Plan strongly supports efforts to attract new businesses to shovel-ready sites within the light industrial park in order to broaden the Village's tax base while expanding employment opportunities for its residents

The Applicant is seeking site plan approval for a proposed 781,130 ± sq. ft. warehouse. The lower floor warehouse is 404,960 ± sq. ft., the upper floor warehouse is 371,670 ± sq. ft., and the office (common area) is 4,500 ± 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.

232 North Main Street • New City, NY 10956 • info@anzny.com • Tel: (845) 634-4694 • Fax: (845) 634-5543


2009
94
94
Summerville Way
US Hwy 6
Summerville Industrial Park
Google Earth
Image USDA/FPAC/GEO
N
400 ft

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
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


2016
94
Summerville Way
94
US Hwy 6
Summerville Industrial Park
Google Earth
N
400 ft

Wetland Report
Addendum 2

Ecological Analysis LLC

833 Rt. 211 East, Suite 4, Box 4
Middletown, NY 10941
Office: (845) 495-0123 - Fax: (866) 688-0836

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 checkzone[1]. 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 wetland within which the actual wetland may occur. A project that may encroach into this area should have the actual wetland boundary determined on site. A validated field delineation aids in avoiding impacts in NYSDEC wetlands 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 manual[2]. 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 classification[3] 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*), flat-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 abutting 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 forbs are present, including orchard grass (*Dactylis glomerata*), green foxtail (*Setaria viridis*), soft rush (*Juncus effusus*), many-flowered aster (*Symphyotrichum ericoides*), and latelowering thoroughwort (*Eupatorium serotinum*).

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

[3] Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of wetlands and deep-water habitats of the United States. U.S. Fish and Wildlife Service FWS/OBS-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), Otisville 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.

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[4] *Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at the following link: http://websoilsurvey.sc.egov.usda.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,

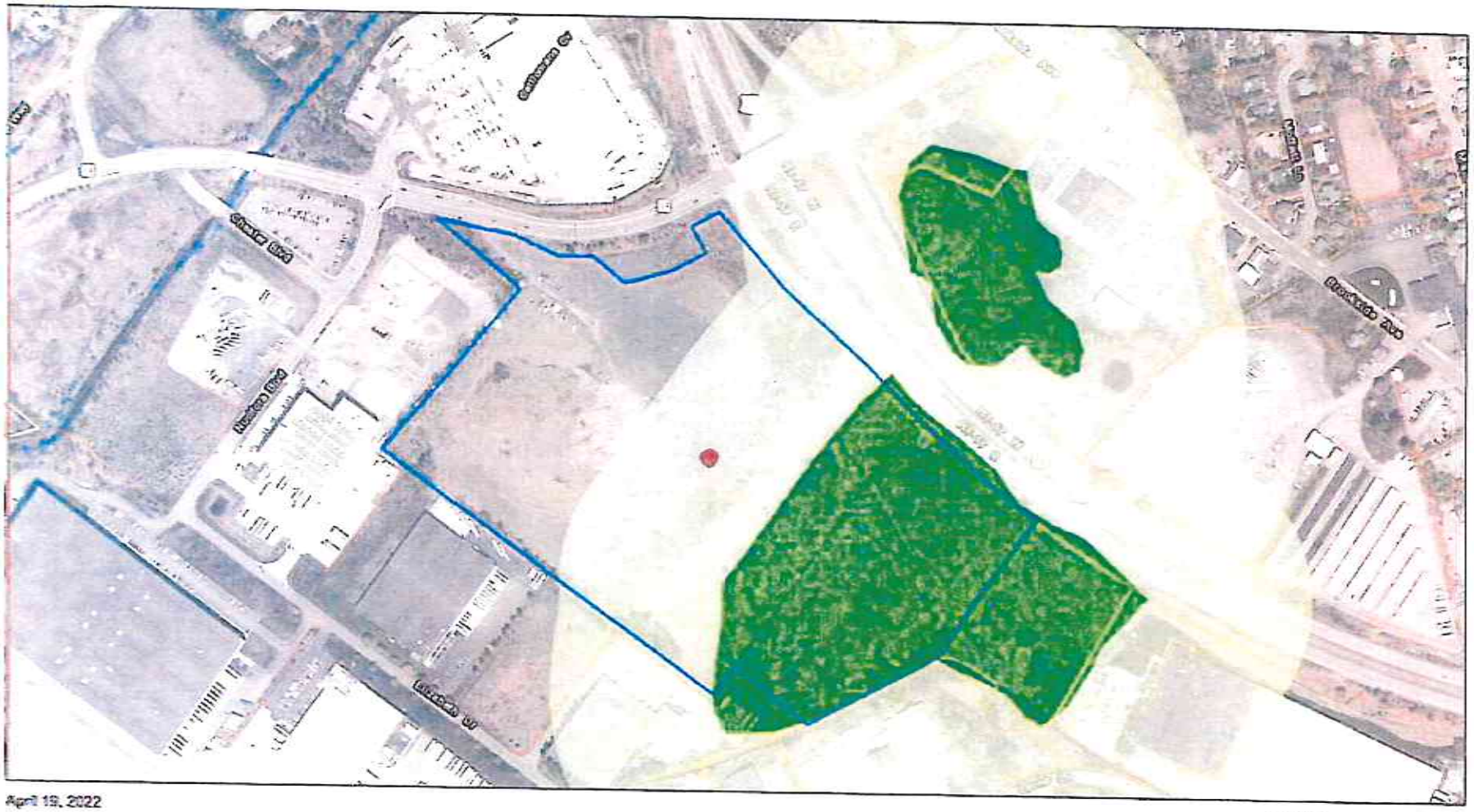
Is/ Bruce R. Friedmann

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



April 19, 2022

1:4,514

0 0.04 0.09 0.17 mi

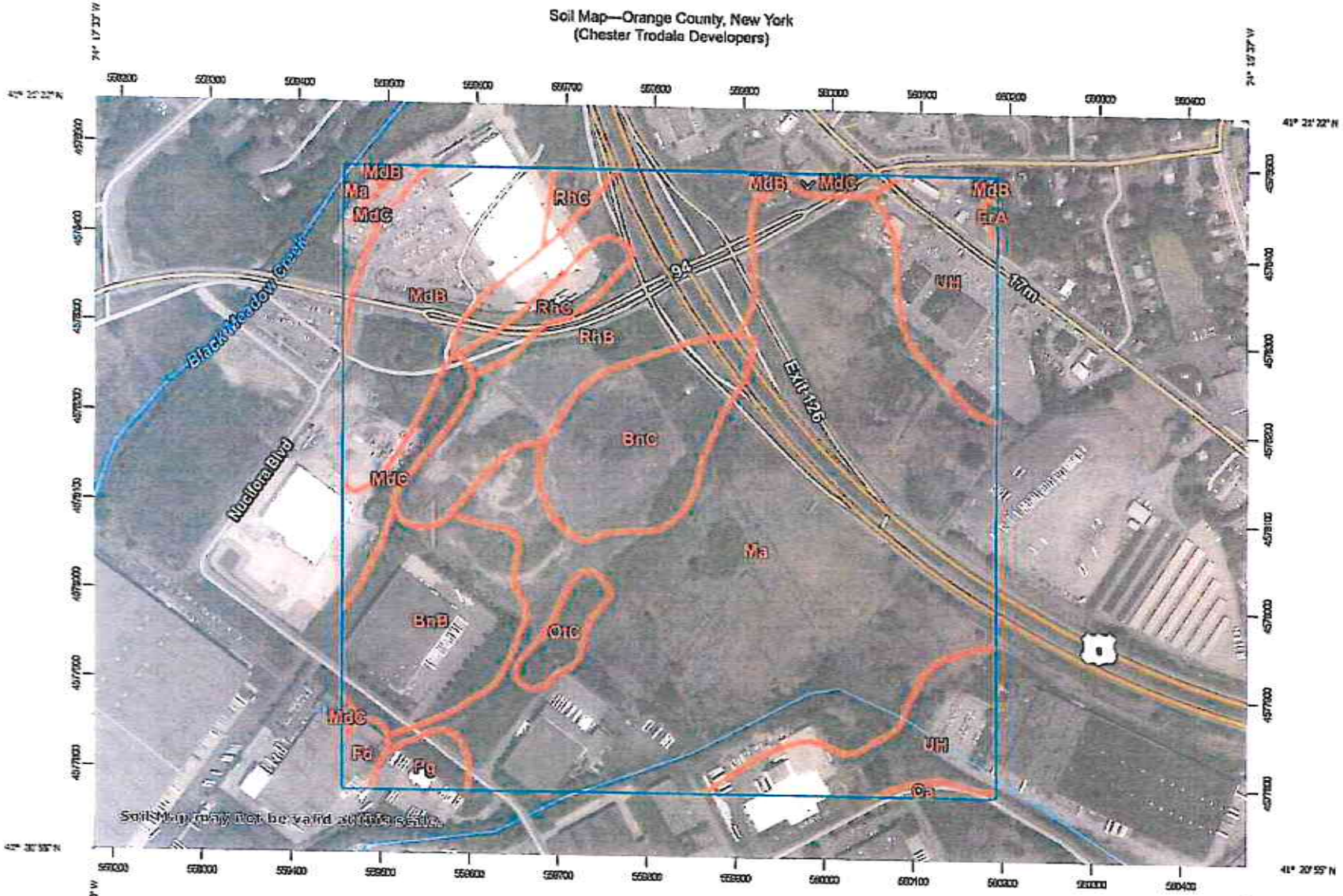
0 0.05 0.1 0.2 km

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, NYS ITS GIS Program Office, Westchester County GIS , Esri, HERE, Garmin, (c) OpenStreetMap contributors

Author: NYSDEC Environmental Resource Mapper
Not a legal document

- Project Site
- State Regulated Freshwater Wetlands
- State Regulated 500' Wetland Checkzone

Soil Map—Orange County, New York
(Chester Trodale Developers)



Map Scale: 1:5,930 if printed on A landscape (11" x 8.5") sheet.

Meters: 0 50 100 200 300

Feet: 0 250 500 1000 1500

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

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 slopes	9.6	7.5%
BnC	Bath-Nassau channery silt loams, 8 to 15 percent slopes	8.8	6.9%
Ca	Canandaigua silt loam	0.4	0.3%
ErA	Erie gravelly silt loam, 0 to 3 percent slopes	0.1	0.1%
Fd	Fredon loam	0.8	0.6%
Ma	Madalin silt loam	58.1	45.4%
MdB	Mardin gravelly silt loam, 3 to 8 percent slopes	11.7	9.1%
MdC	Mardin gravelly silt loam, 8 to 15 percent slopes	4.3	3.4%
OlC	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 8 percent slopes	15.8	12.3%
RhC	Riverhead sandy loam, 8 to 15 percent slopes	2.9	2.3%
UH	Udorthents, smoothed	12.6	9.8%
Totals for Area of Interest		127.9	100.0%

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

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 scale.

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 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.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Orange County, New York
Survey Area Data: Version 22, Aug 29, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

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 these maps. As a result, some minor shifting of map unit boundaries may be evident.

WETLAND DETERMINATION DATA FORM - Northcentral and Northeast Region

Project/Site: Route 94 Chester Industrial Park | City/County: Chester, Orange County | Sampling Date: 07-Apr-22

Applicant/Owner: Tsodale Developers, Inc. | State: NY | Sampling Point: Wetland A

Investigator(s): Bruce Friedmann | Section, Township, Range: S. 116 T. 1 R. 1.2

Landform (hillslope, terrace, etc.): Flat | Local relief (concave, convex, none): flat | Slope: 0.0 % / 0.0

Subregion (LRR or MLRA): LRR R | Lat.: 41.35079 | Long.: -74.28334 | Datum: WGS 84

Soil Map Unit Name: Madalin silt loam (Ma) | NWI classification: PEMIEd

Are climatic/hydrologic conditions on the site typical for this time of year? Yes (•) No ( ) (If no, explain in Remarks.)

Are Vegetation ( ), Soil ( ), or Hydrology ( ) significantly disturbed? Are "Normal Circumstances" present? Yes (•) No ( )

Are Vegetation ( ), Soil ( ), or Hydrology ( ) naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, et

Hydrophytic Vegetation Present?	Yes (•)	No ( )	
Hydric Soil Present?	Yes (•)	No ( )	Is the Sampled Area within a Wetland? Yes (•) No ( )
Wetland Hydrology Present?	Yes (•)	No ( )	

Remarks: (Explain alternative procedures here or in a separate report.)

Hydrology

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ( ) 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 Aerial Imagery (B7)
- ( ) Sparsely Vegetated Concave Surface (B8)
- ( ) Water-Stained Leaves (B9)
- ( ) Aquatic Fauna (B13)
- ( ) Marl Deposits (B15)
- ( ) Hydrogen Sulfide Odor (C1)
- (✓) Oxidized Rhizospheres along Living Roots (C3)
- ( ) Presence of Reduced Iron (C4)
- ( ) Recent Iron Reduction in Tilled Soils (C6)
- ( ) Thin Muck Surface (C7)
- ( ) Other (Explain in Remarks)

Secondary Indicators (minimum of 2 required)

- ( ) Surface Soil Cracks (B6)
- ( ) Drainage Patterns (B10)
- ( ) Moss Trim Lines (B16)
- ( ) Dry Season Water Table (C2)
- ( ) Crayfish Burrows (C8)
- ( ) Saturation Visible on Aerial Imagery (C9)
- ( ) Stunted or Stressed Plants (D1)
- ( ) Geomorphic Position (D2)
- ( ) Shallow Aquitard (D3)
- ( ) Microtopographic Relief (D4)
- (✓) FAC-neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ( )	No (•)	Depth (inches):		
Water Table Present?	Yes (•)	No ( )	Depth (inches):	6	
Saturation Present? (includes capillary fringe)	Yes (•)	No ( )	Depth (inches):	2	Wetland Hydrology Present? Yes (•) No ( )

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION - Use scientific names of plants

Sampling Point: Wetland A

Tree Stratum (Plot size: 30)	Absolute % Cover	Dominant Species?	Rel.Strat. Cover	Indicator Status
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
	0	= Total Cover		
Sapling/Shrub Stratum (Plot size: 10)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
	0	= Total Cover		
Herb Stratum (Plot size: 5)				
1. *Phragmites australis*	75	☑	63.6%	FACW
2. *Phalaris arundinacea*	25	☑	21.2%	FACW
3. *Pycnanthemum tenuifolium*	5	☐	4.2%	FAC
4. *Euthamia graminifolia*	5	☐	4.2%	FAC
5. *Scirpus cyperinus*	5	☐	4.2%	OBL
6. *Agrimonia gryposepala*	1	☐	0.8%	FACU
7. *Scirpus atrovirens*	1	☐	0.8%	OBL
8. *Achillea millefolium*	1	☐	0.8%	FACU
9.	0	☐	0.0%	
10.	0	☐	0.0%	
11.	0	☐	0.0%	
12.	0	☐	0.0%	
	118	= Total Cover		
Woody Vine Stratum (Plot size: 5)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
	0	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	6	x 1 =	6
FACW species	100	x 2 =	200
FAC species	10	x 3 =	30
FACU species	2	x 4 =	8
UPL species	0	x 5 =	0
Column Totals:	118 (A)		244 (B)

Prevalence Index = B/A = 2.068

Hydrophytic Vegetation Indicators:

- ☑ Rapid Test for Hydrophytic Vegetation
- ☑ Dominance Test is > 50%
- ☑ Prevalence Index is ≤3.0 [1]
- ☐ Morphological Adaptations [1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation [1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree - Woody plants, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub - Woody plants less than 3 in. DBH and greater than 3.28 ft (1m) tall.

Herb - All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine - All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes ◉ No ○

Remarks: (Include photo numbers here or on a separate sheet.)

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FW

Soil

Sampling Point: Wetland A

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type [1]	Loc [2]	Texture	Remarks
0-8	10YR 2/1	100					Silt Loam	
8-10	5Y 4/1	90	7.5YR 5/8	10	RM	M	Silt Loam	
10-17	5GY 5/1	80	10YR 5/8	20	RM	M	Silty Clay Loam	

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains [2] Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (LRR R, MLRA 149B)
- ☐ Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- ☐ Thin Dark Surface (S9) (LRR R, MLRA 149B)
- ☐ Loamy Mucky Mineral (F1) LRR K, L)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils : [3]

- ☐ 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- ☐ Coast Prairie Redox (A16) (LRR K, L, R)
- ☐ 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- ☐ Dark Surface (S7) (LRR K, L, M)
- ☐ Polyvalue Below Surface (S8) (LRR K, L)
- ☐ Thin Dark Surface (S9) (LRR K, L)
- ☐ Iron-Manganese Masses (F12) (LRR K, L, R)
- ☐ Piedmont Floodplain Soils (F19) (MLRA 149B)
- ☐ Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- ☐ Red Parent Material (F21)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type:

Depth (inches):

Hydric Soil Present? Yes ◉ No ○

Remarks:

Plot ID: Wetland A Photo Path: \\EA-SERVER\Company\437.02722 Route 94 Chester Trodale Zei

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

Lat/Long 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 Industrial Park City/County: Chester, Orange County Sampling Date: 07-Apr-22

Applicant/Owner: Trodale Developers, Inc. State: NY Sampling Point: Upland

Investigator(s): Bruce Friedmann Section, Township, Range: S. 116 T. 1 R. 1.2

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): flat Slope: 0.0 % / 0.0

Subregion (LRR or MLRA): LRR R Lat.: 41.35209 Long.: -74.28658 Datum: WGS 84

Soil Map Unit Name: Uh - Udorthents, smoothed NWI classification: Upland

Are climatic/hydrologic conditions on the site typical for this time of year? Yes (•) No ( ) (If no, explain in Remarks.)

Are Vegetation ( ), Soil ( ), or Hydrology ( ) significantly disturbed? Are "Normal Circumstances" present? Yes (•) No ( )

Are Vegetation ( ), Soil ( ), or Hydrology ( ) naturally problematic? (If needed, explain any answers in Remarks.)

Summary of Findings - Attach site map showing sampling point locations, transects, important features, et

Hydrophytic Vegetation Present?	Yes ( ) No (•)	Is the Sampled Area within a Wetland?	Yes ( ) No (•)
Hydric Soil Present?	Yes ( ) No (•)		
Wetland Hydrology Present?	Yes ( ) No (•)		

Remarks: (Explain alternative procedures here or in a separate report.)

Upland areas of the site are present primarily as areas of spread and leveled shale fragments of indeterminate depth to native soils.

Hydrology

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- 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 Aerial Imagery (B7)
- Sparsely Vegetated Concave Surface (B8)
- Water-Stained Leaves (B9)
- Aquatic Fauna (B13)
- Marl Deposits (B15)
- Hydrogen Sulfide Odor (C1)
- Oxidized Rhizospheres along Living Roots (C3)
- Presence of Reduced Iron (C4)
- Recent Iron Reduction in Tilled Soils (C6)
- Thin Muck Surface (C7)
- Other (Explain in Remarks)

Secondary Indicators (minimum of 2 required)

- Surface Soil Cracks (B6)
- Drainage Patterns (B10)
- Moss Trim Lines (B16)
- Dry Season Water Table (C2)
- Crayfish Burrows (C8)
- Saturation Visible on Aerial Imagery (C9)
- Stunted or Stressed Plants (D1)
- Geomorphic Position (D2)
- Shallow Aquitard (D3)
- Microtopographic Relief (D4)
- FAC-neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ( ) No (•)	Depth (inches):	
Water Table Present?	Yes ( ) No (•)	Depth (inches):	
Saturation Present? (includes capillary fringe)	Yes ( ) No (•)	Depth (inches):	Wetland Hydrology Present? Yes ( ) No (•)

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION - Use scientific names of plants

Sampling Point: Upland

	Absolute % Cover	Dominant Species?	Rel.Strat. Cover	Indicator Status
Tree Stratum (Plot size: 30)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
	0	= Total Cover		
Sapling/Shrub Stratum (Plot size: 10)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
	0	= Total Cover		
Herb Stratum (Plot size: 5)				
1. *Dactylis glomerata*	30	☑	52.6%	FACU
2. *Setaria viridis*	10	☐	17.5%	UPL
3. *Juncus effusus*	5	☐	8.8%	OBL
4. *Symphyotrichum ericoides*	5	☐	8.8%	FACU
5. *Eupatorium serotinum*	5	☐	8.8%	FAC
6. *Asclepias syriaca*	1	☐	1.8%	UPL
7. *Nepeta cataria*	1	☐	1.8%	FACU
8.	0	☐	0.0%	
9.	0	☐	0.0%	
10.	0	☐	0.0%	
11.	0	☐	0.0%	
12.	0	☐	0.0%	
	57	= Total Cover		
Woody Vine Stratum (Plot size: 5)				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
	0	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 0.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	5	x 1 =	5
FACW species	0	x 2 =	0
FAC species	5	x 3 =	15
FACU species	36	x 4 =	144
UPL species	11	x 5 =	55
Column Totals:	57 (A)		219 (B)

Prevalence Index = B/A = 3.842

Hydrophytic Vegetation Indicators:

- ☐ Rapid Test for Hydrophytic Vegetation
- ☐ Dominance Test is > 50%
- ☐ Prevalence Index is ≤3.0[1]
- ☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree - Woody plants, 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub - Woody plants less than 3 in. DBH and greater than 3.28 ft (1m) tall.

Herb - All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vine - All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes ○ No ◉

Remarks: (Include photo numbers here or on a separate sheet.)

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FW

Soil

Sampling Point: Upland

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type [1]	Loc [2]	Texture	Remarks

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains [2] Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Muck Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7) (LRR R, MLRA 149B)
- ☐ Polyvalue Below Surface (S8) (LRR R, MLRA 149B)
- ☐ Thin Dark Surface (S9) (LRR R, MLRA 149B)
- ☐ Loamy Mucky Mineral (F1) LRR K, L)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils: [3]

- ☐ 2 cm Muck (A10) (LRR K, L, MLRA 149B)
- ☐ Coast Prairie Redox (A16) (LRR K, L, R)
- ☐ 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
- ☐ Dark Surface (S7) (LRR K, L, M)
- ☐ Polyvalue Below Surface (S8) (LRR K, L)
- ☐ Thin Dark Surface (S9) (LRR K, L)
- ☐ Iron-Manganese Masses (F12) (LRR K, L, R)
- ☐ Piedmont Floodplain Soils (F19) (MLRA 149B)
- ☐ Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
- ☐ Red Parent Material (F21)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ○ No ◉

Remarks:

No soil profile was observable as the upland areas of the site are present primarily as areas of spread and leveled shale fragments of indeterminate depth to native soils. Deposits not penetrable by hand augur.

Plot ID: Upland Photo Path: \\EA-SERVER\Company\437.02722 Route 94 Chester Trodale Zel

Photo File: DSCN9281.JP Orientation: North -facing

Lat/Long or UTM: Long/Easting: -74.28658 Lat/Northing: 41.35209

Description:

Photo File: DSCN9282.JPG Orientation: West -facing

Lat/Long or UTM: Long/Easting: -74.28658 Lat/Northing: 41.35209

Description:

Traffic Impact Study
Addendum 3

Colliers
Engineering
& Design

Traffic Impact Study

April 4, 2023

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

Prepared for:

Tradale Developers
One Executive Boulevard, Suite 101
Suffern, NY 10910

Prepared by:

Philip J. Grealy, Ph.D., P.E.
New York Professional Engineer
License No. 59858

Ronald P. Riemen
Associate/Project Manager

Colliers Engineering & Design
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Project No. 22010640A

Colliers
Engineering
& Design

Table of Contents

Appendices

Colliers
Engineering
& Design

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 Nucifora 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.

1. 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 conisdered at this location to better improve visibility.

2. 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. Nucifora 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:

1. Widen Nucifora Boulevard to provide two lanes approaching NYS Route 94 including improving the curb radius to better accommodate larger vehicles.

2. Widen NYS Route 94 to extend the length of the existing westbound left turn lane to accommodate vehicles turning onto Nucifora Boulevard.

3. Upgrade/replace Traffic Signal O-253PS located at Nucifora Boulevard to accommodate the geometric upgrades.

4. Provide video detection at the intersection of NYS Route 94 and NYS Route 17 On/Off Ramps. Traffic Signals O-232 and O-233.

5. Provide Adaptive Traffic Control System for the signals along NYS Route 94 if approved and directed by NYSDOT.

6. 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.

7. 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.

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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.

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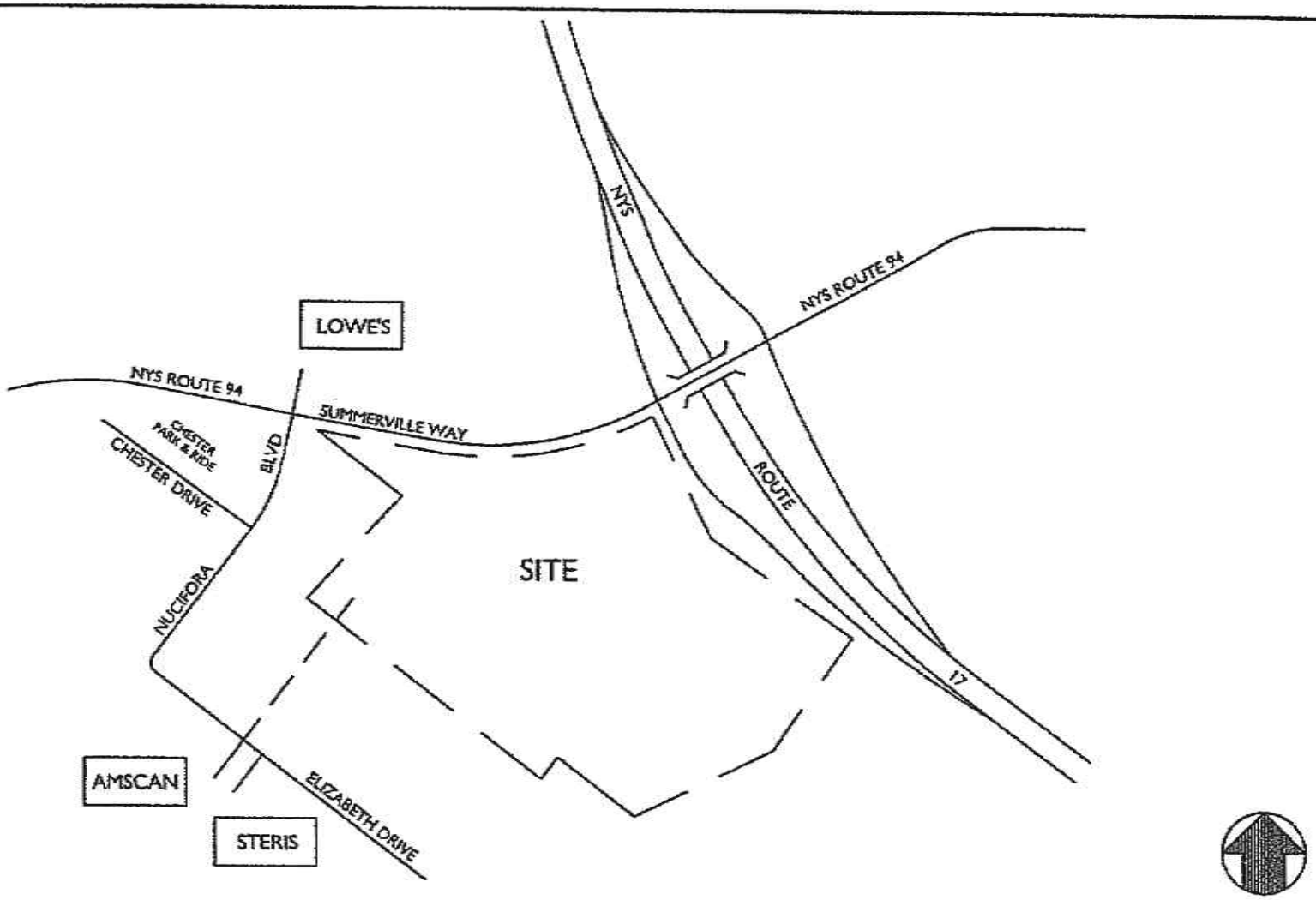
Traffic Impact Study

Appendix A | Traffic Figures



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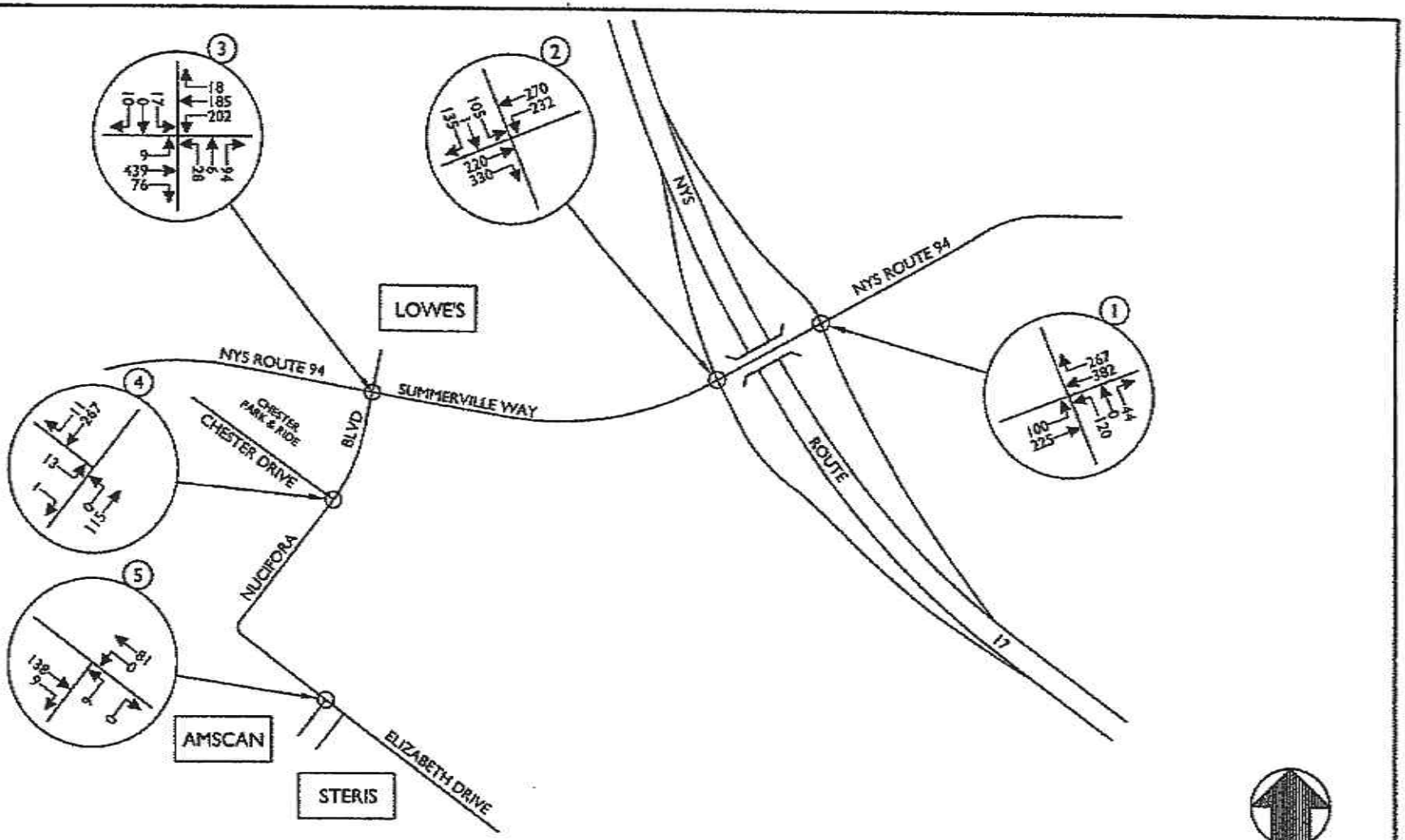

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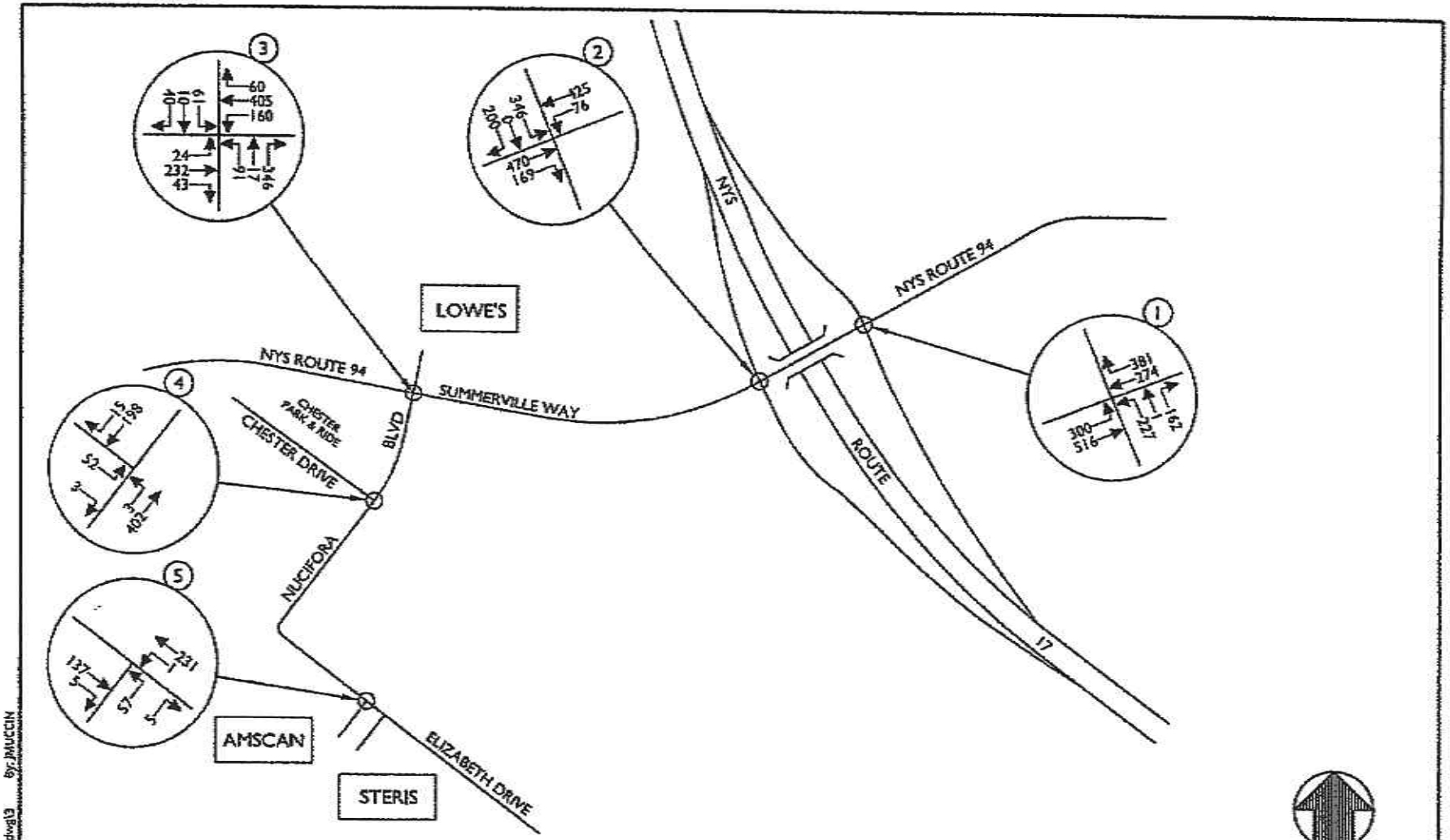

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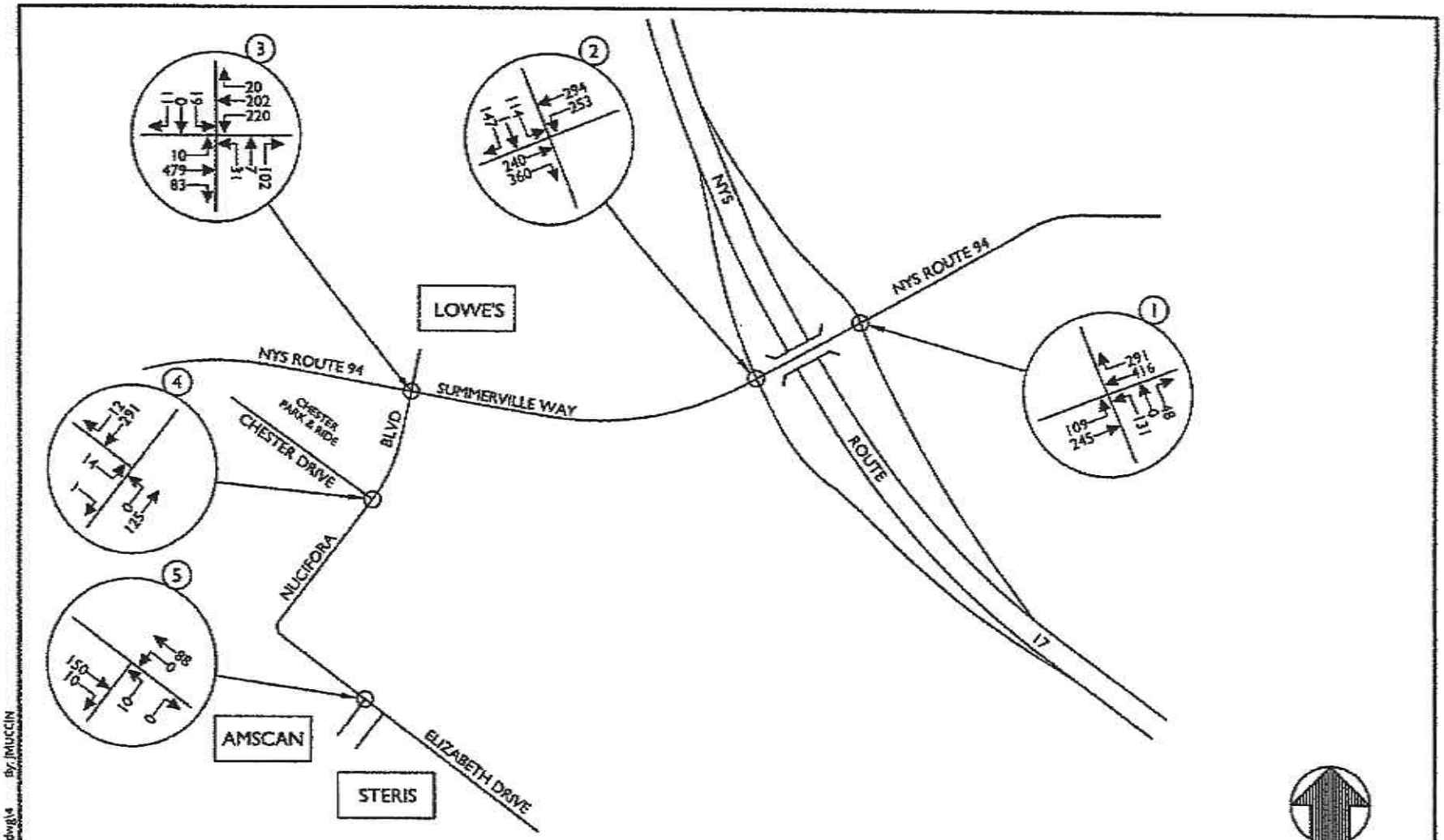

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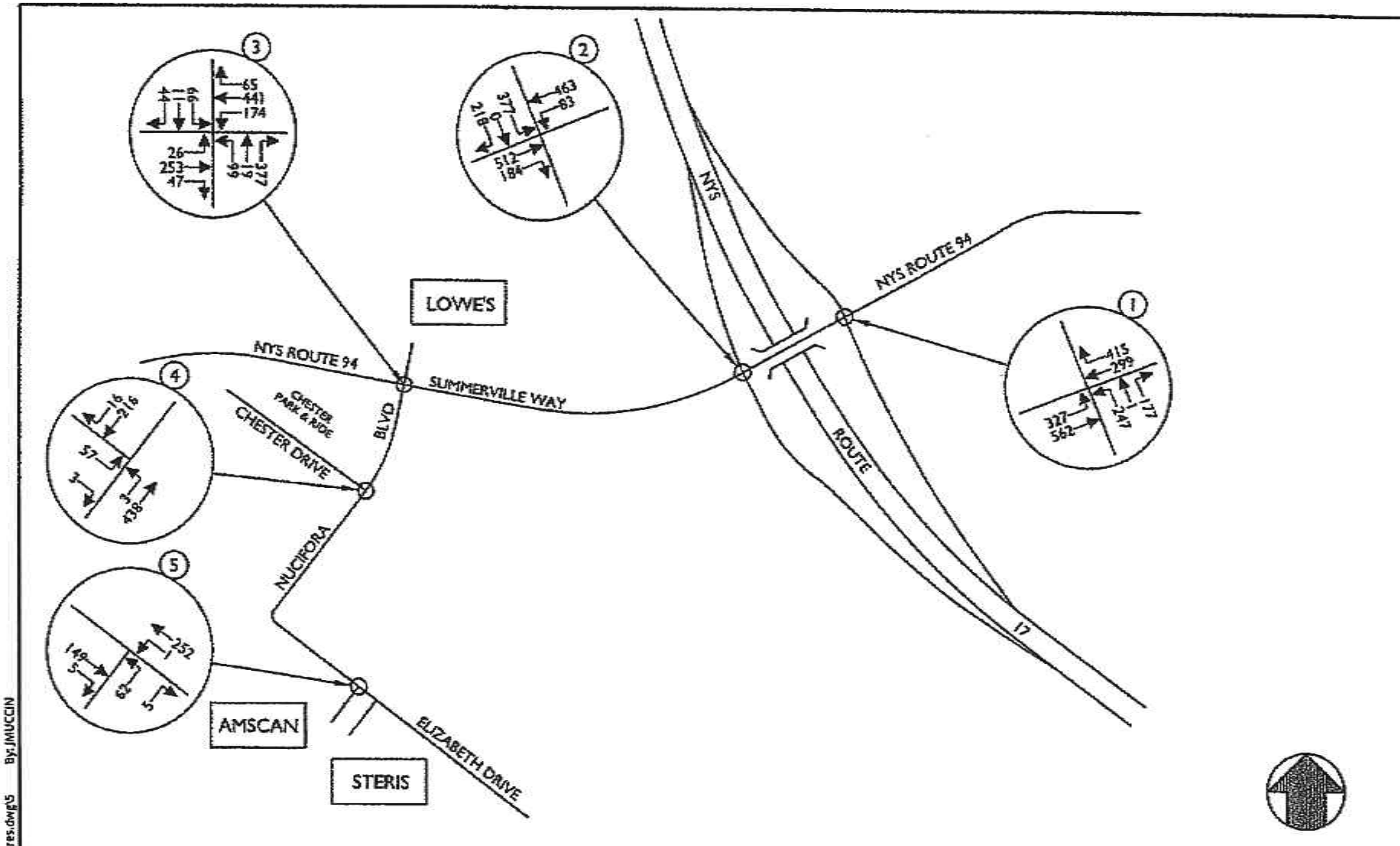

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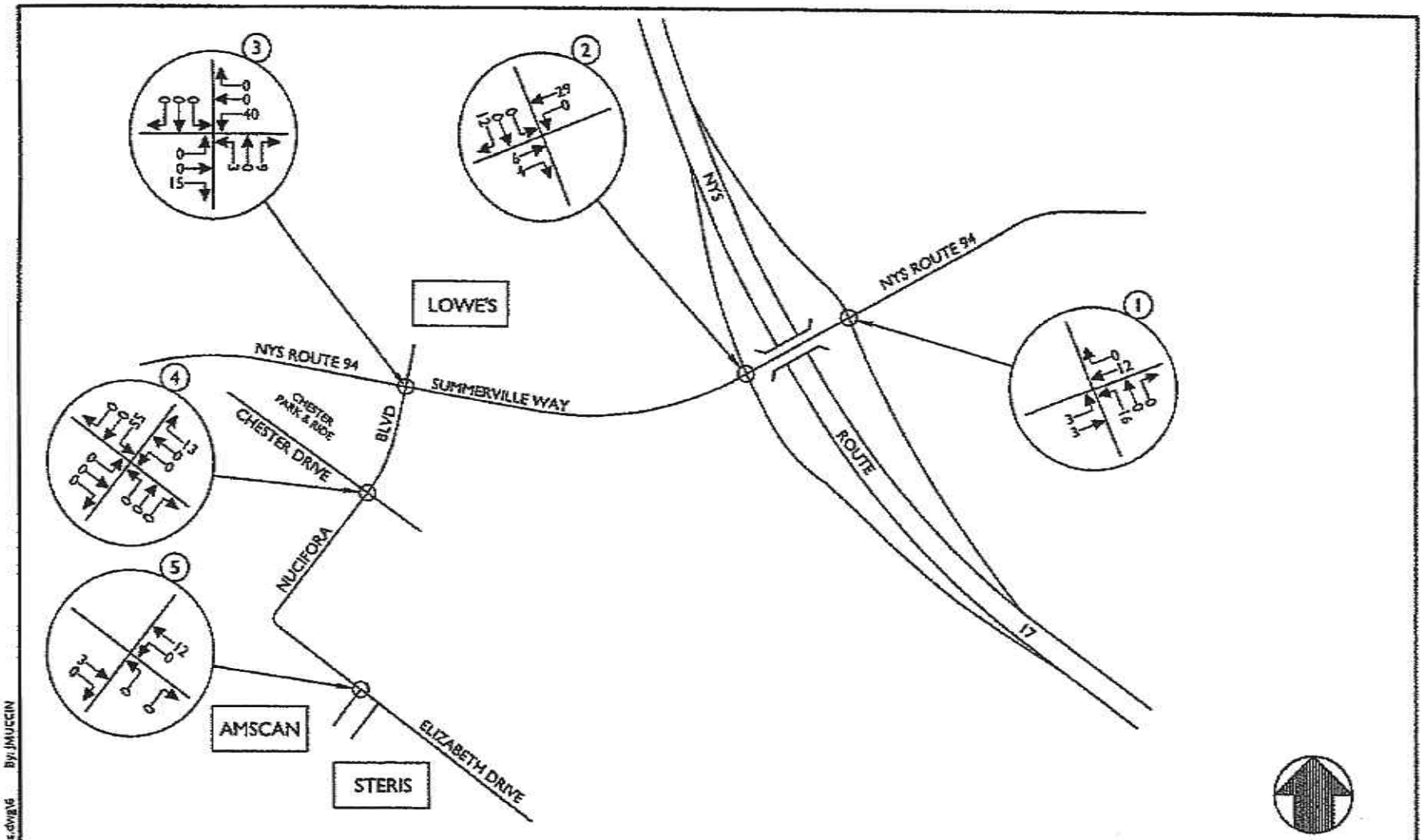

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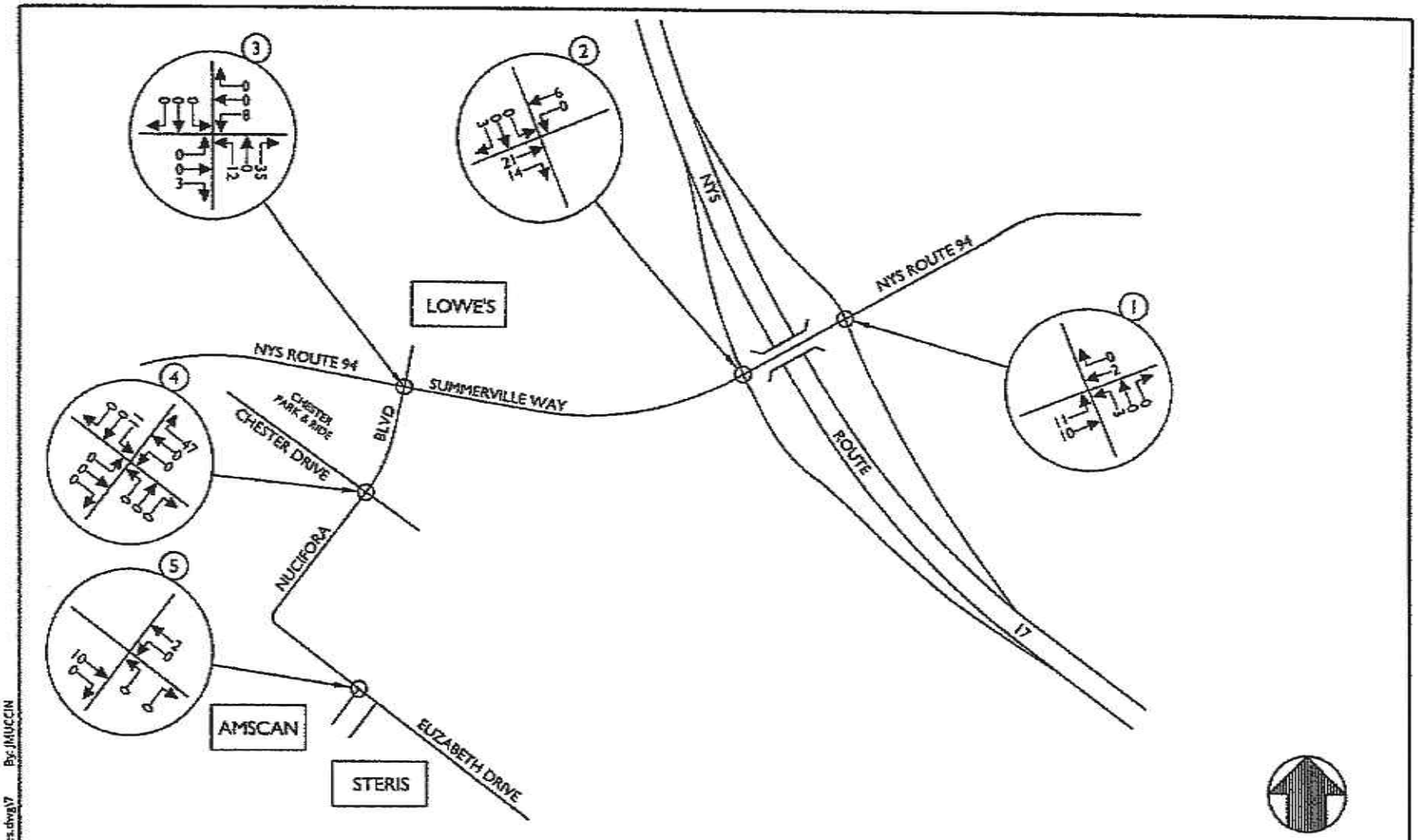

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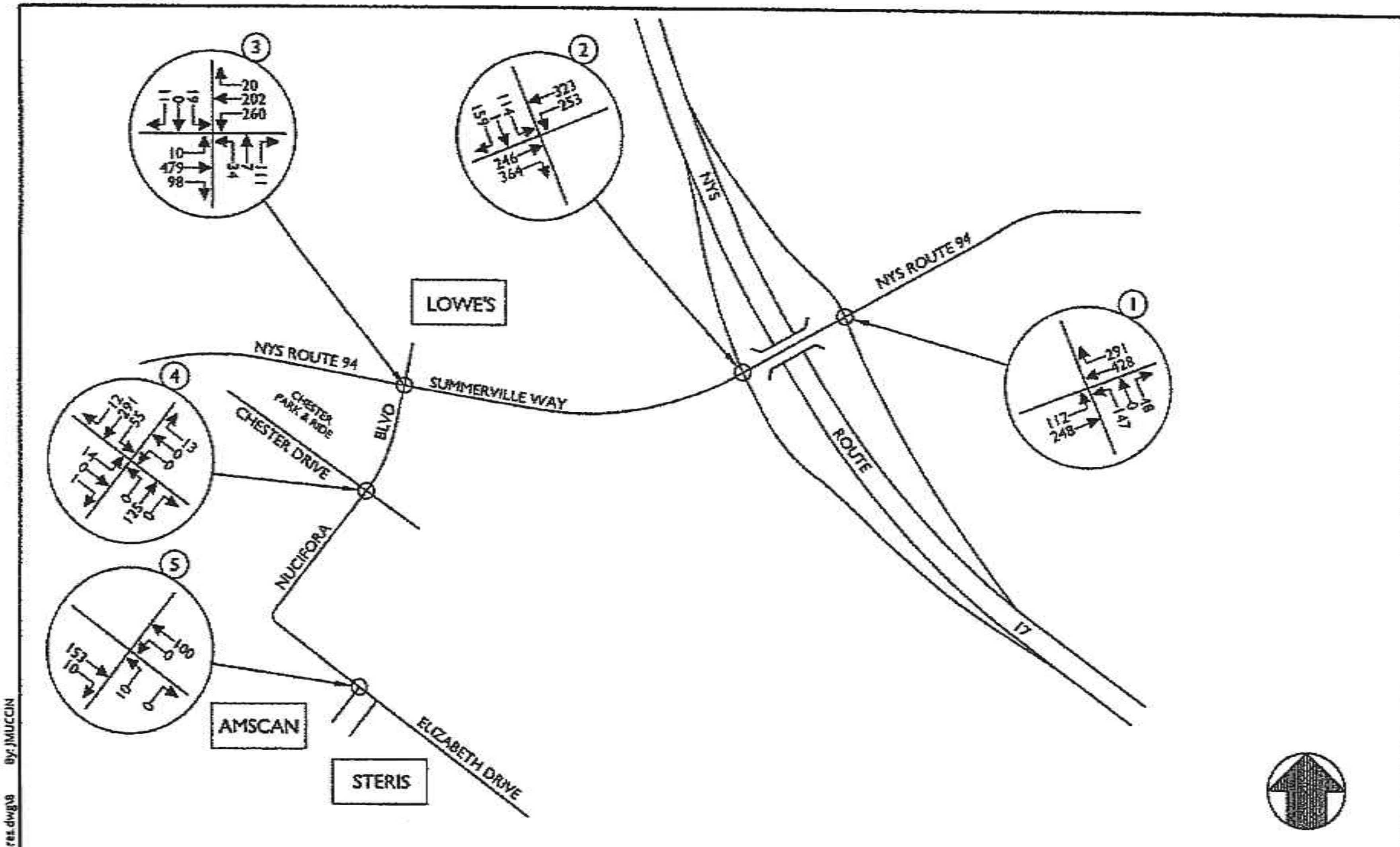

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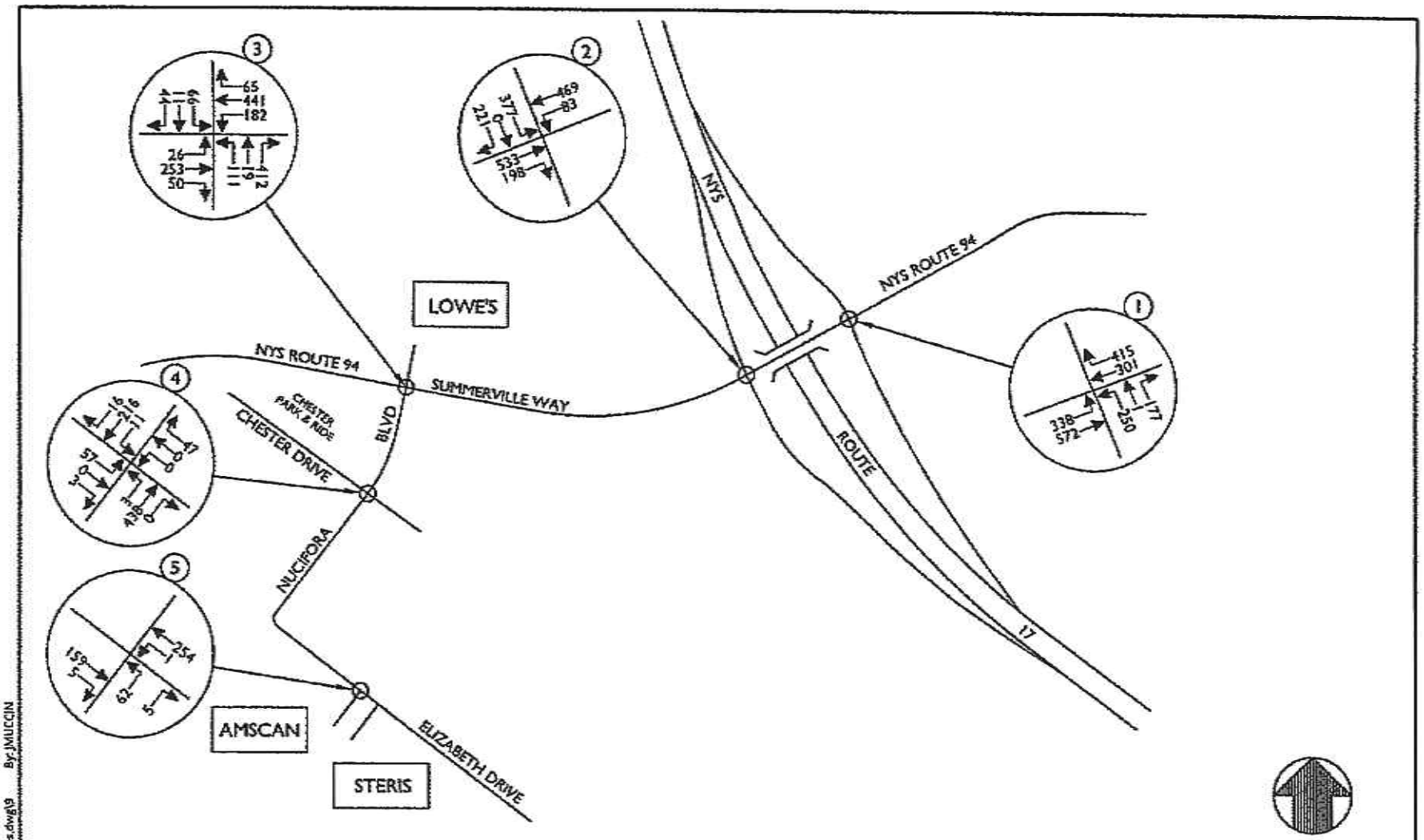

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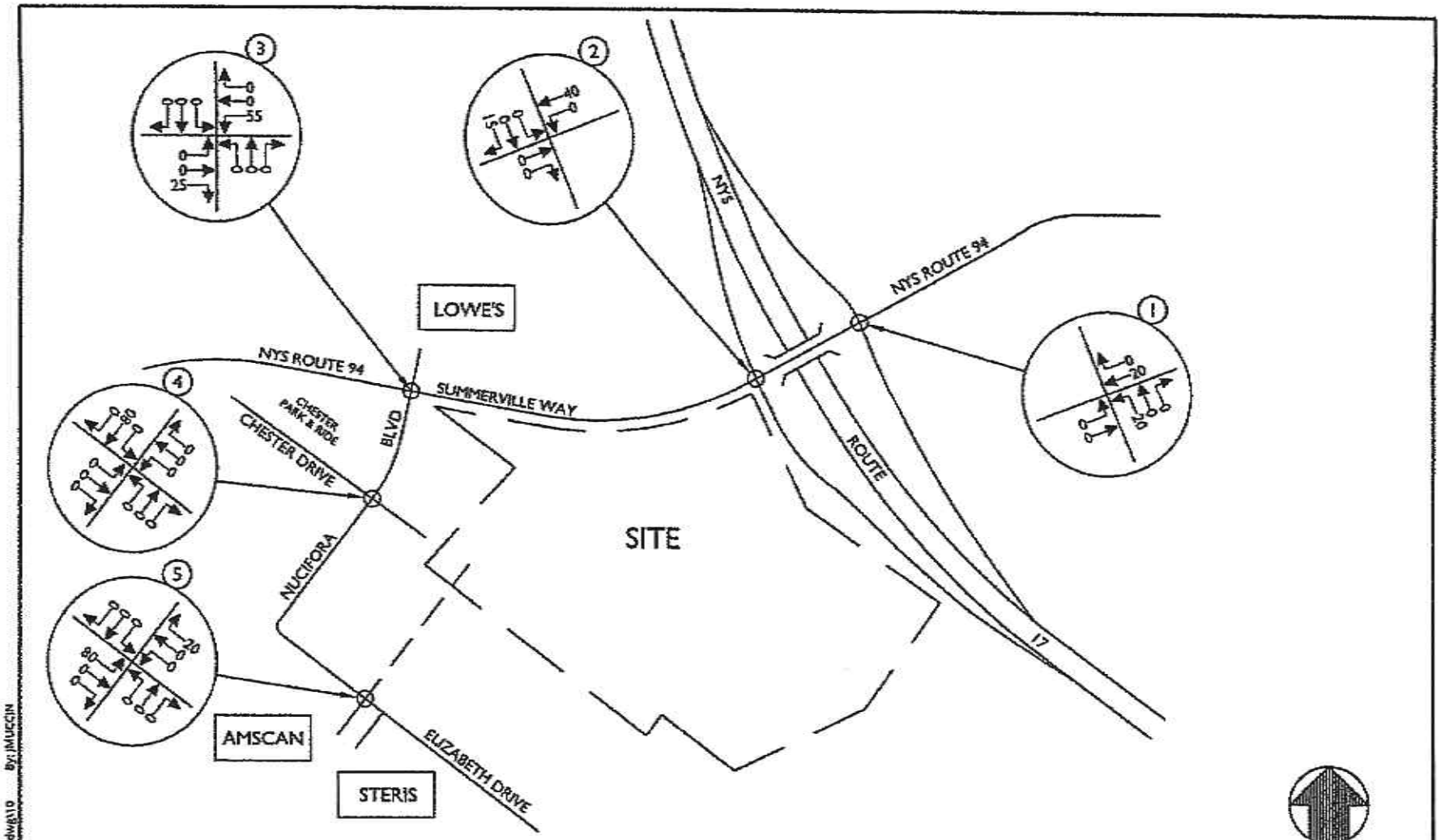

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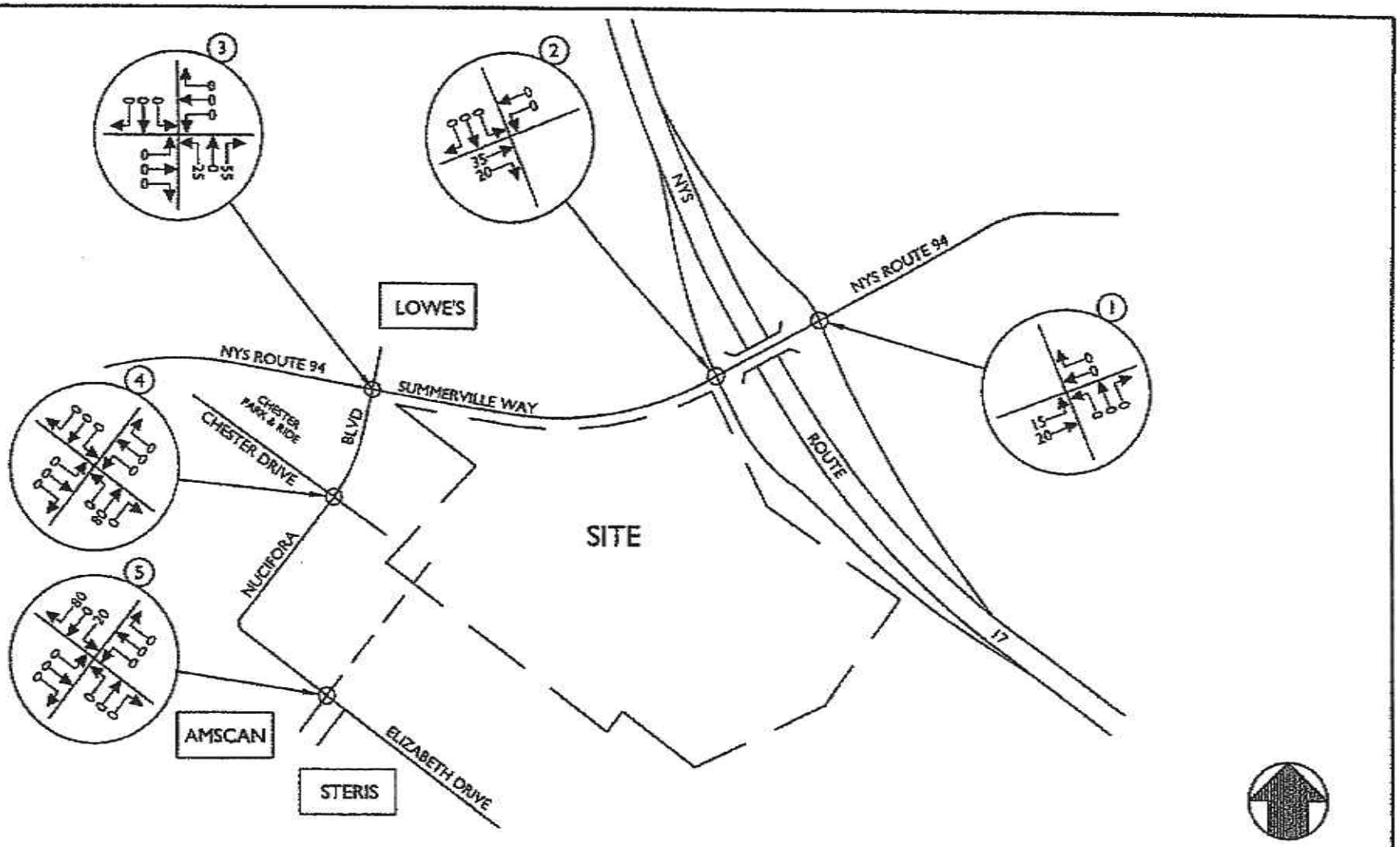
PROJECT NUMBER: 22210640A
PLANNING BOARD: 230403JFM_FIGURES

SHEET TITLE: ARRIVAL DISTRIBUTION PASSENGER VEHICLES (EXPRESSED AS A %)

SHEET NUMBER: 10

0640A\Reports\Traffic\Figures\230403JFM_Figures.dwg\10 By: JMUCCIN



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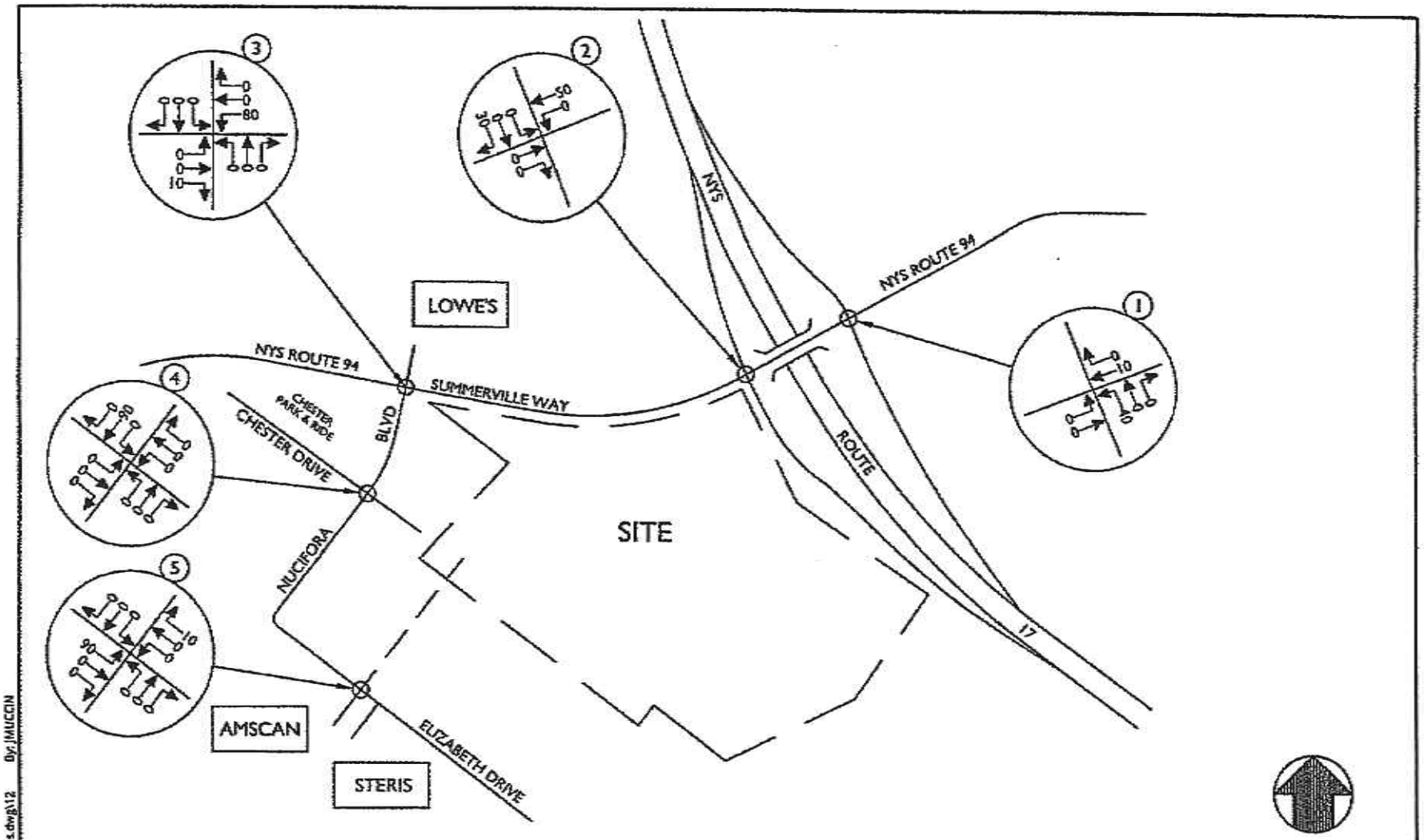
PROJECT NUMBER: 220180640A | DRAWING NAME: 220640EXH_FIGURES

SHEET TITLE: DEPARTURE DISTRIBUTION PASSENGER VEHICLES (EXPRESSED AS A %)

SHEET NUMBER: 11

0640A\Reports\Traffic\Figures\220640SIM_Figures.dwg11 By: JMUCCIN



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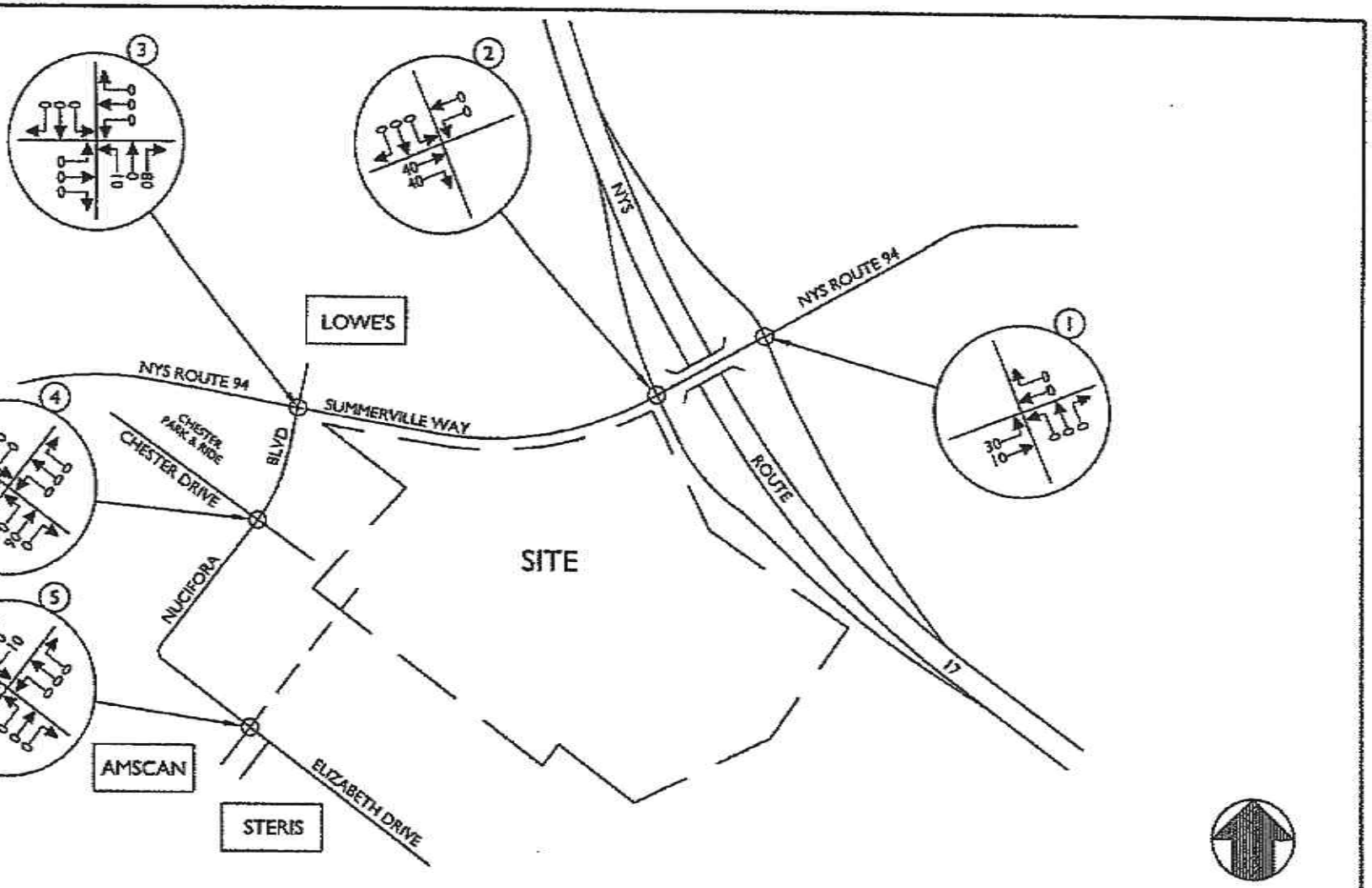
PROJECT NUMBER: 220106403A
DRAWING NAME: 230403FM_FIGURES

SHEET TITLE: ARRIVAL DISTRIBUTION TRUCKS (EXPRESSED AS A %)

SHEET NUMBER: 12

0640A\Reports\Traffic\Figures\230403FM_Figures.dwg\12 By: JMUCCIN



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PROJECT NUMBER: 220105401

DRAWING NAME: 220402SITM_FIGURES

SHEET TITLE:
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TRUCKS
(EXPRESSED AS %)

SHEET NUMBER: 13

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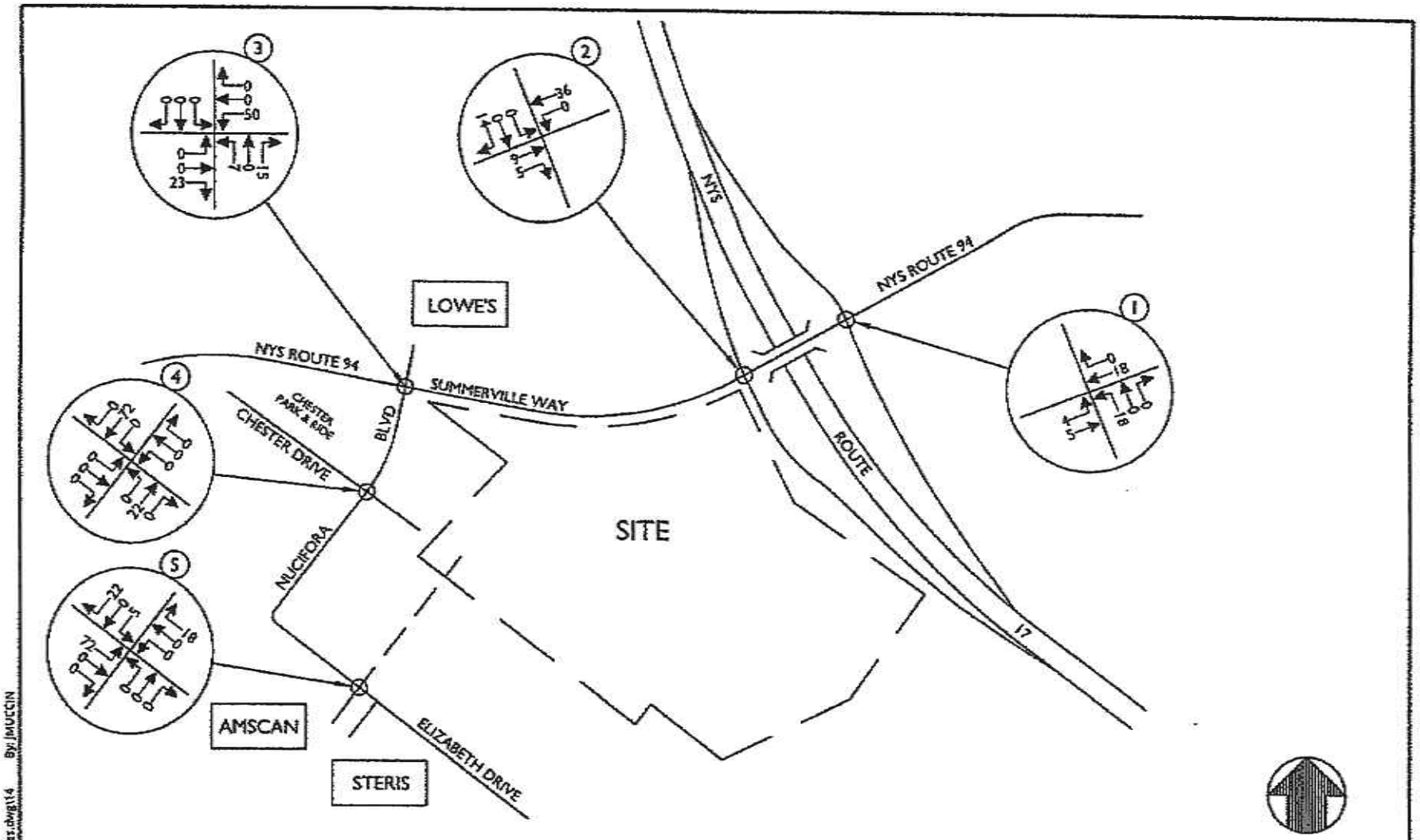

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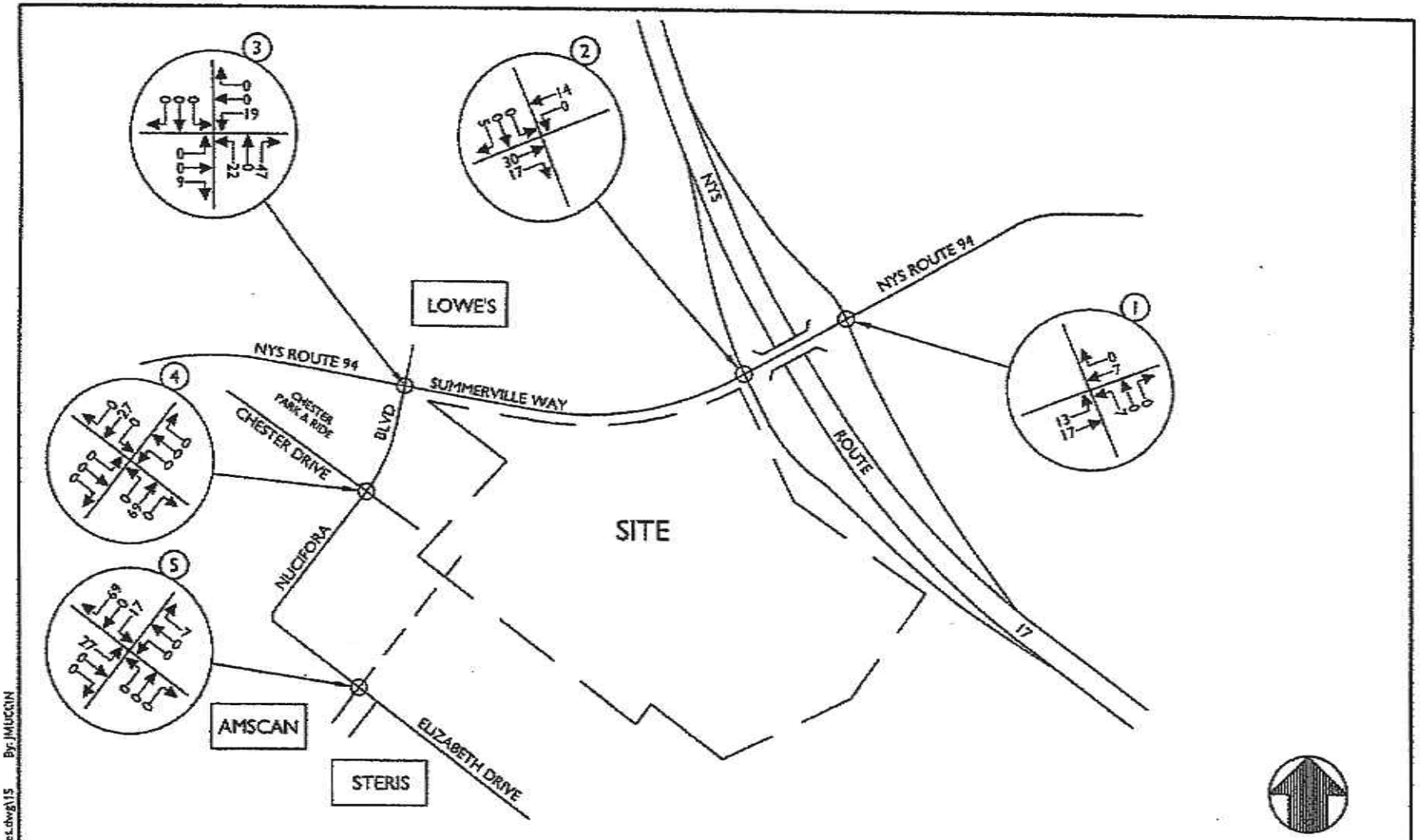
PROJECT NUMBER: 22010640A

DRAWING NAME: 22064038TM_FIGURES

SHEET TITLE: SITE GENERATED TRAFFIC VOLUMES PASSENGER VEHICLES WEEKDAY PEAK AM HOUR

SHEET NUMBER: 14

0640A\Reports\Traffic\Figures\22040403TM_Figures.dwg114 By: JMUCCIN



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PROJECT NUMBER: 220706400A
DRAWING FILE NAME: E:\0640\RPA_FIGURES

SHEET TITLE
SITE GENERATED TRAFFIC VOLUMES
PASSENGER VEHICLES
WEEKDAY PEAK PM HOUR

SHEET NUMBER
15

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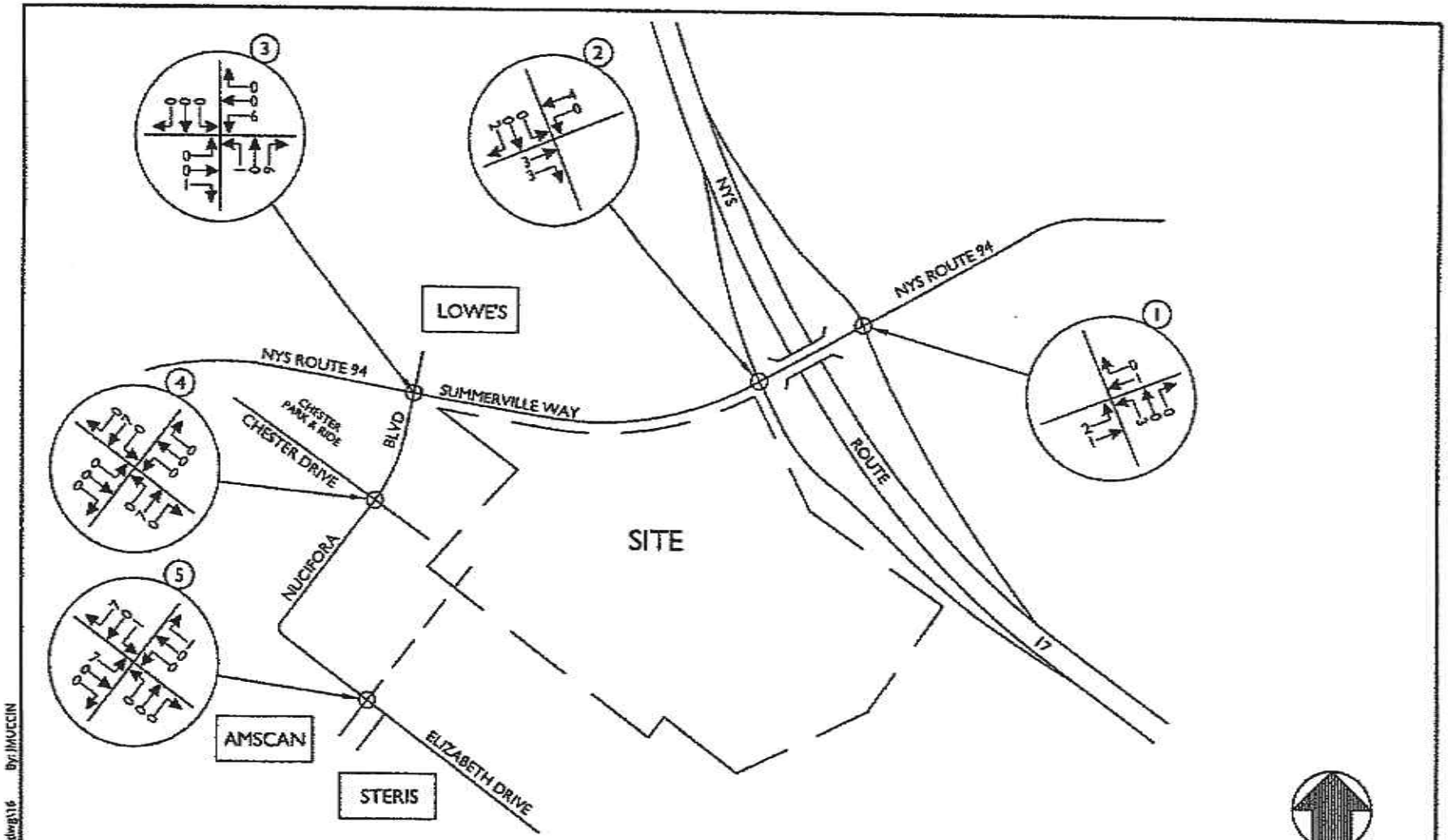

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PROJECT NUMBER: 220106.0A
DRAWING NAME: 220403TIM_FIGURES

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
TRUCKS
WEEKDAY PEAK AM HOUR

SHEET NUMBER: 16

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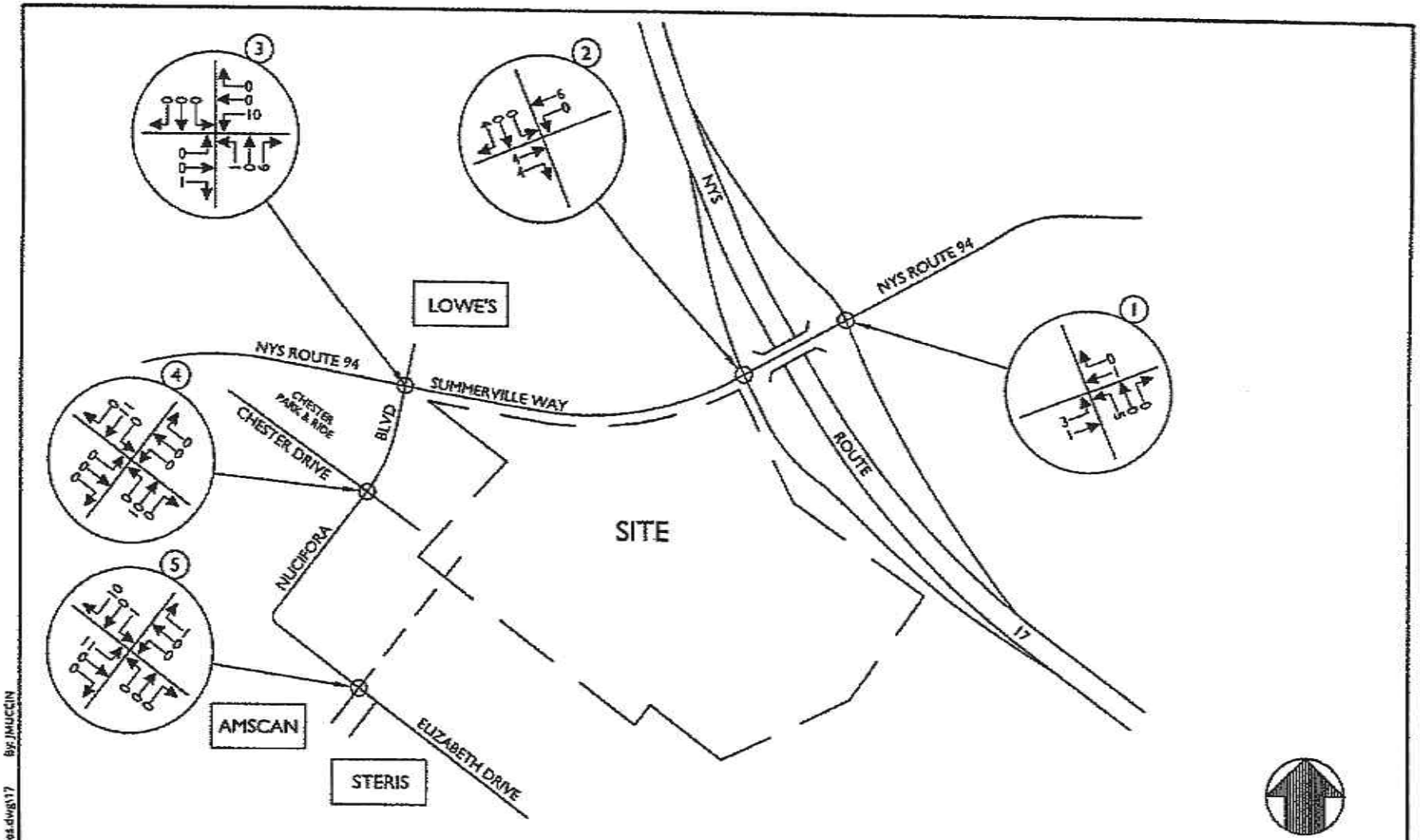

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PROJECT NUMBER: 220159A01	DRAWING TYPE: 220159FML_FIGURES		

SHEET TITLE:
SITE GENERATED TRAFFIC VOLUMES
TRUCKS
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
17

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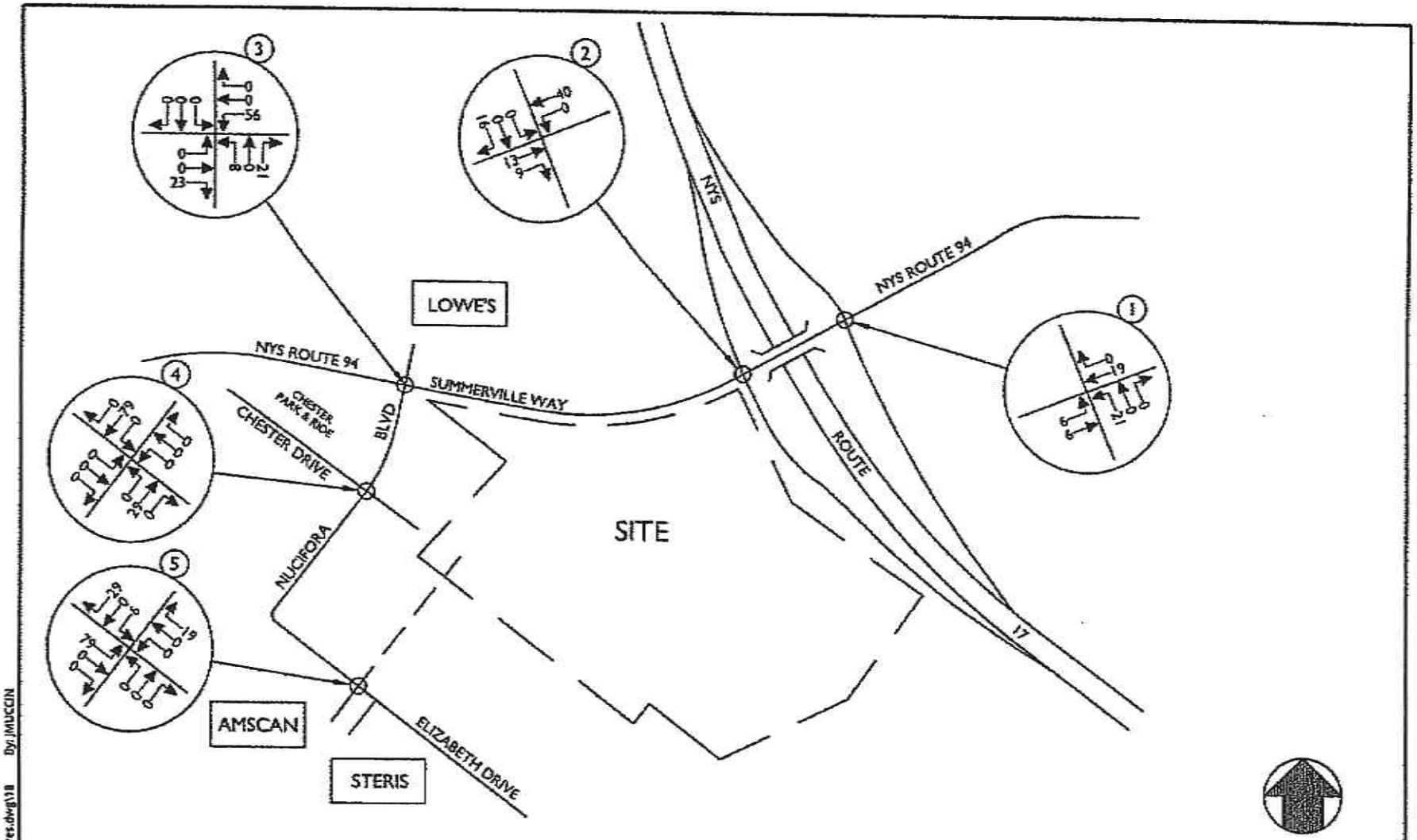

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PROJECT NUMBER: 230106BA	DRAWING NAME: 230403TIA_FIGURES		

SHEET TITLE:
TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER:
18

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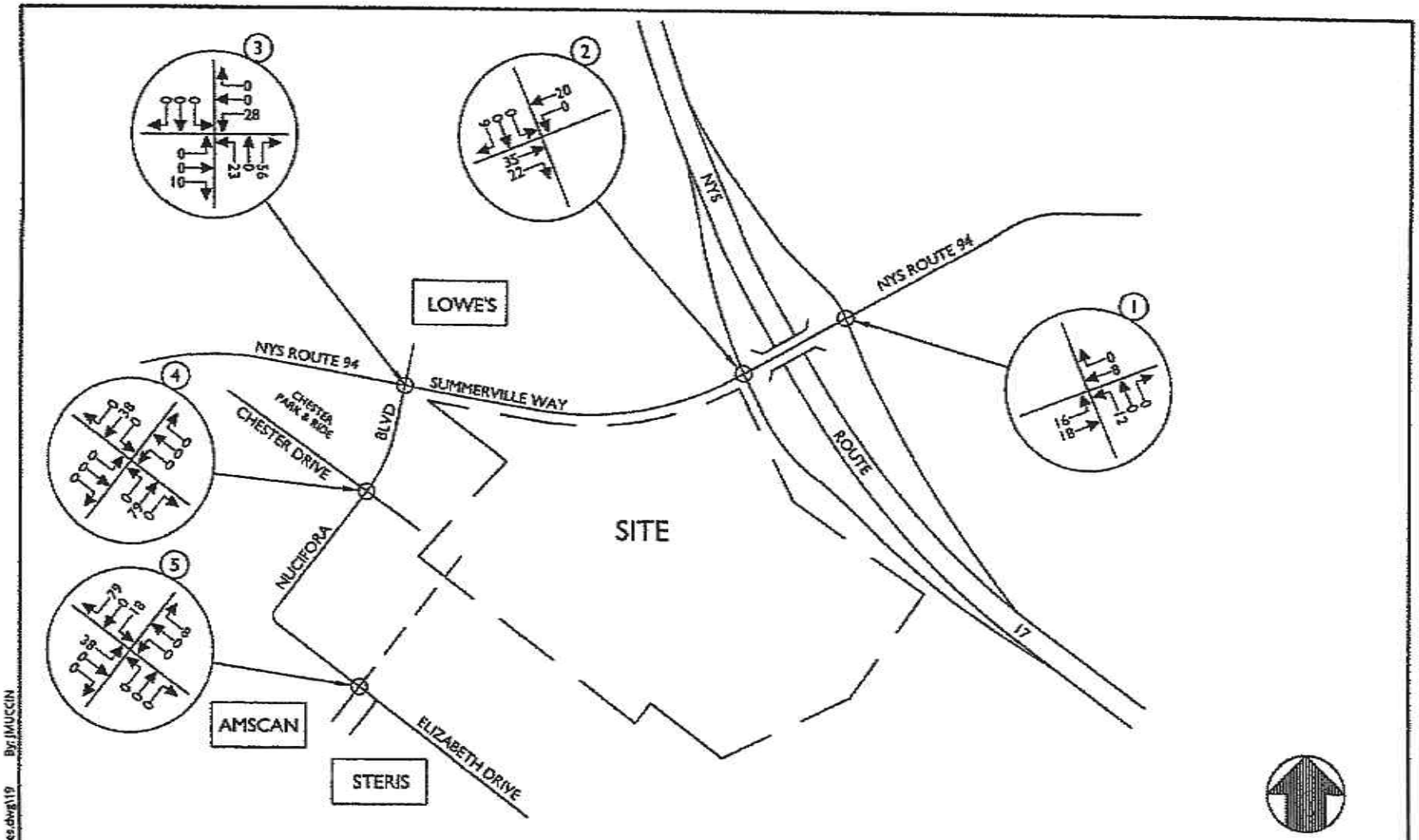

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PROJECT NUMBER: 220010640A
DRAWING NAME: 220010640A_FIGURES

TOTAL SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER: 19

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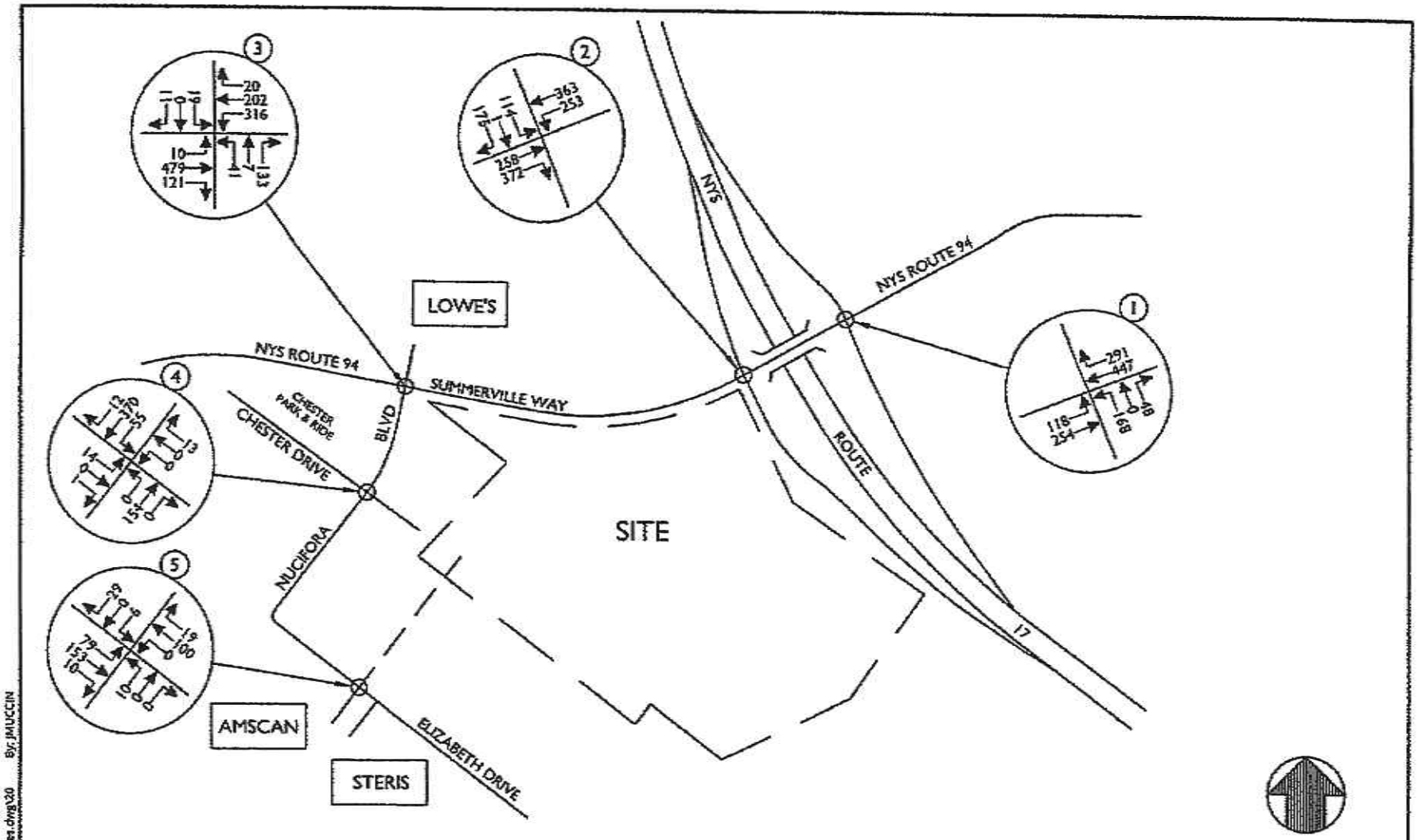

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PROJECT NUMBER: 220140404
DRAWING NAME: 220403\JRM_FIGURES

SHEET TITLE:
2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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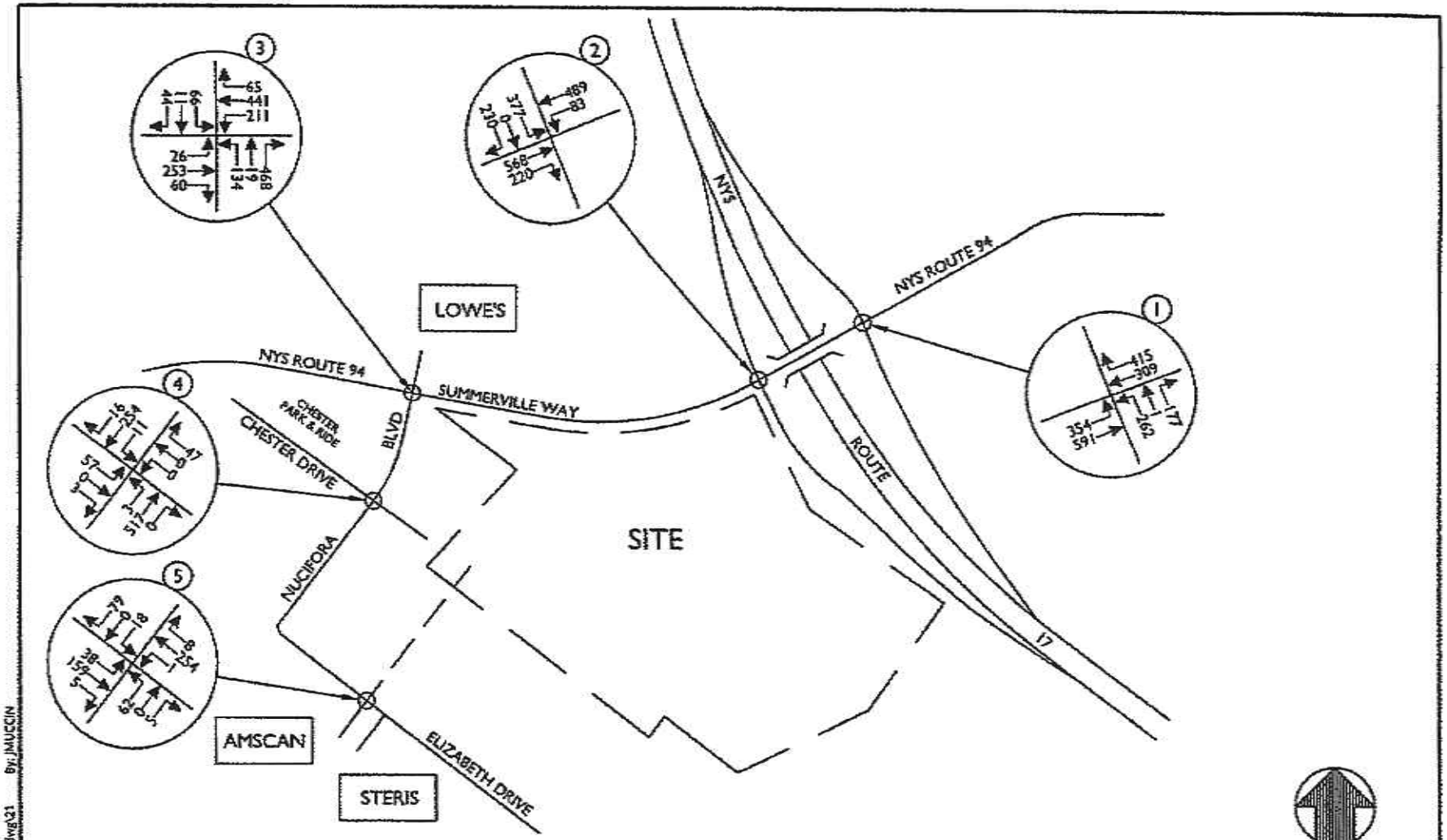

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PROJECT NUMBER: 220180498A
DRAWING NAME: 2304078\TIA_FIGURES

SHEET TITLE:
2026 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
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Appendix B | Tables

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

Summerville Industrial Park	Entry				Exit			
Village of Chester, Orange County, New York	HTGR[1]	Passenger Cars	Trucks	Total Volume	HTGR1	Passenger Cars	Trucks	Total Volume
Warehouse (781,130 Sq. Ft.)								
Peak AM Hour	0.13	90	8	98	0.04	27	8	35
Peak PM Hour	0.06	34	12	46	0.12	86	11	97

NOTES:

1) THE HOURLY 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.

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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	Signalized											
	NYS Route 94	EB	L	0.19	A	7.1	0.23	A	6.8	0.26	A	6.4	-0.4
			T	0.20	A	7.4	0.23	A	7.1	0.24	A	6.8	-0.3
		EB Approach		-	A	7.3	-	A	7.0	-	A	6.6	-0.4
	NYS Route 94	WB	T	0.38	B	10.6	0.44	B	12.7	0.47	B	14.3	1.6
			R	0.28	A	1.8	0.31	A	2.1	0.31	A	2.3	0.2
		WB Approach		-	A	7.0	-	A	8.4	-	A	9.5	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
			R	0.24	D	39.1	0.23	D	36.9	0.21	D	35.1	-1.8
		NWB Approach		-	D	48.9	-	D	48.5	-	D	48.5	0.0
		Overall		-	B	13.1	-	B	14.2	-	B	15.1	0.9
2	NYS Route 94 & NYS Route 17 EB Ramps	Signalized											
	NYS Route 94	EB	T	0.23	B	10.6	0.26	B	12.3	0.28	B	13.3	1.0
			R	0.33	A	2.2	0.37	A	2.5	0.39	A	2.7	0.2
		EB Approach		-	A	5.6	-	A	6.5	-	A	7.0	0.5
	NYS Route 94	WB	L	0.30	A	4.7	0.34	A	5.2	0.35	A	5.7	0.5
			T	0.22	A	4.4	0.27	A	4.9	0.31	A	5.7	0.8
		WB Approach		-	A	4.5	-	A	5.0	-	A	5.7	0.7
	NYS Route 17 EB Off-Ramp	SB	L	0.45	D	43.8	0.44	D	41.8	0.42	D	40.0	-1.8
			TR	0.64	D	52.2	0.58	D	52.2	0.70	D	52.2	0.0
		SB Approach		-	D	48.5	-	D	47.9	-	D	47.4	-0.5
		Overall		-	B	13.2	-	B	13.7	-	B	14.1	0.4

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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
3	NYS Route 94 & Nucifora Boulevard/Lowe's Access	Signalized											
	NYS Route 94	EB	L	0.02	A	5.3	0.02	A	5.4	0.02	A	5.6	0.2
			T	0.55	B	16.4	0.75	C	22.5	0.81	C	26.9	4.4
			R	0.10	A	2.9	0.16	A	4.3	0.21	A	5.7	1.4
		EB Approach		-	B	14.3	-	B	19.2	-	C	22.3	3.1
	NYS Route 94	WB	L	0.39	A	6.7	0.53	A	8.4	0.67	B	14.3	5.9
			T	0.17	A	7.0	0.18	A	6.9	0.20	A	7.1	0.2
			R	0.02	A	0.1	0.02	A	0.1	0.02	A	0.1	0.0
		WB Approach		-	A	6.5	-	A	7.4	-	B	11.1	3.7
	Nucifora Boulevard	NB	LTR	0.38	B	11.5	0.49	B	13.6	0.57	B	14.9	1.3
		NB Approach		-	B	11.5	-	B	13.6	-	B	14.9	1.3
	Lowe's Access	SB	LT	0.08	C	20.7	0.14	C	23.2	0.15	C	23.9	0.7
			R	0.03	A	0.1	0.03	A	0.2	0.04	A	0.2	0.0
		SB Approach		-	B	13.4	-	B	15.1	-	B	15.5	0.4
		Overall		-	B	11.0	-	B	13.9	-	B	16.7	2.8
	With Geometric and Timing Improvements												
	NYS Route 94	EB	L	-	-	-	-	-	-	0.02	A	5.4	0.0
			T	-	-	-	-	-	-	0.74	C	21.7	-0.8
			R	-	-	-	-	-	-	0.20	A	5.6	1.3
		EB Approach		-	-	-	-	-	-	-	B	18.3	-0.9
	NYS Route 94	WB	L	-	-	-	-	-	-	0.59	B	10.6	2.2
			T	-	-	-	-	-	-	0.17	A	6.4	-0.5
			R	-	-	-	-	-	-	0.02	A	0.0	-0.1
		WB Approach		-	-	-	-	-	-	-	A	8.6	1.2
	Nucifora Boulevard	NB	LT	-	-	-	-	-	-	0.21	C	23.1	9.5
			R	-	-	-	-	-	-	0.27	A	3.9	-
		NB Approach		-	-	-	-	-	-	-	A	9.0	-4.6
	Lowe's Access	SB	LT	-	-	-	-	-	-	0.10	C	22.3	-0.9
			R	-	-	-	-	-	-	0.03	A	0.2	0.0
		SB Approach		-	-	-	-	-	-	-	B	14.5	-0.6
		Overall		-	-	-	-	-	-	-	B	13.1	-0.8
4	Nucifora Boulevard & Chester Drive (Chester Park and Ride)	Unsignalized											
	Chester Drive	SEB	LR	0.03	B	12.4	-	-	-	-	-	-	-
	Nucifora Boulevard	NEB	LT	0.01	A	8.0	-	-	-	-	-	-	-
	With Steris Access												
	Chester Drive	SEB	LTR	-	-	-	0.06	C	17.2	0.08	C	20.7	3.5
	Steris Access	NWB	LTR	-	-	-	0.03	A	9.9	0.03	B	10.4	0.5
	Nucifora Boulevard	NEB	LTR	-	-	-	0.01	A	8.0	0.01	A	8.3	0.3
	Nucifora Boulevard	SWB	LTR	-	-	-	0.05	A	7.6	0.05	A	7.7	0.1
5	Elizabeth Drive & Amscan Access	Unsignalized											
	Elizabeth Drive	NWB	LT	0.01	A	8.7	0.01	A	8.7	-	-	-	-
	Amscan Access	NEB	LR	0.02	B	11.7	0.02	B	12.2	-	-	-	-
	With Construction of Site Access												
	Elizabeth Drive	SEB	LTR	-	-	-	-	-	-	0.06	A	7.6	-
	Elizabeth Drive	NWB	LTR	-	-	-	-	-	-	0.01	A	8.7	-
	Amscan Access	NEB	LTR	-	-	-	-	-	-	0.04	C	16.5	-
	Site Access	SWB	LTR	-	-	-	-	-	-	0.05	A	9.8	-

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C (16.3), 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.

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Table No. 2
Level of Service Summary Table
Weekday Peak PM 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	Signalized											
	NYS Route 94	EB	L	0.49	A	8.1	0.59	B	11.0	0.64	B	13.0	2.0
			T	0.47	A	8.9	0.54	B	11.4	0.57	B	12.7	1.3
		EB Approach		-	A	8.6	-	B	11.3	-	B	12.8	1.5
	NYS Route 94	WB	T	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	A	4.2	0.0
		WB Approach		-	A	9.8	-	B	11.6	-	B	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
			R	0.55	D	40.4	0.54	D	38.3	0.52	D	36.7	-1.6
		NWB Approach		-	D	45.1	-	D	42.8	-	D	41.6	-1.2
		Overall		-	B	16.7	-	B	18.0	-	B	18.6	0.6
2	NYS Route 94 & NYS Route 17 EB Ramps	Signalized											
	NYS Route 94	EB	T	0.57	C	21.7	0.68	C	25.7	0.71	C	26.0	0.3
			R	0.23	A	3.3	0.28	A	4.3	0.31	A	4.6	0.3
		EB Approach		-	B	16.8	-	B	19.9	-	C	20.0	0.1
	NYS Route 94	WB	L	0.22	B	14.1	0.30	B	14.1	0.32	B	13.4	-0.7
			T	0.47	B	19.4	0.54	B	19.3	0.56	B	17.5	-1.8
		WB Approach		-	B	18.6	-	B	18.5	-	B	16.9	-1.6
	NYS Route 17 EB Off-Ramp	SB	L	0.69	D	39.2	0.70	D	40.7	0.72	D	44.6	3.9
			TR	0.49	C	32.8	0.50	C	32.7	0.53	C	34.6	1.9
		SB Approach		-	D	36.9	-	D	37.7	-	D	40.8	3.1
		Overall		-	C	23.9	-	C	25.2	-	C	25.6	0.4

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Table No. 2
Level of Service Summary Table
Weekday Peak PM 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
3	NYS Route 94 & Nucifora Boulevard/Lowe's Access	Signalized											
	NYS Route 94	EB	L	0.09	A	8.2	0.10	A	8.1	0.09	A	8.1	0.0
			T	0.61	C	25.0	0.64	C	25.4	0.64	C	25.6	0.2
			R	0.11	A	1.4	0.13	A	2.0	0.15	A	2.8	0.8
		EB Approach		-	C	20.2	-	C	20.4	-	C	20.2	-0.2
	NYS Route 94	WB	L	0.44	B	11.5	0.51	B	12.4	0.58	B	13.9	1.5
			T	0.66	B	19.9	0.70	C	20.8	0.69	C	20.5	-0.3
			R	0.10	A	2.1	0.11	A	2.5	0.10	A	2.5	0.0
		WB Approach		-	B	16.0	-	B	16.8	-	B	16.9	0.1
	Nucifora Boulevard	NB	LTR	0.89	C	33.8	1.09	F	83.5	1.27	F	153.9	70.4
		NWB Approach		-	C	33.8	-	F	83.5	-	F	153.9	70.4
	Lowe's Access	SB	LT	0.32	C	21.8	0.42	C	26.4	0.45	C	28.4	2.0
			R	0.08	A	1.0	0.09	A	1.5	0.09	A	1.5	0.0
		SB Approach		-	B	14.3	-	B	17.4	-	B	18.7	1.3
		Overall		-	C	22.2	-	D	39.1	-	E	65.0	25.9
	With Geometric and Timing Improvements												
	NYS Route 94	EB	L	-	-	-	-	-	-	0.07	A	6.9	-1.2
			T	-	-	-	-	-	-	0.54	B	19.9	-5.5
			R	-	-	-	-	-	-	0.13	A	2.7	0.7
		EB Approach		-	-	-	-	-	-	-	B	15.9	-4.5
	NYS Route 94	WB	L	-	-	-	-	-	-	0.44	A	8.8	-3.6
			T	-	-	-	-	-	-	0.52	B	14.3	-6.5
			R	-	-	-	-	-	-	0.08	A	2.4	-0.1
		WB Approach		-	-	-	-	-	-	-	B	11.6	-5.2
	Nucifora Boulevard	NB	LT	-	-	-	-	-	-	0.60	C	29.0	-54.5
			R	-	-	-	-	-	-	0.71	A	9.2	-
		NB Approach		-	-	-	-	-	-	-	B	14.1	-69.4
	Lowe's Access	SB	LT	-	-	-	-	-	-	0.35	C	23.2	-3.2
			R	-	-	-	-	-	-	0.11	A	1.8	0.3
		SB Approach		-	-	-	-	-	-	-	B	15.4	-2.0
		Overall		-	-	-	-	-	-	-	B	13.5	-25.6
4	Nucifora Boulevard & Chester Drive (Chester Park and Ride)	Unsignalized											
	Chester Drive	SEB	LR	0.17	C	16.8	-	-	-	-	-	-	-
	Nucifora Boulevard	NEB	LT	0.01	A	7.7	-	-	-	-	-	-	-
	With Steris Access												
	Chester Drive	SEB	LTR	-	-	-	0.28	D	25.8	0.36	D	34.3	8.5
	Steris Access	NWB	LTR	-	-	-	0.10	B	12.1	0.11	B	13.1	1.0
	Nucifora Boulevard	NEB	LTR	-	-	-	0.01	A	7.8	0.01	A	7.9	0.1
	Nucifora Boulevard	SWB	LTR	-	-	-	0.01	A	8.4	0.01	A	8.7	0.3
5	Elizabeth Drive & Amscan Access	Unsignalized											
	Elizabeth Drive	NWB	LT	0.01	A	7.6	0.01	A	7.7	-	-	-	-
	Amscan Access	NEB	LR	0.19	B	14.5	0.23	C	16.0	-	-	-	-
	With Construction of Site Access												
	Elizabeth Drive	SEB	LTR	-	-	-	-	-	-	0.05	A	8.2	-
	Elizabeth Drive	NWB	LTR	-	-	-	-	-	-	0.01	A	7.7	-
	Amscan Access	NEB	LTR	-	-	-	-	-	-	0.43	D	32.2	-
	Site Access	SWB	LTR	-	-	-	-	-	-	0.25	B	13.5	-

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.

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TABLE NO. 3

ACCIDENT DATA SUMMARY
VILLAGE OF CHESTER, ORANGE COUNTY, NY
STUDY PERIOD: JANUARY 4, 2017 THROUGH MAY 22, 2022

On Street	Location	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 94 & NUCIFORA BOULEVARD/LOWE'S ACCESS											
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	6/27/17	4:28 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NUCIFORA BOULEVARD	AT THE INTERSECTION OF NYS ROUTE 94	4/24/18	3:58 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NUCIFORA BOULEVARD	AT THE INTERSECTION OF NYS ROUTE 94	6/18/18	6:01 PM	TRAFFIC SIGNAL	INJ	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT TURN	PASSING OR LANE USAGE IMPROPER/TURNING IMPROPERLY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	11/20/18	9:36 AM	NONE	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	BACKING UNSAFELY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	9/27/19	4:50 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	5/10/20	11:30 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION/FOLLOWING TOO CLOSELY/REACTION TO OTHER UNINVOLVED VEHICLE
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	6/17/20	3:18 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	PASSING OR LANE USAGE IMPROPER
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	11/10/20	6:58 PM	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	11/19/20	12:49 PM	TRAFFIC SIGNAL	PDO	1-0	DAYLIGHT	DRY	CLOUDY	HEAD ON	ANIMAL'S ACTION
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	11/19/20	12:49 PM	TRAFFIC SIGNAL	PDO & I	1-1	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	ANIMAL'S ACTION
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	3/15/21	11:07 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	RAIN	SIDESWIPE (SAME DIRECTION)	PASSING OR LANE USAGE IMPROPER
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	7/15/21	4:21 PM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	7/25/21	12:13 AM	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	TRAFFIC CONTROL DISREGARDED/FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	10/6/21	2:52 PM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	10/27/21	7:34 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NUCIFORA BOULEVARD	AT THE INTERSECTION OF NYS ROUTE 94	11/6/21	5:50 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	HEAD ON	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NUCIFORA BOULEVARD	1/11/22	12:10 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY

Colliers Engineering & Design

On Street	Location	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 94 & NYS ROUTE 17 EB RAMPS											
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	02/15/17	6:42 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	05/25/17	1:45 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	WET	RAIN	LEFT TURN	TRAFFIC CONTROL DISREGARDED/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	06/09/17	11:20 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	06/18/17	3:55 PM	TRAFFIC SIGNAL	PDO	1-0	DUSK	DRY	CLEAR	RIGHT TURN	TURNING IMPROPERLY/DRIVER INEXPERIENCE
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	07/18/17	2:55 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/19/17	6:38 AM	TRAFFIC SIGNAL	PDO	2-0	DAWN	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/19/17	5:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	03/22/18	11:28 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	REAR END	UNSAFE SPEED/FOLLOWING TOO CLOSELY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	04/22/18	10:30 PM	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT TURN	TURNING IMPROPERLY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	09/04/18	5:46 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/05/18	9:10 AM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED/FATIGUED/DROWSY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	10/11/18	2:45 PM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	WET	RAIN	REAR END	UNSAFE SPEED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	12/02/18	10:35 PM	TRAFFIC SIGNAL	PDO & I	2-2	DARK-ROAD LIGHTED	WET	RAIN	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	12/06/18	3:10 PM	NONE	NR	2-0	DAYLIGHT	DRY	CLOUDY	SIDESWIPE (SAME DIRECTION)	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	12/19/18	8:47 AM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	02/04/19	6:15 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	LEFT TURN	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 94	02/26/19	8:50 PM	TRAFFIC SIGNAL	I	2-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	04/15/19	10:34 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	SIDESWIPE (SAME DIRECTION)	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	04/21/19	1:07 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	09/02/19	2:35 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/17/19	2:31 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	10/25/19	10:15 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	11/01/19	5:05 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	WET	CLOUDY	RIGHT ANGLE	FATIGUED/DROWSY/TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	01/07/20	4:24 PM	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	04/17/20	8:40 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	05/18/20	8:30 AM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	05/18/20	6:35 AM	OFFICER/GUARD	PDO	2-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE (OPPOSITE DIRECTION)	OBSTRUCTION/DEBRIS/DRIVER INEXPERIENCE
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	10/02/20	12:35 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	DRIVER INATTENTION/FOLLOWING TOO CLOSELY
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	04/24/21	11:38 PM	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLOUDY	SIDESWIPE (SAME DIRECTION)	UNSAFE LANE CHANGING/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	04/27/21	3:12 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	05/03/21	7:56 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	05/05/21	7:51 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FELL ASLEEP
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	05/28/21	5:12 PM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	05/04/21	12:14 PM	TRAFFIC SIGNAL	NR	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	05/18/21	2:09 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	PASSING OR LANE USAGE IMPROPER/TURNING IMPROPERLY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	10/09/21	7:30 PM	TRAFFIC SIGNAL	NR	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY/DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 EB RAMPS	11/16/21	5:25 PM	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	DRY	CLEAR	LEFT TURN	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 17 EB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	05/02/22	5:45 AM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY/DRIVER INATTENTION

Colliers Engineering & Design

On Street	Location	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
NYS ROUTE 94 & NYS ROUTE 17 WB RAMPS											
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	01/04/17	3:45 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	01/21/17	9:27 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	02/02/17	3:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	03/21/17	2:30 PM	NONE	PDO	1-0	DAYLIGHT	DRY	CLEAR	SIDESWIPE (SAME DIRECTION)	OTHER VEHICULAR
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	04/02/17	1:00 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	REACTION TO OTHER UNINVOLVED VEHICLE/FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	07/19/17	12:30 AM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	SIDESWIPE (SAME DIRECTION)	PASSING OR LANE USAGE IMPROPER
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	02/21/18	8:06 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	RIGHT TURN	TRAFFIC CONTROL DISREGARDED/FAILURE TO YIELD RIGHT-OF-WAY
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	06/19/18	3:15 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	06/29/18	11:45 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TURNING IMPROPERLY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	12/18/18	8:28 AM	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	02/12/19	11:10 AM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	SNOW/ICE	CLEAR	REAR END	UNSAFE SPEED/PAVEMENT SLIPPERY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	06/23/19	2:10 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	10/17/19	3:30 PM	NONE	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY/REACTION TO OTHER UNINVOLVED VEHICLE
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	11/28/19	1:47 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	ALCOHOL INVOLVEMENT/FOLLOWING TOO CLOSELY
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	01/05/20	7:01 PM	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	DRIVER INEXPERIENCE
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	05/24/20	4:20 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	TRAFFIC CONTROL DISREGARDED/REACTION TO OTHER UNINVOLVED VEHICLE
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	10/15/20	12:48 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	05/13/21	5:40 PM	TRAFFIC SIGNAL	INJ	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY/DRIVER INATTENTION
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	05/19/21	9:00 AM	TRAFFIC SIGNAL	INJ	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	06/19/21	11:20 PM	TRAFFIC SIGNAL	PDO & I	2-1	DARK-ROAD LIGHTED	WET	CLOUDY	RIGHT ANGLE	TRAFFIC CONTROL DISREGARDED
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	07/06/21	2:40 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
NYS ROUTE 94	AT THE INTERSECTION OF NYS ROUTE 17 WB RAMPS	10/18/21	3:37 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT-OF-WAY/DRIVER INATTENTION
NYS ROUTE 17 WB RAMPS	AT THE INTERSECTION OF NYS ROUTE 94	04/06/22	4:45 PM	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	FOLLOWING TOO CLOSELY/DRIVER INATTENTION

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Traffic Impact Study

Appendix C | Level of Service Standards

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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-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 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-to-capacity 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-to-capacity 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	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

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

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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	B	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.

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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	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

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

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Traffic Impact Study

Appendix D | Capacity Analysis

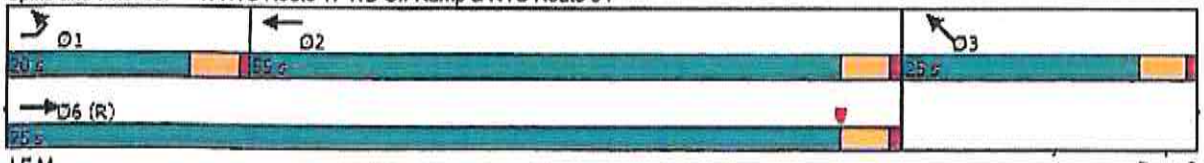
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	100	225	0	0	382	267	0	0	0	120	1	44
Future Volume (vph)	100	225	0	0	382	267	0	0	0	120	1	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		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											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Flt Permitted	0.423										0.953	
Satd. Flow (perm)	726	1669	0	0	1817	1544	0	0	0	0	1563	1489
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						307						
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)	115	259	0	0	439	307	0	0	0	138	1	51
Shared Lane Traffic (%)												
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	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		
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	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+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					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex

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						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)		8.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		1										
Act Effct Green (s)	75.8	75.8			64.3	64.3					14.2	14.2
Actuated g/C Ratio	0.76	0.76			0.64	0.64					0.14	0.14
v/c Ratio	0.19	0.20			0.38	0.28					0.63	0.24
Control Delay	7.1	7.0			10.6	1.8					52.4	39.1
Queue Delay	0.0	0.4			0.0	0.0					0.0	0.0
Total Delay	7.1	7.4			10.6	1.8					52.4	39.1
LOS	A	A			B	A					D	D
Approach Delay		7.3			7.0						48.9	
Approach LOS		A			A						D	

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 LOS: B
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

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



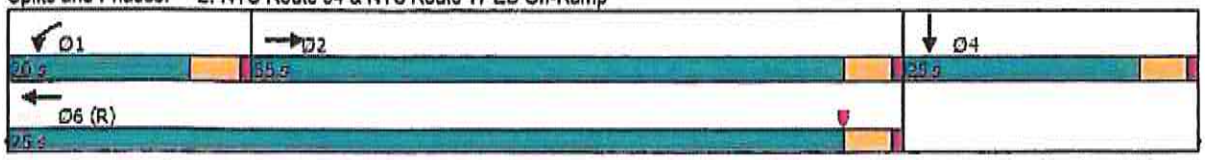
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	220	330	232	270	0	0	0	0	105	1	135
Future Volume (vph)	0	220	330	232	270	0	0	0	0	105	1	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			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	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Flt Permitted				0.557						0.950		
Satd. Flow (perm)	0	1713	1504	1020	1717	0	0	0	0	1713	1573	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			355									
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	237	355	249	290	0	0	0	0	113	1	145
Shared Lane Traffic (%)												
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)		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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 2 Channel												

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								
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)		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		B	A	A	A					D	D	
Approach Delay		5.6			4.5						48.5	
Approach LOS		A			A						D	

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: 0.64
Intersection Signal Delay: 13.2 — Intersection LOS: B
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

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



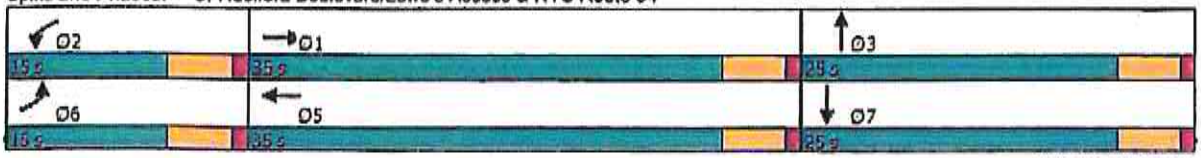
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	439	76	202	185	18	28	6	94	17	1	10
Future Volume (vph)	9	439	76	202	185	18	28	6	94	17	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		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			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.901				0.850
Flt Protected	0.950			0.950				0.989			0.955	
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1564	0	0	1535	1555
Flt Permitted	0.629			0.317				0.919			0.744	
Satd. Flow (perm)	1050	1764	1541	574	1761	1631	0	1453	0	0	1193	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		104				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					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 (%)												
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			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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex

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			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	A	B	A	A	A	A		B			C	A
Approach Delay		14.3			6.5			11.5			13.4	
Approach LOS		B			A			B			B	

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 LOS: B
Intersection Capacity Utilization 61.4% — ICU Level of Service B
Analysis Period (min) 15

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



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	13	1	1	115	267	11
Future Volume (vph)	13	1	1	115	267	11
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	0.992				0.995	
Flt Protected	0.955					
Satd. Flow (prot)	1729	0	0	2049	1918	0
Flt Permitted	0.955					
Satd. Flow (perm)	1729	0	0	2049	1918	0
Link Speed (mph)	30			30	30	
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 (%)						
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
Median Width(ft)	12			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			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	13	1	1	115	267	11
Future Vol, veh/h	13	1	1	115	267	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	0	-7	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	1	1	140	326	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	475	333	339	0	-	0
Stage 1	333	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	7.22	6.62	4.12	-	-	-
Critical Hdwy Stg 1	6.22	-	-	-	-	-
Critical Hdwy Stg 2	6.22	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	493	683	1220	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	493	683	1220	-	-	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	858	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	12.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1220	-	503	-	-
HCM Lane V/C Ratio	0.001	-	0.034	-	-
HCM Control Delay (s)	8	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
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%			0%	4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.991				0.988	
Flt Protected				0.999	0.957	
Satd. Flow (prot)	1746	0	0	1782	939	0
Flt Permitted				0.999	0.957	
Satd. Flow (perm)	1746	0	0	1782	939	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	518			249	221	
Travel Time (s)	11.8			5.7	5.0	
Confl. Peds. (#/hr)		4	4		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 (%)						
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			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		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	138	9	1	81	9	1
Future Vol, veh/h	138	9	1	81	9	1
Conflicting Peds, #/hr	0	4	4	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	0	4	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	100	100	9	100	100
Mvmt Flow	147	10	1	86	10	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	161	0	246	156
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	-	-	5.1	-	8.2	7.6
Critical Hdwy Stg 1	-	-	-	-	7.2	-
Critical Hdwy Stg 2	-	-	-	-	7.2	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	990	-	541	674
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	986	-	537	671
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	720	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	548	986	-	-	-
HCM Lane V/C Ratio	0.019	0.001	-	-	-
HCM Control Delay (s)	11.7	8.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

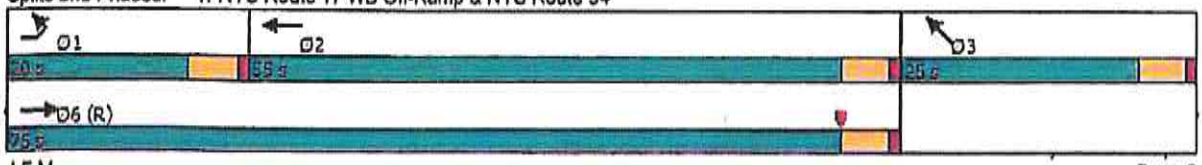
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	112	248	0	0	428	291	0	0	0	147	1	48
Future Volume (vph)	112	248	0	0	428	291	0	0	0	147	1	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		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											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Flt Permitted	0.380										0.953	
Satd. Flow (perm)	652	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			12.6	
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)	129	285	0	0	492	334	0	0	0	169	1	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	285	0	0	492	334	0	0	0	0	170	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			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		
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	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+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					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex

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						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)		8.0										
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			B	A					D	D
Approach Delay		7.0			8.4						48.5	
Approach LOS		A			A						D	

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 LOS: B
Intersection Capacity Utilization 59.2% — ICU Level of Service B
Analysis Period (min) 15

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



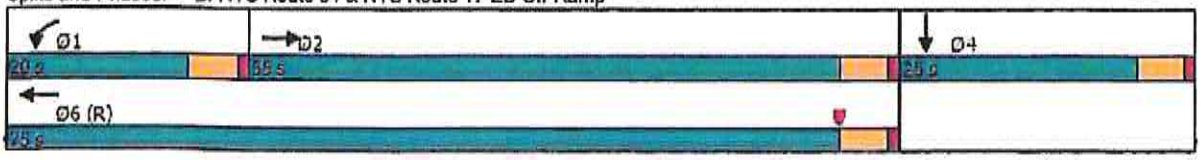
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	246	364	253	323	0	0	0	0	114	1	159
Future Volume (vph)	0	246	364	253	323	0	0	0	0	114	1	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			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	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Flt Permitted				0.530						0.950		
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									
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	265	391	272	347	0	0	0	0	123	1	171
Shared Lane Traffic (%)												
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			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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 2 Channel												

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								
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		B	A	A	A					D	D	
Approach Delay		6.5			5.0						47.9	
Approach LOS		A			A						D	

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 LOS: B
Intersection Capacity Utilization 59.2% ICU Level of Service B
Analysis Period (min) 15

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



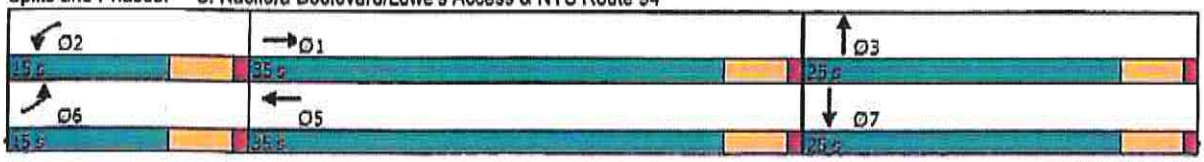
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	479	98	260	202	20	34	7	111	19	1	11
Future Volume (vph)	10	479	98	260	202	20	34	7	111	19	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		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			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.902				0.850
Flt Protected	0.950			0.950				0.989			0.954	
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1566	0	0	1533	1555
Flt Permitted	0.619			0.271				0.916			0.592	
Satd. Flow (perm)	1033	1764	1541	490	1761	1631	0	1451	0	0	949	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		123				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					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)	11	532	109	289	224	22	38	8	123	21	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	532	109	289	224	22	0	169	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	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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex

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			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)	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
LOS	A	C	A	A	A	A		B			C	A
Approach Delay		19.2			7.4			13.6			15.1	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other
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 LOS: B
Intersection Capacity Utilization 68.1% ICU Level of Service C
Analysis Period (min) 15

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



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
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			0.880			0.999			0.995	
Flt 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						0.992	
Satd. Flow (perm)	0	1735	0	0	1634	0	0	2047	0	0	1903	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	152	1	67	355	15
Shared Lane Traffic (%)												
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			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

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	1	1	1	1	13	1	125	1	55	291	12
Future Vol, veh/h	14	1	1	1	1	13	1	125	1	55	291	12
Conflicting Peds, #/hr	0	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	1	1	1	16	1	152	1	67	355	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	660	652	363	653	659	153	370	0	0	153	0	0
Stage 1	497	497	-	155	155	-	-	-	-	-	-	-
Stage 2	163	155	-	498	504	-	-	-	-	-	-	-
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	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	335	655	380	384	893	1189	-	-	1428	-	-
Stage 1	497	488	-	847	769	-	-	-	-	-	-	-
Stage 2	809	743	-	554	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	315	655	361	361	893	1189	-	-	1428	-	-
Mov Cap-2 Maneuver	304	315	-	361	361	-	-	-	-	-	-	-
Stage 1	497	459	-	846	768	-	-	-	-	-	-	-
Stage 2	793	742	-	519	509	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	17.2	9.9	0.1	1.2
HCM LOS	C	A		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1189	-	- 746	315	1428	-	-
HCM Lane V/C Ratio	0.001	-	- 0.025	0.062	0.047	-	-
HCM Control Delay (s)	8	0	- 9.9	17.2	7.6	0	-
HCM Lane LOS	A	A	- A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	- 0.1	0.2	0.1	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
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						
Frt	0.991				0.989	
Flt Protected					0.956	
Satd. Flow (prot)	1747	0	0	1787	939	0
Flt Permitted					0.956	
Satd. Flow (perm)	1747	0	0	1787	939	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	518			249	221	
Travel Time (s)	11.8			5.7	5.0	
Confl. Peds. (#/hr)		4	4		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						
Headway Factor	0.95	0.95	0.96	0.96	0.94	0.94
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.5					

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	153	10	1	100	10	1
Future Vol, veh/h	153	10	1	100	10	1
Conflicting Peds, #/hr	0	4	4	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	0	4	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	100	100	9	100	100
Mvmt Flow	163	11	1	106	11	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	178	0	283	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	-	-	5.1	-	8.2	7.6
Critical Hdwy Stg 1	-	-	-	-	7.2	-
Critical Hdwy Stg 2	-	-	-	-	7.2	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	973	-	508	657
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	969	-	504	654
Mov Cap-2 Maneuver	-	-	-	-	504	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	700	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	515	969	-	-	-
HCM Lane V/C Ratio	0.023	0.001	-	-	-
HCM Control Delay (s)	12.2	8.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

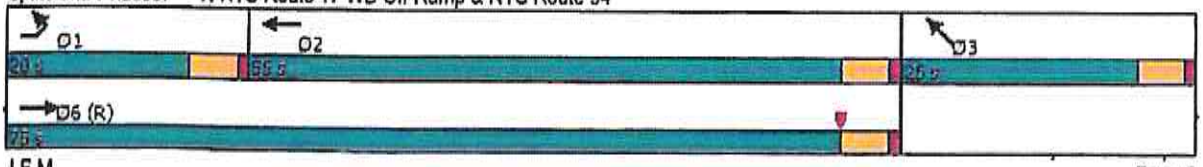
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	118	254	0	0	447	291	0	0	0	168	1	48
Future Volume (vph)	118	254	0	0	447	291	0	0	0	168	1	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		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											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Flt 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	1	55
Shared Lane Traffic (%)												
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			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		
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	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+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					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex

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						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)		8.0										
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	6.4	6.3			14.3	2.3					52.3	35.1
Queue Delay	0.0	0.4			0.0	0.0					0.0	0.0
Total Delay	6.4	6.8			14.3	2.3					52.3	35.1
LOS	A	A			B	A					D	D
Approach Delay		6.6			9.5						48.5	
Approach LOS		A			A						D	

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: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15

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



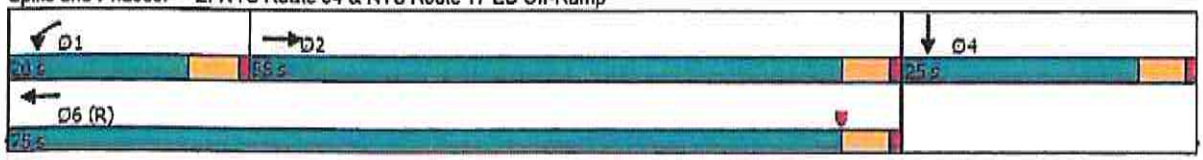
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	258	372	253	363	0	0	0	0	114	1	175
Future Volume (vph)	0	258	372	253	363	0	0	0	0	114	1	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			3%			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	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Flt Permitted				0.517						0.950		
Satd. Flow (perm)	0	1713	1504	947	1717	0	0	0	0	1713	1573	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. 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												
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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 2 Channel												

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								
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		B	A	A	A					D	D	
Approach Delay		7.0			5.7						47.4	
Approach LOS		A			A						D	

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: 0.70
Intersection Signal Delay: 14.1 — Intersection LOS: B
Intersection Capacity Utilization 60.7% — ICU Level of Service B
Analysis Period (min) 15

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



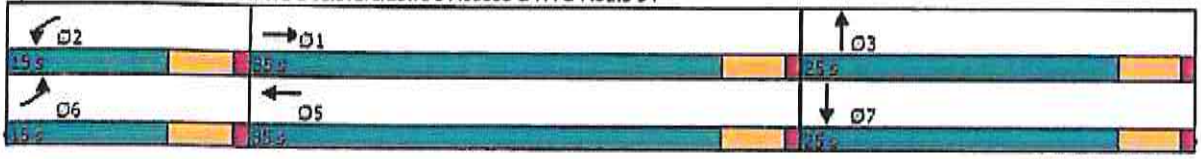
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	479	121	316	202	20	41	7	133	19	1	11
Future Volume (vph)	10	479	121	316	202	20	41	7	133	19	1	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	13
Grade (%)		5%			-2%			1%			-5%	
Storage Length (ft)	100		100	195		195	0		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			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.901				0.850
Flt Protected	0.950			0.950				0.989			0.954	
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1564	0	0	1533	1555
Flt 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			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		148				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					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)	11	532	134	351	224	22	46	8	148	21	1	12
Shared Lane Traffic (%)												
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	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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex

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			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)	25.5	20.5	20.5	35.5	34.1	34.1		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	B	A	A		B			C	A
Approach Delay		22.3			11.1			14.9			15.5	
Approach LOS		C			B			B			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 LOS: B
Intersection Capacity Utilization 72.9% ICU Level of Service C
Analysis Period (min) 15

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



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
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	
Flt Protected		0.957			0.997						0.994	
Satd. Flow (prot)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Flt 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			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

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	1	1	1	1	13	1	154	1	55	370	12
Future Vol, veh/h	14	1	1	1	1	13	1	154	1	55	370	12
Conflicting Peds, #/hr	0	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	1	1	1	16	1	188	1	67	451	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	792	784	459	765	791	189	466	0	0	189	0	0
Stage 1	593	593	-	191	191	-	-	-	-	-	-	-
Stage 2	199	191	-	594	600	-	-	-	-	-	-	-
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	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	257	273	572	310	322	853	1095	-	-	1385	-	-
Stage 1	431	433	-	811	742	-	-	-	-	-	-	-
Stage 2	768	711	-	491	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	255	572	293	301	853	1095	-	-	1385	-	-
Mov Cap-2 Maneuver	239	255	-	293	301	-	-	-	-	-	-	-
Stage 1	431	405	-	810	741	-	-	-	-	-	-	-
Stage 2	752	710	-	457	458	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	20.7	10.4	0.1	1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1095	-	- 683	249	1385	-	-
HCM Lane V/C Ratio	0.001	-	- 0.027	0.078	0.048	-	-
HCM Control Delay (s)	8.3	0	- 10.4	20.7	7.7	0	-
HCM Lane LOS	A	A	- B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	- 0.1	0.3	0.2	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
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	
Flt Protected		0.984						0.959			0.992	
Satd. Flow (prot)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Flt Permitted		0.984						0.959			0.992	
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)			4	4			2					
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 (%)												
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)		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	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	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	79	153	10	1	100	19	10	1	1	6	1	29
Future Vol, veh/h	79	153	10	1	100	19	10	1	1	6	1	29
Conflicting Peds, #/hr	0	0	4	4	0	0	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	6	100	100	9	2	100	2	100	2	2	2
Mvmt Flow	84	163	11	1	106	20	11	1	1	6	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	178	0	0	477	469	173	456	464	118
Stage 1	-	-	-	-	-	-	341	341	-	118	118	-
Stage 2	-	-	-	-	-	-	136	128	-	338	346	-
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	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.9	6.32	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	3.1	-	-	4.4	4.018	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	973	-	-	332	443	657	515	495	934
Stage 1	-	-	-	-	-	-	473	592	-	887	798	-
Stage 2	-	-	-	-	-	-	659	768	-	676	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	969	-	-	303	412	654	488	461	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	412	-	488	461	-
Stage 1	-	-	-	-	-	-	441	552	-	830	797	-
Stage 2	-	-	-	-	-	-	634	767	-	630	592	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.5	0.1	16.5	9.8
HCM LOS			C	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	325	969	-	-	1460	-	- 790
HCM Lane V/C Ratio	0.039	0.001	-	-	0.058	-	- 0.048
HCM Control Delay (s)	16.5	8.7	0	-	7.6	0	- 9.8
HCM Lane LOS	C	A	A	-	A	A	- A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	- 0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	118	254	0	0	447	291	0	0	0	168	1	48
Future Volume (vph)	118	254	0	0	447	291	0	0	0	168	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	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		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											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1630	1669	0	0	1817	1544	0	0	0	0	1567	1523
Flt 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	1	55
Shared Lane Traffic (%)												
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			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		
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	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+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					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex

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						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)		8.0										
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	A			B	A					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)		268			424			71			564	
Turn Bay Length (ft)	145											345
Base Capacity (vph)	597	1223			1092	1061					326	310
Starvation Cap Reductn	0	494			0	0					0	0
Spillback Cap Reductn	0	0			0	0					0	0
Storage Cap Reductn	0	0			0	0					0	0
Reduced v/c Ratio	0.23	0.40			0.47	0.31					0.60	0.18

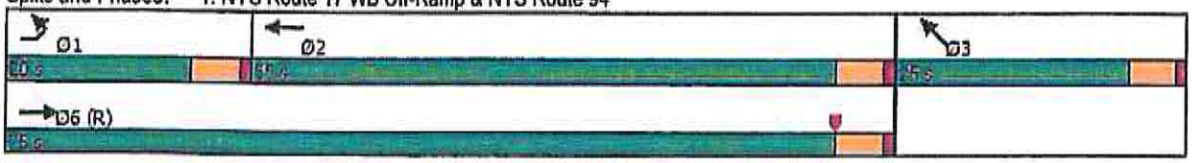
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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 (%)		-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	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1713	1539	1743	1717	0	0	0	0	1713	1573	0
Flt Permitted				0.517						0.950		
Satd. Flow (perm)	0	1713	1504	947	1717	0	0	0	0	1713	1573	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. 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												
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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 2 Channel												

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								
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		B	A	A	A					D	D	
Approach Delay		7.0			5.7						47.4	
Approach LOS		A			A						D	
Queue Length 50th (ft)		82	0	39	75					71	114	
Queue Length 95th (ft)		169	49	73	119					117	176	
Internal 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		0	0	0	0					0	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.28	0.38	0.45	0.49					0.35	0.58	

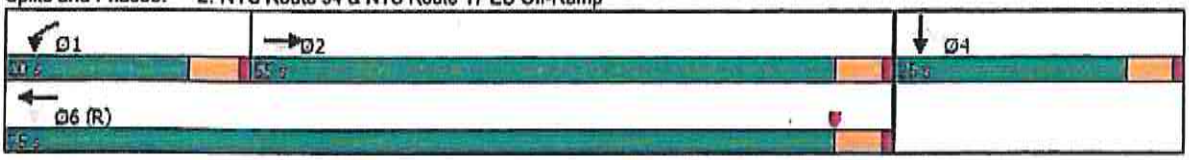
Intersection Summary

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: 0.70

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

Intersection LOS: B
ICU Level of Service B

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	479	121	316	202	20	41	7	133	19	1	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	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
Flt Protected	0.950			0.950				0.959			0.954	
Satd. Flow (prot)	1585	1764	1575	1720	1761	1631	0	1813	1488	0	1533	1555
Flt Permitted	0.619			0.273				0.742			0.766	
Satd. Flow (perm)	1033	1764	1541	494	1761	1631	0	1403	1453	0	1227	1555
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102			148			102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			1	1					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)	11	532	134	351	224	22	46	8	148	21	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	532	134	351	224	22	0	54	148	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	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	1	2	2
Detector Template							Left		Right	Left		
Leading Detector (ft)	83	83	83	83	83	83	20	83	20	20	83	83
Trailing Detector (ft)	-5	-5	-5	-5	-5	-5	0	-5	0	0	-5	-5
Detector 1 Position(ft)	-5	-5	-5	-5	-5	-5	0	-5	0	0	-5	-5
Detector 1 Size(ft)	40	40	40	40	40	40	20	40	20	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
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
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex

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			3	2		7	
Permitted Phases	1		1	5		5	3		3	7		7
Detector Phase	6	1	1	2	5	5	3	3	2	7	7	7
Switch Phase												
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		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			Lead			
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)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	25.1	19.5	19.5	34.6	36.8	36.8		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
v/c Ratio	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
Total Delay	5.4	21.7	5.6	10.6	6.4	0.0		23.1	3.9		22.3	0.2
LOS	A	C	A	B	A	A		C	A		C	A
Approach Delay		18.3			8.6			9.0			14.5	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)	1	135	6	32	19	0		15	0		6	0
Queue Length 95th (ft)	8	#335	41	#159	106	0		46	28		25	0
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	400		195			275			60
Base Capacity (vph)	806	1235	1110	655	1349	1274		684	612		598	810
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	0.01	0.43	0.12	0.54	0.17	0.02		0.08	0.24		0.04	0.01

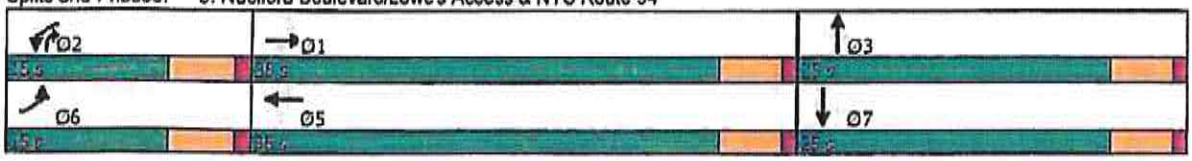
Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 48
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74

Intersection Signal Delay: 13.1
Intersection Capacity Utilization 65.0%
Analysis Period (min) 15
Intersection LOS: B
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: Nucifora Boulevard/Lowe's Access & NYS Route 94



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
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	
Flt Protected		0.957			0.997						0.994	
Satd. Flow (prot)	0	1735	0	0	1634	0	0	2047	0	0	1909	0
Flt 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			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

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 47.4% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.5											

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	1	1	1	1	13	1	154	1	55	370	12
Future Vol, veh/h	14	1	1	1	1	13	1	154	1	55	370	12
Conflicting Peds, #/hr	0	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	4	-	-	0	-	-	0	-	-	-7	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	1	1	1	16	1	188	1	67	451	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	792	784	459	785	791	189	466	0	0	189	0	0
Stage 1	593	593	-	191	191	-	-	-	-	-	-	-
Stage 2	199	191	-	594	600	-	-	-	-	-	-	-
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	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	257	273	572	310	322	853	1095	-	-	1385	-	-
Stage 1	431	433	-	811	742	-	-	-	-	-	-	-
Stage 2	768	711	-	491	490	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	255	572	293	301	853	1095	-	-	1385	-	-
Mov Cap-2 Maneuver	239	255	-	293	301	-	-	-	-	-	-	-
Stage 1	431	405	-	810	741	-	-	-	-	-	-	-
Stage 2	752	710	-	457	458	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	20.7	10.4	0.1	1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1095	-	- 663	249	1385	-	-
HCM Lane V/C Ratio	0.001	-	- 0.027	0.078	0.048	-	-
HCM Control Delay (s)	8.3	0	- 10.4	20.7	7.7	0	-
HCM Lane LOS	A	A	- B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	- 0.1	0.3	0.2	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
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	
Flt Protected		0.984						0.959			0.992	
Satd. Flow (prot)	0	1775	0	0	1770	0	0	919	0	0	1645	0
Flt Permitted		0.984						0.959			0.992	
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)			4	4			2					
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 (%)												
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)		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	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	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 29.7% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	79	153	10	1	100	19	10	1	1	6	1	29
Future Vol, veh/h	79	153	10	1	100	19	10	1	1	6	1	29
Conflicting Peds, #/hr	0	0	4	4	0	0	2	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	6	100	100	9	2	100	2	100	2	2	2
Mvmt Flow	84	163	11	1	106	20	11	1	1	6	1	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	126	0	0	178	0	0	477	469	173	456	464	118
Stage 1	-	-	-	-	-	-	341	341	-	118	118	-
Stage 2	-	-	-	-	-	-	136	128	-	338	346	-
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	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.9	6.32	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	3.1	-	-	4.4	4.018	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1460	-	-	973	-	-	332	443	657	515	495	934
Stage 1	-	-	-	-	-	-	473	592	-	887	798	-
Stage 2	-	-	-	-	-	-	659	768	-	676	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	969	-	-	303	412	654	488	461	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	412	-	488	461	-
Stage 1	-	-	-	-	-	-	441	552	-	830	797	-
Stage 2	-	-	-	-	-	-	634	767	-	630	592	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.5	0.1	16.5	9.8
HCM LOS			C	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	325	969	-	-	1460	-	- 790
HCM Lane V/C Ratio	0.039	0.001	-	-	0.058	-	- 0.048
HCM Control Delay (s)	16.5	8.7	0	-	7.6	0	- 9.8
HCM Lane LOS	C	A	A	-	A	A	- A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.2	-	- 0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
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 (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		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											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Flt Permitted	0.469										0.953	
Satd. Flow (perm)	835	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						428						
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)	337	580	0	0	308	428	0	0	0	255	1	182
Shared Lane Traffic (%)												
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		
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	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+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					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex

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						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)		8.0										
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	A			B	A					D	D
Approach Delay		8.6			9.8						45.1	
Approach LOS		A			A						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											345
Base Capacity (vph)	709	1285			965	1009					375	355
Starvation Cap Reductn	165	471			0	0					0	0
Spillback Cap Reductn	0	0			0	0					0	0
Storage Cap Reductn	0	0			0	0					0	0
Reduced v/c Ratio	0.62	0.71			0.32	0.42					0.68	0.51

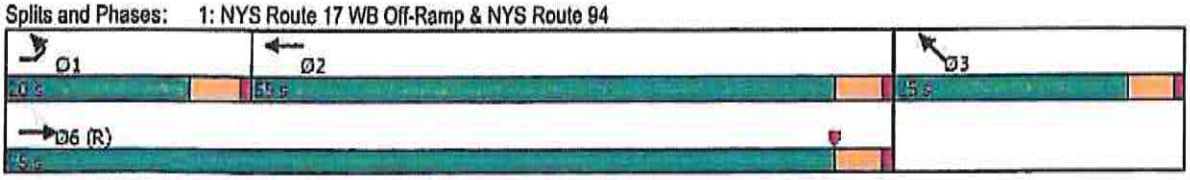
Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:EBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	470	169	76	425	0	0	0	0	346	1	200
Future Volume (vph)	0	470	169	76	425	0	0	0	0	346	1	200
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								0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Flt Permitted				0.283						0.950		
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									
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	0.90	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 (%)												
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	
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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 2 Channel												

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								
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)		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	A	B	B					D	C	
Approach Delay		16.8			18.6						36.9	
Approach LOS		B			B						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)			150	135						350		
Base Capacity (vph)		957	840	484	1190					553	457	
Starvation Cap Reductn		0	0	0	277					0	0	
Spillback Cap Reductn		0	0	0	0					32	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.55	0.22	0.17	0.52					0.74	0.49	

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: 0.69

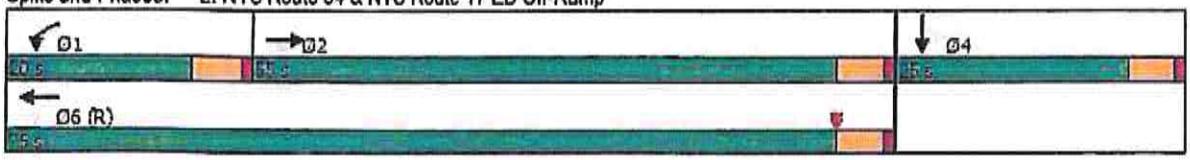
Intersection Signal Delay: 23.9
Intersection Capacity Utilization 87.0%
Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service E

\# 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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	232	43	160	405	60	91	17	346	61	10	40
Future Volume (vph)	24	232	43	160	405	60	91	17	346	61	10	40
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		195	0		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			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.897				0.850
Flt Protected	0.950			0.950				0.990			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1570	0	0	1805	1711
Flt Permitted	0.403			0.386				0.910			0.433	
Satd. Flow (perm)	747	1764	1511	649	1761	1584	0	1443	0	0	814	1711
Right Turn on Red			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			7.9			5.1			2.5	
Confl. Peds. (#/hr)			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	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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex

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			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)	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	A	C	A	B	B	A		C			C	A
Approach Delay		20.2			16.0			33.8			14.3	
Approach LOS		C			B			C			B	
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

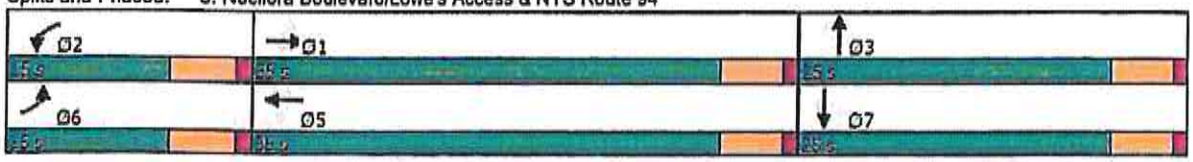
Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 59.9
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.89

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



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
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				0.990	
Flt Protected	0.955					
Satd. Flow (prot)	1731	0	0	2049	1909	0
Flt Permitted	0.955					
Satd. Flow (perm)	1731	0	0	2049	1909	0
Link Speed (mph)	30			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
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			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			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.5% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	52	3	3	402	198	15
Future Vol, veh/h	52	3	3	402	198	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	4	-	-	0	-7	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	3	3	447	220	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	682	229	237	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	7.22	6.62	4.12	-	-	-
Critical Hdwy Stg 1	6.22	-	-	-	-	-
Critical Hdwy Stg 2	6.22	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	357	790	1330	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	790	1330	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	16.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1330	-	367	-	-
HCM Lane V/C Ratio	0.003	-	0.167	-	-
HCM Control Delay (s)	7.7	0	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
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%			0%	4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995				0.989	
Flt Protected					0.956	
Satd. Flow (prot)	1684	0	0	1818	1816	0
Flt Permitted					0.956	
Satd. Flow (perm)	1684	0	0	1818	1816	0
Link Speed (mph)	30			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)	196	7	1	330	81	7
Shared Lane Traffic (%)						
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			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		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 23.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	2.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑	↱	
Traffic Vol, veh/h	137	5	1	231	57	5
Future Vol, veh/h	137	5	1	231	57	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	0	4	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	15	60	0	8	2	20
Mvmt Flow	196	7	1	330	81	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	532	200
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	-	-	4.1	-	7.22	6.8
Critical Hdwy Stg 1	-	-	-	-	6.22	-
Critical Hdwy Stg 2	-	-	-	-	6.22	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.48
Pot Cap-1 Maneuver	-	-	1381	-	451	780
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	451	780
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	674	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	467	1381	-	-	-
HCM Lane V/C Ratio	0.19	0.001	-	-	-
HCM Control Delay (s)	14.5	7.6	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.7	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	338	572	0	0	301	415	0	0	0	250	1	177
Future 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	12	13
Grade (%)		5%			3%			0%			1%	
Storage Length (ft)	145		0	0		0	0		0	0		345
Storage Lanes	1		0	0		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											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Flt Permitted	0.426										0.953	
Satd. Flow (perm)	759	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						466						
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)	380	643	0	0	338	466	0	0	0	281	1	199
Shared Lane Traffic (%)												
Lane 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
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		
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	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+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					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex

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						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)		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	B	B			C	A					D	D
Approach Delay		11.3			11.6						42.8	
Approach LOS		B			B						D	
Queue Length 50th (ft)	82	227			136	0					166	111
Queue Length 95th (ft)	179	281			258	63					234	166
Internal Link Dist (ft)		268			424			71			564	
Turn Bay Length (ft)	145											345
Base Capacity (vph)	659	1272			935	1009					399	378
Starvation Cap Reductn	109	429			0	0					0	0
Spillback Cap Reductn	0	0			12	0					0	0
Storage Cap Reductn	0	0			0	0					0	0
Reduced v/c Ratio	0.69	0.76			0.37	0.46					0.71	0.53

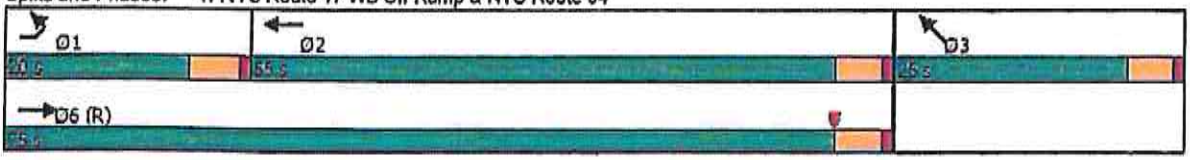
Intersection Summary

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: 18.0
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	533	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		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								0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Flt 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)			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	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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 2 Channel												

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								
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)		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	
v/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	
LOS		C	A	B	B					D	C	
Approach Delay		19.9			18.5						37.7	
Approach LOS		B			B						D	
Queue Length 50th (ft)		300	12	18	238					230	124	
Queue Length 95th (ft)		378	47	m48	212					#437	227	
Internal Link Dist (ft)		559			268			51			562	
Turn Bay Length (ft)			150	135						350		
Base Capacity (vph)		933	826	415	1190					598	495	
Starvation Cap Reductn		0	0	0	228					0	0	
Spillback Cap Reductn		0	0	0	0					84	0	
Storage Cap Reductn		0	0	0	0					0	0	
Reduced v/c Ratio		0.63	0.27	0.22	0.54					0.82	0.50	

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: 0.70

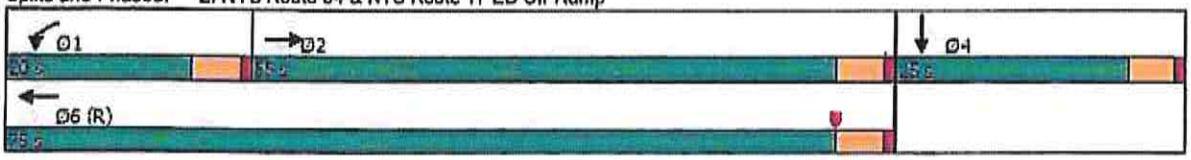
Intersection Signal Delay: 25.2
Intersection Capacity Utilization 95.4%
Analysis Period (min) 15

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	253	50	182	441	65	111	19	412	66	11	44
Future Volume (vph)	26	253	50	182	441	65	111	19	412	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		195	0		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			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.897				0.850
Flt Protected	0.950			0.950				0.990			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1570	0	0	1805	1711
Flt Permitted	0.360			0.364				0.903			0.365	
Satd. Flow (perm)	667	1764	1511	612	1761	1584	0	1432	0	0	687	1711
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		208				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			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)	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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex

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			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)	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	A	C	A	B	C	A		F			C	A
Approach Delay		20.4			16.8			83.5			17.4	
Approach LOS		C			B			F			B	
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

Intersection Summary

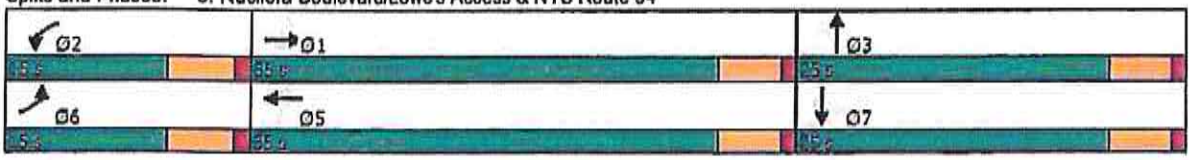
Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 61.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09

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



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
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	
Flt 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	1	3	1	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			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

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.9% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	2.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	1	3	1	1	47	3	438	1	11	216	16
Future Vol, veh/h	57	1	3	1	1	47	3	438	1	11	216	16
Conflicting Peds, #/hr	0	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	2	2	2	2	2
Mvmt Flow	63	1	3	1	1	52	3	487	1	12	240	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	793	767	249	769	776	488	258	0	0	488	0	0
Stage 1	273	273	-	494	494	-	-	-	-	-	-	-
Stage 2	520	494	-	275	282	-	-	-	-	-	-	-
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	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	257	280	768	318	328	580	1307	-	-	1075	-	-
Stage 1	690	644	-	557	546	-	-	-	-	-	-	-
Stage 2	480	490	-	731	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	231	276	768	312	323	580	1307	-	-	1075	-	-
Mov Cap-2 Maneuver	231	276	-	312	323	-	-	-	-	-	-	-
Stage 1	688	636	-	555	544	-	-	-	-	-	-	-
Stage 2	435	489	-	717	669	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	25.8	12.1	0.1	0.4
HCM LOS	D	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1307	-	-	561	240	1075	-	-
HCM Lane V/C Ratio	0.003	-	-	0.097	0.282	0.011	-	-
HCM Control Delay (s)	7.8	0	-	12.1	25.8	8.4	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.1	0	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
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%			0%	4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.990	
Flt Protected					0.956	
Satd. Flow (prot)	1689	0	0	1818	1819	0
Flt Permitted					0.956	
Satd. Flow (perm)	1689	0	0	1818	1819	0
Link Speed (mph)	30			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			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		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 24.6% ICU Level of Service A
Analysis Period (min) 15

Intersection						
Int Delay, s/veh	2.2					

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	159	5	1	254	62	5
Future Vol, veh/h	159	5	1	254	62	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	0	4	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	15	60	0	8	2	20
Mvmt Flow	227	7	1	363	89	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	596	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	-	-	4.1	-	7.22	6.8
Critical Hdwy Stg 1	-	-	-	-	6.22	-
Critical Hdwy Stg 2	-	-	-	-	6.22	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.48
Pot Cap-1 Maneuver	-	-	1345	-	409	746
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	409	746
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	647	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	423	1345	-	-	-
HCM Lane V/C Ratio	0.226	0.001	-	-	-
HCM Control Delay (s)	16	7.7	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.9	0	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
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	0		0	0		0	0		345
Storage Lanes	1		0	0		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											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Flt Permitted	0.411										0.953	
Satd. Flow (perm)	732	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						466						
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	
Conf. 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)		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		
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	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+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					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex

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						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)		8.0										
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	B	B			C	A					D	D
Approach Delay		12.8			12.1						41.6	
Approach LOS		B			B						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)		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	0					0	0
Storage Cap Reductn	0	0			0	0					0	0
Reduced v/c Ratio	0.73	0.78			0.40	0.47					0.71	0.51

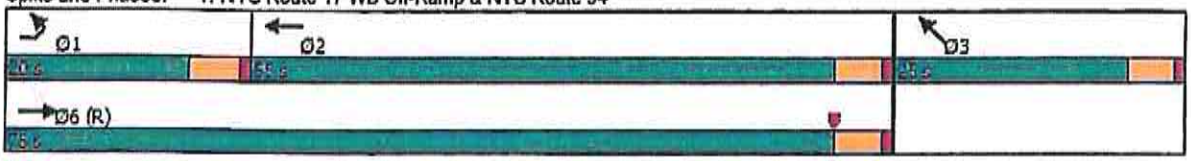
Intersection Summary

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	568	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 (%)		-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								0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Flt Permitted				0.186						0.950		
Satd. Flow (perm)	0	1863	1463	338	1701	0	0	0	0	1779	1473	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			195									
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	0.90	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 (%)												
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)		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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 2 Channel												

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								
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)		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		C	A	B	B					D	C	
Approach Delay		20.0			16.9						40.8	
Approach LOS		C			B						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			268			51			562	
Turn Bay Length (ft)			150	135						350		
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

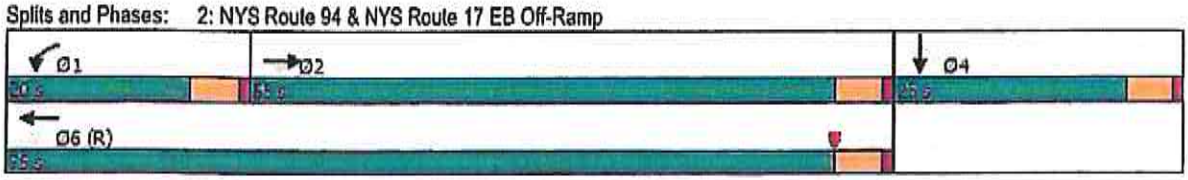
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72

Intersection Signal Delay: 25.6
Intersection LOS: C
Intersection Capacity Utilization 97.9%
ICU Level of Service F
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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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		195	0		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			0.98	1.00				0.98			1.00	
Frt			0.850			0.850		0.898				0.850
Flt Protected	0.950			0.950				0.989			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1571	0	0	1805	1711
Flt Permitted	0.369			0.362				0.899			0.342	
Satd. Flow (perm)	684	1764	1511	609	1761	1584	0	1428	0	0	643	1711
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102		201				102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			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)	32	312	74	260	544	80	165	23	578	81	14	54
Shared Lane Traffic (%)												
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)		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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	Cl+Ex

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			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)	22.4	17.2	17.2	31.1	27.6	27.6		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
v/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			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	25.6	2.8	13.9	20.5	2.5		153.9			26.4	1.5
LOS	A	C	A	B	C	A		F			C	A
Approach Delay		20.2			16.9			153.9			18.7	
Approach LOS		C			B			F			B	
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
Internal Link Dist (ft)		255			383			143			30	
Turn Bay Length (ft)	100		100	195		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
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	0.09	0.56	0.63	0.10		1.27			0.45	0.09

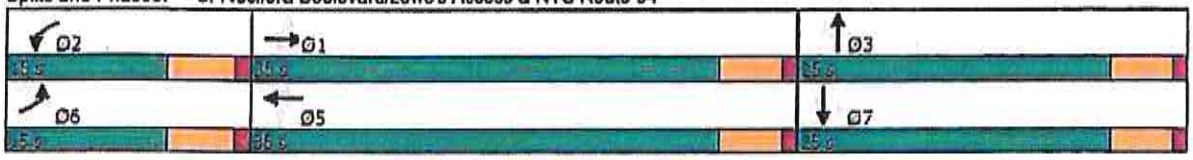
Intersection Summary

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

Intersection Signal Delay: 65.0
Intersection LOS: E
Intersection Capacity Utilization 83.1%
ICU Level of Service E
Analysis Period (min) 15

- 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



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
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	617	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	
Flt Protected		0.955			0.999						0.998	
Satd. Flow (prot)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Flt 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			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

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	3.1											

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	1	3	1	1	47	3	517	1	11	254	16
Future Vol, veh/h	57	1	3	1	1	47	3	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	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	2	2	2	2	2
Mvmt Flow	63	1	3	1	1	52	3	574	1	12	282	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	922	896	291	898	905	575	300	0	0	575	0	0
Stage 1	315	315	-	581	581	-	-	-	-	-	-	-
Stage 2	607	581	-	317	324	-	-	-	-	-	-	-
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	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	204	229	724	260	276	518	1261	-	-	998	-	-
Stage 1	649	611	-	499	500	-	-	-	-	-	-	-
Stage 2	422	439	-	694	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	225	724	255	271	518	1261	-	-	998	-	-
Mov Cap-2 Maneuver	181	225	-	255	271	-	-	-	-	-	-	-
Stage 1	647	602	-	498	499	-	-	-	-	-	-	-
Stage 2	377	438	-	680	641	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	34.3	13.1	0	0.3
HCM LOS	D	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1261	-	-	498	189	998	-	-
HCM Lane V/C Ratio	0.003	-	-	0.109	0.359	0.012	-	-
HCM Control Delay (s)	7.9	0	-	13.1	34.3	8.7	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.5	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
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	
Flt Protected		0.991						0.956			0.991	
Satd. Flow (prot)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Flt 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			0			0			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	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	6											

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	159	5	1	254	8	62	1	5	18	1	79
Future Vol, veh/h	38	159	5	1	254	8	62	1	5	18	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	15	60	0	8	2	2	2	20	2	2	2
Mvmt Flow	54	227	7	1	363	11	89	1	7	26	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	234	0	0	767	715	231	714	713	369
Stage 1	-	-	-	-	-	-	339	339	-	371	371	-
Stage 2	-	-	-	-	-	-	428	376	-	343	342	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.92	7.32	6.8	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.92	6.32	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.92	6.32	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4.018	3.48	3.518	4.018	3.318
Pot Cap-1 Maneuver	1184	-	-	1345	-	-	269	304	746	346	357	677
Stage 1	-	-	-	-	-	-	627	593	-	649	620	-
Stage 2	-	-	-	-	-	-	550	567	-	672	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	1345	-	-	214	288	746	328	338	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	288	-	328	338	-
Stage 1	-	-	-	-	-	-	594	562	-	615	619	-
Stage 2	-	-	-	-	-	-	457	566	-	629	605	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	1.5	0	32.2	13.5
HCM LOS			D	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1	
Capacity (veh/h)	227	1345	-	-	1184	-	-	562
HCM Lane V/C Ratio	0.428	0.001	-	-	0.046	-	-	0.249
HCM Control Delay (s)	32.2	7.7	0	-	8.2	0	-	13.5
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	-	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
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	0		0	0		0	0		345
Storage Lanes	1		0	0		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											1.00	0.98
Frt						0.850						0.850
Flt Protected	0.950										0.953	
Satd. Flow (prot)	1692	1799	0	0	1782	1501	0	0	0	0	1653	1597
Flt Permitted	0.411										0.953	
Satd. Flow (perm)	732	1799	0	0	1782	1501	0	0	0	0	1649	1561
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)						466						
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)		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		
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	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+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					43	43
Detector 2 Size(ft)	40	40			40	40					40	40
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex

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						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)		8.0										
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	B	B			C	A					D	D
Approach Delay		12.8			12.1						41.6	
Approach LOS		B			B						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)		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	0					0	0
Storage Cap Reductn	0	0			0	0					0	0
Reduced v/c Ratio	0.73	0.76			0.40	0.47					0.71	0.51

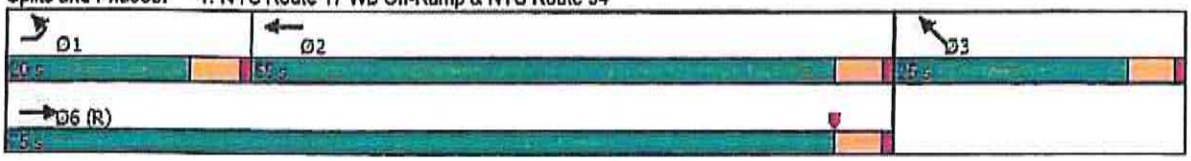
Intersection Summary

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	568	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 (%)		-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								0.98	
Frt			0.850								0.851	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1863	1496	1726	1701	0	0	0	0	1779	1473	0
Flt Permitted				0.186						0.950		
Satd. Flow (perm)	0	1863	1463	338	1701	0	0	0	0	1779	1473	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			195									
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	0.90	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 (%)												
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)		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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+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		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 2 Channel												

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								
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)		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		C	A	B	B					D	C	
Approach Delay		20.0			16.9						40.8	
Approach LOS		C			B						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			268			51			562	
Turn Bay Length (ft)			150	135						350		
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	

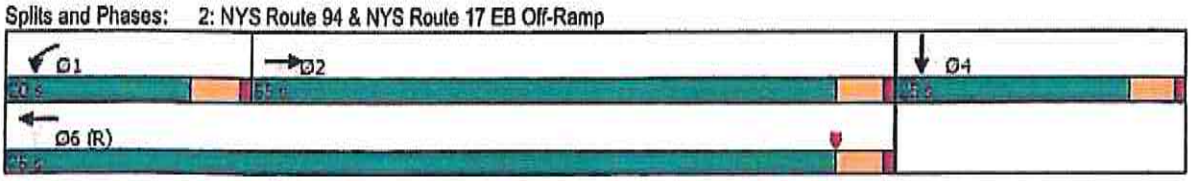
Intersection Summary

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

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	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
Flt Protected	0.950			0.950				0.958			0.959	
Satd. Flow (prot)	1760	1764	1544	1599	1761	1584	0	1780	1516	0	1805	1711
Flt Permitted	0.461			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			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			102			395			102
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		335			463			223			110	
Travel Time (s)		5.7			7.9			5.1			2.5	
Confl. Peds. (#/hr)			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)	32	312	74	260	544	80	165	23	578	81	14	54
Shared Lane Traffic (%)												
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	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	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	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
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	43
Detector 2 Size(ft)	40	40	40	40	40	40		40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex

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		1	5		5	3		3	7		7
Detector Phase	6	1	1	2	5	5	3	3	2	7	7	7
Switch Phase												
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		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			Lead			
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)							8.0	8.0				
Flash Dont Walk (s)							12.0	12.0				
Pedestrian Calls (#/hr)							3	3				
Act Effct Green (s)	22.7	17.0	17.0	31.8	30.8	30.8		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	0.07	0.54	0.13	0.44	0.52	0.08		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
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	6.9	19.9	2.7	8.8	14.3	2.4		29.0	9.2		23.2	1.8
LOS	A	B	A	A	B	A		C	A		C	A
Approach Delay		15.9			11.6			14.1			15.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	81	0	34	87	0		50	26		23	0
Queue Length 95th (ft)	14	150	11	79	260	12		114	87		62	4
Internal Link Dist (ft)		265			383			143			30	
Turn Bay Length (ft)	100		100	400		195			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

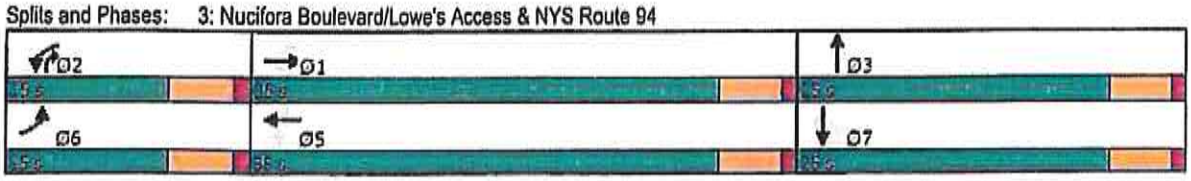
Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 51.6
Natural Cycle: 55
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.71

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



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
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	
Flt Protected		0.955			0.999						0.998	
Satd. Flow (prot)	0	1733	0	0	1619	0	0	2049	0	0	1909	0
Flt 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			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

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1%
ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	3.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	1	3	1	1	47	3	517	1	11	254	16
Future Vol, veh/h	57	1	3	1	1	47	3	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	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	2	2	2	2	2
Mvmt Flow	63	1	3	1	1	52	3	574	1	12	282	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	922	896	291	898	905	575	300	0	0	575	0	0
Stage 1	315	315	-	581	581	-	-	-	-	-	-	-
Stage 2	607	581	-	317	324	-	-	-	-	-	-	-
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	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.92	6.32	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	204	229	724	260	276	518	1261	-	-	998	-	-
Stage 1	649	611	-	499	500	-	-	-	-	-	-	-
Stage 2	422	439	-	694	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	181	225	724	255	271	518	1261	-	-	998	-	-
Mov Cap-2 Maneuver	181	225	-	255	271	-	-	-	-	-	-	-
Stage 1	647	602	-	498	499	-	-	-	-	-	-	-
Stage 2	377	438	-	680	641	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	34.3	13.1	0	0.3
HCM LOS	D	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1261	-	- 498	189	998	-	-
HCM Lane V/C Ratio	0.003	-	- 0.109	0.359	0.012	-	-
HCM Control Delay (s)	7.9	0	- 13.1	34.3	8.7	0	-
HCM Lane LOS	A	A	- B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	- 0.4	1.5	0	-	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
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	
Flt Protected		0.991						0.956			0.991	
Satd. Flow (prot)	0	1715	0	0	1814	0	0	1706	0	0	1645	0
Flt 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			0			0			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	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.1% ICU Level of Service A
Analysis Period (min) 15

Intersection	
Int Delay, s/veh	6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	159	5	1	254	8	62	1	5	18	1	79
Future Vol, veh/h	38	159	5	1	254	8	62	1	5	18	1	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-1	-	-	0	-	-	4	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	15	60	0	8	2	2	2	20	2	2	2
Mvmt Flow	54	227	7	1	363	11	89	1	7	26	1	113

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	234	0	0	767	715	231	714	713	369
Stage 1	-	-	-	-	-	-	339	339	-	371	371	-
Stage 2	-	-	-	-	-	-	428	376	-	343	342	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.92	7.32	6.8	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.92	6.32	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.92	6.32	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4.018	3.48	3.518	4.018	3.318
Pot Cap-1 Maneuver	1184	-	-	1345	-	-	269	304	746	346	357	677
Stage 1	-	-	-	-	-	-	627	593	-	649	620	-
Stage 2	-	-	-	-	-	-	550	567	-	672	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	1345	-	-	214	288	746	328	338	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	288	-	328	338	-
Stage 1	-	-	-	-	-	-	594	562	-	615	619	-
Stage 2	-	-	-	-	-	-	457	566	-	629	605	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	1.5	0	32.2	13.5
HCM LOS			D	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	227	1345	-	-	1184	-	-	562
HCM Lane V/C Ratio	0.428	0.001	-	-	0.046	-	-	0.249
HCM Control Delay (s)	32.2	7.7	0	-	8.2	0	-	13.5
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	-	1

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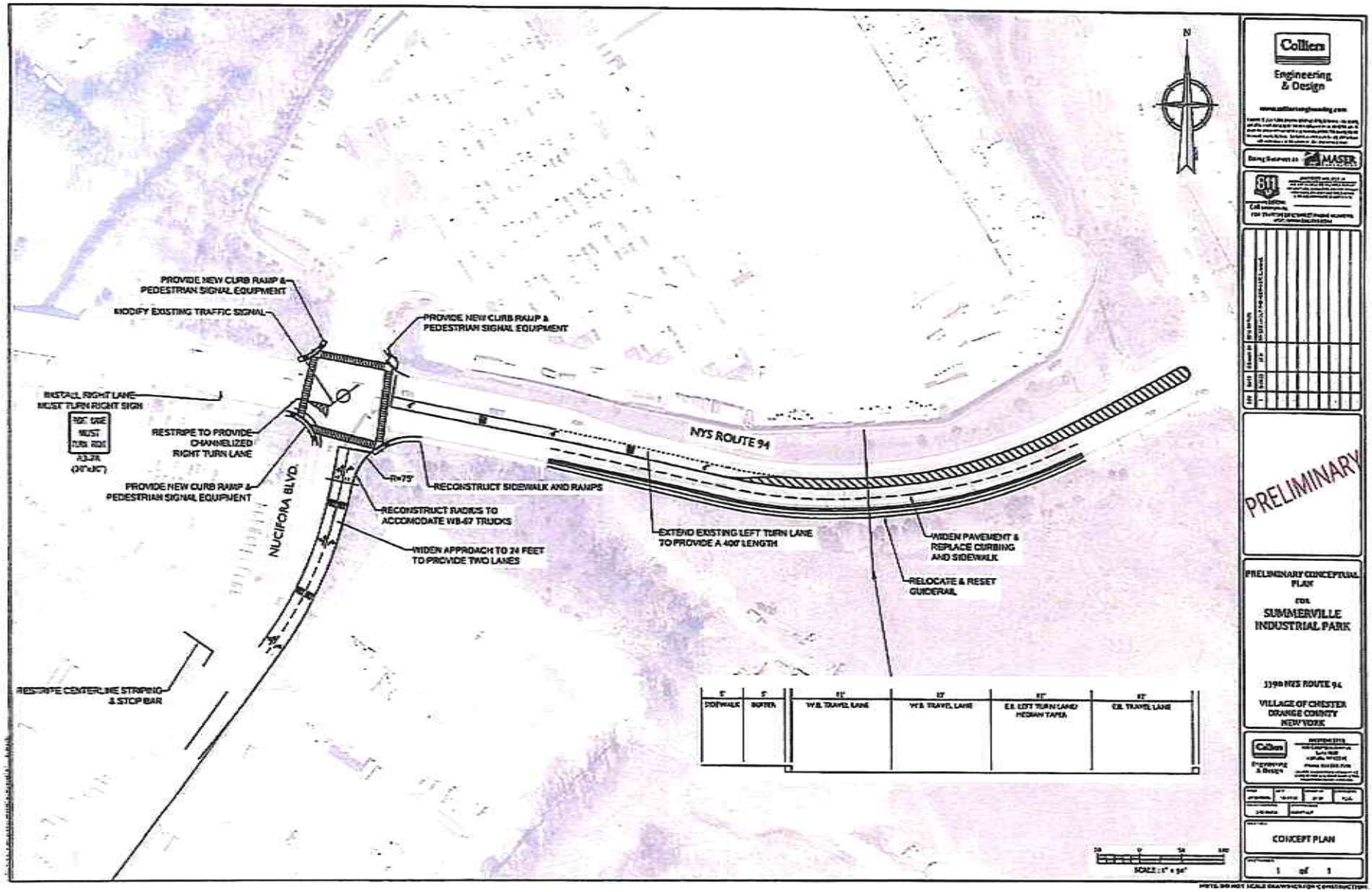
Traffic Impact Study

Appendix E | Preliminary Conceptual Improvement Plan



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PRELIMINARY CONCEPTUAL PLAN FOR SUMMERVILLE INDUSTRIAL PARK

3390 NYS ROUTE 94

VILLAGE OF CHESTER ORANGE COUNTY NEW YORK

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CONCEPT PLAN

1 of 1

NOTE: DO NOT SCALE DRAWING FOR CONSTRUCTION

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Traffic Impact Study

Appendix F | Traffic Count Data

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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 :
Start Date : 2/1/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 94 From North					NYS ROUTE 17 WB From East					NYS ROUTE 94 From South					NYS ROUTE 17 WB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	56	90	0	0	146	9	0	26	0	35	0	44	41	0	85	0	0	0	0	0	266
06:45 AM	72	105	0	0	177	8	0	41	1	50	0	48	15	0	63	0	0	0	0	0	290
Total	128	195	0	0	323	17	0	67	1	85	0	92	56	0	148	0	0	0	0	0	556
07:00 AM	53	86	0	0	139	14	0	17	0	31	0	53	21	0	74	0	0	0	0	0	244
07:15 AM	86	94	0	0	180	13	0	34	0	47	0	76	19	0	95	0	0	0	0	0	322
07:30 AM	120	95	0	0	215	22	0	33	0	55	0	49	17	0	66	0	0	0	0	0	336
07:45 AM	106	83	0	0	189	26	0	34	0	60	0	51	18	0	69	0	0	0	0	0	318
Total	365	358	0	0	723	75	0	118	0	193	0	229	75	0	304	0	0	0	0	0	1220
08:00 AM	83	97	0	0	180	19	1	24	0	44	0	63	18	0	81	0	0	0	0	0	305
08:15 AM	94	73	0	0	167	22	0	36	0	58	0	60	25	0	85	0	0	0	0	0	310
08:30 AM	80	84	0	0	164	23	0	28	0	51	0	50	23	0	73	0	0	0	0	0	288
08:45 AM	72	77	0	0	149	20	0	29	0	49	0	61	17	0	78	0	0	0	0	0	276
Total	329	331	0	0	660	84	1	117	0	202	0	234	83	0	317	0	0	0	0	0	1179
09:00 AM	62	66	0	0	128	25	1	24	0	50	0	57	13	0	70	0	0	0	0	0	248
09:15 AM	74	84	0	0	158	22	0	24	0	46	0	50	15	0	65	0	0	0	0	0	269
Grand Total	958	1034	0	0	1992	223	2	350	1	576	0	662	242	0	904	0	0	0	0	0	3472
Apprch %	48.1	51.9	0	0		38.7	0.3	60.8	0.2		0	73.2	26.8	0		0	0	0	0		
Total %	27.6	29.8	0	0	57.4	6.4	0.1	10.1	0	16.6	0	19.1	7	0	26	0	0	0	0	0	
Lights	901	974	0	0	1875	204	2	279	0	485	0	598	213	0	811	0	0	0	0	0	3171
% Lights	94.1	94.2	0	0	94.1	91.5	100	79.7	0	84.2	0	90.3	88	0	89.7	0	0	0	0	0	91.3
Buses	10	18	0	0	28	5	0	5	0	10	0	20	7	0	27	0	0	0	0	0	65
% Buses	1	1.7	0	0	1.4	2.2	0	1.4	0	1.7	0	3	2.9	0	3	0	0	0	0	0	1.9
Trucks	47	42	0	0	89	14	0	66	0	80	0	44	22	0	66	0	0	0	0	0	235
% Trucks	4.9	4.1	0	0	4.5	6.3	0	18.9	0	13.9	0	6.6	9.1	0	7.3	0	0	0	0	0	6.8
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0

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Site Code :
Start Date : 2/1/2023

	NYS ROUTE 94 From North					NYS ROUTE 17 WB From East					NYS ROUTE 94 From South					NYS ROUTE 17 WB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	56	90	0	0	146	9	0	26	0	35	0	44	41	0	85	0	0	0	0	0	266
06:45 AM	72	105	0	0	177	8	0	41	1	50	0	48	15	0	63	0	0	0	0	0	290
07:00 AM	53	86	0	0	139	14	0	17	0	31	0	53	21	0	74	0	0	0	0	0	244
07:15 AM	86	94	0	0	180	13	0	34	0	47	0	76	19	0	95	0	0	0	0	0	322
Total Volume	267	375	0	0	642	44	0	118	1	163	0	221	96	0	317	0	0	0	0	0	1122
% App. Total	41.6	58.4	0	0		27	0	72.4	0.6		0	69.7	30.3	0		0	0	0	0		
PHF	.776	.893	.000	.000	.892	.786	.000	.720	.250	.815	.000	.727	.585	.000	.834	.000	.000	.000	.000	.000	.871
Lights	260	364	0	0	624	40	0	100	0	140	0	196	88	0	284	0	0	0	0	0	1048
% Lights	97.4	97.1	0	0	97.2	90.9	0	84.7	0	85.9	0	88.7	91.7	0	89.6	0	0	0	0	0	93.4
Buses	1	1	0	0	2	1	0	2	0	3	0	12	5	0	17	0	0	0	0	0	22
% Buses	0.4	0.3	0	0	0.3	2.3	0	1.7	0	1.8	0	5.4	5.2	0	5.4	0	0	0	0	0	2.0
Trucks	6	10	0	0	16	3	0	16	0	19	0	13	3	0	16	0	0	0	0	0	51
% Trucks	2.2	2.7	0	0	2.5	6.8	0	13.6	0	11.7	0	5.9	3.1	0	5.0	0	0	0	0	0	4.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.6	0	0	0	0	0	0	0	0	0	0	0.1

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Start Date : 2/1/2023
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 94 From North					NYS ROUTE 17 WB From East					NYS ROUTE 94 From South					NYS ROUTE 17 WB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	95	55	0	0	150	30	0	57	0	87	0	136	105	0	241	0	0	0	0	0	478
03:45 PM	115	89	0	0	204	46	0	65	0	111	0	111	97	0	208	0	0	0	0	0	523
Total	210	144	0	0	354	76	0	122	0	198	0	247	202	0	449	0	0	0	0	0	1001
04:00 PM	86	53	0	0	139	43	1	44	1	89	0	122	60	0	182	0	0	0	0	0	410
04:15 PM	85	77	0	0	162	43	0	61	0	104	0	137	38	0	175	0	0	1	0	1	442
04:30 PM	107	79	0	0	186	46	0	63	1	110	0	128	63	0	191	0	0	0	0	0	487
04:45 PM	87	58	0	0	145	48	1	41	1	91	0	118	47	0	165	0	0	0	0	0	401
Total	365	267	0	0	632	180	2	209	3	394	0	505	208	0	713	0	0	1	0	1	1740
05:00 PM	102	64	0	0	166	40	0	68	0	108	0	146	56	0	202	0	0	0	0	0	476
05:15 PM	135	70	0	0	205	45	0	55	0	100	0	161	38	0	199	0	0	0	0	0	504
05:30 PM	105	63	0	0	168	58	0	79	0	137	0	112	55	0	167	1	0	0	0	1	473
05:45 PM	87	60	0	0	147	56	0	53	0	109	0	123	38	0	161	0	0	0	0	0	417
Total	429	257	0	0	686	199	0	255	0	454	0	542	187	0	729	1	0	0	0	1	1870
06:00 PM	81	60	0	0	141	54	0	61	0	115	0	108	46	0	154	0	0	0	0	0	410
06:15 PM	83	47	0	0	130	31	0	61	0	92	0	91	34	0	125	0	0	0	0	0	347
Grand Total	1168	775	0	0	1943	540	2	708	3	1253	0	1493	677	0	2170	1	0	1	0	2	5368
Apprch %	60.1	39.9	0	0		43.1	0.2	56.5	0.2		0	68.8	31.2	0		50	0	50	0		
Total %	21.8	14.4	0	0	36.2	10.1	0	13.2	0.1	23.3	0	27.8	12.6	0	40.4	0	0	0	0	0	
Lights	1132	743	0	0	1875	533	2	648	0	1183	0	1450	652	0	2102	0	0	1	0	1	5161
% Lights	96.9	95.9	0	0	96.5	98.7	100	91.5	0	94.4	0	97.1	96.3	0	96.9	0	0	100	0	50	96.1
Buses	16	12	0	0	28	1	0	8	0	9	0	9	4	0	13	0	0	0	0	0	50
% Buses	1.4	1.5	0	0	1.4	0.2	0	1.1	0	0.7	0	0.6	0.6	0	0.6	0	0	0	0	0	0.9
Trucks	20	20	0	0	40	6	0	52	0	58	0	34	21	0	55	1	0	0	0	1	154
% Trucks	1.7	2.6	0	0	2.1	1.1	0	7.3	0	4.6	0	2.3	3.1	0	2.5	100	0	0	0	50	2.9
Pedestrians	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	0	0	0	0	0	0	0	0.1

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Start Date : 2/1/2023
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	NYS ROUTE 94 From North					NYS ROUTE 17 WB From East					NYS ROUTE 94 From South					NYS ROUTE 17 WB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	95	55	0	0	150	30	0	57	0	87	0	136	105	0	241	0	0	0	0	0	478
03:45 PM	115	89	0	0	204	46	0	65	0	111	0	111	97	0	208	0	0	0	0	0	523
04:00 PM	86	53	0	0	139	43	1	44	1	89	0	122	60	0	182	0	0	0	0	0	410
04:15 PM	85	77	0	0	162	43	0	61	0	104	0	137	38	0	175	0	0	1	0	1	442
Total Volume	381	274	0	0	655	162	1	227	1	391	0	506	300	0	806	0	0	1	0	1	1853
% App. Total	58.2	41.8	0	0		41.4	0.3	58.1	0.3		0	62.8	37.2	0		0	0	100	0		
PHF	.828	.770	.000	.000	.803	.880	.250	.873	.250	.881	.000	.923	.714	.000	.836	.000	.000	.250	.000	.250	.886
Lights	360	259	0	0	619	156	1	206	0	363	0	489	288	0	777	0	0	1	0	1	1760
% Lights	94.5	94.5	0	0	94.5	96.3	100	90.7	0	92.8	0	96.6	96.0	0	96.4	0	0	100	0	100	95.0
Buses	10	5	0	0	15	1	0	4	0	5	0	3	2	0	5	0	0	0	0	0	25
% Buses	2.6	1.8	0	0	2.3	0.6	0	1.8	0	1.3	0	0.6	0.7	0	0.6	0	0	0	0	0	1.3
Trucks	11	10	0	0	21	5	0	17	0	22	0	14	10	0	24	0	0	0	0	0	67
% Trucks	2.9	3.6	0	0	3.2	3.1	0	7.5	0	5.6	0	2.8	3.3	0	3.0	0	0	0	0	0	3.6
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0.1

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Site Code :
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 94 From North					NYS ROUTE 17 EB From East					NYS ROUTE 94 From South					NYS ROUTE 17 EB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	60	53	0	113	0	0	0	0	0	73	67	0	0	140	32	1	18	0	51	304
06:45 AM	0	94	60	0	154	0	0	0	1	1	81	40	0	0	121	40	0	22	0	62	338
Total	0	154	113	0	267	0	0	0	1	1	154	107	0	0	261	72	1	40	0	113	642
07:00 AM	0	50	56	0	106	0	0	0	0	0	93	48	0	0	141	22	0	28	0	50	297
07:15 AM	0	63	63	0	126	0	0	0	0	0	83	60	0	0	143	38	0	37	0	75	344
07:30 AM	0	66	53	0	119	0	0	0	0	0	81	42	0	0	123	28	0	25	0	53	295
07:45 AM	0	66	42	0	108	0	0	0	0	0	63	46	0	0	109	23	1	20	0	44	261
Total	0	245	214	0	459	0	0	0	0	0	320	196	0	0	516	111	1	110	0	222	1197
08:00 AM	1	58	61	0	120	0	0	0	0	0	69	48	0	0	117	16	0	33	0	49	286
08:15 AM	2	63	46	0	111	0	0	1	0	1	65	59	0	0	124	18	0	26	0	44	280
08:30 AM	0	62	45	0	107	0	0	0	0	0	66	47	0	0	113	24	0	25	0	49	269
08:45 AM	2	64	34	0	100	0	0	0	0	0	43	45	0	0	88	35	0	35	0	70	258
Total	5	247	186	0	438	0	0	1	0	1	243	199	0	0	442	93	0	119	0	212	1093
09:00 AM	1	58	30	0	89	0	0	0	0	0	40	43	0	0	83	21	0	23	0	44	216
09:15 AM	1	56	45	0	102	0	0	0	0	0	51	37	0	0	88	13	0	28	0	41	231
Grand Total	7	760	588	0	1355	0	0	1	1	2	808	582	0	0	1390	310	2	320	0	632	3379
Apprch %	0.5	56.1	43.4	0		0	0	50	50		58.1	41.9	0	0		49.1	0.3	50.6	0		
Total %	0.2	22.5	17.4	0	40.1	0	0	0	0	0.1	23.9	17.2	0	0	41.1	9.2	0.1	9.5	0	18.7	
Lights	6	652	559	0	1217	0	0	0	0	0	737	521	0	0	1258	288	1	292	0	581	3056
% Lights	85.7	85.8	95.1	0	89.8	0	0	0	0	0	91.2	89.5	0	0	90.5	92.9	50	91.2	0	91.9	90.4
Buses	1	15	8	0	24	0	0	0	0	0	10	18	0	0	28	8	0	8	0	16	68
% Buses	14.3	2	1.4	0	1.8	0	0	0	0	0	1.2	3.1	0	0	2	2.6	0	2.5	0	2.5	2
Trucks	0	93	21	0	114	0	0	1	0	1	61	43	0	0	104	14	1	20	0	35	254
% Trucks	0	12.2	3.6	0	8.4	0	0	100	0	50	7.5	7.4	0	0	7.5	4.5	50	6.2	0	5.5	7.5
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	50	0	0	0	0	0	0	0	0	0	0	0

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	NYS ROUTE 94 From North					NYS ROUTE 17 EB From East					NYS ROUTE 94 From South					NYS ROUTE 17 EB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	60	53	0	113	0	0	0	0	0	73	67	0	0	140	32	1	18	0	51	304
06:45 AM	0	94	60	0	154	0	0	0	1	1	81	40	0	0	121	40	0	22	0	62	338
07:00 AM	0	50	56	0	106	0	0	0	0	0	93	48	0	0	141	22	0	28	0	50	297
07:15 AM	0	63	63	0	126	0	0	0	0	0	83	60	0	0	143	38	0	37	0	75	344
Total Volume	0	267	232	0	499	0	0	0	1	1	330	215	0	0	545	132	1	105	0	238	1283
% App. Total	0	53.5	46.5	0		0	0	0	100		60.6	39.4	0	0		55.5	0.4	44.1	0		
PHF	.000	.710	.921	.000	.810	.000	.000	.000	.250	.250	.887	.802	.000	.000	.953	.825	.250	.709	.000	.793	.932
Lights	0	242	227	0	469	0	0	0	0	0	309	190	0	0	499	128	1	97	0	226	1194
% Lights	0	90.6	97.8	0	94.0	0	0	0	0	0	93.6	88.4	0	0	91.6	97.0	100	92.4	0	95.0	93.1
Buses	0	3	1	0	4	0	0	0	0	0	5	14	0	0	19	2	0	3	0	5	28
% Buses	0	1.1	0.4	0	0.8	0	0	0	0	0	1.5	6.5	0	0	3.5	1.5	0	2.9	0	2.1	2.2
Trucks	0	22	4	0	26	0	0	0	0	0	16	11	0	0	27	2	0	5	0	7	60
% Trucks	0	8.2	1.7	0	5.2	0	0	0	0	0	4.8	5.1	0	0	5.0	1.5	0	4.8	0	2.9	4.7
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0.1

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 94 From North					NYS ROUTE 17 EB From East					NYS ROUTE 94 From South					NYS ROUTE 17 EB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	1	105	10	0	116	0	0	1	0	1	47	144	0	0	191	75	0	85	0	160	468
03:45 PM	1	128	19	0	148	0	0	0	0	0	43	141	0	0	184	54	0	82	0	136	468
Total	2	233	29	0	264	0	0	1	0	1	90	285	0	0	375	129	0	167	0	296	936
04:00 PM	0	80	17	0	97	0	0	0	1	1	30	94	0	0	124	28	0	96	0	124	346
04:15 PM	1	107	25	0	133	0	0	0	0	0	48	90	0	0	138	43	0	83	0	126	397
04:30 PM	1	121	22	0	144	0	0	0	2	2	55	97	0	0	152	42	0	87	0	129	427
04:45 PM	0	66	27	0	93	0	0	0	2	2	41	81	0	0	122	40	0	85	0	125	342
Total	2	374	91	0	467	0	0	0	5	5	174	362	0	0	536	153	0	351	0	504	1512
05:00 PM	2	106	24	0	132	0	0	0	0	0	42	105	0	0	147	40	0	97	0	137	416
05:15 PM	0	93	29	0	122	0	0	0	0	0	54	75	0	0	129	57	0	120	0	177	428
05:30 PM	0	122	23	0	145	0	0	0	0	0	42	84	0	0	126	40	0	88	0	128	399
05:45 PM	0	93	15	0	108	0	0	0	0	0	29	79	0	0	108	57	0	85	0	142	358
Total	2	414	91	0	507	0	0	0	0	0	167	343	0	0	510	194	0	390	0	584	1601
06:00 PM	0	105	20	0	125	0	0	0	0	0	46	86	0	0	132	30	0	66	0	96	353
06:15 PM	0	95	17	0	112	0	0	0	0	0	30	55	0	0	85	35	0	68	0	103	300
Grand Total	6	1221	248	0	1475	0	0	1	5	6	507	1131	0	0	1638	541	0	1042	0	1583	4702
Apprch %	0.4	82.8	16.8	0		0	0	16.7	83.3		31	69	0	0		34.2	0	65.8	0		
Total %	0.1	26	5.3	0	31.4	0	0	0	0.1	0.1	10.8	24.1	0	0	34.8	11.5	0	22.2	0	33.7	
Lights	2	1128	242	0	1372	0	0	0	0	0	460	1099	0	0	1559	475	0	1010	0	1485	4416
% Lights	33.3	92.4	97.6	0	93	0	0	0	0	0	90.7	97.2	0	0	95.2	87.8	0	96.9	0	93.8	93.9
Buses	0	22	0	0	22	0	0	0	0	0	4	4	0	0	8	15	0	7	0	22	52
% Buses	0	1.8	0	0	1.5	0	0	0	0	0	0.8	0.4	0	0	0.5	2.8	0	0.7	0	1.4	1.1
Trucks	4	71	6	0	81	0	0	1	0	1	43	28	0	0	71	51	0	25	0	76	229
% Trucks	66.7	5.8	2.4	0	5.5	0	0	100	0	16.7	8.5	2.5	0	0	4.3	9.4	0	2.4	0	4.8	4.9
Pedestrians	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5
% Pedestrians	0	0	0	0	0	0	0	0	100	83.3	0	0	0	0	0	0	0	0	0	0	0.1

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	NYS ROUTE 94 From North					NYS ROUTE 17 EB From East					NYS ROUTE 94 From South					NYS ROUTE 17 EB From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	1	105	10	0	116	0	0	1	0	1	47	144	0	0	191	75	0	85	0	160	468
03:45 PM	1	128	19	0	148	0	0	0	0	0	43	141	0	0	184	54	0	82	0	136	468
04:00 PM	0	80	17	0	97	0	0	0	1	1	30	94	0	0	124	28	0	96	0	124	346
04:15 PM	1	107	25	0	133	0	0	0	0	0	48	90	0	0	138	43	0	83	0	126	397
Total Volume	3	420	71	0	494	0	0	1	1	2	168	469	0	0	637	200	0	346	0	546	1679
% App. Total	0.6	85	14.4	0		0	0	50	50		26.4	73.6	0	0		36.6	0	63.4	0		
PHF	.750	.820	.710	.000	.834	.000	.000	.250	.250	.500	.875	.814	.000	.000	.834	.667	.000	.901	.000	.853	.897
Lights	0	377	69	0	446	0	0	0	0	0	154	454	0	0	608	181	0	335	0	516	1570
% Lights	0	89.8	97.2	0	90.3	0	0	0	0	0	91.7	96.8	0	0	95.4	90.5	0	96.8	0	94.5	93.5
Buses	0	10	0	0	10	0	0	0	0	0	2	2	0	0	4	2	0	2	0	4	18
% Buses	0	2.4	0	0	2.0	0	0	0	0	0	1.2	0.4	0	0	0.6	1.0	0	0.6	0	0.7	1.1
Trucks	3	33	2	0	38	0	0	1	0	1	12	13	0	0	25	17	0	9	0	26	90
% Trucks	100	7.9	2.8	0	7.7	0	0	100	0	50.0	7.1	2.8	0	0	3.9	8.5	0	2.6	0	4.8	5.4
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	100	50.0	0	0	0	0	0	0	0	0	0	0	0.1

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	DRIVEWAY From North				NYS ROUTE 94 From East				NUCIFORA BLVD From South				NYS ROUTE 94 From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
06:30 AM	4	0	3	0	2	35	57	1	48	0	9	1	25	95	1	1	282
06:45 AM	4	0	2	0	6	54	73	0	17	3	11	0	27	99	5	0	301
Total	8	0	5	0	8	89	130	1	65	3	20	1	52	194	6	1	583
07:00 AM	1	0	7	0	4	44	26	0	13	1	1	0	18	127	2	0	244
07:15 AM	1	0	5	0	6	52	46	0	16	2	7	0	6	118	1	0	260
07:30 AM	2	4	8	0	5	54	35	0	23	2	8	0	8	101	9	0	259
07:45 AM	3	2	2	0	3	56	32	0	8	4	7	0	13	97	3	0	230
Total	7	6	22	0	18	206	139	0	60	9	23	0	45	443	15	0	993
08:00 AM	4	0	8	0	8	53	16	0	12	6	7	0	16	93	10	0	233
08:15 AM	6	2	11	0	7	49	26	0	22	2	5	0	12	100	9	0	251
08:30 AM	6	2	4	0	9	46	30	0	16	2	5	0	6	84	6	0	216
08:45 AM	10	0	9	0	14	56	31	0	11	5	6	0	18	68	5	0	233
Total	26	4	32	0	38	204	103	0	61	15	23	0	52	345	30	0	933
09:00 AM	5	1	6	0	8	43	30	0	12	3	10	0	7	66	9	0	200
09:15 AM	6	4	13	0	9	43	16	0	17	1	15	0	15	65	8	0	212
Grand Total	52	15	78	0	81	585	418	1	215	31	91	1	171	1113	68	1	2921
Apprch %	35.9	10.3	53.8	0	7.5	53.9	38.5	0.1	63.6	9.2	26.9	0.3	12.6	82.3	5	0.1	
Total %	1.8	0.5	2.7	0	2.8	20	14.3	0	7.4	1.1	3.1	0	5.9	38.1	2.3	0	
Lights	47	14	72	0	73	501	372	0	173	30	80	0	168	1024	65	0	2619
% Lights	90.4	93.3	92.3	0	90.1	85.6	89	0	80.5	96.8	87.9	0	98.2	92	95.6	0	89.7
Buses	0	0	0	0	0	19	4	0	4	0	5	0	0	22	0	0	54
% Buses	0	0	0	0	0	3.2	1	0	1.9	0	5.5	0	0	2	0	0	1.8
Trucks	5	1	6	0	8	65	42	0	38	1	6	0	3	67	3	0	245
% Trucks	9.6	6.7	7.7	0	9.9	11.1	10	0	17.7	3.2	6.6	0	1.8	6	4.4	0	8.4
Pedestrians	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
% Pedestrians	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	100	0.1

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	DRIVEWAY From North					NYS ROUTE 94 From East					NUCIFORA BLVD From South					NYS ROUTE 94 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	4	0	3	0	7	2	35	57	1	95	48	0	9	1	58	25	95	1	1	122	282
06:45 AM	4	0	2	0	6	6	54	73	0	133	17	3	11	0	31	27	99	5	0	131	301
07:00 AM	1	0	7	0	8	4	44	26	0	74	13	1	1	0	15	18	127	2	0	147	244
07:15 AM	1	0	5	0	6	6	52	46	0	104	16	2	7	0	25	6	118	1	0	125	260
Total Volume	10	0	17	0	27	18	185	202	1	406	94	6	28	1	129	76	439	9	1	525	1087
% App. Total	37	0	63	0		4.4	45.6	49.8	0.2		72.9	4.7	21.7	0.8		14.5	83.6	1.7	0.2		
PHF	.625	.000	.607	.000	.844	.750	.856	.692	.250	.763	.490	.500	.636	.250	.556	.704	.864	.450	.250	.893	.903
Lights	9	0	14	0	23	18	168	191	0	377	86	6	28	0	120	76	405	8	0	489	1009
% Lights	90.0	0	82.4	0	85.2	100	90.8	94.6	0	92.9	91.5	100	100	0	93.0	100	92.3	88.9	0	93.1	92.8
Buses	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	16	0	0	16	22
% Buses	0	0	0	0	0	0	1.1	1.0	0	1.0	2.1	0	0	0	1.6	0	3.6	0	0	3.0	2.0
Trucks	1	0	3	0	4	0	15	9	0	24	6	0	0	0	6	0	18	1	0	19	53
% Trucks	10.0	0	17.6	0	14.8	0	8.1	4.5	0	5.9	6.4	0	0	0	4.7	0	4.1	11.1	0	3.6	4.9
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.2	0	0	0	100	0.8	0	0	0	100	0.2	0.3

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	DRIVEWAY From North					NYS ROUTE 94 From East					NUCIFORA BLVD From South					NYS ROUTE 94 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	8	5	13	0	26	12	92	67	0	171	146	4	34	1	185	13	53	8	0	74	456
03:45 PM	10	0	10	0	20	18	113	56	2	189	91	6	32	0	129	15	51	4	0	70	408
Total	18	5	23	0	46	30	205	123	2	360	237	10	66	1	314	28	104	12	0	144	864
04:00 PM	11	3	16	0	30	18	80	12	0	110	64	6	12	0	82	7	64	6	0	77	299
04:15 PM	11	2	22	0	35	12	113	24	0	149	45	1	13	0	59	8	64	6	0	78	321
04:30 PM	4	1	13	0	18	6	122	30	0	158	78	1	10	0	89	12	74	2	0	88	353
04:45 PM	7	0	9	0	16	10	70	29	0	109	35	3	16	1	55	9	67	2	0	78	258
Total	33	6	60	0	99	46	385	95	0	526	222	11	51	1	285	36	269	16	0	321	1231
05:00 PM	7	5	11	0	23	16	98	27	0	141	61	4	34	0	99	12	68	4	2	86	349
05:15 PM	8	2	12	0	22	11	98	36	0	145	37	2	10	0	49	18	94	10	0	122	338
05:30 PM	14	1	11	0	26	9	118	33	0	160	53	4	6	0	63	9	61	8	0	78	327
05:45 PM	5	2	10	0	17	10	91	49	0	150	22	1	9	0	32	13	76	6	0	95	294
Total	34	10	44	0	88	46	405	145	0	596	173	11	59	0	243	52	299	28	2	381	1308
06:00 PM	12	1	23	0	36	10	96	27	0	133	51	0	9	0	60	11	54	6	0	71	300
06:15 PM	6	5	4	0	15	4	101	23	0	128	24	4	7	0	35	12	53	3	0	68	246
Grand Total	103	27	154	0	284	136	1192	413	2	1743	707	36	192	2	937	139	779	65	2	985	3949
Apprch %	36.3	9.5	54.2	0		7.8	68.4	23.7	0.1		75.5	3.8	20.5	0.2		14.1	79.1	6.6	0.2		
Total %	2.6	0.7	3.9	0	7.2	3.4	30.2	10.5	0.1	44.1	17.9	0.9	4.9	0.1	23.7	3.5	19.7	1.6	0.1	24.9	
Lights	103	27	152	0	282	134	1106	337	0	1577	659	36	187	0	882	134	746	65	0	945	3686
% Lights	100	100	98.7	0	99.3	98.5	92.8	81.6	0	90.5	93.2	100	97.4	0	94.1	96.4	95.8	100	0	95.9	93.3
Buses	0	0	0	0	0	0	31	6	0	37	3	0	4	0	7	0	5	0	0	5	49
% Buses	0	0	0	0	0	0	2.6	1.5	0	2.1	0.4	0	2.1	0	0.7	0	0.6	0	0	0.5	1.2
Trucks	0	0	2	0	2	2	55	70	0	127	45	0	1	0	46	5	28	0	0	33	208
% Trucks	0	0	1.3	0	0.7	1.5	4.6	16.9	0	7.3	6.4	0	0.5	0	4.9	3.6	3.6	0	0	3.4	5.3
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	6
% Pedestrians	0	0	0	0	0	0	0	0	100	0.1	0	0	0	100	0.2	0	0	0	100	0.2	0.2

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File Name : 3-NYS_ROUTE_94_AT_NUCIFORA_BLVD_1037696_02-01-2023
Site Code :
Start Date : 2/1/2023
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	DRIVEWAY From North					NYS ROUTE 94 From East					NUCIFORA BLVD From South					NYS ROUTE 94 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	8	5	13	0	26	12	92	67	0	171	146	4	34	1	185	13	53	8	0	74	456
03:45 PM	10	0	10	0	20	18	113	56	2	189	91	6	32	0	129	15	51	4	0	70	408
04:00 PM	11	3	16	0	30	18	80	12	0	110	64	6	12	0	82	7	64	6	0	77	299
04:15 PM	11	2	22	0	35	12	113	24	0	149	45	1	13	0	59	8	64	6	0	78	321
Total Volume	40	10	61	0	111	60	398	159	2	619	346	17	91	1	455	43	232	24	0	299	1484
% App. Total	36	9	55	0		9.7	64.3	25.7	0.3		76	3.7	20	0.2		14.4	77.6	8	0		
PHF	.909	.500	.693	.000	.793	.833	.881	.593	.250	.819	.592	.708	.669	.250	.615	.717	.906	.750	.000	.958	.814
Lights	40	10	61	0	111	58	363	136	0	557	327	17	89	0	433	42	220	24	0	286	1387
% Lights	100	100	100	0	100	96.7	91.2	85.5	0	90.0	94.5	100	97.8	0	95.2	97.7	94.8	100	0	95.7	93.5
Buses	0	0	0	0	0	0	11	1	0	12	1	0	2	0	3	0	3	0	0	3	18
% Buses	0	0	0	0	0	0	2.8	0.6	0	1.9	0.3	0	2.2	0	0.7	0	1.3	0	0	1.0	1.2
Trucks	0	0	0	0	0	2	24	22	0	48	18	0	0	0	18	1	9	0	0	10	76
% Trucks	0	0	0	0	0	3.3	6.0	13.8	0	7.8	5.2	0	0	0	4.0	2.3	3.9	0	0	3.3	5.1
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	0	0	100	0.3	0	0	0	100	0.2	0	0	0	0	0	0.2

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File Name : 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023
Site Code :
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					ELIZABETH DR From East					AMSCAM TRUCK ENTRANCE From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	22	0	0	22	46
06:45 AM	0	0	0	0	0	0	26	0	0	26	0	0	1	1	2	3	17	0	0	20	48
Total	0	0	0	0	0	0	50	0	0	50	0	0	1	1	2	3	39	0	0	42	94
07:00 AM	0	0	0	0	0	0	14	0	0	14	0	0	1	1	2	2	21	0	0	23	39
07:15 AM	0	0	0	0	0	0	16	0	0	16	0	0	2	3	5	4	23	0	0	27	48
07:30 AM	0	0	0	0	0	0	26	0	0	26	0	0	1	1	2	3	34	0	0	37	65
07:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	3	0	3	1	31	0	0	32	53
Total	0	0	0	0	0	0	74	0	0	74	0	0	7	5	12	10	109	0	0	119	205
08:00 AM	0	0	0	0	0	0	24	0	0	24	0	0	1	0	1	1	31	0	0	32	57
08:15 AM	0	0	0	0	0	0	23	0	0	23	0	0	4	1	5	3	34	0	0	37	65
08:30 AM	0	0	0	0	0	0	16	0	0	16	0	0	4	1	5	1	32	0	1	34	55
08:45 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	2	39	0	0	41	62
Total	0	0	0	0	0	0	84	0	0	84	0	0	9	2	11	7	136	0	1	144	239
09:00 AM	0	0	0	0	0	0	21	0	0	21	0	0	1	2	3	3	33	0	1	37	61
09:15 AM	0	0	0	0	0	0	25	0	0	25	1	0	5	0	6	3	24	0	0	27	58
Grand Total	0	0	0	0	0	0	254	0	0	254	1	0	23	10	34	26	341	0	2	369	857
Apprch %	0	0	0	0		0	100	0	0		2.9	0	67.6	29.4		7	92.4	0	0.5		
Total %	0	0	0	0	0	0	38.7	0	0	38.7	0.2	0	3.5	1.5	5.2	4	51.9	0	0.3	56.2	
Lights	0	0	0	0	0	0	227	0	0	227	1	0	3	0	4	2	321	0	0	323	554
% Lights	0	0	0	0	0	0	89.4	0	0	89.4	100	0	13	0	11.8	7.7	94.1	0	0	87.5	84.3
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	0	0	0	0	0	26	0	0	26	0	0	20	0	20	24	20	0	0	44	90
% Trucks	0	0	0	0	0	0	10.2	0	0	10.2	0	0	87	0	58.8	92.3	5.9	0	0	11.9	13.7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	2	2	12
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	29.4	0	0	0	100	0.5	1.8

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File Name : 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023
Site Code :
Start Date : 2/1/2023
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	From North					ELIZABETH DR From East					AMSCAM TRUCK ENTRANCE From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	0	23	0	0	23	0	0	4	1	5	3	34	0	0	37	65
08:30 AM	0	0	0	0	0	0	16	0	0	16	0	0	4	1	5	1	32	0	1	34	55
08:45 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	2	39	0	0	41	62
09:00 AM	0	0	0	0	0	0	21	0	0	21	0	0	1	2	3	3	33	0	1	37	61
Total Volume	0	0	0	0	0	0	81	0	0	81	0	0	9	4	13	9	138	0	2	149	243
% App. Total	0	0	0	0		0	100	0	0		0	0	69.2	30.8		6	92.6	0	1.3		
PHF	.000	.000	.000	.000	.000	.000	.880	.000	.000	.880	.000	.000	.563	.500	.650	.750	.885	.000	.500	.909	.935
Lights	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	0	130	0	0	130	204
% Lights	0	0	0	0	0	0	91.4	0	0	91.4	0	0	0	0	0	0	94.2	0	0	87.2	84.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	7	0	0	7	0	0	9	0	9	9	8	0	0	17	33
% Trucks	0	0	0	0	0	0	8.6	0	0	8.6	0	0	100	0	69.2	100	5.8	0	0	11.4	13.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	6
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	30.8	0	0	0	100	1.3	2.5

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File Name : 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023
Site Code :
Start Date : 2/1/2023
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					ELIZABETH DR From East					AMSCAM TRUCK ENTRANCE From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	0	0	0	45	1	0	46	5	0	51	0	56	2	51	0	0	53	155
03:45 PM	0	0	0	0	0	0	63	0	0	63	0	0	5	0	5	2	31	0	0	33	101
Total	0	0	0	0	0	0	108	1	0	109	5	0	56	0	61	4	82	0	0	86	256
04:00 PM	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	0	25	0	0	25	98
04:15 PM	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	1	30	0	0	31	82
04:30 PM	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	2	32	0	0	34	114
04:45 PM	0	0	0	0	0	0	40	0	0	40	1	0	0	0	1	1	41	0	0	42	83
Total	0	0	0	0	0	0	243	0	0	243	1	0	1	0	2	4	128	0	0	132	377
05:00 PM	0	0	0	0	0	0	79	0	0	79	0	0	2	0	2	0	39	0	0	39	120
05:15 PM	0	0	0	0	0	0	41	1	0	42	0	0	1	0	1	1	51	0	0	52	95
05:30 PM	0	0	0	0	0	0	59	0	0	59	0	0	1	0	1	2	39	0	0	41	101
05:45 PM	0	0	0	0	0	0	27	1	0	28	1	0	0	1	2	1	51	0	0	52	82
Total	0	0	0	0	0	0	206	2	0	208	1	0	4	1	6	4	180	0	0	184	398
06:00 PM	0	0	0	0	0	0	36	0	0	36	0	0	3	0	3	1	35	0	0	36	75
06:15 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	30	0	0	30	57
Grand Total	0	0	0	0	0	0	620	3	0	623	7	0	64	1	72	13	455	0	0	468	1163
Apprch %	0	0	0	0		0	99.5	0.5	0		9.7	0	88.9	1.4		2.8	97.2	0	0		
Total %	0	0	0	0	0	0	53.3	0.3	0	53.6	0.6	0	5.5	0.1	6.2	1.1	39.1	0	0	40.2	
Lights	0	0	0	0	0	0	581	1	0	582	4	0	56	0	60	2	389	0	0	391	1033
% Lights	0	0	0	0	0	0	93.7	33.3	0	93.4	57.1	0	87.5	0	83.3	15.4	85.5	0	0	83.5	88.8
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	0	0	0	0	0	38	2	0	40	3	0	8	0	11	11	66	0	0	77	128
% Trucks	0	0	0	0	0	0	6.1	66.7	0	6.4	42.9	0	12.5	0	15.3	84.6	14.5	0	0	16.5	11
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.4	0	0	0	0	0	0.1

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File Name : 4-ELIZABETH_DR_AT_AMSCAM_TRUCK_ENTRANCE_1037697_02-01-2023
Site Code :
Start Date : 2/1/2023

	From North					ELIZABETH DR From East					AMSCAM TRUCK ENTRANCE From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	45	1	0	46	5	0	51	0	56	2	51	0	0	53	155
03:45 PM	0	0	0	0	0	0	63	0	0	63	0	0	5	0	5	2	31	0	0	33	101
04:00 PM	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	0	25	0	0	25	98
04:15 PM	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	1	30	0	0	31	82
Total Volume	0	0	0	0	0	0	231	1	0	232	5	0	57	0	62	5	137	0	0	142	436
% App. Total	0	0	0	0		0	99.6	0.4	0		8.1	0	91.9	0		3.5	96.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.791	.250	.000	.795	.250	.000	.279	.000	.277	.625	.672	.000	.000	.670	.703
Lights	0	0	0	0	0	0	212	1	0	213	4	0	56	0	60	2	117	0	0	119	392
% Lights	0	0	0	0	0	0	91.8	100	0	91.8	80.0	0	98.2	0	96.8	40.0	85.4	0	0	83.8	89.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	3	20	0	0	23	43
% Trucks	0	0	0	0	0	0	7.8	0	0	7.8	20.0	0	1.8	0	3.2	60.0	14.6	0	0	16.2	9.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : 5-ELIZABETH_DR_AT_STERIS_DRIVEWAY_1037698_02-01-2023
Site Code :
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Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					ELIZABETH DR From East					STERIS DRIVEWAY From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	0	22	0	0	22	46
06:45 AM	0	0	0	0	0	0	27	0	0	27	0	0	1	1	2	3	18	0	0	21	50
Total	0	0	0	0	0	0	50	0	0	50	0	0	2	1	3	3	40	0	0	43	96
07:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	1	2	3	2	21	0	0	23	39
07:15 AM	0	0	0	0	0	0	16	0	0	16	0	0	2	1	3	6	24	0	0	30	49
07:30 AM	0	0	0	0	0	0	26	1	0	27	1	0	1	1	3	6	31	0	0	37	67
07:45 AM	0	0	0	0	0	0	17	1	0	18	0	0	3	0	3	4	27	0	0	31	52
Total	0	0	0	0	0	0	72	2	0	74	1	0	7	4	12	18	103	0	0	121	207
08:00 AM	0	0	0	0	0	0	23	1	0	24	1	0	3	0	4	6	25	0	0	31	59
08:15 AM	0	0	0	0	0	0	23	0	0	23	0	0	4	1	5	8	28	0	1	37	65
08:30 AM	0	0	0	0	0	0	15	1	0	16	2	0	5	1	8	3	30	0	1	34	58
08:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	2	0	2	5	36	0	0	41	62
Total	0	0	0	0	0	0	80	2	0	82	3	0	14	2	19	22	119	0	2	143	244
09:00 AM	0	0	0	0	0	0	18	0	0	18	0	0	4	2	6	7	29	0	1	37	61
09:15 AM	0	0	0	0	0	0	25	0	0	25	1	0	5	0	6	5	22	0	0	27	58
Grand Total	0	0	0	0	0	0	245	4	0	249	5	0	32	9	46	55	313	0	3	371	666
Apprch %	0	0	0	0		0	98.4	1.6	0		10.9	0	69.6	19.6		14.8	84.4	0	0.8		
Total %	0	0	0	0	0	0	36.8	0.6	0	37.4	0.8	0	4.8	1.4	6.9	8.3	47	0	0.5	55.7	
Lights	0	0	0	0	0	0	216	4	0	220	5	0	11	0	16	30	292	0	0	322	558
% Lights	0	0	0	0	0	0	88.2	100	0	88.4	100	0	34.4	0	34.8	54.5	93.3	0	0	86.8	83.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	29	0	0	29	0	0	21	0	21	25	21	0	0	46	96
% Trucks	0	0	0	0	0	0	11.8	0	0	11.6	0	0	65.6	0	45.7	45.5	6.7	0	0	12.4	14.4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	3	3	12
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	19.6	0	0	0	100	0.8	1.8

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Site Code :
Start Date : 2/1/2023

	From North					ELIZABETH DR From East					STERIS DRIVEWAY From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	0	0	0	23	0	0	23	0	0	4	1	5	8	28	0	1	37	65
08:30 AM	0	0	0	0	0	0	15	1	0	16	2	0	5	1	8	3	30	0	1	34	58
08:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	2	0	2	5	36	0	0	41	62
09:00 AM	0	0	0	0	0	0	18	0	0	18	0	0	4	2	6	7	29	0	1	37	61
Total Volume	0	0	0	0	0	0	75	1	0	76	2	0	15	4	21	23	123	0	3	149	246
% App. Total	0	0	0	0		0	98.7	1.3	0		9.5	0	71.4	19		15.4	82.6	0	2		
PHF	.000	.000	.000	.000	.000	.000	.815	.250	.000	.826	.250	.000	.750	.500	.656	.719	.854	.000	.750	.909	.946
Lights	0	0	0	0	0	0	67	1	0	68	2	0	6	0	8	14	114	0	0	128	204
% Lights	0	0	0	0	0	0	89.3	100	0	89.5	100	0	40.0	0	38.1	60.9	92.7	0	0	85.9	82.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	8	0	0	8	0	0	9	0	9	9	9	0	0	18	35
% Trucks	0	0	0	0	0	0	10.7	0	0	10.5	0	0	60.0	0	42.9	39.1	7.3	0	0	12.1	14.2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	3	3	7
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	19.0	0	0	0	100	2.0	2.8

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Groups Printed- Lights - Buses - Trucks - Pedestrians

	From North					ELIZABETH DR From East					STERIS DRIVEWAY From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	0	0	0	45	1	0	46	6	0	51	0	57	4	49	0	0	53	156
03:45 PM	0	0	0	0	0	0	62	1	0	63	0	0	5	0	5	2	31	0	0	33	101
Total	0	0	0	0	0	0	107	2	0	109	6	0	56	0	62	6	80	0	0	86	257
04:00 PM	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	2	23	0	0	25	97
04:15 PM	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	2	29	0	0	31	82
04:30 PM	0	0	0	0	0	0	69	0	0	69	0	0	11	0	11	4	33	0	0	37	117
04:45 PM	0	0	0	0	0	0	37	0	0	37	0	0	4	0	4	3	42	0	0	45	86
Total	0	0	0	0	0	0	228	0	0	228	0	0	16	0	16	11	127	0	0	138	382
05:00 PM	0	0	0	0	0	0	77	1	0	78	0	0	3	0	3	0	39	0	0	39	120
05:15 PM	0	0	0	0	0	0	40	0	0	40	1	0	2	0	3	4	50	0	0	54	97
05:30 PM	0	0	0	0	0	0	58	2	0	60	0	0	2	0	2	6	36	0	0	42	104
05:45 PM	0	0	0	0	0	0	24	1	0	25	1	0	4	1	6	13	39	0	0	52	83
Total	0	0	0	0	0	0	199	4	0	203	2	0	11	1	14	23	164	0	0	187	404
06:00 PM	0	0	0	0	0	0	26	0	0	26	0	0	13	0	13	4	33	0	0	37	76
06:15 PM	0	0	0	0	0	0	26	0	0	26	0	0	1	0	1	0	32	0	0	32	59
Grand Total	0	0	0	0	0	0	586	6	0	592	8	0	97	1	106	44	436	0	0	480	1178
Apprch %	0	0	0	0		0	99	1	0		7.5	0	91.5	0.9		9.2	90.8	0	0		
Total %	0	0	0	0	0	0	49.7	0.5	0	50.3	0.7	0	8.2	0.1	9	3.7	37	0	0	40.7	
Lights	0	0	0	0	0	0	547	4	0	551	6	0	88	0	94	32	371	0	0	403	1048
% Lights	0	0	0	0	0	0	93.3	66.7	0	93.1	75	0	90.7	0	88.7	72.7	85.1	0	0	84	89
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.7	0	0	0.6	0.3
Trucks	0	0	0	0	0	0	38	2	0	40	2	0	9	0	11	12	62	0	0	74	125
% Trucks	0	0	0	0	0	0	6.5	33.3	0	6.8	25	0	9.3	0	10.4	27.3	14.2	0	0	15.4	10.6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.9	0	0	0	0	0	0.1

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	From North					ELIZABETH DR From East					STERIS DRIVEWAY From South					ELIZABETH DR From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	45	1	0	46	6	0	51	0	57	4	49	0	0	53	156
03:45 PM	0	0	0	0	0	0	62	1	0	63	0	0	5	0	5	2	31	0	0	33	101
04:00 PM	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	2	23	0	0	25	97
04:15 PM	0	0	0	0	0	0	50	0	0	50	0	0	1	0	1	2	29	0	0	31	82
Total Volume	0	0	0	0	0	0	229	2	0	231	6	0	57	0	63	10	132	0	0	142	436
% App. Total	0	0	0	0		0	99.1	0.9	0		9.5	0	90.5	0		7	93	0	0		
PHF	.000	.000	.000	.000	.000	.000	.795	.500	.000	.802	.250	.000	.279	.000	.276	.625	.673	.000	.000	.670	.699
Lights	0	0	0	0	0	0	210	2	0	212	5	0	56	0	61	7	112	0	0	119	392
% Lights	0	0	0	0	0	0	91.7	100	0	91.8	83.3	0	98.2	0	96.8	70.0	84.8	0	0	83.8	89.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	3	20	0	0	23	43
% Trucks	0	0	0	0	0	0	7.9	0	0	7.8	16.7	0	1.8	0	3.2	30.0	15.2	0	0	16.2	9.9
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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NYSDOT VOLUME DATA SUMMARY

ROADWAY: NYS ROUTE 94
SEGMENT: FROM NYS ROUTE 17A TO NYS ROUTE 17 OVERPASS
LOCATION: 1250' W OF RICKY WAY
START DATE OF COUNT: Monday, April 10, 2017
NYSDOT COUNT STATION: 830365
FUNCTIONAL CLASS: 16 - URBAN MINOR ARTERIAL
FACTOR GROUP: 30
SEASONAL FACTOR: 1.064

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	EASTBOUND	WESTBOUND	
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 WEEKDAY 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

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NYSDOT VOLUME DATA SUMMARY

ROADWAY: NYS ROUTE 17
SEGMENT: FROM EXIT 125 TO NYS ROUTE 94 OVERPASS
LOCATION: 0.55 MI E OF EXIT 24
START DATE OF COUNT: Wednesday, November 14, 2012
NYSDOT COUNT STATION: 830011
FUNCTIONAL CLASS: 12 - URBAN PRINCIPAL ARTERIAL - OTHER FREEWAY/EXPRESSWAY
FACTOR GROUP: 40
SEASONAL FACTOR: 0.957

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	EASTBOUND	WESTBOUND	
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
AVERAGE WEEKDAY 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

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NYSDOT VOLUME DATA SUMMARY

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 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 VOLUME
START	FINISH	SOUTHBOUND		
12:00 AM	1:00 AM	45	0	0
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	0	0
10:00 AM	11:00 AM	242	0	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	0	0
9:00 PM	10:00 PM	165	0	0
10:00 PM	11:00 PM	125	0	0
11:00 PM	12:00 AM	84	0	0
AVERAGE WEEKDAY 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

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NYSDOT VOLUME DATA SUMMARY

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 COUNT: Tuesday, July 16, 2013
NYSDOT COUNT STATION: 833083
FUNCTIONAL CLASS: 11 - URBAN PRINCIPAL ARTERIAL - INTERSTATE
FACTOR GROUP: 30
SEASONAL FACTOR: 1.087

TIME PERIOD		DIRECTIONAL VOLUMES		TOTAL VOLUME
START	FINISH	NORTHBOUND		
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	0	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	0	0
7:00 PM	8:00 PM	297	0	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
AVERAGE WEEKDAY DAILY TRAFFIC		4311	0	0
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

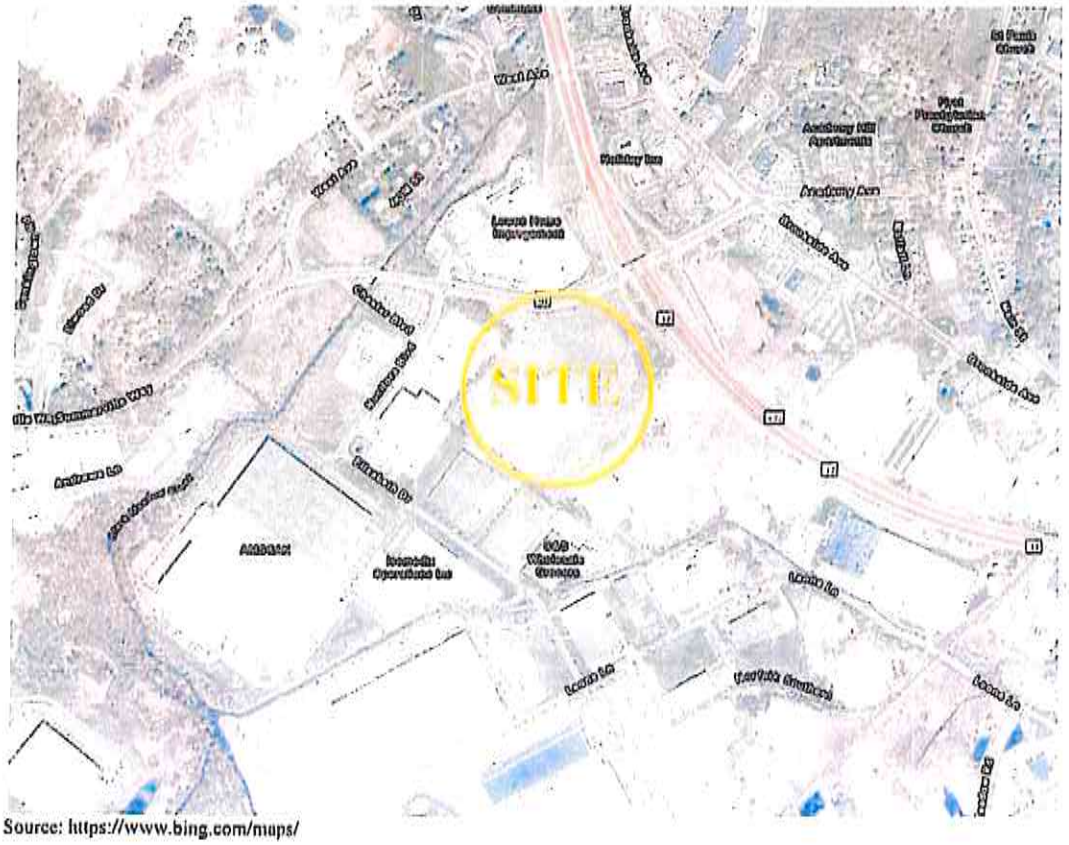
ATZL, NASHER & ZIGLER P.C.
ENGINEERS – SURVEYORS – PLANNERS

CONCEPTUAL STORMWATER MANAGEMENT DESIGN REPORT

Prepared For:

SUMMERVILLE INDUSTRIAL PARK

VILLAGE OF CHESTER
ORANGE COUNTY, NEW YORK



Source: https://www.bing.com/maps/

Date: January 22, 2023
Job No. 3390

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

232 North Main Street • New City, New York 10956 • Tel. (845) 634-4694 • Fax (845) 634-5543
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SUMMERVILLE INDUSTRIAL PARK

VILLAGE OF CHESTER
ORANGE COUNTY
NEW YORK

HYDRAULIC
AND
HYDROLOGICAL STUDY

BY

ATZL, NASHER & ZIGLER P.C.
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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	C
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	A

* 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 pre-developed 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 (cu-ft)	Provided Water Quality Volume (cu-ft)
56,434.0	85,328.0

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

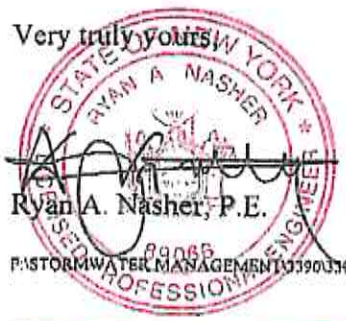
Minimum RRv (cu-ft)	RRv Provided (cu-ft)
19,405.0	85,328.0

Table 3: 100-year storage summary table.

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

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

Very truly yours,



Ryan A. Nasher, P.E.

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Drainage Maps

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


2013
Write a description for your map.
Legend
Feature 1
Limits
Summerville Industrial Park
Summerville Industrial Park
Google Earth
400 ft
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2009
Write a description for your map.
Legend
Feature 1
Limits
Summerville Industrial Park
Summerville Way
94
US Hwy 6
Summerville Industrial Park
Google Earth
Image USDA/FPAC/GEO
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400 ft

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.

I. 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

Project Narrative & History
Addendum 1

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

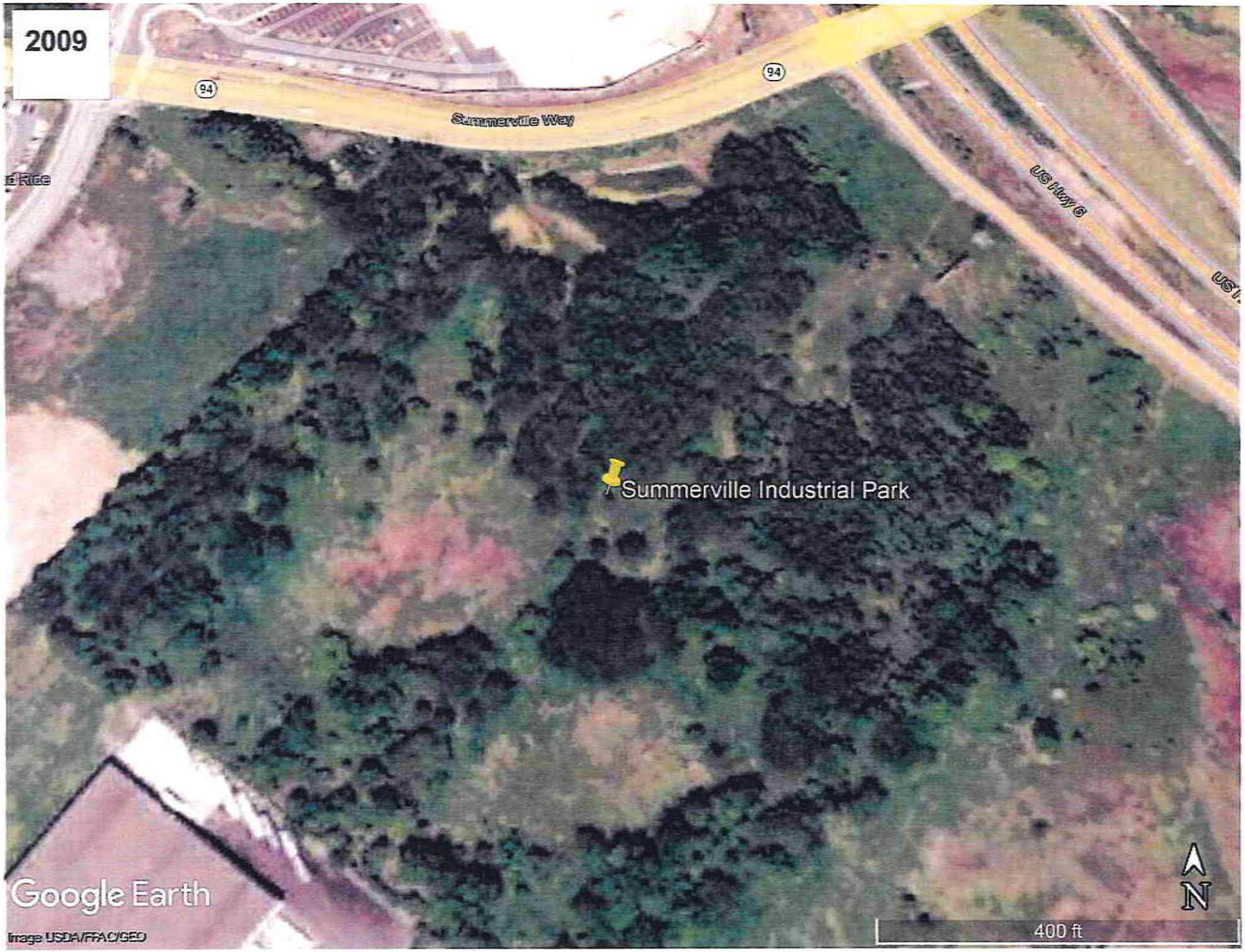
This comprehensive Plan strongly supports efforts to attract new businesses to shovel-ready sites within the light industrial park in order to broaden the Village's tax base while expanding employment opportunities for its residents

The Applicant is seeking site plan approval for a proposed 781,130 ± sq. ft. warehouse. The lower floor warehouse is 404,960 ± sq. ft., the upper floor warehouse is 371,670 ± sq. ft., and the office (common area) is 4,500 ± 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.

232 North Main Street • New City, NY 10956 • info@anzny.com • Tel: (845) 634-4694 • Fax: (845) 634-5543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Summerville Way
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US Hwy 6
Summerville Industrial Park
Google Earth
Image USDA/FPAC/GEO
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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
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


2016
94
Summerville Way
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US Hwy 6
Summerville Industrial Park
Google Earth
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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:

1. Upland successional meadow;
2. 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 muhlenbergii*[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 bat[4]) 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.

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[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

[4] 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 federal 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 Federal listing.

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, aerial 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 classification[5] 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 habitat 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.

[5] Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of wetlands 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 graminoid 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 plan[6] 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 hibernation.
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 soils. 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 scoparia*
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 cataria*
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 hydropiper*
Curlytop knotweed	*Polygonum lapathifolium*
Pennsylvania smartweed	*Polygonum pensylvanicum*
Arrowleaf tearthumb	*Polygonum sagittatum*
Smartweed	*Polygonum* spp.
Rough cinquefoil	*Potentilla norvegica*
Sweet cherry	*Prunus avium*
Black cherry	*Prunus serotina*
Rabbit-tobacco	*Pseudognaphalium obtusifolium*
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	*Trifolium aureum*
Broadleaf cattail	*Typha latifolia*
Stinging nettle	*Urtica dioica*
Moth mullein	*Verbascum blattaria*
Common mullein	*Verbascum thapsus*
Swamp verbena	*Verbena hastata*
White vervain	*Verbena urticifolia*
Nannyberry	*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 verification.

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		
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, Orange 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 warehouse and office use on approximately 40 acres parcel of land. The proposed development will include 255 surface parking spaces, 62 truck docks, and 3 garage doors. Refer to site plan for details.		
Name of Applicant/Sponsor: Trodale Developers Inc.	Telephone: 845-367-9420 E-Mail: berel@trodale.com	
Address: 1 Executive Blvd Suite 101		
City/PO: Suffern	State: NY	Zip Code: 10901
Project Contact (if not same as sponsor; give name and title/role): David Zigler - Atzl, Nasher & Zigler	Telephone: (845) 634-4694 E-Mail: dzigler@anzny.com	
Address: 232 North Main St		
City/PO: New City	State: NY	Zip Code: 10956
Property Owner (if not same as sponsor): Trodale Developers Inc.	Telephone: 845-367-9420 E-Mail: berel@trodale.com	
Address: 1 Executive Blvd Suite 101		
City/PO: Suffern	State: NY	Zip Code: 10901

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)			
Government Entity		**If Yes: Identify Agency and Approval(s) Required**	**Application Date (Actual or projected)**
a. City Counsel, Town Board, or Village Board of Trustees	☐Yes☑No		
b. City, Town or Village Planning Board or Commission	☑Yes☐No	Village of Chester Planning Board - Site Plan	2023
c. City, Town or Village Zoning Board of Appeals	☑Yes☐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		
g. State agencies	☑Yes☐No	NYSDEC - SPDES permit NYSDOT - Access permit	2023 2023
h. Federal agencies	☐Yes☑No		

i. Coastal Resources.
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes☑No
iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☐Yes☑No

If Yes, identify the plan(s):

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
M-1 Light Manufacturing-Research

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site?

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.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Warehouse/Office

b. a. Total acreage of the site of the proposed action? 39.97 acres
b. Total acreage to be physically disturbed? 16.2 acres
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? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 15 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:

f. Does the project include new residential uses? ☐Yes ☑No
If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑Yes ☐No
If Yes,
i. Total number of structures 1
ii. Dimensions (in feet) of largest proposed structure:* 53 height; SEE BELOW width; and SEE BELOW length
iii. Approximate extent of building space to be heated or cooled: 781,130 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑Yes ☐No
If Yes,
i. Purpose of the impoundment: Stormwater structures are proposed to provide water quality and quantity mitigation per NYSDEC code
ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:
iii. If other than water, identify the type of impounded/contained liquids and their source.
iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres
v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length
vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐Yes ☑No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)
If Yes:
i. What is the purpose of the excavation or dredging?
ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
- Volume (specify tons or cubic yards):
- Over what duration of time?

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.
iv. Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No
If yes, describe.
v. What is the total area to be dredged or excavated? _____ acres
vi. What is the maximum area to be worked at any one time? _____ acres
vii. What would be the maximum depth of excavation or dredging? _____ feet
viii. Will the excavation require blasting? ☐Yes ☐No
ix. Summarize site reclamation goals and plan:

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☑No
If Yes:
i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description):

*** 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, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes☐No
If Yes, describe:

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes☐No
If Yes:

- acres of aquatic vegetation proposed to be removed:
- 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):

v. Describe any proposed reclamation/mitigation following disturbance:

c. Will the proposed action use, or create a new demand for water? ☑Yes☐No
If Yes:

i. Total anticipated water usage/demand per day: 2,400 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑Yes☐No
If Yes:

- 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? ☑Yes☐No
- Is expansion of the district needed? ☑Yes☐No
- Do existing lines serve the project site? ☐Yes☑No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes☑No
If Yes:

- 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
If, Yes:

- Applicant/sponsor for new district:
- 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:

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑Yes☐No
If Yes:

i. Total anticipated liquid waste generation per day: 2,400 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
sanitary wastewater

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑Yes☐No
If Yes:

- 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? ☑Yes☐No
- 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? ☐Yes ☑No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☑No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☑No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

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? ☑Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 16.2 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, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

On-site stormwater management facility/structures

- If to surface waters, identify receiving water bodies or wetlands: NYSDEC wetland
- Will stormwater runoff flow to adjacent properties? ☐Yes ☑No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑Yes ☐No

f. 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? ☐Yes ☑No

If Yes, identify:

i. 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 Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. 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

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____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 generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☑Yes☐No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☑ Morning ☑ Evening ☑Weekend
☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): 100 +/- semi trailers

iii. Parking spaces: Existing 0 Proposed 255 Net increase/decrease +255

iv. Does the proposed action include any shared use parking? ☐Yes☑No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: Proposed 30 ft. drive within 50 ft. wide easement connecting the project site and Elizabeth Drive

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☑Yes☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☑Yes☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑Yes☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action:* 11,500,000 kWh

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): Orange & Rockland Utilities

iii. Will the proposed action require a new, or an upgrade, to an existing substation? TO BE DETERMINED ☐Yes☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:
- Monday - Friday: 7AM-7PM
- Saturday: 7AM-7PM
- Sunday: 7AM-7PM
- Holidays: NONE

ii. During Operations:
- Monday - Friday: TBD
- Saturday: TBD
- Sunday: TBD
- 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

If yes:

i. Provide details including sources, time of day and duration:

The operation of construction equipment will increase local daytime ambient noise levels. This will only occur during permitted hours of operation and the resulting noise will cease upon completion of the project.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

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.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. 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 ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. 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)

ii. 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

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Private pick up delivery to Orange County transfer station - New Hampton, NY
- Operation: Private pick up delivery to Orange County transfer station 1 or 2

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☑ Industrial ☑ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0	16.2 +/-	+ 16.2 +/-
• Forested	12.1 +/-	3.7 +/-	-8.4 +/-
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	11.1 +/-	3 +/-	-8.1 +/-
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0.1 +/-	0.1+/-	0
• Wetlands (freshwater or tidal)	16.5 +/-	16.5 +/-	0
• Non-vegetated (bare rock, earth or fill)	0.2 +/-	0.2 +/-	0
• Other Describe: Lawn and Landscaping	0	0.3 +/-	+0.3 +/-

c. Is the project site presently used by members of the community for public recreation? ☐Yes ☑No
i. If Yes: explain: _____

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? ☑Yes ☐No
If Yes,
i. Identify Facilities:
Little Scholars Childcare and Preschool

e. Does the project site contain an existing dam? ☐Yes ☑No
If Yes:
i. Dimensions of the dam and impoundment:
- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____
iii. Provide date and summarize results of last inspection:

f. 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
If Yes:
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:

iii. Describe any development constraints due to the prior solid waste activities: _____

g. 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? ☐Yes ☑No
If Yes:
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? **There are reported spills at the nearby lot, Lowe's. These spill cases are closed.** ☑Yes ☐No
If Yes:
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐Yes ☑No
☐ Yes – Spills Incidents database — Provide DEC ID number(s): _____
☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____
☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____
NA

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐Yes ☑No
If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):
NA

v. Is the project site subject to an institutional control limiting property uses? ☐Yes ☑No

- 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? ☐Yes ☐No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? >6 feet

b. Are there bedrock outcroppings on the project site? ☑Yes ☐No
If Yes, what proportion of the site is comprised of bedrock outcroppings? less than 1 %

c. Predominant soil type(s) present on project site:

Me - Madalin silt loam	55 %
BnC - Bath-Nassau channery silt loam	20 %
RhB - Riverhead sandy loam	15 %

d. What is the average depth to the water table on the project site? Average: >6 feet construction area

e. Drainage status of project site soils: ☑ Well Drained: 40 % of site ☑ Moderately Well Drained: 2 % of site ☑ Poorly Drained 55 % of site √Excessively Drained 3 % of site

f. Approximate proportion of proposed action site with slopes: ☑ 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: _____

h. Surface water features.

i. 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

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑Yes ☐No

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 Classification C
- Wetlands: Name Federal Waters, NYS Wetland, Federal Waters, Fe... Approximate Size NYS Wetland (in acres):28.7
- Wetland No. (if regulated by DEC) WR-8

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐Yes ☑No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☑Yes ☐No

j. Is the project site in the 100-year Floodplain? ☑Yes ☐No

k. Is the project site in the 500-year Floodplain? ☑Yes ☐No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑Yes ☐No
If Yes:

i. Name of aquifer: Principal Aquifer

m. Identify the predominant wildlife species that occupy or use the project site:

White-tailed deer	Milk snake	Mourning dove
Woodchuck	Killdeer	Crow
Garter snake	Red-winged Blackbird	Sparrow

n. Does the project site contain a designated significant natural community? ☐Yes ☑No

If Yes:

i. Describe the habitat/community (composition, function, and basis for designation): _____

ii. Source(s) of description or evaluation: _____

iii. Extent of community/habitat:

- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☑ Yes ☐No

If Yes:

i. Species and listing (endangered or threatened): Ecological Analysis, LLC prepared a Wildlife Habitat Assesement dated Jan. 24, 2023, for the subject property. This report has been provided with the submission.

Bog Turtle, Northern Long-eared Bat

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐Yes ☑No

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐Yes ☑No

If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐Yes ☑No

If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐Yes ☑No

i. If Yes: acreage(s) on project site? _____

ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐Yes ☑No

If Yes:

i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature

ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐Yes ☑No

If Yes:

i. CEA name: _____

ii. Basis for designation: _____

iii. Designating agency and date: _____

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 Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐Yes ☑No

If Yes:

i. Nature of historic/archaeological resource: ☐Archaeological Site ☐Historic Building or District

ii. Name: _____

iii. 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? ☐Yes ☑No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐Yes ☑No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, 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? ☐Yes ☑No

If Yes:

i. Identify the name of the river and its designation: _____

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 impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

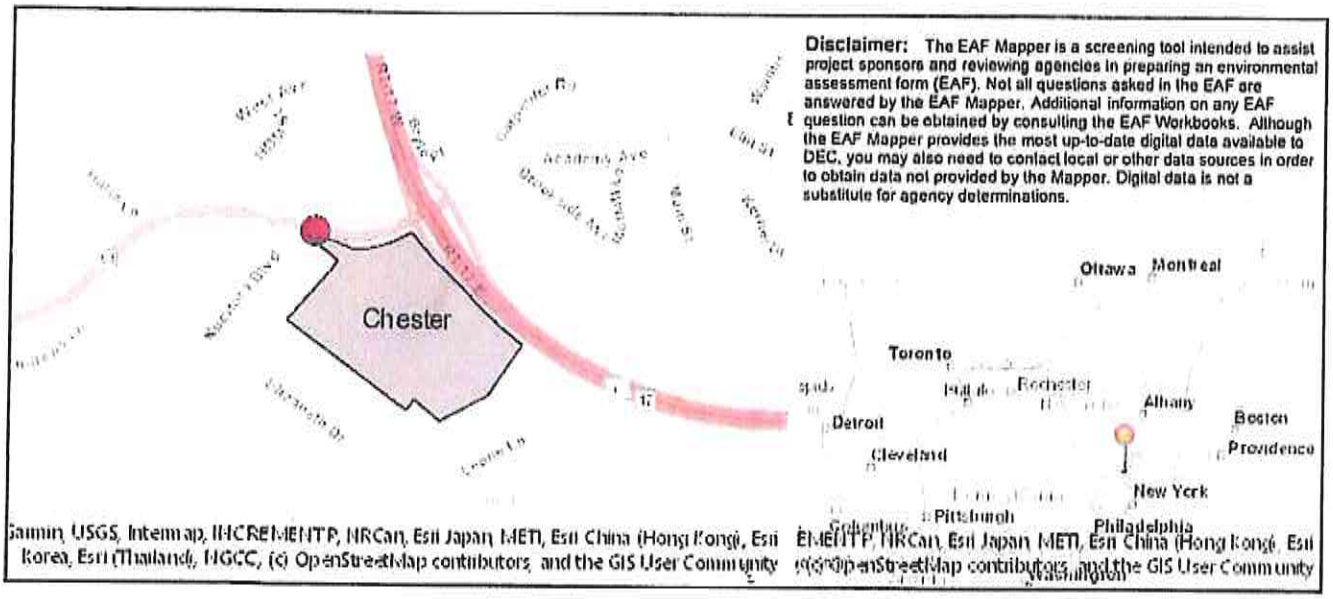
Applicant/Sponsor Name David Zigler ATZL NASLER & ZIGLER Date 2-22-23, Revised 4-10-23

Signature David M Zigler Title Land Surveyor

PRINT FORM

EAF Mapper Summary Report

Tuesday, February 14, 2023 4:25 PM



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]	C
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
E.2.j. [100 Year Floodplain]	Yes
E.2.k. [500 Year Floodplain]	Yes
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes
E.2.o. [Endangered or Threatened Species - Name]	Bog Turtle, Northern Long-eared Bat
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

New York State
Parks, Recreations
and
Historic Preservation
Addendum 4

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

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