

Town of Perinton Attn: Chairman Rainis 1350 Turk Hill Road Fairport, NY 14550

# Re: Burgundy Basin Redevelopment Project - Comments from the Conservation Board

Dear Chairman Rainis:

This letter is responding to the comments we received, for the above-mentioned project. The comments are in the order received and our responses are in bold italics.

#### 1. EAF Submittal

The PCB has reviewed the EAF submitted for this project and has the following comments:

#### Part I Question C.2.a. Adopted land use plans:

Second line should be checked 'yes', since the 2021 Perinton Comprehensive Plan contains specific language regarding recommendations for the properties along the Erie Canal (See page 59, proposed Erie Canal Scenic and Cultural Conservation Corridor (ECSCCC) 'overlay' district with 200' corridor. To address this, the following specific elements of the ECSCCC should be incorporated and expounded on in EAF Part III, (as noted on page 59):

- Applications in the corridor should receive a higher level of review and public engagement.

- NYS Barge Canal earthen embankment integrity program.

- Work in proximity to the embankment must take steps to prevent erosion. *Response: The EAF has been updated.* 

Part I Question C.3.a Zoning:

The response should include reference to the ECSCCC 'overlay district' that the Town is presently codifying.

Response: The EAF has been updated.

#### Part I Question D.2.j. Project Operations:

Comparison to past Burgundy Basin traffic is appropriate to use as a reference for alternative uses on this site. However, this section should be updated to reflect present traffic levels, since the Burgundy Basin has not been in operation for some time. As such, a 'Yes' response with details would be more appropriate. *Response: The EAF has been updated and the traffic study is also attached.* 

Part I Question E.1.e Site and Setting of Proposed Actions:

Project is adjacent to an embankment section of the NYS Barge Canal. These areas are considered a dam structure by NYSCC. 'Yes' should be checked and information added.

Response: The EAF has been updated as requested.

Part I Question E. 3.d Designated Public Resources On or Near Project Site: 'Bushnell's Basin Sluice Gate Dam' is considered a State regulated high hazard dam (State ID 045-6012). Please confirm whether or not this facility meets the NYSDEC criteria for a Critical Environmental Area. If so, additional input will be required in Part II Question 12 Impact on Critical Environmental Areas.

Response: The only part of the Erie Canal considered a critical environmental area in Monroe County is land within 100' of the Genesee River Barge Canal.

#### Part II Question 3 Impacts on Surface water:

'Yes' should be checked and an impact determination assessed for item d (Construction near NYS Barge Canal) and item h (Proposed action may cause erosion). *Response: The EAF part 2 has been updated to check yes. The proposed design is to not disturb the banks of the Erie Canal except for sidewalks and pathways up to the canal path. This will be very minimal disturbance with proper erosion control measures in place.* 

#### Part II Question 5 Impact on Flooding:

'Yes' should be checked and an impact determination assessed for item f (NYS Barge Canal (high hazard dam) is adjacent to property).

Response: Part II question 5 has been revised to Yes. All of questions under that section are no.

#### Part II Question 9 Impact on Aesthetic Resources:

'Yes' should be checked and an impact determination assessed for items a-c (The proposed action which includes 3.5-story buildings will be visible from the hamlet of Bushnell's Basin and the Historic NYS Barge Canal.)

Response: Part II question 9 has been revised to Yes. The proposed project will only be visible from Bushnell's Basin in the winter. The existing vegetation will screen the project during the remainder of the year. The bushnells basin is home to Commercial buildings, residential buildings, hotels, restaurants, gas stations. The Erie Canal has been a major transportation route for hundreds of years and therefore there is a lot of development along the Erie Canal. Almost every town the Erie Canal passes through has development of all types along it. The Erie Canal has become a heavily used recreation destination. Placing housing within walking distance to the canal path provides a tremendous amenity to residents in Perinton.

Part II Question 10 Impact on Historic and Archeological Resources:

'Yes should be checked and an impact determination assessed for items a (proposed action will be contiguous to the NYS Barge Canal and b (SHPO will provide a letter indicating no impact).

Response: The proposed project will be adjacent to the Erie Canal very much like the existing development that borders the canal in the surrounding towns and villages. The only disturbance proposed to the canal lands would be for pedestrian connection to the canal path. The proposed project has been submitted to SHPO for a no impact letter.

Part II Question 13 Impact on Transportation:

'Yes' should be checked and an impact determination assessed for item d. A Traffic study should be completed that will assess project impact(s) on Marsh Rd, including its one lane bridge for both pedestrians and vehicles.

Response: Part II Question 13 has been revised to yes. All of the sections of 13 are no to small impact.

Part II Question 18 Consistency with Community Character

'Yes' should be checked and an impact determination assessed for items f and g (the proposed action involves the construction of multiple 3.5 story structures, which is not consistent with adjacent single story structures.

Response: Part II Question 18 has been revised to yes. The Hilton Garden Inn, in Bushnells Basin is 5 stories in the back. The proposed 3.5 story structures sit over 30' below the canal path and sit below Marsh Road. The property is located in a commercially zoned land which allows 40' tall buildings.

#### 2. Traffic Study

As part of the Traffic Impact Study being coordinated with the Town Engineer, Monroe County Department of Transportation and New York State Department of Transportation (TIS scope being provided separately by Town Engineer), please also include the following:

- (1) Comparison of Marsh Road single-lane bridge to the Baird Road railroad single lane underpass. Both County roadways have (or are proposed to have) increased traffic density due to recent development projects.
  - a. Will the 'S' configuration on the approach to the single-lane Marsh Rd bridge have more or less of a traffic impact to adjoining road network by adding the proposed 189 dwelling units compared to the 'linear' approach at the Baird Rd underpass?

Response: As shown in Figure 6 of the traffic study, the proposed project is expected to add 24(45) NB trips and 40(28) SB trips during the AM(PM) peak hours, respectively. It very important to note that the majority of the site generated traffic added to the bridge will be residents of the proposed development and they will become familiar with the operations at the single-lane bridge vs the former Burgundy Basin use which consisted of patrons that may have been completely unfamiliar with the area and single-lane bridge.

The "S" configuration on the approach to Marsh Rd deters drivers from approaching the bridge at high speeds which provides drivers with time to see if there is traffic at the other end of the bridge. Since the Marsh Rd bridge and Baird Rd underpass operate similarly in the sense that drivers on either end take turns going through the one lane, the impact the additional traffic will have would be similar in both locations. According to the most recent NYSDOT count data, the Marsh Rd bridge carries approximately  $\pm 3,500$  vehicles per day (vpd) vs the Baird tunnel which carries approximately  $\pm 9,850$  vpd

b. Would a traffic signal system on the bridge that "rested on green" for the northbound approach (Rt. 96 side) and changed when southbound vehicles approached be effective in mitigating poor sight distance conditions?

Response: According to the Manual on Uniform Traffic Control Devices (MUTCD): "When properly used, traffic control signals are valuable devices for the control of vehicular and pedestrian traffic. They assign the right-of-way to the various traffic movements and thereby profoundly influence traffic flow." "Traffic control signals are often considered a panacea for all traffic problems at intersections. This belief has led to traffic control signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of vehicular, bicycle, and pedestrian traffic." Considering the guidance provided by the MUTCD, current bridge traffic volumes, and the very low volume of traffic added to the bridge as a result of the proposed development, a traffic signal is not recommended to control right of way at the single-lane bridge.

c. Can a walkway be provided along Marsh Rd to promote safety of the anticipated pedestrian increase resulting from this project?

Response: Considering the existing grades, guiderail, and travel lane widths, a walkway in not feasible along Marsh Rd. The project will provide a connection to the canal trail which is much safer and more scenic alternative for both pedestrian and bicycle connections.

d. Is there any mitigation proposed for the one lane bridge to improve safety of pedestrians and cyclists?

Response: There is space allocated on the south side of the bridge for pedestrians and/or bicyclists. No mitigation is proposed on the Marsh Rd bridge. The Marsh Rd bridge acts as a traffic calming measure by deterring motorists from using Marsh Rd as a through road between NY-96 and NY-31. Traffic using the bridge is comprised largely of local traffic. Additionally, there are more direct/better connections between NY-96 and NY-31 including Kreag Rd and Mitchell Rd.

#### 3. Hydrologic Study and Hydraulic Analysis

The site as it currently operates has no stormwater management facility, and generally drains from east to west, towards the canal spillway (i.e. Bushnell's Basin Sluice Gate). This spillway is well defined between the canal and the south side of Marsh Rd. However, as it continues north of Marsh Rd towards Irondequoit Creek, the channel loses its definition and becomes part of the rear yard swales of homes on Benedict Rd and Smallwood Dr.

As such, the PCB would like the proposed project to carefully evaluate the stormwater runoff currently directed to this facility (verified with visual observations during heavy rain events). To ensure no impact will occur to those residents north of Marsh Rd. the goal of the proposed project should be to attenuate all storm events with on-site infiltration type stormwater management facilities, minimizing or, if possible, eliminating runoff towards this spillway corridor. The specific details of the hydraulic analysis can be coordinated with the Town Engineer.

Response: Infiltration test were performed across the site and ranged from 4"/hr to 19.8"/hr. These are very high rates that will allow infiltration practices. The proposed design will be attenuate and infiltrate the majority of runoff. The Town Engineer will review the proposed analysis at the time of site plan approval.

#### 4. Geotechnical Study

A geotechnical study shall be conducted that confirms the site's hydrologic soil composition and suitability for infiltration as requested in the hydraulic analysis requested. Furthermore, maintaining the integrity of the Erie Canal embankment along this entire property is of critical importance. The geotechnical study should provide adequate evidence that the proposed development footprint (e.g. building foundations, grading, parking lot, canal trail connections, etc.) will have no negative impact on the embankment integrity or safety of downstream residents. The specific details of the geotechnical study can be coordinated with the Town Engineer. Response: Infiltration test were performed across the site and ranged from 4"/hr to 19.8"/hr. These are very high rates that will allow infiltration practices. The proposed design will be attenuate and infiltrate the majority of runoff. The Town Engineer will review the proposed analysis at the time of site plan approval. The proposed design will be done in coordination with the Geotech for the project, the Canal Corps and the town engineer. All parties will weigh in on the design of the proposed project. The goal of all parties is to not impact the canal embankment except for a couple pedestrian path connections. The draft geotch report and infiltration test reports are attached.

Sincerely,

David L. Cox, PE MBA Senior Associate|Civil Department Manager

DLC:paf

CC: File K. Rainis



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ZA

# **BURGUNDY BASIN DEVELOPMENT**

TOWN OF PERINTON, NY

PREPARED FOR: Mr. Karl Schuler Taylor The Builders 2580 Baird Road Penfield, NY 14526

Please note that SRF Associates has moved, and we are now with Passero Associates



#### TRAFFIC IMPACT REPORT – BURGUNDY BASIN DEVELOPMENT

September 1, 2023

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# 1.0 EXECUTIVE SUMMARY

The purpose of this report is to evaluate the potential traffic impacts related to the proposed development located along Marsh Road in the Town of Perinton, NY. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated and mitigating measures are identified (if needed) to minimize operational concerns.

To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project.

#### Project Location and Description

The project site is located along the south side of Marsh Road in the Town of Perinton, Monroe County, New York. The project site is bounded by Marsh Rd to the north, portions of Marsh Rd and the Erie Canal to the east, the Erie Canal to the south, and a veterinary hospital and a wooded area to the west. Land uses in the vicinity of the proposed project include commercial and residential.

The proposed project consists of three apartment buildings with a total of 189 units, four townhome buildings with a total of 20 units, and a  $\pm$ 7,000 square foot (SF) restaurant. Access to the majority of the proposed project will be provided via one full access driveway along Marsh Rd; the townhome building (5 units) at the western end of the site will have two full access driveways, one at each end of the building.

#### <u>Study Area</u>

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following two (2) intersections:

- 1. NY-96/Marsh Rd
- 2. Marsh Rd/Benedict Rd
- 3. NY-31/Marsh Rd

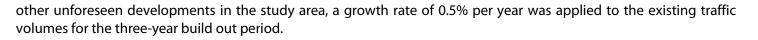
#### Existing and Background Conditions

Turning movement traffic counts were collected by Passero Associates on Tuesday, July 11, 2023, at the NY-96/Marsh Rd and Marsh Rd/Benedict Rd intersections and on Tuesday, July 25, 2023 at the NY-31/Marsh Rd intersection. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period. The peak hour traffic periods generally occurred from 8:00-9:00 AM and 4:45-5:45 PM. It should be noted that the PM peak for the NY-31/Marsh Rd intersection occurred from 4:30-5:30, and the intersection was analyzed using this peak hour.

Construction of the proposed project is anticipated to reach full build-out within approximately three years. Widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipal personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. Town of Perinton officials identified a single family home development along Marsh Rd. Traffic generated by the single family home development were included in the growth rate.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has generally decreased between 2010 and 2019 on the roadway segments in the study area. To account for normal increases in background traffic growth, including the nearby single family home development identified by Town officials and any





#### Conclusions and Recommendations

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed development located along Marsh Road in the Town of Perinton, NY. The results of this study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections. The following sets forth the conclusions and recommendations based upon the results of the analyses:

#### Conclusions

- 1. The proposed project is expected to generate approximately 58 entering/96 exiting vehicle trips during the AM peak hour and 108 entering/66 exiting vehicle trips during the PM peak hour.
- 2. Based on trip generation estimates for the former site use and proposed site uses, the proposed site uses will generate fewer peak hour trips than the former site use.
- 3. The proposed development will provide market rate apartments and townhomes, however, it is anticipated that the majority of tenants will be seniors and that the development will be similar to the existing Legends at Whitney Town Center along Clear Spring Dr in Fairport, NY. Trip Generation data collected at the Legends at Whitney Town Center is significantly lower than the projected trip generation for the site using ITE data. In order to provide a conservative analysis, the ITE trip generation data was used in this report.
- 4. All approaches operate at an acceptable LOS "D" or better under all conditions during all peak hours studied at the study intersections.
- 5. The combination of eastbound traffic volumes turning left into the driveway from Marsh Rd and the design speed of Marsh Rd indicate that left-turn treatments are not warranted during either peak hour.
- 6. The Marsh Rd/Proposed Driveway intersection is projected to operate at LOS "B" or better under full build conditions during all peak hours.
- 7. The Marsh Rd bridge over the Erie Canal is a single lane bridge that operates with alternating traffic. This alternating operation results in short queues on one or both sides of the bridge during peak hours. It also acts as a traffic calming feature for Marsh Rd by deterring motorists from using Marsh Rd as a cut through between NY-96 and NY-31. The proposed development is expected to add 24 and 45 NB trips and 40 and 28 SB trips during the AM and PM peak hours, respectively. This equates to less than one additional vehicle per minute traversing the bridge during each peak hour. No mitigation is required on the Marsh Rd bridge.
- 8. The detailed analysis contained in this Traffic Impact Study demonstrates the proposed project will not result in any potentially significant adverse environmental impacts for the purpose of the environmental review of the project pursuant to the State Environmental Quality Review Act ("SEQRA").

#### Recommendations

9. The proposed main driveway along Marsh Rd should be designed to provide one entering and one exiting lane.



# 2.0 INTRODUCTION

#### 2.1 Study Purpose and Objectives

The purpose of this report is to evaluate the potential traffic impacts related to the proposed development located along Marsh Road in the Town of Perinton, NY. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are evaluated and mitigating measures are identified (if needed) to minimize operational concerns.

To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project.

#### 2.2 Project Location

The project site is located along Marsh Road in the Town of Perinton, Monroe County, New York. The project site is bounded by Marsh Rd to the north, portions of Marsh Rd and the Erie Canal to the east, the Erie Canal to the south, and a veterinary hospital and a wooded area to the west. Land uses in the vicinity of the proposed project include commercial and residential.

#### 2.3 Study Area

To ensure a comprehensive analysis of potential traffic impacts, a study area was selected consisting of the following two (2) intersections:

- 1. NY-96/Marsh Rd
- 2. Marsh Rd/Benedict Rd
- 3. NY-31/Marsh Rd

The project site location and study area are illustrated in **Figure 1** (all figures are included at the end of this report).

### 3.0 TRANSPORTATION SETTING

#### 3.1 Description of Study Area Roadways

The information outlined in **Table 1** provides a description of the existing roadway network within the study area. **Figure 2** illustrates the lane geometry and traffic control at each of the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs reflect the most recently collected data obtained from the NYSDOT.







Table 1:	Existing Highway System
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ROADWAY	CLASS <sup>1</sup>	AGENCY <sup>2</sup>	SPEED LIMIT <sup>3</sup>	TRAVEL LANES⁴	ORIENTATION OF TRAVEL	AADT⁵
NY-96	16	NYSDOT	30	2	Two-way/ East-West	18,319 NYSDOT (2019)
Marsh Road (CR-38)	17	MCDOT	MCDOT 35 2		Two-way/ Northwest-Southeast	3,516 NYSDOT (2016)
Benedict Road	19	Town of Perinton	30	2	Two-way/ North-South	N/A
NY-31	16	NYSDOT	45	2	Two-way/ Northwest-Southeast	19,794 NYSDOT (2018)

Notes:

1. State functional classification of roadway

2. Jurisdictional agency of roadway.

3. Posted or statewide limit in miles per hour (mph).

4. Number of travel lanes. Excludes turning/auxiliary lanes developed at intersections.

5. Estimated AADT in vehicles per day (vpd). AADT source (Year).

The Highway Functional Classification System defines the role a roadway plays in the overall road network. Functional classification of highways within the study area is determined by the NYSDOT and the Federal Highway Administration (FHWA).

#### **Urban Minor Arterial (Class 16)**

An urban minor arterial interconnects and augments the higher-level arterials as well as serves trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials. They distribute traffic to smaller geographic areas than those served by higher-level Arterials and provide more land access than Principal Arterials without penetrating identifiable neighborhoods. They also provide urban connections for Rural Collectors.

#### Urban Major Collector (Class 17)

Collectors serve a critical role in the roadway network by gathering traffic from local roads and funneling them to the arterial network. Urban major collector highways serve both land access and traffic circulation in higher density residential, and commercial/industrial areas, they penetrate residential neighborhoods often for significant distances, distribute and channel trips between local Roads and arterials, and the operating characteristics include higher speeds and more signalized intersections.

#### Urban Local (Class 19)

Urban local roads include all facilities not in one of the higher systems (e.g., arterial, collector, etc.). They primarily permit direct access to abutting lands and connections to the higher order systems and are not intended for use in long distance travel. As public roads, they should be accessible for public use throughout the year. Generally, the streets carry little to no through-traffic flows.



#### 3.2 Description of Multimodal Network

Table 2 summarizes the traffic controls, pedestrian, bicycle, and transit accommodations within the study area.

ROADWAY/ INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN	BICYCLE	TRANSIT
NY-96/Marsh Road	Signalized	There are crosswalks across all approaches with pedestrian countdown signals and pushbuttons. There is a sidewalk along both sides of NY-96 to the east of the intersection and there is a sidewalk to the north of NY-96 to the west of the intersection. There is also a small segment of sidewalk in the southwest corner of the intersection that connects the crosswalks.		Public transit service within the study area is provided by the Regional Transit Services (RTS). There are no transit stops at this intersection.
Marsh Road/Benedict Road	Unsignalized	There are no sidewalks or crosswalks at this intersection. Pedestrians are permitted to use the 6 ft wide shoulders on Marsh Rd.	There are no bicycle facilities at this intersection; cyclists are permitted to share the road on all approaches	Public transit service within the study area is provided by the Regional Transit Services (RTS). There are no transit stops at this intersection.
NY-31/Marsh Road	Signalized	There is a crosswalk across the eastbound approach with pedestrian countdown signals and pushbuttons. There is a sidewalk along the west side of Marsh Rd, to the north of NY-31. There is also a sidewalk along the north side of NY-31, to the west of Marsh Rd.		Public transit service within the study area is provided by the Regional Transit Services (RTS). There are no transit stops at this intersection.

#### Table 2: Multimodal Network

#### 3.3 Planned/Programmed Highway Improvements

There are no planned highway improvement projects in the study area.



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# 4.0 EXISTING CONDITIONS ANALYSIS

#### 4.1 Peak Intervals for Analysis

Given the functional characteristics of the corridors, adjacent land uses, and the proposed land use for the project site, the peak hours selected for analysis are the weekday AM and PM peak periods. The combination of site traffic and adjacent street traffic produces the greatest demand during these time periods.

#### 4.2 Existing Traffic Volume Data

Turning movement traffic counts were collected by Passero Associates on Tuesday, July 11, 2023, at the NY-96/Marsh Rd and Marsh Rd/Benedict Rd intersections and on Tuesday, July 25, 2023 at the NY-31/Marsh Rd intersection. Traffic counts were conducted between 7:00-9:00 AM for the weekday AM peak period and 4:00-6:00 PM for the weekday PM peak period. The peak hour traffic periods generally occurred from 8:00-9:00 AM and 4:45-5:45 PM. It should be noted that the PM peak for the NY-31/Marsh Rd intersection occurred from 4:30-5:30, and the intersection was analyzed using this peak hour. The existing peak hour traffic volumes are shown in **Figure 3**.

# 5.0 BACKGROUND (NO BUILD) CONDITIONS

Construction of the proposed project is anticipated to reach full build-out within approximately three years. Widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipal personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. Town of Perinton officials identified a single family home development along Marsh Rd. Traffic generated by the single family home development were included in the growth rate.

A review of available historical NYSDOT traffic volume data in the vicinity of the site indicates that traffic has generally decreased between 2010 and 2019 on the roadway segments in the study area. To account for normal increases in background traffic growth, including the nearby single family home development identified by Town officials and any other unforeseen developments in the study area, a growth rate of 0.5% per year was applied to the existing traffic volumes for the three-year build out period. The background traffic volumes are depicted in **Figure 4**.

# 6.0 PROPOSED DEVELOPMENT CONDITIONS

#### 6.1 Project Description

The proposed project consists of three apartment buildings with a total of 189 units, four townhome buildings with a total of 20 units, and a  $\pm$ 7,000 square foot (SF) restaurant. Access to the majority of the proposed project will be provided via one full access driveway along Marsh Rd; the townhome building (5 units) at the western end of the site will have two full access driveways, one at each end of the building.

#### 6.2 On-site Circulation and Parking

Sidewalks will be provided on-site to connect the apartment buildings, the restaurant, and the Canal Trail. The site will provide  $\pm 129$  surface spaces and  $\pm 126$  garage spaces for the apartment buildings, 2 garage spaces and 2 driveway





spaces for each townhome unit, and  $\pm 14$  surface spaces designated for the proposed restaurant use with an additional  $\pm 32$  surface spaces in the surrounding area that can be used by restaurant patrons.

#### 6.3 Proposed Traffic Generation

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. *Trip Generation Manual*(11<sup>th</sup> Edition) published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land uses, in this case, the weekday commuter AM and PM peak hours, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis. **Table 3** shows the estimated site generated trips that will be added to the existing roadway system under full project development.

DESCRIPTION	ITE LUC <sup>1</sup>	SIZE	AM PEAI ENTER	K HOUR EXIT	PM PEAH ENTER	K HOUR EXIT
Single-Family Attached Housing	215	20 units	1	4	5	3
Multifamily Housing (Low-Rise)	220	189 units	20	62	64	38
High-Turnover (Sit- Down) Restaurant	932	±7,000 SF	37	30	39	25
Total			58	96	108	66
<u>Note:</u> 1. LUC = Land Use Coc	le.					

#### Table 3: Site Generated Trips

The proposed project is expected to generate approximately 58 entering/96 exiting vehicle trips during the AM peak hour and 108 entering/66 exiting vehicle trips during the PM peak hour.

#### 6.4 Comparison to Previous Land Use

The site was previously used as an event space with an occupancy of  $\pm 1,000$  people. **Table 5** provides a comparison of event space development trips under the previous site use to the proposed residential/restaurant site use. In all cases, the event space use generates more trips than the proposed residential/restaurant land use.

Table 4:	Site Generated	Trip Comparison
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LAND USE	SIZE	AM PEA	( HOUR	PM PEAK	K HOUR
	JIZL	ENTER	EXIT	ENTER	EXIT
Proposed Development		58	96	108	66
Event Space	±1,000 Seats	0	0	133	52
Difference		58	96	-25	14





Overall, there will be a net decrease in site generated trips of 11 vehicles during the PM peak hour compared to the previous event space land use. It should be noted that the former event space was also used for conference type events. Although ITE does not provide AM peak hour data for a similar facility, it is reasonable to assume that the AM peak hour traffic was similar to the PM peak hour traffic and, therefore, the proposed site uses will generate fewer peak hour trips that the previous site use.

#### 6.5 Comparison to Similar Local Residential Use

The proposed development will provide market rate apartments and townhomes, however, it is anticipated that the majority of tenants will be seniors and that the development will be similar to the existing Legends at Whitney Town Center along Clear Spring Dr in Fairport, NY. Trip generation data for The Legends at Whitney Town Center was collected during the morning and evening peak periods on July 11, 2023. It is noted that senior living facilities generate significantly fewer peak hour trips than other residential land uses. **Table 4** provides a comparison of the locally collected trip generation data to trip generation data derived from the ITE database for the market rate apartments and townhomes. Trip Generation data collected at the Legends at Whitney Town Center is significantly lower than the projected trip generation for the site using ITE data. In order to provide a conservative analysis, the ITE trip generation data was used in this report.

LAND USE	SIZE	AM PEA	( HOUR	PM PEAK	( HOUR
	JIZL	ENTER	EXIT	ENTER	EXIT
Multifamily Housing	189 Units	20	62	64	38
The Legends at Whitney Town Center	±147 Units	9	17	17	8
Difference		11	45	47	30

#### Table 5: Site Generated Trip Comparison

#### 6.6 Trip Distribution

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival/departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Residential and Employment centers using U.S. Census Data
- Site layout and access locations
- Proximity and access to expressways (I-490) and other main roadways
- Existing traffic patterns
- Existing traffic conditions and controls

**Figure 5** shows the anticipated trip distribution pattern percentage for the project site. **Figure 6** illustrates the peak hour project site-generated traffic based on those percentages. The five townhome units with separate access to Marsh Road will generate minimal traffic and was not separately analyzed.

#### 6.7 Full Development Volumes

The proposed design hour traffic volumes are developed for the peak hours by combining the background traffic conditions (Figure 4) and the new site-generated traffic volumes (Figure 6) to yield the traffic volumes under full





development conditions. Figure 7 illustrates the total peak hour volumes anticipated for the proposed project under full build-out conditions.

# 7.0 TRAFFIC OPERATIONS AND ANALYSIS

#### 7.1 Left-Turn Warrant Investigation

This study used the Transportation Research Board's (TRB) *NCHRP Report 279 Intersection Channelization Design Guide* to evaluate the volume warrants for a left-turn treatment at the proposed driveway location. Provisions for left-turn lane facilities should be established where traffic volumes are high enough and safety considerations are sufficient to warrant the additional lane. This investigation analyzed warrants during the weekday AM and PM peak hours for the intersections under full development conditions. The warrants are based on the design speed of the major roadway.

The combination of eastbound traffic volumes turning left into the driveway from Marsh Rd and the design speed of Marsh Rd indicate that left-turn treatments are not warranted during either peak hour.

#### 7.2 Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the *Highway Capacity Manual* (HCM 2000) published by the Transportation Research Board (TRB). Traffic analysis software, Synchro 11, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a level of service based on the HCM as an indicator of how well intersections operate.

Six levels of service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing the conditions with little to no delay, and LOS "F" conditions with very long delays. LOS "C" or better is desirable, but LOS "D" for signalized locations and LOS "E" for unsignalized locations are generally thresholds of acceptable operation during peak periods so long as the volume to capacity ratio (v/c) is below 1.0. **Table 6** depicts level of service criteria for both signalized and unsignalized intersections.

LEVEL OF	SIGNALIZED CONTROL	STOP CONTROL
SERVICE	DELAY PER VEHICLE (seconds)	DELAY PER VEHICLE (seconds)
Α	< 10	< 10
В	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
Е	55 – 80	35 – 50
F	> 80	> 50

#### Table 6: Level of Service Criteria





LOS for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. LOS for unsignalized intersections, however, are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals.

The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays. As the v/c ratio approaches 1.0, traffic flow may become unstable, and delay and queuing conditions may occur.

#### 7.3 Capacity Analysis Results

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the project were analyzed to assess the operation of the study area intersections. Capacity results for existing, background, and full development conditions are listed in **Table 7**. The discussion following the table summarizes capacity conditions. The detailed Synchro capacity analysis worksheets are contained in the Appendices.



#### **TABLE 7: CAPACITY ANALYSIS RESULTS**

Town of Perinton, NY

INTERSECTION		EXIST	2023 ING BAS DITIONS	E	2026 BACKGROUND CONDITIONS					2026 FULL BUILD CONDITIONS				
	AM PM				1	АМ		PM		AM				
1. NY-96/Marsh Rd/Plaza Dwy (S)														
EB Left - NY-96	А	3.5	А	4.5	А	3.5	А	4.6		А	4.3	А	6.1	
EB Thru/Right - NY-96	А	9.5	В	13.2	А	9.7	В	13.5		В	11.5	В	15.5	
WB Left - NY-96	А	3.4	А	4.4	А	3.5	А	4.5		А	4.1	А	5.2	
WB Thru/Right - NY-96	А	9.9	В	14.8	В	10.1	В	15.2		В	13.4	В	19.2	
NB Left/Thru - Plaza Dwy	С	32.0	D	42.6	С	32.0	D	42.6		С	31.0	D	40.9	
NB Right - Plaza Dwy	А	0.4	А	8.0	А	0.4	А	8.2		Α	0.3	А	7.8	
SB Left- Marsh Rd	D	43.9	D	44.8	D	<mark>43.9</mark>	D	44.9		D	45.2	D	45.7	
SB Thru/Right - Marsh Rd	В	12.3	В	14.6	В	12.2	В	14.4		В	10.8	В	13.1	
Overall LOS	В	11.1	В	15.5	В	11.2	В	15.8		В	13.7	В	18.2	
Volume-to-Capacity (v/c) Ratio	(	0.55	(	).67	0	).56	(	).68		0	).61		0.77	
2. Marsh Rd/Proposed Driveway (U)														
WB Left - Marsh Rd		N/A		N/A		N/A –		N/A		Α	7.6	Α	7.8	
NB - Proposed Driveway				ŊА		Ny A		V/A		В	10.6	В	11.4	
3. Marsh Rd/Benedict Rd/Exist Office Dw	y (U)													
EB Left - Marsh Rd	А	7.4	A	7.6	Α	7.4	A	7.6		A	7.6	A	7.7	
WB Left - Marsh Rd	А	0.0	A	7.5	Α	0.0	Α	7.5		Α	0.0	Α	7.6	
NB - Exist Office Dwy	А	0.0	A	9.7	Α	0.0	А	9.8		Α	0.0	В	10.5	
SB - Benedict Rd	А	9.9	В	11.0	A	9.9	В	11.1		В	10.6	В	12.2	
4. NY-31/Marsh Rd (S)														
EB Left - NY-31	В	19.7	В	18.2	С	22.1	В	18.7		С	27.0	С	20.1	
EB Thru - NY-31	В	17.5	С	30.2	В	17.6	С	30.7		С	20.3	D	42.6	
EB Right - NY-31	А	0.0	А	1.4	Α	0.0	Α	1.5		А	0.7	Α	3.0	
WB Left - NY-31	В	10.2	В	12.7	В	10.2	В	12.8		В	11.3	В	15.8	
WB Thru - NY-31	D	44.3	D	39.7	D	<mark>46.4</mark>	D	40.3		D	49.4	D	37.8	
WB Right - NY-31	А	2.2	А	2.4	А	2.1	А	2.4		А	2.3	А	2.5	
NB Left - Marsh Rd	С	28.3	С	24.9	С	28.3	С	25.2		С	28.2	С	26.0	
NB Thru/Right - Marsh Rd	D	44.9	D	44.7	D	<mark>45.0</mark>	D	45.3		D	47.7	D	48.5	
SB Left - Marsh Rd	D	39.5	D	38.2	D	40.3	D	40.0		D	42.5	D	45.3	
SB Thru - Marsh Rd	D	38.5	D	35.3	D	38.5	D	35.8		D	38.9	D	37.4	
SB Right - Marsh Rd	А	4.3	А	3.9	Α	4.3	А	3.9		А	4.7	А	3.9	
Overall LOS	С	27.6	C	28.1	С	28.6	C	28.6		C	30.8	C	32.3	
Volume-to-Capacity (v/c) Ratio	(	).89	(	).82	C	).91	(	).83		(	).92		0.91	

#### Notes:

1. A(2.8) = Level of Service (Delay in seconds per vehicle)

2. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

3. (S) = Signalized; (U) = Unsignalized

4. N/A = Approach does not exist and/or was not analyzed during this condition

5. Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.





#### 1. NY-96/Marsh Rd/Plaza Driveway (Signalized)

All approaches operate at LOS "D" or better under all conditions during all peak hours. In between background and full build conditions, the eastbound thru/right approach is projected to change from LOS "A" to "B" during the AM peak hour period, however, this is considered a borderline condition as the threshold between LOS "A" and "B" is 10.0 seconds per vehicle and the actual increase in delay projected is 1.8 seconds per vehicle. No other changes in level of service are anticipated, and no improvements are warranted nor recommended at this location.

#### 2. Marsh Rd/Proposed Driveway

All approaches operate at LOS "B" or better under full build conditions during all peak hours. No improvements are warranted nor recommended at this location. The proposed driveway should consist of one entering and one exiting lane.

#### 3. Marsh Rd/Benedict Rd (Unsignalized)

All approaches operate at LOS "B" or better under all conditions during all peak hours. In between background and full build conditions, the southbound approach is projected to change from LOS "A" to "B" during the AM peak hour period, however, this is considered a borderline condition as the threshold between LOS "A" and "B" is 10.0 seconds per vehicle and the actual increase in delay projected is 0.7 seconds per vehicle. Also, the northbound approach is projected to change from LOS "A" to "B" during the PM peak hour period, however, this is also considered a borderline condition and the actual increase in delay projected is 0.7 seconds per vehicle. No other changes in level of service are anticipated, and no improvements are warranted nor recommended at this location.

#### 4. NY-31/Marsh Rd (Signalized)

All approaches operate at LOS "D" or better under all conditions during all peak hours. In between background and full build conditions, the eastbound thru approach is projected to change from LOS "B" to "C" during the AM peak hour period, however, this is considered a borderline condition as the threshold between LOS "B" and "C" is 20.0 seconds per vehicle and the actual increase in delay projected is 3.0 seconds per vehicle. Also, in between background and full build conditions, the eastbound thru approach is projected to change from LOS "C" to an acceptable LOS "D" during the PM peak hour period. Also, in between background and full build conditions, the eastbound left approach is projected to change from LOS "B" to "C" during the PM peak hour period, however, this is also considered a borderline condition and the actual increase in delay projected is 1.4 seconds per vehicle. No other changes in level of service are anticipated, and no improvements are warranted nor recommended at this location.

### 8.0 MARSH ROAD BRIDGE

#### 8.1 Marsh Road Bridge Analysis

The Marsh Rd bridge over the Erie Canal is a single lane bridge that operates with alternating traffic. This alternating operation results in short queues on one or both sides of the bridge during peak hours. It also acts as a traffic calming feature for Marsh Rd by deterring motorists from using Marsh Rd as a cut through between NY-96 and NY-31. Additionally, there are more direct/better nearby connections between NY-96 and NY-31 including Kreag Rd and Mitchell Rd. The "S" configuration on the approach to Marsh Rd deters drivers from approaching the bridge at high speeds which provides drivers with time to see if there is traffic at the other end of the bridge.

As shown in Figure 6, the proposed project is expected to add 24(45) NB trips and 40(28) SB trips during the AM(PM) peak hours, respectively. This equates to less than one additional vehicle per minute traversing the bridge during each peak hour. It very important to note that the majority of the site generated traffic added to the bridge will be residents of the proposed development and they will become familiar with the operations at the single-lane bridge. The former





Burgundy Basin use (a banquet facility), consisted of different patrons all the time that may have been completely unfamiliar with the area and the operation of the single-lane bridge.

It is noted that there is space allocated on the east side of the bridge for pedestrians and/or bicyclists. No mitigation is required on the Marsh Rd bridge.

#### 8.2 Signalization of the Marsh Road Bridge

According to the Manual on Uniform Traffic Control Devices (MUTCD): "When properly used, traffic control signals are valuable devices for the control of vehicular and pedestrian traffic. They assign the right-of-way to the various traffic movements and thereby profoundly influence traffic flow." "Traffic control signals are often considered a panacea for all traffic problems at intersections. This belief has led to traffic control signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of vehicular, bicycle, and pedestrian traffic." Considering the guidance provided by the MUTCD, current peak hour and daily bridge traffic volumes, and the very low volume of traffic added to the bridge as a result of the proposed development, a traffic signal is not recommended to control right of way at the single-lane bridge. Additionally, a signal may cause longer queues resulting in the potential for spillback into NY-96.

#### 8.3 Comparison to Baird Road Underpass

A similar condition to the Marsh Rd bridge exists along Baird Road in the Town of Penfield, which has a single lane underpass located just south of the Whitney Rd intersection. Since the Marsh Rd bridge and Baird Rd underpass operate similarly in the sense that drivers on either end take turns going through the one lane, the impact the additional traffic will have would be similar in both locations. According to the most recent NYSDOT count data, the Marsh Rd bridge carries approximately  $\pm 3,500$  vehicles per day (vpd) compared to the Baird tunnel which carries approximately  $\pm 9,850$  vpd which is almost three times more than the Marsh Rd bridge. Both locations have height restrictions: Baird Rd = 10' 6"; Marsh Rd = 12' 9" which deters most truck traffic. There is approximately 275 ft of queuing space on Marsh Rd between the bridge and NY-96 which can provide storage for approximately 11 vehicles. Baird Rd has approximately 165 ft of queuing space between the underpass and Whitney Rd which can provide storage for approximately 6-7 vehicles. In this case the "S" curve of Marsh Rd affords greater vehicle storage capacity than the straighter approach to the Baird Rd underpass.

# 9.0 CONCLUSIONS AND RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed development located along Marsh Road in the Town of Perinton, NY. The results of this study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections. The following sets forth the conclusions and recommendations based upon the results of the analyses:

#### Conclusions

- 1. The proposed project is expected to generate approximately 58 entering/96 exiting vehicle trips during the AM peak hour and 108 entering/66 exiting vehicle trips during the PM peak hour.
- 2. Based on trip generation estimates for the former site use and proposed site uses, the proposed site uses will generate fewer peak hour trips than the former site use.



#### TRAFFIC IMPACT REPORT - BURGUNDY BASIN DEVELOPMENT

#### September 1, 2023



- 3. The proposed development will provide market rate apartments and townhomes, however, it is anticipated that the majority of tenants will be seniors and that the development will be similar to the existing Legends at Whitney Town Center along Clear Spring Dr in Fairport, NY. Trip Generation data collected at the Legends at Whitney Town Center is significantly lower than the projected trip generation for the site using ITE data. In order to provide a conservative analysis, the ITE trip generation data was used in this report.
- 4. All approaches operate at an acceptable LOS "D" or better under all conditions during all peak hours studied at the study intersections.
- 5. The combination of eastbound traffic volumes turning left into the driveway from Marsh Rd and the design speed of Marsh Rd indicate that left-turn treatments are not warranted during either peak hour.
- 6. The Marsh Rd/Proposed Driveway intersection is projected to operate at LOS "B" or better under full build conditions during all peak hours.
- 7. The Marsh Rd bridge over the Erie Canal is a single lane bridge that operates with alternating traffic. This alternating operation results in short queues on one or both sides of the bridge during peak hours. It also acts as a traffic calming feature for Marsh Rd by deterring motorists from using Marsh Rd as a cut through between NY-96 and NY-31. The proposed development is expected to add 24 and 45 NB trips and 40 and 28 SB trips during the AM and PM peak hours, respectively. This equates to less than one additional vehicle per minute traversing the bridge during each peak hour. No mitigation is required on the Marsh Rd bridge.
- 8. The detailed analysis contained in this Traffic Impact Study demonstrates the proposed project will not result in any potentially significant adverse environmental impacts for the purpose of the environmental review of the project pursuant to the State Environmental Quality Review Act ("SEQRA").

#### Recommendations

9. The proposed main driveway along Marsh Rd should be designed to provide one entering and one exiting lane.



### **10.0 REFERENCES**

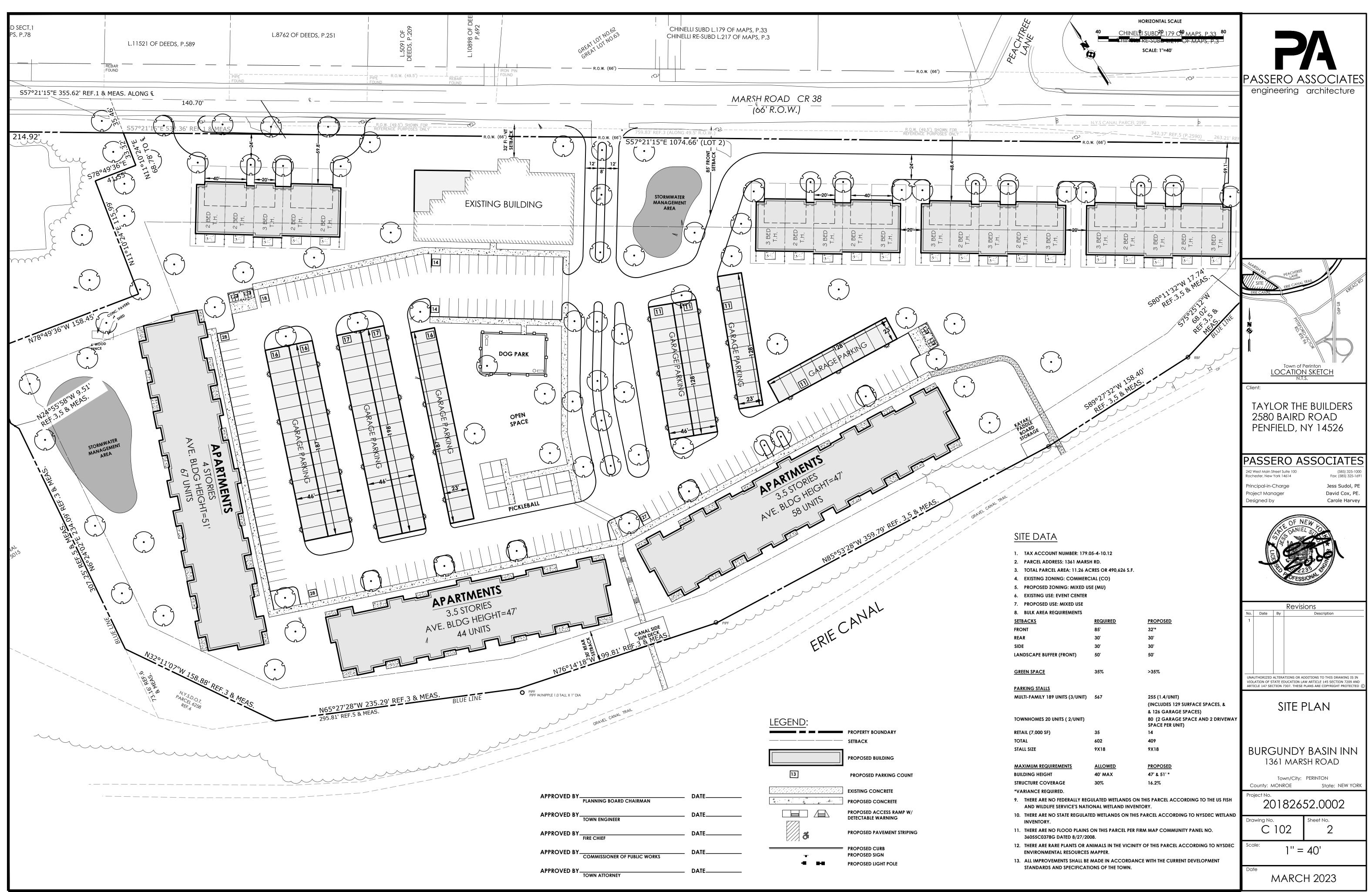
- Synchro 11 Software. Cubic ITS.
- Highway Capacity Manual (HCM 2000). Transportation Research Board (TRB). Washington, DC. 2016.
- Highway Functional Classification Concepts, Criteria, and Procedures. FHWA. 2013.
- Trip Generation (11<sup>th</sup> Edition). Institute of Transportation Engineers (ITE). Washington, DC. 2021.
- OnTheMap. US Census Bureau. 2023.
- Traffic Data Viewer. New York State Department of Transportation (NYSDOT). 2023.
- NCHRP Report 279 Intersection Channelization Design Guide. TRB. 1985.

# 11.0 FIGURES

Figures 1 through 7 are included on the following pages.

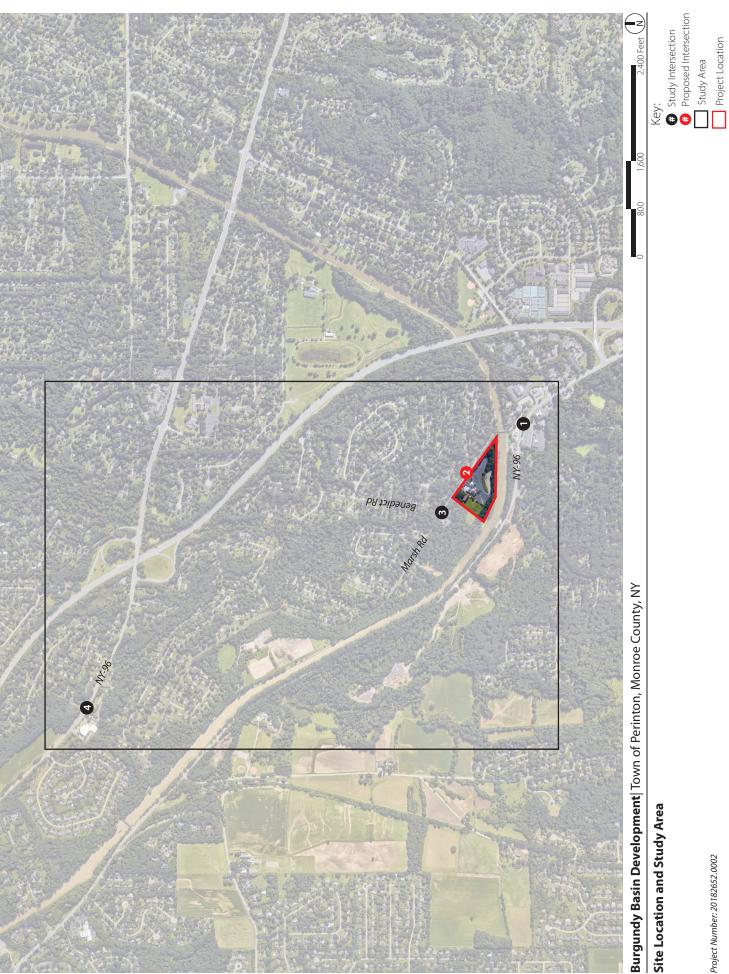






NOT FOR CONSTRUCTION

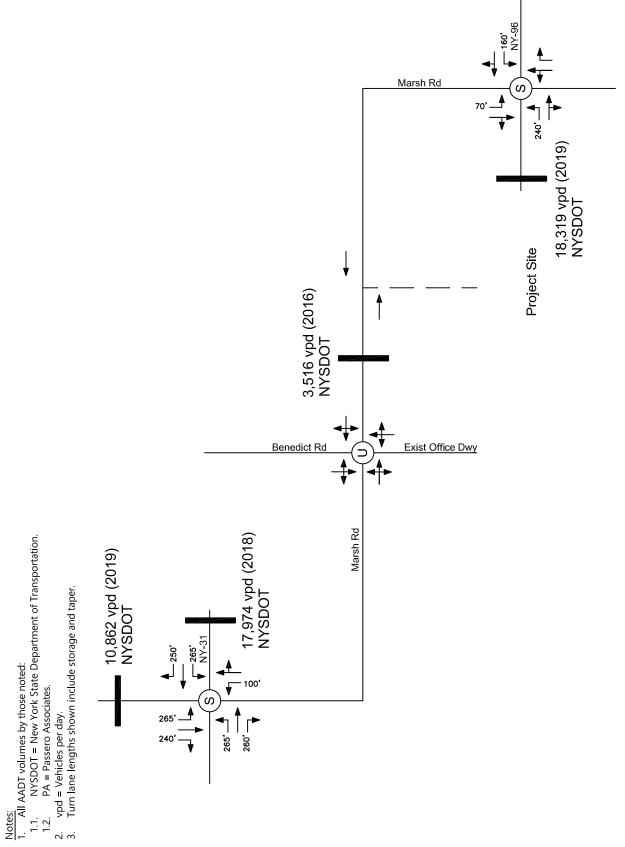




Project Number: 20182652.0002

# Figure 2

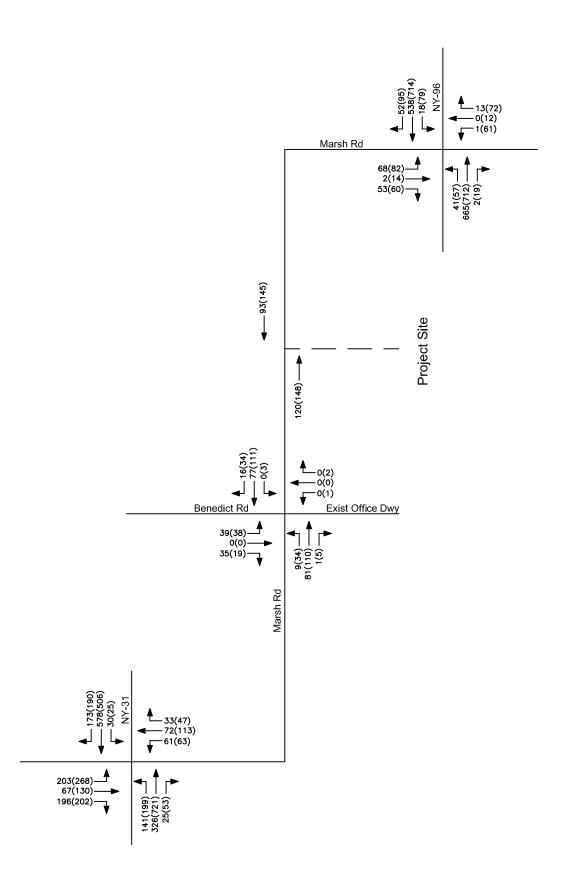
SRF ----



Burgundy Basin Development Town of Perinton, NY

**Average Daily Traffic** 

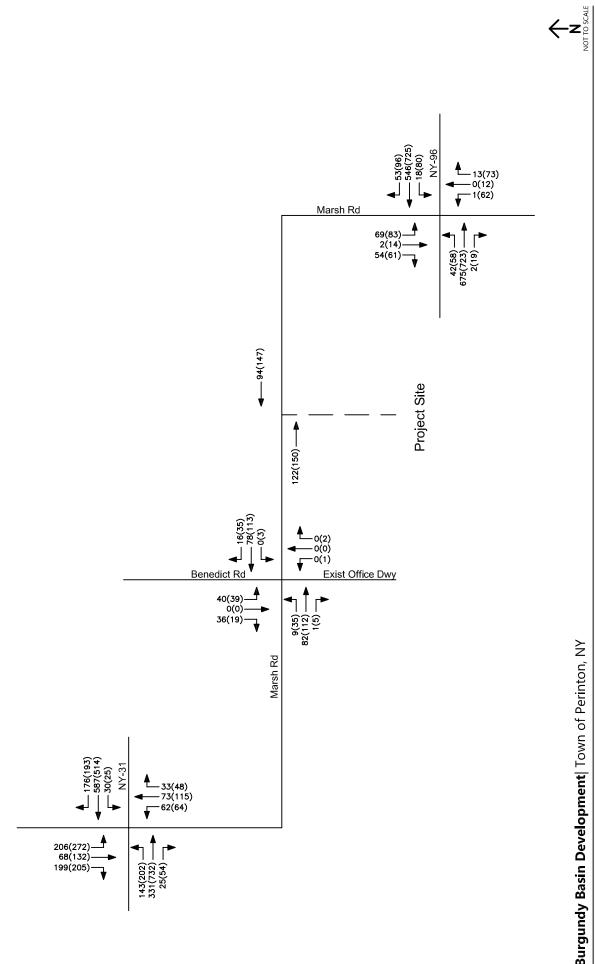
Lane Geometry and



Burgundy Basin Development| Town of Perinton, NY

KEY: 00(00) = AM(PM) --- Proposed Access

Peak Hour Volumes 2023 Existing Conditions SRF

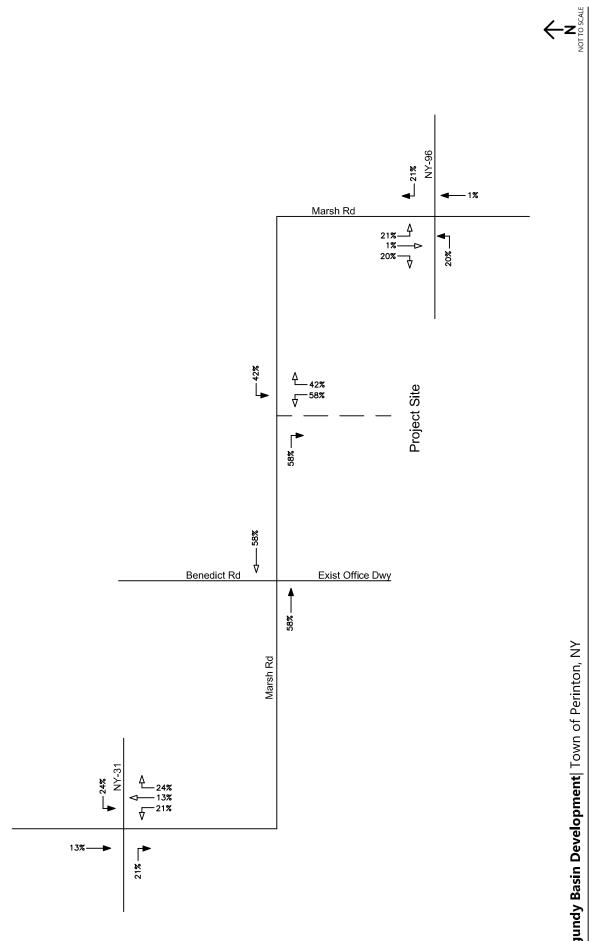


KEY: 00(00) = AM(PM) – – – Proposed Access

Burgundy Basin Development| Town of Perinton, NY

Peak Hour Volumes 2025 Background Conditions

SRF 1

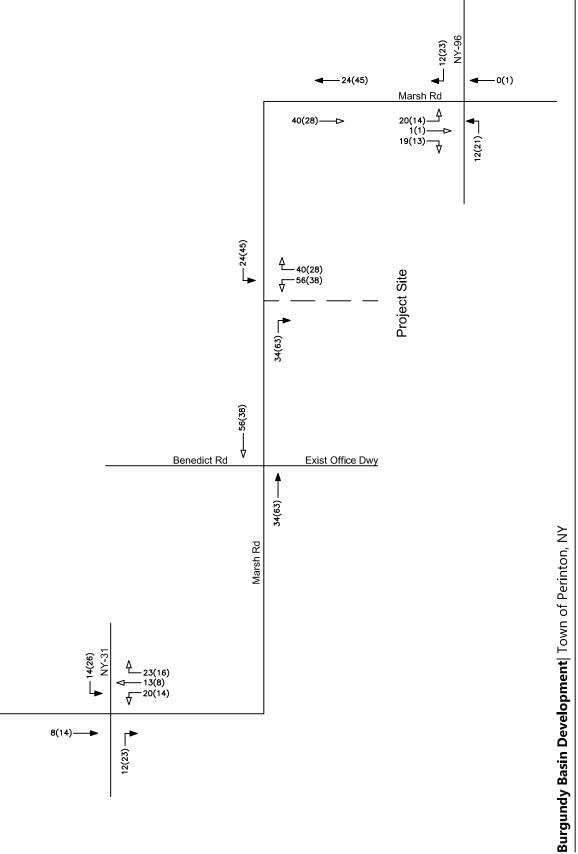


Burgundy Basin Development Town of Perinton, NY

**Trip Distribution** 

KEY: 00(00) = AM(PM) --- Entering Trip --- Proposed Access

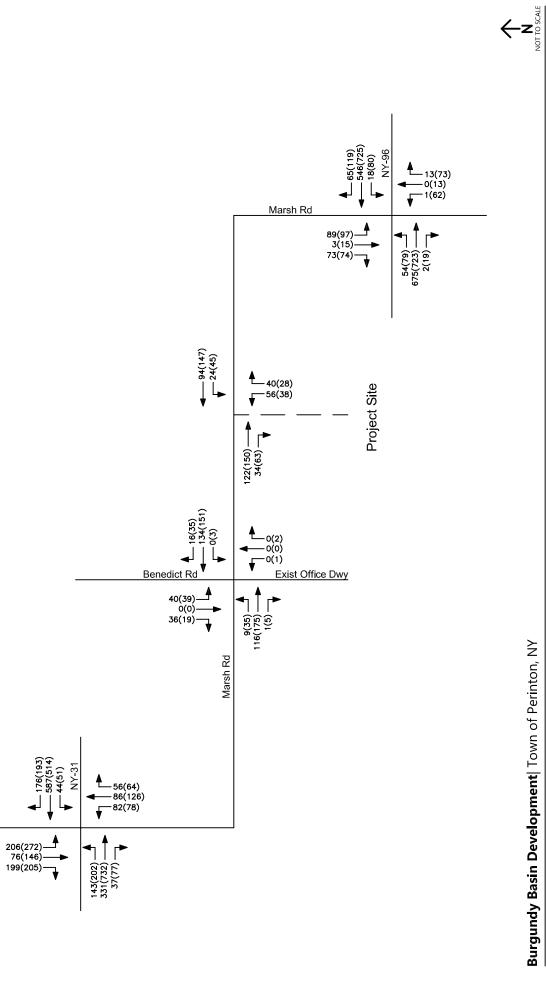
Figure 5



KEY: MOTTOSCALE KEY: 00(00) = AM(PM) MOTOSCALE Entering Trip Entering Trip Proposed Access

Site Generated Trips

SRF



--- Proposed Access KEY: 00(00) = AM(PM)

Project Number: 20182652.0002

# **APPENDICES**



# **APPENDIX A:** EXISTING TRAFFIC COUNT DATA



# PASSERO ASSOCIATES

242 W Main St, Suite 100 Rochester, New York 14614

> File Name : Marsh Rd-Benedict Rd AM Peak Site Code : 11111111 Start Date : 7/11/2023 Page No : 1

	Groups Printed- Unshifted - Bank 1																				
		Be	enedic	t Rd			N	Rd		Exist Office Dwy					Marsh Rd						
		Fi	rom No	orth		From East						Fr	om So	outh			F	rom W	est		
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
07:00 AM	6	0	6	0	12	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	29
07:15 AM	4	0	6	0	10	2	7	0	0	9	0	0	0	0	0	0	13	2	0	15	34
07:30 AM	4	0	10	0	14	0	16	0	0	16	0	0	0	0	0	0	20	4	0	24	54
07:45 AM	7	0	15	0	22	8	12	0	0	20	0	0	0	0	0	0	16	4	0	20	62
Total	21	0	37	0	58	10	43	0	0	53	0	0	0	0	0	0	58	10	0	68	179
08:00 AM	3	0	8	0	11	4	14	0	0	18	0	0	0	0	0	1	15	2	0	18	47
08:15 AM	8	0	11	0	19	7	21	0	0	28	0	0	0	0	0	0	22	1	0	23	70
08:30 AM	11	0	9	0	20	2	23	0	0	25	0	0	0	0	0	0	26	2	0	28	73
08:45 AM	13	0	11	0	24	3	19	0	0	22	0	0	0	0	0	0	18	4	0	22	68
Total	35	0	39	0	74	16	77	0	0	93	0	0	0	0	0	1	81	9	0	91	258
Grand Total	56	0	76	0	132	26	120	0	0	146	0	0	0	0	0	1	139	19	0	159	437
Apprch %	42.4	0	57.6	0		17.8	82.2	0	0		0	0	0	0		0.6	87.4	11.9	0		
Total %	12.8	0	17.4	0	30.2	5.9	27.5	0	0	33.4	0	0	0	0	0	0.2	31.8	4.3	0	36.4	
Unshifted	53	0	74	0	127	21	117	0	0	138	0	0	0	0	0	1	134	16	0	151	416
% Unshifted																					
Bank 1	3	0	2	0	5	5	3	0	0	8	0	0	0	0	0	0	5	3	0	8	21
% Bank 1	5.4	0	2.6	0	3.8	19.2	2.5	0	0	5.5	0	0	0	0	0	0	3.6	15.8	0	5	4.8

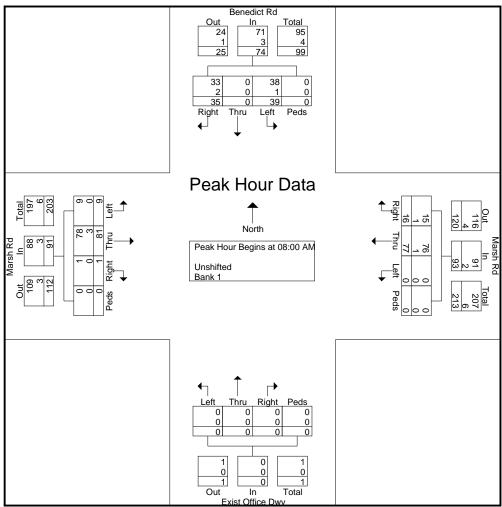
# PASSERO ASSOCIATES

242 W Main St, Suite 100 Rochester, New York 14614

> File Name : Marsh Rd-Benedict Rd AM Peak Site Code : 11111111 Start Date : 7/11/2023

Page No : 2

	Benedict Rd From North					Marsh Rd From East						t Offic om So	e Dwy outh		Marsh Rd 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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	0	8	0	11	4	14	0	0	18	0	0	0	0	0	1	15	2	0	18	47
08:15 AM	8	0	11	0	19	7	21	0	0	28	0	0	0	0	0	0	22	1	0	23	70
08:30 AM	11	0	9	0	20	2	23	0	0	25	0	0	0	0	0	0	26	2	0	28	73
08:45 AM	13	0	11	0	24	3	19	0	0	22	0	0	0	0	0	0	18	4	0	22	68
Total Volume	35	0	39	0	74	16	77	0	0	93	0	0	0	0	0	1	81	9	0	91	258
% App. Total	47.3	0	52.7	0		17.2	82.8	0	0		0	0	0	0		1.1	89	9.9	0		
PHF	.673	.000	.886	.000	.771	.571	.837	.000	.000	.830	.000	.000	.000	.000	.000	.250	.779	.563	.000	.813	.884
Unshifted	33	0	38	0	71	15	76	0	0	91	0	0	0	0	0	1	78	9	0	88	250
% Unshifted	94.3	0	97.4	0	95.9	93.8	98.7	0	0	97.8	0	0	0	0	0	100	96.3	100	0	96.7	96.9
Bank 1	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	8
% Bank 1	5.7	0	2.6	0	4.1	6.3	1.3	0	0	2.2	0	0	0	0	0	0	3.7	0	0	3.3	3.1
		_								Benedic											



# PASSERO ASSOCIATES

242 W Main St, Suite 100 Rochester, New York 14614

> File Name : Marsh Rd-Benedict Rd PM Peak Site Code : 22222222 Start Date : 7/11/2023 Page No : 1

	Groups Printed- Unshifted - Bank 1																				
		Be		Marsh Rd					Exist Office Dwy												
		Fi		From East						Fr	om So	uth		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
04:00 PM	5	0	4	0	9	10	27	2	0	39	0	0	0	0	0	0	22	4	0	26	74
04:15 PM	6	0	2	0	8	12	35	3	0	50	1	0	1	0	2	0	19	8	0	27	87
04:30 PM	7	0	10	0	17	9	33	0	0	42	0	0	2	0	2	0	33	5	0	38	99
04:45 PM	7	0	11	0	18	6	39	1	0	46	1	0	0	0	1	0	27	6	0	33	98
Total	25	0	27	0	52	37	134	6	0	177	2	0	3	0	5	0	101	23	0	124	358
05:00 PM	6	0	16	0	22	9	17	1	0	27	1	0	0	0	1	0	23	11	0	34	84
05:15 PM	3	0	5	0	8	6	23	1	0	30	0	0	0	0	0	1	23	9	0	33	71
05:30 PM	3	0	6	0	9	13	32	0	0	45	0	0	1	0	1	1	37	8	0	46	101
05:45 PM	4	0	4	0	8	9	19	0	0	28	1	0	0	0	1	0	17	6	0	23	60
Total	16	0	31	0	47	37	91	2	0	130	2	0	1	0	3	2	100	34	0	136	316
Grand Total	41	0	58	0	99	74	225	8	0	307	4	0	4	0	8	2	201	57	0	260	674
Apprch %	41.4	0	58.6	0		24.1	73.3	2.6	0		50	0	50	0		0.8	77.3	21.9	0		
Total %	6.1	0	8.6	0	14.7	11	33.4	1.2	0	45.5	0.6	0	0.6	0	1.2	0.3	29.8	8.5	0	38.6	
Unshifted	41	0	58	0	99	74	225	8	0	307	4	0	4	0	8	2	200	57	0	259	673
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.4	0.1

242 W Main St, Suite 100 Rochester, New York 14614

> File Name : Marsh Rd-Benedict Rd PM Peak Site Code : 22222222 Start Date : 7/11/2023

Page No : 2

			enedict rom No					Aarsh H rom Ea					Offico om So	e Dwy				Marsh l rom W			]
Start Time	Right		Left		App. Total	Right		Left		App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Peds	App. Total	Int. Total
Peak Hour An	alysis	From (	04:00 P	M to 0	5:45 PM	- Peak					1					8				- opportunit	
Peak Hour for	Entire																				
04:15 PM	6	0	2	0	8	12	35	3	0	50	1	0	1	0	2	0	19	8	0	27	87
04:30 PM	<b>7</b> 7	0	10	0	17	9	33 <b>39</b>	0	0	42	0	0	<b>2</b> 0	0	2	0	33	5	0	<b>38</b> 33	99
04:45 PM 05:00 PM	6	0 0	11 16	0 0	18 22	6 9	39 17	1 1	0 0	46 27		0	0	0 0	1 1	0 0	27 23	6 11	0	33 34	98 84
Total Volume	26	0	39	0	65	36	124	5	0	165	3	0	3	0	6	0	102	30	0	132	368
% App. Total	40	0	60	0		21.8	75.2	3	0		50	0	50	0		0	77.3	22.7	0		
PHF	.929	.000	.609	.000	.739	.750	.795	.417	.000	.825	.750	.000	.375	.000	.750	.000	.773	.682	.000	.868	.929
Unshifted	26	0	39	0	65	36	124	5	0	165	3	0	3	0	6	0	101 99.0	30 100	0 0	131 99.2	367 99.7
% Unshifted Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99.0 1	100	0	99.2 1	99.7
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.8	0.3
						•															
		Г								Benedic	t Rd										
									Out	<u>In</u>	T	otal									
									66		5 0	131 0									
									66	6		131									
												-									
								r	26	0	39	0									
									0	0	0	0									
								[	26 Right	0 Thru	39 Left F	0 Peds									
												eus									
									•	$\downarrow$	7										
								J	Peal	k Ho	ur D	ata									
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			otal 284	78		Ę_Ţ				<b></b>					€_Right	<u>س</u>		_o			
			<u>⊢</u>			_				Nort	h				-	36	144	Out 143			
		τ	2	- ~	101	Ē—→								4	124	<u>_</u>		_			
		March Rd	131 131	132					Peak H	our Begir	s at 04:	15 PM		•	24	5 <u>4</u>		Marsh Rd			
		Aaro			000	Right ▲			Unshifte	ed					L et .		165	ר R			
		2		2 m	i	₹, †		L	Bank 1						<b>↓</b> <sup>#</sup> თ თ	ວຫ		_			
			0ut 153	15	000	ŝ									P		ω	Total 308			
					1	Peds									Peds		1 309	08			
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242 W Main St, Suite 100 Rochester, New York 14614

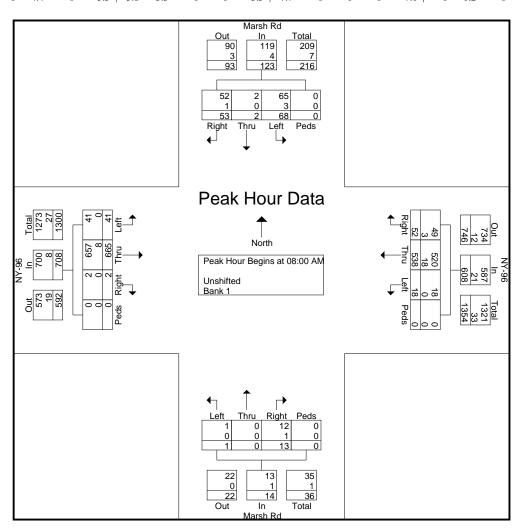
> File Name : NY-96-Marsh Rd AM Peak Site Code : 33333333 Start Date : 7/11/2023 Page No : 1

								Group	os Print	ed- Uns	hifted	- Bank	1								
		N	Aarsh F	Rd				NY-9	6			N	1arsh F	Rd				NY-9	6		
		Fı	om No	orth			F	rom Ea	ast			Fr	om So	uth			F	rom W			
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
07:00 AM	7	0	7	1	15	5	67	1	0	73	2	0	0	0	2	0	75	3	0	78	168
07:15 AM	5	0	15	0	20	4	100	0	0	104	1	0	1	1	3	0	87	7	0	94	221
07:30 AM	15	0	16	0	31	9	111	4	0	124	0	0	1	0	1	0	146	7	0	153	309
07:45 AM	16	0	19	0	35	17	149	3	0	169	0	0	0	0	0	0	159	10	0	169	373
Total	43	0	57	1	101	35	427	8	0	470	3	0	2	1	6	0	467	27	0	494	1071
08:00 AM	9	0	10	0	19	10	101	4	0	115	1	0	0	0	1	1	150	5	0	156	291
08:15 AM	17	0	16	0	33	12	139	1	0	152	4	0	0	0	4	1	168	15	0	184	373
08:30 AM	9	1	23	0	33	10	151	1	0	162	4	0	0	0	4	0	157	12	0	169	368
08:45 AM	18	1	19	0	38	20	147	12	0	179	4	0	1	0	5	0	190	9	0	199	421
Total	53	2	68	0	123	52	538	18	0	608	13	0	1	0	14	2	665	41	0	708	1453
Grand Total	96	2	125	1	224	87	965	26	0	1078	16	0	3	1	20	2	1132	68	0	1202	2524
Apprch %	42.9	0.9	55.8	0.4		8.1	89.5	2.4	0		80	0	15	5		0.2	94.2	5.7	0		
Total %	3.8	0.1	5	0	8.9	3.4	38.2	1	0	42.7	0.6	0	0.1	0	0.8	0.1	44.8	2.7	0	47.6	
Unshifted	92	2	122	1	217	80	936	25	0	1041	15	0	3	1	19	2	1105				
% Unshifted	95.8	100	97.6	100	96.9	92	97	96.2	0	96.6	93.8	0	100	100	95	100	97.6	97.1	0	97.6	97.1
Bank 1	4	0	3	0	7	7	29	1	0	37	1	0	0	0	1	0	27	2	0	29	74
% Bank 1	4.2	0	2.4	0	3.1	8	3	3.8	0	3.4	6.2	0	0	0	5	0	2.4	2.9	0	2.4	2.9

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> File Name : NY-96-Marsh Rd AM Peak Site Code : 33333333 Start Date : 7/11/2023 Page No : 2

		Ν	Aarsh F	Rd				NY-9	6			N	Iarsh H	Rd				NY-9	6		]
		Fı	om No	orth			F	rom Ea	ist			Fr	om So	uth			Fı	om W	est		
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 A	alysis	From (	)7:00 A	M to 0	8:45 AN	1 - Pea	k 1 of 1	[													
Peak Hour for	r Entire	Inters	ection 1	Begins	at 08:00	AM															
08:00 AM	9	0	10	0	19	10	101	4	0	115	1	0	0	0	1	1	150	5	0	156	291
08:15 AM	17	0	16	0	33	12	139	1	0	152	4	0	0	0	4	1	168	15	0	184	373
08:30 AM	9	1	23	0	33	10	151	1	0	162	4	0	0	0	4	0	157	12	0	169	368
08:45 AM	18	1	19	0	38	20	147	12	0	179	4	0	1	0	5	0	190	9	0	199	421
Total Volume	53	2	68	0	123	52	538	18	0	608	13	0	1	0	14	2	665	41	0	708	1453
% App. Total	43.1	1.6	55.3	0		8.6	88.5	3	0		92.9	0	7.1	0		0.3	93.9	5.8	0		
PHF	.736	.500	.739	.000	.809	.650	.891	.375	.000	.849	.813	.000	.250	.000	.700	.500	.875	.683	.000	.889	.863
Unshifted	52	2	65	0	119	49	520	18	0	587	12	0	1	0	13	2	657	41	0	700	1419
% Unshifted	98.1	100	95.6	0	96.7	94.2	96.7	100	0	96.5	92.3	0	100	0	92.9	100	98.8	100	0	98.9	97.7
Bank 1	1	0	3	0	4	3	18	0	0	21	1	0	0	0	1	0	8	0	0	8	34
% Bank 1	1.9	0	4.4	0	3.3	5.8	3.3	0	0	3.5	7.7	0	0	0	7.1	0	1.2	0	0	1.1	2.3



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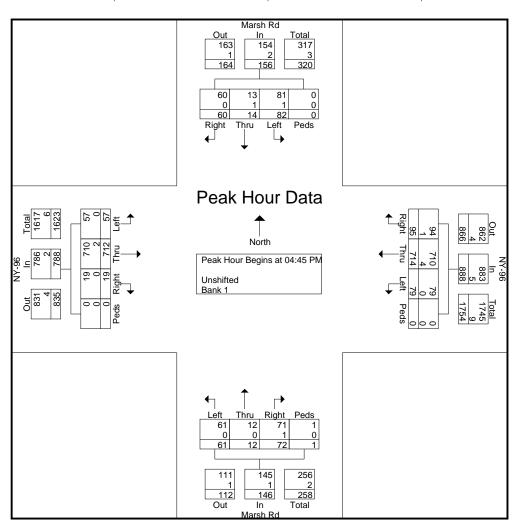
> File Name : NY-96-Marsh Rd PM Peak Site Code : 4444444 Start Date : 7/11/2023 Page No : 1

								Group	os Print	ed- Uns	hifted	- Bank	1								
		N	Aarsh F	Rd				NY-9	6			Ν	Aarsh F	Rd				NY-9	6		
		F	om No	orth			F	rom Ea	ist			Fr	om So	uth			F	rom W	est		
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
04:00 PM	14	3	13	1	31	23	184	18	0	225	8	6	6	0	20	1	132	13	0	146	422
04:15 PM	11	0	15	1	27	33	165	19	0	217	18	4	15	0	37	0	167	19	0	186	467
04:30 PM	17	6	29	0	52	27	162	16	0	205	18	2	10	0	30	1	154	14	0	169	456
04:45 PM	12	3	26	0	41	25	147	14	0	186	16	3	17	0	36	3	187	18	0	208	471
Total	54	12	83	2	151	108	658	67	0	833	60	15	48	0	123	5	640	64	0	709	1816
05:00 PM	17	2	20	0	39	18	182	16	0	216	16	1	8	0	25	6	168	9	0	183	463
05:15 PM	17	5	13	0	35	24	194	26	0	244	23	4	25	0	52	6	165	11	0	182	513
05:30 PM	14	4	23	0	41	28	191	23	0	242	17	4	11	1	33	4	192	19	0	215	531
05:45 PM	8	3	10	0	21	16	156	15	0	187	19	4	19	0	42	2	155	12	0	169	419
Total	56	14	66	0	136	86	723	80	0	889	75	13	63	1	152	18	680	51	0	749	1926
Grand Total	110	26	149	2	287	194	1381	147	0	1722	135	28	111	1	275	23	1320	115	0	1458	3742
Apprch %	38.3	9.1	51.9	0.7		11.3	80.2	8.5	0		49.1	10.2	40.4	0.4		1.6	90.5	7.9	0		
Total %	2.9	0.7	4	0.1	7.7	5.2	36.9	3.9	0	46	3.6	0.7	3	0	7.3	0.6	35.3	3.1	0	39	
Unshifted	110	25	148	2	285	193	1372										1312				
% Unshifted	100	96.2	99.3	100	99.3	99.5	99.3	100	0	99.4	99.3	100	100	100	99.6	100	99.4	100	0	99.5	99.4
Bank 1	0	1	1	0	2	1	9	0	0	10	1	0	0	0	1	0	8	0	0	8	21
% Bank 1	0	3.8	0.7	0	0.7	0.5	0.7	0	0	0.6	0.7	0	0	0	0.4	0	0.6	0	0	0.5	0.6

242 W Main St, Suite 100 Rochester, New York 14614

> File Name : NY-96-Marsh Rd PM Peak Site Code : 4444444 Start Date : 7/11/2023 Page No : 2

			/larsh H om No				F	NY-9 rom Ea					/larsh I om So				Fı	NY-9 om W			
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 Ar	nalysis	From (	)4:00 P	M to 0	5:45 PM	- Peak	1 of 1														
Peak Hour for	r Entire	Inters	ection 1	Begins	at 04:45	PM															
04:45 PM	12	3	26	0	41	25	147	14	0	186	16	3	17	0	36	3	187	18	0	208	471
05:00 PM	17	2	20	0	39	18	182	16	0	216	16	1	8	0	25	6	168	9	0	183	463
05:15 PM	17	5	13	0	35	24	194	26	0	244	23	4	25	0	52	6	165	11	0	182	513
05:30 PM	14	4	23	0	41	28	191	23	0	242	17	4	11	1	33	4	192	19	0	215	531
Total Volume	60	14	82	0	156	95	714	79	0	888	72	12	61	1	146	19	712	57	0	788	1978
% App. Total	38.5	9	52.6	0		10.7	80.4	8.9	0		49.3	8.2	41.8	0.7		2.4	90.4	7.2	0		
PHF	.882	.700	.788	.000	.951	.848	.920	.760	.000	.910	.783	.750	.610	.250	.702	.792	.927	.750	.000	.916	.931
Unshifted	60	13	81	0	154	94	710	79	0	883	71	12	61	1	145	19	710	57	0	786	1968
% Unshifted		92.9	98.8	0	98.7	98.9	99.4	100	0	99.4	98.6	100	100	100	99.3	100	99.7	100	0	99.7	99.5
Bank 1	0	1	1	0	2	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	10
% Bank 1	0	7.1	1.2	0	1.3	1.1	0.6	0	0	0.6	1.4	0	0	0	0.7	0	0.3	0	0	0.3	0.5



242 W Main St, Suite 100 Rochester, New York 14614

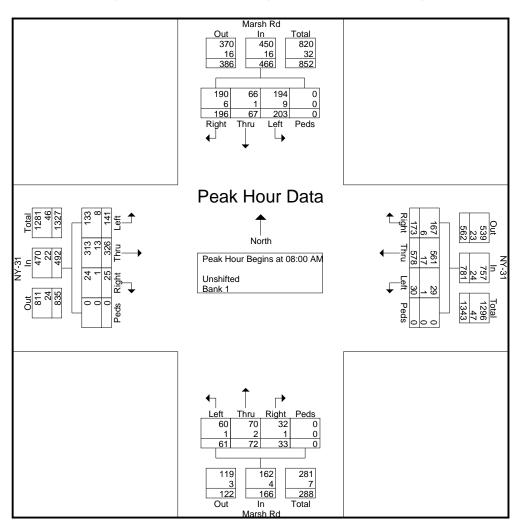
> File Name : NY-31-Marsh Rd AM Peak Site Code : 11111111 Start Date : 7/25/2023 Page No : 1

								Group	os Prir	nted- Ur	nshifte	d - Ba	ink 1								
		Ν	/larsh	Rd				NY-3	1			Ν	/larsh	Rd				NY-3	1		
		Fi	rom No	orth			F	rom E	ast			Fr	om So	outh			F	rom W	est		
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
07:00 AM	20	6	31	1	58	28	86	2	0	116	2	15	3	0	20	4	48	25	0	77	271
07:15 AM	33	8	33	0	74	40	122	5	0	167	7	7	8	0	22	3	56	19	0	78	341
07:30 AM	44	20	43	0	107	26	155	9	0	190	8	13	12	0	33	3	64	25	0	92	422
07:45 AM	45	26	53	0	124	58	151	8	0	217	7	21	14	0	42	7	76	36	0	119	502
Total	142	60	160	1	363	152	514	24	0	690	24	56	37	0	117	17	244	105	0	366	1536
08:00 AM	40	14	54	0	108	41	149	10	0	200	6	15	13	0	34	5	84	29	0	118	460
08:15 AM	45	5	44	0	94	35	127	4	0	166	7	17	12	0	36	6	73	26	0	105	401
08:30 AM	60	19	63	0	142	37	148	1	0	186	8	15	8	0	31	5	83	40	0	128	487
08:45 AM	51	29	42	0	122	60	154	15	0	229	12	25	28	0	65	9	86	46	0	141	557
Total	196	67	203	0	466	173	578	30	0	781	33	72	61	0	166	25	326	141	0	492	1905
Grand Total	338	127	363	1	829	325	1092	54	0	1471	57	128	98	0	283	42	570	246	0	858	3441
Apprch %	40.8	15.3	43.8	0.1		22.1	74.2	3.7	0		20.1	45.2	34.6	0		4.9	66.4	28.7	0		
Total %	9.8	3.7	10.5	0	24.1	9.4	31.7	1.6	0	42.7	1.7	3.7	2.8	0	8.2	1.2	16.6	7.1	0	24.9	
Unshifted	327	125	349	1	802	313	1061														
% Unshifted	96.7	98.4	96.1	100	96.7	96.3	97.2	96.3	0	96.9	96.5	98.4	96.9	0	97.5	90.5	96.8	94.3	0	95.8	96.7
Bank 1	11	2	14	0	27	12	31	2	0	45	2	2	3	0	7	4	18	14	0	36	115
% Bank 1	3.3	1.6	3.9	0	3.3	3.7	2.8	3.7	0	3.1	3.5	1.6	3.1	0	2.5	9.5	3.2	5.7	0	4.2	3.3

242 W Main St, Suite 100 Rochester, New York 14614

> File Name : NY-31-Marsh Rd AM Peak Site Code : 11111111 Start Date : 7/25/2023 Page No : 2

			larsh om No				F	NY-3 rom E	-				larsh om So				Fi	NY-3 rom W	-		
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 A	nalysi	s Fron	n 07:00	0 AM t	o 08:45	AM - I	Peak 1	of 1													
Peak Hour for	or Enti	re Inte	rsectio	on Beg	ins at 0	8:00 A	M														
08:00 AM	40	14	54	0	108	41	149	10	0	200	6	15	13	0	34	5	84	29	0	118	460
08:15 AM	45	5	44	0	94	35	127	4	0	166	7	17	12	0	36	6	73	26	0	105	401
08:30 AM	60	19	63	0	142	37	148	1	0	186	8	15	8	0	31	5	83	40	0	128	487
08:45 AM	51	29	42	0	122	60	154	15	0	229	12	25	28	0	65	9	86	46	0	141	557
Total Volume	196	67	203	0	466	173	578	30	0	781	33	72	61	0	166	25	326	141	0	492	1905
% App. Total	42.1	14.4	43.6	0		22.2	74	3.8	0		19.9	43.4	36.7	0		5.1	66.3	28.7	0		
PHF	.817	.578	.806	.000	.820	.721	.938	.500	.000	.853	.688	.720	.545	.000	.638	.694	.948	.766	.000	.872	.855
Unshifted	190	66	194	0	450	167	561	29	0	757	32	70	60	0	162	24	313	133	0	470	1839
% Unshifted	96.9	98.5	95.6	0	96.6	96.5	97.1	96.7	0	96.9	97.0	97.2	98.4	0	97.6	96.0	96.0	94.3	0	95.5	96.5
Bank 1	6	1	9	0	16	6	17	1	0	24	1	2	1	0	4	1	13	8	0	22	66
% Bank 1	3.1	1.5	4.4	0	3.4	3.5	2.9	3.3	0	3.1	3.0	2.8	1.6	0	2.4	4.0	4.0	5.7	0	4.5	3.5



242 W Main St, Suite 100 Rochester, New York 14614

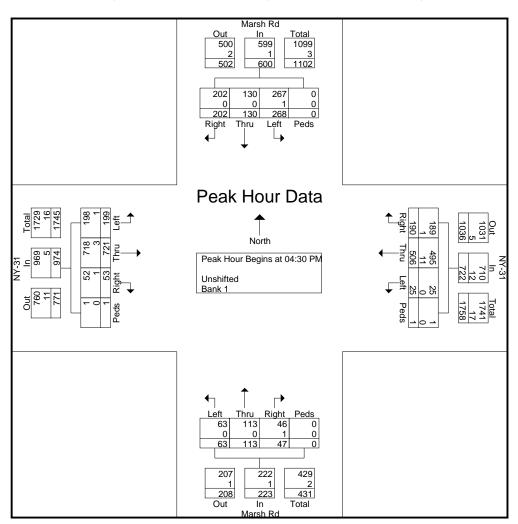
> File Name : NY-31-Marsh Rd PM Peak Site Code : 22222222 Start Date : 7/25/2023 Page No : 1

								Group	os Print	ed- Uns	hifted	- Bank	1								,
		N	Aarsh I	Rd				NY-3	1			N	Aarsh H	Rd				NY-3	1		
		F	om No				F	rom Ea	ist			Fr	om So	uth			F	rom W	est		
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
04:00 PM	36	34	73	0	143	37	117	10	1	165	9	27	18	0	54	12	169	45	0	226	588
04:15 PM	42	16	60	0	118	39	122	10	0	171	10	23	13	0	46	9	180	44	0	233	568
04:30 PM	48	32	65	0	145	45	137	10	1	193	14	31	18	0	63	18	183	50	1	252	653
04:45 PM	62	38	67	0	167	46	122	6	0	174	14	23	15	0	52	13	176	46	0	235	628
Total	188	120	265	0	573	167	498	36	2	703	47	104	64	0	215	52	708	185	1	946	2437
05:00 PM	41	38	80	0	159	48	119	3	0	170	15	31	13	0	59	17	195	62	0	274	662
05:15 PM	51	22	56	0	129	51	128	6	0	185	4	28	17	0	49	5	167	41	0	213	576
05:30 PM	37	21	40	0	98	36	156	3	0	195	3	18	12	0	33	19	190	57	0	266	592
05:45 PM	49	23	64	0	136	51	124	12	0	187	5	20	11	0	36	14	155	51	0	220	579
Total	178	104	240	0	522	186	527	24	0	737	27	97	53	0	177	55	707	211	0	973	2409
Grand Total	366	224	505	0	1095	353	1025	60	2	1440	74	201	117	0	392	107	1415	396	1	1919	4846
Apprch %	33.4	20.5	46.1	0		24.5	71.2	4.2	0.1		18.9	51.3	29.8	0		5.6	73.7	20.6	0.1		
Total %	7.6	4.6	10.4	0	22.6	7.3	21.2	1.2	0	29.7	1.5	4.1	2.4	0	8.1	2.2	29.2	8.2	0	39.6	
Unshifted	364	224	504	0	1092	350	1011										1411				
% Unshifted	99.5	100	99.8	0	99.7	99.2	98.6	98.3	100	98.8	98.6	100	99.1	0	99.5	99.1	99.7	99.5	100	99.6	99.4
Bank 1	2	0	1	0	3	3	14	1	0	18	1	0	1	0	2	1	4	2	0	7	30
% Bank 1	0.5	0	0.2	0	0.3	0.8	1.4	1.7	0	1.2	1.4	0	0.9	0	0.5	0.9	0.3	0.5	0	0.4	0.6

242 W Main St, Suite 100 Rochester, New York 14614

> File Name : NY-31-Marsh Rd PM Peak Site Code : 22222222 Start Date : 7/25/2023 Page No : 2

			Aarsh I om No				F	NY-3 rom Ea					Aarsh I om So				Fı	NY-3 om W			
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 Ar	nalysis	From (	04:00 P	M to 0	5:45 PM	- Peak	1 of 1														
Peak Hour for	r Entire	e Inters	ection	Begins	at 04:30	PM															
04:30 PM	48	32	65	0	145	45	137	10	1	193	14	31	18	0	63	18	183	50	1	252	653
04:45 PM	62	38	67	0	167	46	122	6	0	174	14	23	15	0	52	13	176	46	0	235	628
05:00 PM	41	38	80	0	159	48	119	3	0	170	15	31	13	0	59	17	195	62	0	274	662
05:15 PM	51	22	56	0	129	51	128	6	0	185	4	28	17	0	49	5	167	41	0	213	576
Total Volume	202	130	268	0	600	190	506	25	1	722	47	113	63	0	223	53	721	199	1	974	2519
% App. Total	33.7	21.7	44.7	0		26.3	70.1	3.5	0.1		21.1	50.7	28.3	0		5.4	74	20.4	0.1		
PHF	.815	.855	.838	.000	.898	.931	.923	.625	.250	.935	.783	.911	.875	.000	.885	.736	.924	.802	.250	.889	.951
Unshifted	202	130	267	0	599	189	495	25	1	710	46	113	63	0	222	52	718	198	1	969	2500
% Unshifted			99.6	0	99.8	99.5	97.8	100	100	98.3	97.9	100	100	0	99.6	98.1	99.6	99.5	100	99.5	99.2
Bank 1	0	0	1	0	1	1	11	0	0	12	1	0	0	0	1	1	3	1	0	5	19
% Bank 1	0	0	0.4	0	0.2	0.5	2.2	0	0	1.7	2.1	0	0	0	0.4	1.9	0.4	0.5	0	0.5	0.8



# **APPENDIX B:** MISCELLANEOUS CALCULATIONS



Phase Times [1.1.1]									Coordinati	ion Pat	terns	[2.4] a	and Co	ordin	ation S	plit Ta	bles [	2.7.1]														
	1	2	3	4	5	6	7	8	Pat#	Сус	Off	Split	Seq	Pat#	Сус	Off	Split	Seq	Pat#	Сус	Off	Split	Seq	Pat#	Сус	Off	Split	Seq				
Min Green	5	15		10	5	15	5	10	1	90	10	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1		33	369	
Gap, Ext	2	2		3	2	2		3	2	90	25	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1				
Max 1	20	35		35	20	35	;	35	3	90	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1				
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1	Ring/St	tartu	p [1.1.4	]
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	5 3.5	3.5	5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1		Ring	Start	Enable
Red Clearance	1.5	2	1.5	1.5	1.5	2	1.5	1.5	6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1	1	1	Red	ON
Walk		7		7		7		7	7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1	2	1	Red	ON
Ped Clearance		18		18		18	;	18	8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1	3	1	Red	OFF
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1	4	1	Red	ON
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1	5	2	Red	ON
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1	6	2	Red	ON
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1	7	2	Red	OFF
Cars B4 Reduct									Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8	8	2	Red	ON
Time To Reduce						1		1	1	Coor	15	40	0	35	15	40	0	35		Coor	0	0	0	0	0	0	0	0	Coord M		[2.1]	
Reduce By						1		1		2	NON	Max	NON	NON	NON		NON				NON			-		-	NON	NON	Test OpMod		0	
Min Gap						1	1	1	2	Coor	15	40	0	35	15	40	0	35	14	Coor	0	0	0	0	0	0	0	0	Correction		SHRT/LNG	i
DyMaxLim						1	1	1	_	2	NON		NON	NON	NON	-	NON				NON	-	-	-	-	-	-	-	Maximum		MAX 1	
Max Step						1		1	3	Coor	15	40	0	35	15	40	0	35		Coor	0	0	0	0	0	0	0	0	Force-Off		Float	
Options [1.1.2]	1	2	3	4	5	6	7	8	Ŭ	2	NON	Max	NON	NON	NON	-	NON				NON	NON	-	NON	-	-	-		Closed Loop	D	ON	
	ON				ON	-		ON	4	Coor	0	0	0	0	0	0	0	0	-	Coor	0	0	0	0	0	0	0	0	Stop-in-Wal		ON	
Min Recall	UN	0.1		0.1				0.0		000.	-	NON	NON	•	NON	-	NON	-			NON	-	NON	-	-	-	NON	-	Auto Reset		ON	
Max Recall		ON			_	ON	1		5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0	Expand Spl	t	OFF	
Ped Recall		•					-		Ŭ	000.	NON	NON	NON	-		NON	-				NON	-	-	-	-	NON			Ped Recycle		NO RECY	CLE
Soft Recall					_				6	Coor	0	0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0	0	Before	-	TIMED	
Lock Calls					_				Ŭ		NON	NON	NON	NON		NON	-	-	-		NON	NON	-	NON	NON	-	-	NON			TIMED	
Auto Flash Entry									7	Coor	0	0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0	0	Auto Fla	sh [1	4.11	
Auto Flash Exit					_	-		-	· ·	000.	NON	NON	NON	NON	NON	-	NON	-		000.	NON	NON	-	NON	NON	-		-	Auto Flash		PH OVER	
Dual Entry		ON		ON		ON	J	ON	8	Coor	0	0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0	0	Flash Yel		45	
,	ON	-	ON	ON	ON		_	ON	Ŭ	000.	NON	NON	NON	-	-	NON	-	-			NON	-	-	-		-	NON	-	Flash Red		20	
Gaurantee Passage									9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0	Unit Para			
Rest In Walk							_		Ŭ	0001		NON	-	-	NON	NON	-	-		0001	NON	-		-	-	-	NON	-	Phase Mode		STD8	
Conditon Service									10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0	IO Mode	•	User	
Non-Actuated 1						$\vdash$	-	$\vdash$	10	0001			-	-	-	NON	-	-		COOL	NON	-	-	-	-	NON			Loc Fish Sta		Red	
Non-Actuated 1						$\vdash$	-	$\vdash$	11	Coor	0	NON 0	NON 0	NUN 0	NON 0					Coor	NON 0	NON 0	0	NON 0	NON 0	NON 0	NON 0	NON 0	Start Flash		0	
Add Init Calc						$\vdash$	+	$\vdash$		0001			-	NON	NON	-	NON	-		COOL	NON	NON	-	NON	NON	-	-	NON	,	3)	6	
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor		0	0	0	0			0	24	Coor		0	0	0		0	0		Yellow < 3"	()	0 OFF	
	1	2	3	4	5	0	1	0	12	0001	-	•	-	•	NON		, v	-		COOL		-	-	, v	, v	•	, v	•	Display Tim		20	
Reservice					-	1	-	$\left  \right $	Dage	#	NON	NON	NON	NON	NON	NON	NON	NON		L	NON	NON	NON	NON	NON	NON	NON	NON		0	3	
PedCir Thru Yel						1	-		Page	<del></del>	0.0	hass	Timer	10-+		otter	o/0 !'			lo rt····		nd/EL	ah M	o da : L	lait D				Red Revert		5 0	
Skip Red No Call									1	D					ons; P		_												MCE Timeo	ul	0	
Red Rest						1	-		1A&1	В					ons; P														Feature Pro		4	
Max II						1	-		2	_					ettings								ted w	ith tim	e-ot-d	ay)			Free Ring S		1 STOPTM	
Call Phase						1	-		3						me an							ction							Auxswitch			
Conflicting Phase						1	-		4	_					nate Pl	nase	i ime a	and Pl	nase	Optio	ns								SDLC Retry		0	
Omit Yellow							_		5				hedul				A 11 -		<i>.</i> .					,					TS2 Det Fa		ON	
Ped Delay							_		6				_		oles; C			ible+	(value	es var	ied by	time-	ot-da	y)					Auto Ped Cl		OFF	
Grn/Ped Delay	D/ C	0.5						L_	7						cutiry;														SDLC Retry		U -	
3369	Rt 9	o Pi	itsto	ra-v	ICto	r Ro		arsh	8		MISC	- Eve	ents/A	iarms;	Call/I	nnibit	Redir	ect; I	P/UL/	ar Au	ito Fla	isn; C	лС; М	viisc U	nit Pa	ram			07/17/2	23	Pag	je 1

Times [1.1.1]	1	2	3	4	5	6	7	8													Coord	d Patte	erns [2	2.41 an	d Spli	t Tabl	es [2.7.	.11	
Min Green	5	15	-	10	5	15	-	10	Pat#	Cyc	Off	Split	Sea	Pat#	Cvc	Off	Split	Seq	Pat#		Off			Pat#		Off		Seq	
Gap, Ext	2	2		3	2	2		3	1	90	10	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1	User
Max 1	20	35		35	20	35		35	2	90	25	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1	Disease
Max 2									3	90	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1	Phase
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1	Mada
Red Clearance	1.5	2	1.5	1.5	1.5	2	1.5	1.5	5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1	Mode
Walk		7		7		7		7	6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1	
Ped Clearance		18		18		18		18	7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1	Phase>8
Red Revert									8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1	or
Add Initial									9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1	Rings > 2
Max Initial									10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1	-
Time B4 Reduct									11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1	
Cars B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1	
Time To Reduce									Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Coord	d Modes	[2.1]
Reduce By									1	Coor	15	40	0	35	15	40	0	35	0	0	0	0	0	0	0	0	Test Op	Mode	Ō
Min Gap									I	2	NON	Max	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Correct	ion	SHRT/LNG
DyMaxLim									2	Coor	15	40	0	35	15	40	0	35	0	0	0	0	0	0	0	0	Maximu	ım	MAX 1
Max Step									2	2	NON	Max	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Force-C	Off	Float
Options [1.1.2]	1	2	3	4	5	6	7	8	3	Coor	15	40	0	35	15	40	0	35	0	0	0	0	0	0	0	0	Closed		ON
Enable	ON	ON		ON	ON	ON		ON	5	2	NON	Max	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Stop-in-	-	ON
Min Recall									4	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Auto Re		ON
Max Recall		ON				ON			7		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Expand	opit	OFF
Ped Recall									5	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ped Re	cycle	NO_RECYCLE
Soft Recall									Ŭ		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Before		TIMED
Lock Calls									6	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	After		TIMED
Auto Flash Entry									Ŭ		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Auto	Flash [1	
Auto Flash Exit									7	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Auto Fla		PH OVER
Dual Entry		ON		ON		ON		ON			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON		Flash Y		45
Enable Simul Gap	ON	8	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	Flash R		20							
Gaurantee Passage											NON		NON	NON	NON	NON	NON	NON	NON	NON	NON							arams [	-
Rest In Walk									Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	-	Phase I		STD8
Conditon Service									9	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IO Mod	Ŧ	User
Non-Actuated 1									Ŭ		NON	NON			NON					NON							Loc Fls		Red
Non-Actuated 2									10	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	Start Fla	4011(0)	0
Add Init Calc											NON				NON	NON		-		NON			NON		NON		Start Al		6
Options+ [1.1.3]	1	2	3	4	5	6	7	8	11	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	Yellow	•	OFF
Reservice										-								NON		NON	NON		NON				Display		20
PedClr Thru Yel									12	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Red Re		3
Skip Red No Call																											MCE Ti		U
Red Rest									13	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Feature		U
Max II										-																	Free Ri		
Call Phase									14	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		Auxswit		STOPTM
Conflicting Phase										-																		waynin	0
Omit Yellow									15	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		TS2 De		ON
Ped Delay																													OFF
Grn/Ped Delay	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<- Mo	de NON	is Blank

Times [1.1.1]	9	10	11	12	13	14	15	16	Coor	dinati	on Patt	erns [2	2.4] an	d Coor	rdinati	on Spl	it Tabl	es [2.7	.1]								F	Ring/St	artup [1.1.4]
Min Green									Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Phs	Ring	Start
Gap, Ext									17	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	Red
Max 1									17		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	2	1	Red
Max 2									10	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	Red
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	18		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	4	1	Red
Red Clearance	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	10	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	Red
Walk									19		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	6	2	Red
Ped Clearance									20	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	Red
Red Revert									20		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	8	2	Red
Add Initial									21	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		Red
Max Initial									21		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	10		Red
Time B4 Reduct									22	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11		Red
Cars B4 Reduct									22		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	12		Red
Time To Reduce									23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13		Red
Reduce By									20		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	14		Red
Min Gap									24	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		Red
DyMaxLim									24		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	16		Red
Max Step																													
Options [1.1.2]	9	10	11	12	13	14	15	16																					
Enable																													
Min Recall																													
Max Recall																													
Ped Recall																													
Soft Recall																													
Lock Calls																													
Auto Flash Entry																													
Auto Flash Exit																													
Dual Entry																													
Enable Simul Gap	ON																												
Gaurantee Passage																													
Rest In Walk																													
Conditon Service																													
Non-Actuated 1																													
Non-Actuated 2																													
Add Init Calc																													
Options+ [1.1.3]	9	10	11	12	13	14	15	16																					
Reservice											cy [1.1																		
PedClr Thru Yel									Phs		irrent P	1										rrent P							
Skip Red No Call									1	5	6	0	0	0	0	0	0			9	0	0	0	0	0	0	0	0	
Red Rest									2	5	6	0	0	0	0	0	0			10	0	0	0	0	0	0	0	0	
Max II									3	7	8	0	0	0	0	0	0			11	0	0	0	0	0	0	0	0	
Call Phase									4	7	8	0	0	0	0	0	0			12	0	0	0	0	0	0	0	0	
Conflicting Phase									5	1	2	0	0	0	0	0	0			13	0	0	0	0	0	0	0	0	
Omit Yellow									6	1	2	0	0	0	0	0	0			14	0	0	0	0	0	0	0	0	
Ped Delay									7	3	4	0	0	0	0	0	0			15	0	0	0	0	0	0	0	0	
Grn/Ped Delay						l			8	3	4	0	0	0	0	0	0			16	0	0	0	0	0	0	0	0	

3369 Rt 96 Pittsford-Victor Rd @ Marsh Rd

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					Note	: Expar	nded S	Splits a	are no	t used	becau	se "Exr	anded	Solit	s" is C	)FF											
Pat#	Cvc	Off	Split	Seq	Pat#	Сус	Off	Split	Seq	Sp		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	0	0	1	1	25	0	0	0	1		Coo	d 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	ů 0	0	2	1	26	0	0	0		1	000	NON	NÔN	NÔN	NON	NON	NÔN	NÔN	NON	NON	NON	NÔN	NON	NON	NÔN	NON	NON
3	0	0	3	1	27	0	0	0	1		Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	4	1	28	0	0	0		2	000	NON	NÔN	NÔN	NON	NON	NÔN	NÔN	NON	NON	NON	NÔN	NON	NON	NÔN	NON	NON
5	0	0	5	1	29	0	0	0	1		Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	6	1	30	0	0	0	1	3		NON	NON	NON	NON	NON	NON	NON	NON	NON	NÔN						
7	0	0	7	1	31	0	0	0	1		Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	8	1	32	0	0	0	1	4		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
9	0	0	9	1	33	0	0	0	1		Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	10	1	34	0	0	0	1	5		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
11	0	0	11	1	35	0	0	0	1	6	Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	12	1	36	0	0	0	1			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
13	0	0	Coo	d 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
14	0	0	14	1	37 38	0	0	0		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON		
15	0	0	15	1	39	0	0	0	1	8	Coo	d 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	16	1	40	0	0		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON			
17	6         0         0         16         1         40         0         0         0         1           7         0         0         17         1         41         0         0         0         1												0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	7         0         0         17         1         41         0         0         0         1           8         0         0         18         1         42         0         0         0         1												NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19	8         0         0         18         1         42         0         0         0         1           19         0         0         19         1         43         0         0         0         1												0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON							
21	0	0	21	1	45	0	0	0	1	11	Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	22	1	46	0	0	0	1			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
23	0	0	23	1	47	0	0	0	1	12	2 Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	24	1	48	0	0	0	1			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
_			0.55							Coo	d 0 NON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Expan	xpanded Splits OFF												NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
													0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co	Expanded Splits OFF 14												NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coordi	nation P	ratterns [2	.4] and	Coord	ination	Split Tab	pies [2.	7.1]		15	i Coo	_	0	0	0	0	0	0	0	0	0	0		0		0	
										40	Cor	NON d 0	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b> 0	<b>NON</b>	<b>NON</b>	NON 0	<b>NON</b>	NON	<b>NON</b> 0	NON	<b>NON</b> 0	NON
										16	i Coo	NON	•	NON	NON	NON	NON	NON		NON	NON						
										17	' Coo		0						NON 0						NON		
										1/	000	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
										18	Coo			0		0			0	0	0	0	0				
											, 000	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
											) Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												NON	NON	NON	NON	· ·	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
											) Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												NON	NON	NON	NON		NON		NON		NON	NON	NON	NON	NON	NON	NON
										21	Соо		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	Coord	0	0	0	0	0	0	0	0			NON	NON	NON	NON	-	NON	-	NON	-	NON	NON	NON	NON	NON		NON
		NON	NON	NON	NON	NON	NON	-	NON	22	2 Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						
	ľ	NON	NON	NON	NON	-	NON	NON	-	23	Coo		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3369	Rt 96 P							17/20			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON						

Overlap 1	-16 Program Pa	arms &	Parm	+ [1.5	.2.11	[1.5.2	.21																Coo	rd Tr	ans	ition, CoorPl	ıs [2 !	1							
	Conflict Lock	OFF			ock Inf		OFF	-	Parent F	Ph Clear	ance		DFF	Extra	a Include	d Ph	0	N								,		ortway Ø	E-Yld	Offset	RetHld	Float	Min Veh Perr	n Min Ped	Pern
5101.00	Included Ø	1		P L					e FYA-4			uded (				1				Ty	vne	NORMAL	1	12		22			LING	EndGRN	i toti ilu	Tiout			
1	Modifier Ø	2	_					Gr			9 Mo					-					Grn	ITOT IMPLE	2	12		22				EndGRN					
•	Conflict Ø	-	_					Ye		5.5		nflict Ø									/el	3.5	3	12		22				EndGRN					
А	Conflict Olap		_					Re		.5		nflict O									Red	1.5	4	12		22				EndGRN					
~	Conflict Ped		_					LC				nflict P									G		5	12	_	22				EndGRN					
	Included Ø	5		1					E FYA-4			uded (				i i						NORMAL	6	12		22				EndGRN					
2	Modifier Ø	6	-					Gr			10 Mo					-					Grn	NORMAL	7	12		22				EndGRN					
2	Conflict Ø	0	_					Ye		5.5		nflict Ø									rel	3.5	8	12		22			-	EndGRN					
_			-													-						3.5 1.5	9	12		22				EndGRN					
в	Conflict Olap		_					Re		.5	J Cor					-					Red	1.5							-						
	Conflict Ped			-				LC				nflict P				-					G		10			22				EndGRN					
	Included Ø		_	_					NORM			uded (									_	NORMAL	11	12		22				EndGRN					
3	Modifier Ø		_	_				Gr			11 Mo										Grn		12			22				EndGRN					
	Conflict Ø							Ye		5.5		nflict Ø									rel 🛛	3.5	13	12		22				EndGRN					
С	Conflict Olap							Re		.5	K Cor										Red	1.5	14	-	_	22				EndGRN					
	Conflict Ped							LC			Co	nflict P	ed								G		15			22				EndGRN					
	Included Ø							Тур	NORM			uded (								Ту	ype	NORMAL	16			22				EndGRN					
4	Modifier Ø							Gr	n		12 Mo	difier Ø	5							G	Grn		17	12	2	22				EndGRN					
	Conflict Ø							Ye	el 3.	8.5	Co	nflict Ø								Y	rel 🛛	3.5	18	12	2	22				EndGRN					
D	Conflict Olap							Re	d 1.	.5	L Co	nflict O	lap							R	Red	1.5	19	12	2	22				EndGRN					
	Conflict Ped							LC	6		Со	nflict P	ed							L	G		20	12		22				EndGRN					
	Included Ø	I I	Î	Î	ÌÌ	Í	- T	Typ	NORM	IAL	Inc	uded (	ð	Ĩ	1	Î	ĺ			Ty	ype I	NORMAL	21	12	2	22				EndGRN					
5	Modifier Ø							Gr			13 Mo										Grn		22	12		22				EndGRN					
-	Conflict Ø							Ye				nflict Ø									/el	3.5	23	12		22				EndGRN					
Е	Conflict Olap							Re			M Co										Red	1.5	24			22				EndGRN					
-	Conflict Ped		-				-	LC				nflict P			_						G		25							BegGRN					
	Included Ø		1	i -	i i		İ		NORM			uded (		Í		Ì	İ					NORMAL	26							BegGRN					
6	Modifier Ø		_				_	Gr			14 Mo										Grn		27	-	_					BegGRN					
0	Conflict Ø		_	-			_	Ye		5.5		nflict Ø									/el	3.5	28	-	_				-	BegGRN					
F	Conflict Ø		-								N Co					-					Red	1.5	20												
<b>.</b>	· · · · · · · · · · · · · · · · · · ·		_					Re		.5											LG	1.5			_				_	BegGRN					
	Conflict Ped		-	-								nflict P				-	_						30						-	BegGRN					
_	Included Ø			_					NORM			uded (				_						NORMAL	31	_	_					BegGRN					
7	Modifier Ø		_	_				Gr			15 Mo										Grn		32							BegGRN					
	Conflict Ø							Ye		8.5		nflict Ø									rel 🛛	3.5	33		_					BegGRN					
G	Conflict Olap							Re		.5	O Cor										Red	1.5	34							BegGRN					
	Conflict Ped							LC				nflict P									G		35							BegGRN					
	Included Ø								e NORM			uded (								-		NORMAL	36							BegGRN					
8	Modifier Ø							Gr			16 Mo										Grn		37							BegGRN					
	Conflict Ø							Ye				nflict Ø									rel 🛛	3.5	38							BegGRN					
н	Conflict Olap							Re	d 1.	.5	P Co	nflict O	lap							R	Red	1.5	39							BegGRN					
	Conflict Ped							LC	3		Со	nflict P	ed							L	G		40							BegGRN					
Channe	I Settings [1	.8.1]																					41							BegGRN					
	nel ->>		3	4	5	6	7	8 9	1	10	11 12	2 13	14	15	16 17	18	19	20	21 2	22 2	23	24	42							BegGRN	1	1			-
Phase / C		1 2		4	2			8						6									43							BegGRN	1	1			
Channel		OLP VE							H VE	EH \	/EH VE	H PEI	) PED	PED P	PED VEI	I VEH	VEH	VEH	VEH V	EH VI	'EH	VEH	44				+			BegGRN					
Channel F		DRK Re		_									C DRK									DRK	45	_	+				1	BegGRN		1		1	
Alt Hz																							46						+	BegGRN	1	1		1	
	I+ Settings [	1 8 /1							_						_	-					-		47							BegGRN					
Chan		1.0.4	2	4	5	6	7	8 0	1	10	11 11	1 1 2	14	15	16 17	10	10	20	21 /	22 1	23	24	47		+		+		+	BegGRN				+	
			3	4	3	U	/	5 9		10	11 14	. 13	14	10	10 1/	10	19	20	21 4	-2 2	20	24			Dr				1	Degorin	1	1	l	1	
Flash Red			_						-			-	+										Cha			rams[1.8.3]		<u><u> </u></u>	DULL			lu.			
Flash Yel	low+											ON	1	ON										C1	10	Mode Us	ser	Single	BIU Ma	SINGLE		Inver	t Rail Input	OFF	
Flash Gre	en+															L																			
Flash Inh	Red+			1																															
Olap Ovro		r t		1								1		2			1																		
	3369 Rt 9	96 Pitte	sford	I-Vic	tor F	Rd @	) Ma	rsh R	d		1		1		-		07	/17/:	23		Pa	ge 2													
	0000 111					@											01		-•			- ~c													

Veh Par	1-64	[5.1	]						Veh Pa									Vehi			ns 1-6						Vehi			1-64 [5.2]				Para	neter	s+ 1	-64 [	5.3]			
Det			Dlay E	Ext Qu	e No	Max	Err	Fail	Det	Call		Dlay	Ext G	Que	No Max	Err	Fail	Det		all Ex	t Que	Add	Red	Yell	000	vol	Det	Call	Ext	Que Add	Red	Yell	000	vol Det	OC		oc	Dlay	Dlay	Туре	Src
#	Ø	Ø			Act			Time	#	Ø	Ø				Act Pres		Time	#				Init	Lock	Lock			#				Lock	Lock		#	G	Y	R	1	2		
1	1	6				45	50	20	33						45			1		N ON		ON					33	ON	ON	ON				1						NORM	
2	1					45	50	20	34						45	50		2	0	N ON		ON					34	ON	ON	ON				2						NORM	
3	5	2				45	50	20	35						45	50		3	0	N ON	1	ON					35	ON	ON	ON				3						NORM	
4	5	2				45	50	20	36						45	50		4	0	N ON	1	ON					36	ON	ON	ON				4						NORM	
5	4					45	50	20	37						45	50		5	0	N ON	1	ON					37	ON	ON	ON				5						NORM	
6	4					45	50	20	38						45	50		6	0	N ON	1	ON					38	ON	ON	ON				6						NORM	
7	4					45	50	20	39						45	50		7	0	N ON	1	ON					39	ON	ON	ON				7						NORM	
8	8					45	50	20	40						45	50		8	0	N ON	1	ON					40	ON	ON	ON				8						NORM	
9	8					45	50	20	41						45	50		9	0	N ON	1	ON					41	ON	ON	ON				9						NORM	
10	8					45	50	20	42						45	50		10	0	N ON	1	ON					42	ON	ON	ON				10						NORM	
11	8					45	50	20	43						45	50		11	0	N ON	1	ON					43	ON	ON	ON				11						NORM	
12						45			44			1	1 1	t	45			12				ON	1		1	1	44	ON	ON	ON				12		1	1	1		NORM	
13						45	50		45		1	1	$\mathbf{t}$		45		1	13				ON	1	1		1	45	ON		ON				13		1	1		1	NORM	
14						45			46		1	1	$\mathbf{t}$		45		1	14	-			ON	1	1		1	46	ON	ON	ON				14		1	1		1	NORM	_
15						45	50		47						45			15				ON					47		ON	ON				15						NORM	
16							50		48		1	1			45			16				ON	1	1	1	1	48		ON	ON				16		+	1	1	1	NORM	
17						45	_		49						45			17		N ON	_	ON					49		ON	ON				17						NORM	
18							50		50						45			18			_	ON					50		ON	ON				18						NORM	
19							50		51					-	45			19		N ON		ON					51		ON	ON				19						NORM	
20							50		52						45			20		N ON		ON					52	ON		ON				20						NORM	
21					-		50		53						45			21		N ON		ON					53		ON	ON				21		-				NORM	
22					-		50		54						45			22		N ON		ON					54	ON	ON	ON				22		-				NORM	
23						45			55		1	1			45			23		N ON		ON					55	ON	ON	ON			-	23						NORM	
24					-	45	50		56						45			24		N ON		ON					56	ON	ON	ON				24		-				NORM	
25						45			57		1				45			25		N ON		ON					57	ON		ON			-	25						NORM	
26						45	50		58		1				45			26	-			ON					58	ON		ON			-	26						NORM	
27						45			59		1				45			27	-			ON					59	ON	ON	ON				27						NORM	
28						45	50		60		1				45			28				ON					60	ON	ON	ON			-	28						NORM	
29					_	45			61		-				45			29	-			ON					61	ON	ON	ON				29		-				NORM	
30						45			62		1				45			30				ON					62	ON	ON	ON			-	30						NORM	
31					_		50		63		-				45			31	-			ON					63	ON		ON				31		-				NORM	
32					_		50		64		-				45			32		N ON		ON					64	ON		ON				32		-				NORM	
Paramet	ers+	1-6/	4 [5 3]		-				74		1	<u> </u>						02	- 10		•	1 011				Ped	Det Pa							02	Unit	t Par	amt	ers l	1.2.1]	A GIVIN	
Det						Src	Det	occ	000	000	Diav	/ Dlay	(		Src Det	000	000	000			у Туре	Src	T	Det	Call			_	1				F	S2 Det F			annt	010 [	ON		
#			Red	1 2			#		Yell	Red		2 Diay	Туре	)	310 Det #	Grn		Rec		ay Dia 2		010		#	Ø	Act								/ol/Occ		4 D ~	rm L	1 5 0			
	GIN	Teil	Reu	1 2					Tell	Red		2	NOR			GIN	Teil	Rec	u	2				#		Act		UII	-				,								
33	<u> </u>			-	NOF	_	44			<u> </u>	+	<u> </u>	NORM	-+	55		<u> </u>	L		+	NOR		-	1	2		15	_	-						cc Peri				0		
34	<u> </u>			-	NOF		45			<u> </u>	+	<u> </u>	NORM	-+	56		<u> </u>	L		+	NOR		-	2	4		15	_	-				L	V0I/O	cc Peri	IN DOI	inute	s	15		
35	<u> </u>			_	NOF		46				+	<u> </u>	NORM	-+	57		<u> </u>		-	_	NOR		-	3	6		15	1	-												
36	<u> </u>				NOF		47			<u> </u>	+	<u> </u>	NORM	-+	58				_	_	NOR		-	4	8		15		-												
37				_	NOF		48				-	<u> </u>	NORM		59	<u> </u>			+	+	NOR		4	5	<u> </u>		15	_	4												
38	<u> </u>				NOF		49				-	<u> </u>	NORM		60				+	_	NOR		-	6	<u> </u>		15	-	-												
39	L				NOF	_	50				-	<u> </u>	NORM	-+	61				_	_	NOR			7	<u> </u>		15	4	-												
40					NOF	_	51			<u> </u>	1	<u> </u>	NORM		62						NOR		1	8			15	1	1												
41					NOF	_	52			-	1	<u> </u>	NORM		63						NOR																				
42					NOF		53			L			NORM		64						NOR																				
43					NOF	R	54						NORM				###	Rt 9	6 Pit	tsford	l-Victo	or Rd	@ Ma	arsh	Rd											7	17/2	023	Pa	age 3	

<b>Preemption</b>	[imes [3 1]	Ontions	+ [3 6]		
Pre #	Enable	Туре	Output	Delay	MinDura
1	ON	RAIL	Dwell	Delay	WinDuru
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		
Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON
Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			
Pre #	Red	Pattern	Skip		
1			OFF		
2			OFF		
3			OFF		
4			OFF		
5			OFF		
6			OFF		
Low Priority	Preempts				
Pre #	Туре	Min	Max		
7	OFF				
8	OFF				
9	OFF				
10	OFF				
Unit Paramet	ers [1.2.1]				
Stop Timer Ove	er Preempt		OFF		
Preempt or Ext			PRE		
Max Seek Trac					
Max Seek Dwe					
Channel Para		.8.3]			
D Conn Mappir			None		
Pre Invert Rail	Input		OFF		

Track Clear Phases [3	8.2], Tr	ack C	lear	Overla	ps+	[3.5]					
Pre # Track Phases	Track	Overla	ps								
1											
2											
3											
4											
5											
6											
Dwell Phases [3.2] an	d Ove	rlaps-	+ [3.5	5]							
Pre #											
1 Phases											
Overlap											
Peds											
2 Phases											
Overlap											
Peds											
3 Phases											
Overlap											
Peds											
4 Phases											
Overlap											
Peds											
5 Phases											
Overlap:											
Peds											
6 Phases											
Overlap:											
Peds	Droom	nntic		tionet	2 61						
Exit Dhacoc [2 2]	Preer Pre #			<mark>tions+</mark> Override			verrio	10	Flsh		
Exit Phases [3.2] Pre # Exit Phase	Pie#	LUCK		Auto FIsl					Dwell	Link	
Pre # Exit Phase					1		lighe		Dweil	LINK	

Pre #	Exit	Pha	ase			A	Auto FIsl	h	ł	lighe	r	Dwell	Link	
1				1	ON		ON			ON		OFF		
2				2	ON		ON			ON		OFF		
3				3	ON		ON			ON		OFF		
4				4	ON		ON			ON		OFF		
5				5	ON		ON			ON		OFF		
6				6	ON		ON			ON		OFF		

Alt# 1 Times Ta	ble [1.	1.6.1.2	2]						Alt# 1 Veh Para	amete	rs [5.5	.1.1]													
Column#>	1	2	3	4	5	6	7	8	Column#>		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Ø									Assign Det#																
Min Grn									Call																
Gap, Ext									Swiitch																
Max 1									Delay																
Max 2									Extend																
Yel Clr									Queue																
Red Clr									No Activity																
Walk									Max Presence																
Ped Clr									Erratic Count																
Alt# 2 Times Ta	ble [1.	1.6.1.2	2]			•			Fail Time																
Column#>		2	3	4	5	6	7	8	Alt# 1 Veh Opt	ions [	5.5.1.2			•	•	•	•			•	•	•			
Assign Ø									Column#>		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Grn									Assign Det#																
Gap, Ext									Call																
Max 1									Extend																
Max 2									Queue																
Yel Clr									Added Initial																
Red Clr									Red Lock																
Walk									Yellow Lock																
Ped Clr									Occupancy																
Alt# 3 Times Ta	ble [1.	1.6.1.3	31	<u> </u>	<u> </u>	<u></u>		<u> </u>	Volume																
Column#>		2	3	4	5	6	7	8	Alt# 1 Veh Para	amete	rs+ [5.	5.1.31		<u></u>	<u></u>	<u></u>	<u></u>	<u> </u>		<u></u>	<u></u>	<u></u>			·1
Assign Ø		_	-						Column#>		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Grn									Assign Det#		_						-								
Gap, Ext									Occ-on-green																
Max 1									Occ-on-yellow																
Max 2									Occ-on-red																
Yel Clr									Delay Phase 1																
Red Clr									Delay Phase 2																
Walk										NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Ped Clr									Source	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Alt# 1 Options	able [	1.1.6.2	2.11						Alt# 1 Ped Para	amete	rs+ [5.	5.1.41													
Column # ->		2	3	4	5	6	7	8	Column#>		2	3	4	5	6	7	8	]							
Assign Ø			-	-	-	-	-	-	Assign Det#		_	-		-	-		-								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON	Call																
Soft Recall									No Activity																
Dual Enrty									Max Presence																
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON	Erratic Count																
Guar Passage	•	•	•	•	•	•	•	•										1							
Rest In Walk																									
Cond Service																									
Reservice																									
Non-Act 1																									
Red Rest																									
Max2																									
Ped Delay																									
Conflicting Ø1									3360	Rt 96	Pittsfo	ord-Vid	ctor Re	1 @ M	arsh R	d					7/17	7/2023		P	age 5
Connicting & r									2009	111 30	1 111311					M					1111	LULJ			ageo

Alt# 2 Options	Table I	1.1.6.2	2.21						Alt# 2 Veh Para	amete	rs [5.5	.2.11													
Column # ->	1	2	3	4	5	6	7	8	Column#>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Ø		-			Ŭ	Ū		Ŭ	Assign Det#		-	Ŭ			Ŭ		Ŭ	Ŭ	10			10		10	10
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON	Call																
Soft Recall					UN			0.1	Swiitch																
Dual Enrty									Delay																
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON	Extend																
	UN		UN	UN	UN	UN	UN																		
Guar Passage									Queue																
Rest In Walk									No Activity																
Cond Service									Max Presence																
Reservice									Erratic Count																
Non-Act 1									Fail Time																
Red Rest									Alt# 2 Veh Opt	ions [			-	1	-					-	-	-			
Max2									Column#>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Delay									Assign Det#																
Conflicting Ø1									Call																
Alt# 3 Options	Table	1.1.6.2	2.3]						Extend																
Column # ->	1	2	3	4	5	6	7	8	Queue																
Assign Ø									Added Initial																
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON	Red Lock																
Soft Recall									Yellow Lock																
Dual Enrty									Occupancy																
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON	Volume																
Guar Passage	•	•	•	•	•	•	•	•	Alt# 2 Veh Para	amete	rs+ [5	5 2 31	<u> </u>		<u> </u>					<u> </u>	<u> </u>	<u> </u>			
Rest In Walk									Column#>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cond Service									Assign Det#	1	2	J	4	5	0	1	0	J	10		12	10	14	IJ	10
Reservice									Occ-on-green																
Non-Act 1									Occ-on-yellow																
Red Rest									Occ-on-red																
Max2									Delay Phase 1																
Ped Delay									Delay Phase 2																
Conflicting Ø1	<u> </u>									NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Alt# 4 Options									Source																
Column # ->	1	2	3	4	5	6	7	8	Alt# 2 Ped Para	amete															
Assign Ø									Column#>	1	2	3	4	5	6	7	8								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON	Assign Det#																
Soft Recall									Call																
Dual Enrty									No Activity																
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON	Max Presence																
Guar Passage									Erratic Count																
Rest In Walk																									
Cond Service																									
Reservice				1																					
Non-Act 1																									
Red Rest																									
Max2																									
Ped Delay								<u> </u>																	
Conflicting Ø1	L	L				L	L		2200		Dittofa	and Via	tor De		areh D	d					7/47	7/2022		П	200 6
									3369	KI 90	r IIISTO	pru-via	COT RO		arsh R	u					- 1/11	7/2023		٢	age 6

Annual							nth o											Veel				Dat	-																											Day
1															SI					F	-					5		7																					0 31	Plan
	J	_		-	M	-		_	_	S		-	N ON D		S I	-		W	ON	F	S		2	3	4	5	6		8																				<b>N ON 31</b>	1
2	J	<u> </u>						, 	~	0	T			,			-	VV					2		-			1		<u> </u>						10			3 20		22	25	24	23	20	21	20 2	23 0		1
3	J	F	М	A	М	J	J		А	S	0	N	I D	(	S	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 '	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	0 31	
3																																																		1
4	J	F	М	Α	М	J	J		А	S	0	N	I D	ę	S I	М	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 ′	<b>11</b> 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	80 31	
		_				<u> </u>								_			-		_	_																														1
5	J	F	M	A	M	J	J		A	S	0	N			S I	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 <sup>-</sup>	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	80 31	
	L	F	M	Δ	M	<u> </u>	_		Δ	S	0	N	D		S I	M	т	W/	т	F	S		2	2	1	5	6	7	8	9	10 '	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	20 3	0 31	1
6	J							<u> </u>	~	0	T			,			<u> </u>	vv					2		-			'		<u> </u>				- 14 					3 20	21	22	25	24	23	20	21	20 2	20 0		1
-	J	F	М	A	М	J	J		А	S	0	N	D		S	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 '	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	0 31	
7					Τ	Γ	Τ	Т			Γ	Τ			Т	Т															Т	Т																Т		1
8	J	F	М	Α	М	J	J	I	А	S	0	N	I D	Ş	S I	М	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 ′	11_1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	30 31	
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9	J	F	M	A	M	J	J		Α	S	0	N	I D	,	S I	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 <sup>-</sup>	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	80 31	
	L		M	A	M	<u> </u>	_		Δ	S		N	D		S I	M	т	W	т	F	S		2	2	4	5	6	7	0	0	10 /	11 1	10 12	14	15	16	17	10 1	0 20	01	22	22	24	25	26	07	20 (	20 2	0 21	1
10	J	F				J	J		A	3	0			` <b>`</b>			1	VV		F	3		2	3	4	<u>р</u>	6	/	8	9			12 13	14	15	10	17	10 1	9 20	21	22	23	24	25	20	21	20 4	29 3	30 31	1
	J	F	M	A	М	J	J		А	S	0	N	D		S	М	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 <sup>-</sup>	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	0 31	
11				T	T	T	T	Т			T	T			T	T	-														T	Т															T	T		1
12	J	F	М	Α	М	J	J	I	А	S	0	N	I D	(	S	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 '	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	80 31	
12																																																		1
13	J	F	M	A	M	J	J		Α	S	0	N	I D		S I	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 <sup>-</sup>	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	80 31	
	L		N/		N4	<u> </u>			Δ	6		N				N 4	т	14/			<u> </u>		2	2	4	5	6	7	0	0	10 /	11 1	10 12	14	15	16	17	10 1	9 20	01	22	22	24	25	26	07	28 2	29 3	0 31	1
14	J	F	IVI			J	J	, 	A	3	0			````			-	VV		F	3		2	3	4	5	0	1	0	9			12 13	14	10	10			9 20	21	22	23	24	25	26	21	20 4	29 3	0 31	1
4-	J	F	М	A	М	J	J		А	S	0	N	D		S	М	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 <sup>-</sup>	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	0 31	
15				Γ	Γ	T	T	Т			T	Т			Т	Т															Т	Т																Т		1
16	J	F	М	Α	М	J	J	I	А	S	0	N	I D	(	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 '	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	80 31	
10																																																		1
17	J	F	M	A	M	J	J		Α	S	0	N		,	S I	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 <sup>-</sup>	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	80 31	
		E	M		M	<u> </u>	_		٨	S	0	N			S I	M	т	\٨/	т	E	S		2	2	1	5	6	7	8	0	10 '	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	0 31	1
18	J					J	J	' 	A	3				,				VV			3		2	<u> </u>	4		0	1	0	9				14	13	10			<u>3 20</u>	21	22	23	24	23	20	21	20 2	29 3		1
40	J	F	М	A	М	J	J		А	S	0	N	D		S	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 <sup>-</sup>	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	0 31	<u> </u>
19																																																		1
20	J	F	М	Α	М	J	J	I	А	S	0	N	I D	(	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	80 31	
20									_								_																																	1
21	J	F	M	A	M	J	J		A	S	0	N		ę	S I	M	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 '	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	0 31	
			N/	A	M	1	_		٨	c	0	N	D		S I	M	т	W	т	F	S	1	2	3	4	5	6	7	8	9	10 '	11 1	12 12	14	15	16	17	10 1	0 20	21	22	22	24	25	26	27	28 (	20 2	0 31	1
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	J	F	M	A	М	J			А	S	0	N		9	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7	8	9	10 '	11 1	12 13	14	15	16	17	18 1	9 20	21	22	23	24	25	26	27	28 2	29 3	0 31	
23					1	T		Τ				T			T	T														T	T	Т		T			Т									Т		T		1
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24								Τ									_																																	1
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Day Plans [4.4]			Table [4.5] Coord Alternate Tables	s - Pat+ [2.6]
Day Plan 1	Day Plan 2	Day Plan 3		Overlap Off
Hour Min Act Hour Min Act		Hour Min Act Hour Min Act	Pat# A1 A2 A3 S1 S2 S3 S4 S5 S6 S7 S8 Pat# ØOpt ØTime Det@	Call Inh CIC CNA1 1 2 3 4 5 6 7 8 Dia Max2
1 6 50 1 9 0 0 0		1 0 0 0 9 0 0 0		
2 9 0 2 10 0 0	2 0 0 0 10 0 0	2 0 0 0 10 0 0 0	2 2	DFT
3 <b>14 0 3</b> 11 <b>0 0 0</b>	3 0 0 0 11 0 0 0	3 0 0 0 11 0 0 0	3 3 3	
4 <b>22 0 25</b> 12 <b>0 0</b>		4 0 0 0 12 0 0 0	4 4 4	
5 0 0 <b>25</b> 13 0 0 0		5 0 0 0 13 0 0 0	5 5 5	DFT
6 0 0 0 14 0 0 0		6 0 0 0 14 0 0 0	6 6 6	DFT
7 0 0 0 15 0 0 0	7 0 0 0 15 0 0 0	7 0 0 0 15 0 0 0	7 7 7	DFT
8 0 0 0 16 0 0	8 0 0 0 16 0 0	8 0 0 0 16 0 0 0	8 8 8	DFT
Day Plan 4	Day Plan 5	Day Plan 6	9 9 9	DFT
Hour Min Act Hour Min Act	t Hour Min Act Hour Min Act	Hour Min Act Hour Min Act	10 10 10	DFT
1 0 0 0 9 0 0 0	1 0 0 0 9 0 0 0	1 0 0 0 9 0 0 0	11 11 11	DFT
2 0 0 0 10 0 0 0	2 0 0 0 10 0 0 0	2 0 0 0 10 0 0 0	12 12 12	DFT
3 0 0 0 11 0 0 0	3 0 0 0 11 0 0 0	3 0 0 0 11 0 0 0	13 13 13	DFT
4 0 0 0 12 0 0 0	4 0 0 0 12 0 0 0	4 0 0 0 12 0 0 0	14 14	DFT
5 0 0 0 13 0 0 0	5 0 0 0 13 0 0 0	5 0 0 0 13 0 0 0	15 15 15	DFT
6 0 0 0 14 0 0 0	6 0 0 0 14 0 0 0	6 0 0 0 14 0 0 0	16 16	DFT
7 0 0 0 15 0 0 0	7 0 0 0 15 0 0 0	7 0 0 0 15 0 0 0	17 17 17	DFT
8 0 0 0 16 0 0 0	8 0 0 0 16 0 0 0	8 0 0 0 16 0 0 0	18 18 18	DFT
Day Plan 7	Day Plan 8	Day Plan 9	19 19 19	DFT
Hour Min Act Hour Min Act	t Hour Min Act Hour Min Act	Hour Min Act Hour Min Act	20 20 20	DFT
1 0 0 0 9 0 0 0		1 0 0 0 9 0 0 0	21 21	DFT
2 0 0 0 10 0 0	2 0 0 0 10 0 0	2 0 0 0 10 0 0 0	22 22	DFT
3 0 0 0 11 0 0 0		3 0 0 0 11 0 0 0	23 23	DFT
4 0 0 0 12 0 0 0		4 0 0 0 12 0 0 0	24 24	DFT
5 0 0 0 13 0 0 0	5 0 0 0 13 0 0 0	5 0 0 0 13 0 0 0	25	DFT
6 0 0 0 14 0 0 0		6 0 0 0 14 0 0 0	26	DFT
7 0 0 0 15 0 0 0		7 0 0 0 15 0 0 0	27	DFT
8 0 0 0 16 0 0 0	0 1 1 10 10 1	8 0 0 0 16 0 0 0	28	DFT
Day Plan 10	Day Plan 11	Day Plan 12	29	DFT
Hour Min Act Hour Min Act		Hour Min Act Hour Min Act	30	DFT
1 0 0 0 9 0 0 0		1 0 0 0 9 0 0 0	31	DFT
2 0 0 0 10 0 0 0		2 0 0 0 10 0 0 0	32	DFT
3 0 0 0 11 0 0 0		3 0 0 0 11 0 0 0	33	DFT
4 0 0 0 12 0 0 0	4         0         0         12         0         0         0           5         0         0         0         12         0         0         0	4 0 0 0 12 0 0 0	34	DFT
5         0         0         13         0         0         0           6         0         0         0         14         0         0         0		5         0         0         0         13         0         0         0           6         0         0         0         14         0         0         0	35	DFT DFT
		•••••	36	DF1
7         0         0         15         0         0         0           8         0         0         0         16         0         0         0		1 0 0 0 10 0 0 0		
Day Plan 13 Hour Min Act Hour Min Act	t Hour Min Act Hour Min Act	Day Plan 15 Hour Min Act Hour Min Act		
		1 0 0 0 9 0 0 0		
2 0 0 0 10 0 0 0				
2         0         0         10         0         0         0           3         0         0         0         11         0         0         0		2         0         0         0         10         0         0           3         0         0         0         11         0         0         0	42	
4         0         0         0         11         0         0         0		4 0 0 0 12 0 0 0		DFT
5 0 0 0 13 0 0 0				DFT
5         0         0         13         0         0         0           6         0         0         0         14         0         0         0			255 46	DFT
0         0         0         14         0         0         0           7         0         0         0         15         0         0         0		0         0         0         14         0         0         0           7         0         0         0         15         0         0         0	<b>3369 Rt 96 Pittsford-Victor Rd @ Marsh</b> 47	DFT
7         0         0         0         15         0         0         0           8         0         0         0         16         0         0         0				

C1-USER 10 Map [1.8.9.1 ln]       C1-USER 10 Map [1.8.9.2 Out]       OL ogic [1.8.7]         11-1       1       Veh Call 1       01-1       1       Ch 1 Ked       07-1       40       Ch 16 Yellow       01       01       01-1
11-2       2       Veh Call 2       01-2       49       Ch 1 Green       07-2       16       Ch 16 Red       07-2       10
I1-3       3       Veh Call 3       01-3       2       Ch 2 Red       07-3       64       Ch 16 Green       1       0        1       0
I1-4       4       Veh Call 4       01-4       26       Ch2 Felow       07-4       115       Not Used         I1-5       5       Veh Call 5       01-6       3       Ch2 Green       07-6       115       Not Used       07-7       10       0        1       0        1       0        1       0        1       0        1       0        1       0        1       0
I1-5       5       Veh Call 5       0       Ch2 Green       07.5       115       Not Used         I1-6       6       Veh Call 6       01-6       3       Ch3 Red       07.6       115       Not Used       07.7       115       Not Used       1       0        1       0        1       0        1       0        1       0        1       0        1       0        1       0
I1-6       6       Veh Call 6       01-6       3       Ch3 Red       07-6       115       Not Used         I1-7       7       Veh Call 7       0       01-7       27       Ch3 Yellow       07-7       115       Not Used       07-7       10
I1-7       7       Veh Call 7       01-7       27       Ch3 Yellow       07-7       115       Not Used         I1-8       8       Veh Call 8       01-8       51       Ch3 Green       07-8       15       Ch15 Red       0
11-8       8       Veh Call 8       01-8       51       Ch3 Green       07-8       15       Ch15 Red       1       0        -       1       0        -       1       0        -       1       0        -       1       0        -       1       0        -       1       0        -       1       0        -       1       0        -       1       0       <
12-2       10       Veh Call 10       02-2       52       Ch4 Green       14-1       1       0        -       1       0        -       1       0        -       1       0        -       1       0        <
12-3       11       Veh Call 11       02-3       5       Ch5 Red       14-2       0       -       1       0       0       -       1       0       -       1       0       0       -       1       0       0       -       1       0       0       -       1       0       0       -       1       0       0       0       -       1       0       0       0       0       0       0       0
12-4       189       Unused       02.4       29       Ch5 Yellow       I4.3       Mone       Com Parameters [6.1]         12-5       189       Unused       02.5       53       Ch5 Green       I4.4       Image: com parameters [6.1]       3       None       44       None       Station ID       Station ID       Station ID       Station ID       Group ID       Image: com parameters [6.1]       Station ID       Station ID       Station ID       Station ID       Image: com parameters [6.1]       Station ID       Station ID       Station ID       Station ID       Station ID       Station ID       Image: com parameters [6.1]       Station ID       Station ID       Station ID       Station ID       Station ID       Station ID       Image: com parameters [6.1]       Image: com parameters [6.1]       Station ID       Image: com parameters [6.1]       Station ID       Image: com parameters [6.1]       Station ID       Image: com parameters [6.1]       Image:
I2-5       189       Unused       02-5       53       Ch5 Green       I4-4       Image: Constraint of the state of the
12-6       189       Unused       02-6       6       Ch6 Red       17-1       189       Unused       2       SECURE       23       None       45       None       Master ID       Backup Time       Backup
12-7       189       Unused       02-7       30       Ch6 Yellow       17-2       189       Unused       3       None       24       None       46       None       Master ID       Backup Time
12-8       189       Unused       02-8       54       Ch6 Green       17-3       189       Unused       5       None       25       None       48       None       8ackup Time
I3-1       189       Unused       03-1       7       Ch7 Red       I7-4       189       Unused       5       None       26       None       48       None       SysUp Modem [6.1]         I3-2       189       Unused       03-2       55       Ch7 Green       I7-5       189       Unused       6       None       27       None       49       None       Enable Modem       Enable Modem <t< td=""></t<>
13-2       189       Unused       03-2       55       Ch7 Green       17-5       189       Unused       27       None       49       None       Enable Modern       Idle Time
I3-3       189       Unused       03-3       8       Ch8 Red       I7-6       189       Unused       7       None       28       None       50       None       Idle Time
I3-4       189       Unused       03-4       32       Ch8 Yellow       I7-7       189       Unused       8       None       29       None       51       None       Dial Time         I3-5       189       Unused       03-5       56       Ch8 Green       17-8       189       Unused       9       None       30       None       52       None       Tel:
I3-5       189       Unused       03-5       56       Ch8 Green       I7-8       189       Unused       9       None       30       None       52       None       Tel:         I3-6       189       Unused       03-6       9       Ch9 Red       18-1       189       Unused       9       None       31       None       53       None       Att:
I3-6         189         Unused         O3-6         9         Ch9 Red         I8-1         189         Unused         10         None         31         None         53         None         Alt.
13-7 189 Unused 03-7 33 Ch9 Yellow 18-2 189 Unused 11 None 32 None 54 None
I3-8         189         Unused         O3-8         57         Ch9 Green         I8-3         189         Unused         12         None         33         None         55         None         2070 Port Parms [6.2]
I4-1         I89         Unused         O4-1         10         Ch10 Red         I8-4         189         Unused         13         None         34         None         56         None         Port         Baud Rate
I4-2         I49         Unused         O4-2         58         Ch10 Green         I8-5         189         Unused         14         None         35         None         57         None         SP1         9600         M
I4-3         I89         Unused         O4-3         11         Ch11 Red         I8-6         189         Unused         15         None         36         None         58         None         SP2         9600         M
I4-4         189         Unused         04-4         35         Ch11 Yellow         I8-7         189         Unused         16         None         37         None         59         None         SP3         19200         M
I4-5         179         Door Open         O4-5         59         Ch11 Green         I8-8         189         Unused         17         None         38         None         60         None         SP4         38400         M
I4-6         189         Unused         O4-6         12         Ch12 Red         C11S-USER IO Map [1.8.9.2 Out]         18         None         39         None         61         None         SP5         1200         A
I4-7         229         33xCMUStop         04-7         36         Ch12 Yellow         08-1         115         Not Used         19         None         40         None         62         None         SP6         1200         A
I4-8         228         33xFlashSns         04-8         60         Ch12 Green         08-2         115         Not Used         20         None         41         None         63         None         SP7         1200         A
I5-1         129         Ped Call 1         O5-1         28         Ch4 Yellow         O8-3         115         Not Used         21         None         42         None         64         None         SP8         1200         A
I5-2         130         Ped Call 2         O5-2         34         Ch10 Yellow         O8-4         115         Not Used
I5-3         131         Ped Call 3         O5-3         25         Ch1 Yellow         O8-5         115         Not Used         2070 IP 1 Addressing [6.5]         2070 IP 2 Addressing [6.5]
I5-4         132         Ped Call 4         O5-4         31         Ch7 Yellow         O8-6         115         Not Used         Addressing         Addressing           15.5         132         142         145         145         145         146         140
I5-5         189         Unused         O5-5         39         Ch15 Yellow         O8-7         115         Not Used         Addr         192         168         0         101         Addr         0         0         0         0           15         (149)         Unused         05.5         (15)         (16)         (10)         (16)         (10)         (16)         (16)         (16)         (16)         (16)
I5-6         189         Unused         O5-6         63         Ch15 Green         O8-8         115         Not Used         Mask         255         255         0         Mask         0         0         0         0           I5-7         189         Unused         O5-7         115         Not Used         Brdest         0
I5-7         189         Unused         O5-7         115         Not Used         Brdcst         0         0         0         Brdcst         0
15-8     189     Unused     OG-1     115     Not Used       I6-1     189     Unused     0     0     1     Gway     0     0     0       I6-1     189     Unused     0     0     1     Gway     0     0     0
Io-1         Ios         Onused         Ioo         Ioo           I6-2         189         Unused         06-2         115         Not Used
Io-2         Io-3         Io-3 <thio-3< th="">         Io-3         Io-3         <thi< td=""></thi<></thio-3<>
Id-3     Id-3
Id-4     Id-5     Id-4     Id-6     One     Off     Of
IG-6     189     Unused     OG-6     14     Ch14     Ref       I6-6     189     Unused     OG-6     14     Ch14     Ref     Async2     SP2     OFF     0     CMU/MMU     None     SYSDown     ASYNC1
IGO 0     IGO 0     IGO 0     IGO 0     IGO 0     IGO 0     IGO 0     IGO 0       I6-7     189     Unused     06-7     38     Ch14 Yellow     ASYNC3     SP3     OFF     0     Opticom     None     Shell     None
Inclusion     Inclusion     Inclusion     Inclusion     Inclusion     Inclusion     Inclusion       I6-8     189     Unused     06-8     62     Ch14 Green     ASYNC4     SP4     OFF     0     Loop Det.     None
SYNC1 SP5S SYNC3 OFF GPS -
SYNC2 OFF SYNC4 OFF
3369 Rt 96 Pittsford-Victor Rd @ Marsh Rd 07/17/23 Page

#	Event / Alarm	Ev	Alr	Call Pl	nases	[1.1.5]			Red	lirect	Phase	es[1.	1.5]						nhi	ibit P	hase	s[1.1	.5]											
1	Power Up Alarm.	ON	ON	Ø	Ø		s Calleo	d By Ø		From	То	From	То	From	То	From	То			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
2	Stop Timing	ON	ON	1					1										1															
3	TS1 Cabinet Door			2					2										2															
4	Coordination Failure	ON	ON	3					3										3															
5	External Alarm # 1	ON	ON	4					4										4															
6	External Alarm # 2	ON	ON	5					5										5															
7	External Alarm # 3			6					6										6															
8	External Alarm # 4			7					7										7															
	Closed Loop Disabled	ON	ON	8					8										8															
	External Alarm # 5			9					9										9															
	External Alarm # 6			10					10										10															
	Manual Control Enable	ON	ON	11					11										11															
	Coord Free Input			12					12										12															_
	Local Flash Input	ON	ON	13					13										13															_
	MMU Flash			14					14										14															_
	CMU Flash			15					15										15															_
	Cycle Fault	ON	ON	16					16										16															
	Cycle Failure	ON	ON			edirect				1	1			-		-	<b></b> -		Alt	Inhib	oit Ph		#1[											
_	Coordination Fault	ON	ON	Col	Ø	Phase	s Calleo	d By Ø	1	<b>.</b>	From	То	From	То	From	То	From	То	. r	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
20	Controller Fault	ON	ON	1			_			1									1															
21	Detector SDLC Failure			2						2									2															
_	MMU SDLC Failure			3						3									3															
23	Critical SDLC Failure			4						4									4															
	Reserved	-		5	<u> </u>	_	-			5									5															
	EEPROM CRC Fault	ON	ON	6	<u> </u>	_				6									6															_
	Detector Diagnostic Failur			1							<u> </u>								7															
	BIU Detector Failure		ON	8				C 01		8				<u> </u>					8	La la Ua	tt Dh		# 0 F			I	L							
	Queue detector alarm	ON	ON ON			edirect a				Т	<b>F</b>	Ta	<b>F</b> actor		<b>F</b>	т.	<b>F</b>		AIT		oit Ph		<u># 2 [</u> 4			7	0	0	10	44	40	40	4.4	45
	Ped Detector Fault	UN	UN	Col	Ø	Phase	s Calleo	а ву Ø	1	1	From	To	From	То	From	10	From	10	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Coord Diagnostic Fault TempAlert Probe Ch. A			1	-				-									_	· •									-						
				2	-					2									2															
	TempAlert Probe Ch. B Coord Active		+	3						3	$\vdash$						┝─┼		3 4							<u> </u>		-						
_	Preempt Active	ON	ON	4			+		-	4 5							┝─┤		4 5							<u> </u>		-						
	Preempt 1 Input	ON	ON	6			+		-	6							┝─┤		5 6							<u> </u>		-						
_	Preempt 2 Input	ON	ON	7	-			+	-	7							┝─┤	-	7									-						
	Preempt 3 Input		ON	8			+		-	8							┝─┤		7 8							<u> </u>		-						
	Preempt 4 Input		ON		CIC	Plans [2	21			0					Unit	Para	meter			1				L		I	I							
	Preempt 5 Input		ON	CIC	, CIC Col			2	3	4	5	6	7	8			Yellow		Z.I		Max (	Cycle	Time				1							
	Preempt 6 Input		ON	1	OF			2	5	4	5	0		0			Enable		OFF		Cycle			n	Aları	n								
	Preempt 7 Input	ON	ON	2	OF		+	+		+						Disat			OFF		O yole	, raul	71010		, aun									
	Preempt 8 Input	ON	ON	3	OF		+	<u> </u>							Diam				4Ph															
	Preempt 9 Input	ON	ON	4	OF		+	+		+					Back				900															
	Preempt 10 Input	ON	ON	Auto F		Phase/C	)lan Se	tting	: [1 <i>/</i>	21					Disat				OFF															
	In Transition		ON	YelØ	10311	11030/0			, <u>, , , ,</u>								t Action		Alar															
	FIO Status Alarm			Yel (olap	ns)			+		-							n Timer		ON			###	Rt 9	6 Pif	tsfor	d-Vic	itor 5	84 @	Mars	h Rd	07/1	7/23		Page
01	FIO Status Alalili			rei (olap	15)			1			1				LIIAD	ie Rul	nimer					###	nt 9		10101	u-vi(		u w	widi S	n Ku	011	1123		aye



Phase Times [1.1.1]									Coor	<u>dina</u> ti	on Pa	tterns	s [2.4]	and	Coord	dinati	on Spl	it Tab	oles [2	.7.1]											
	1	2	3	4	5	6	7	8	Pat#	Сус	Off	Split	Seq	Pat#	Сус	Off	Split	Seq	Pat#	Сус	Off	Split	Seq	Pat#	Сус	Off	Split	Seq	1		
Min Green	6	15	4	10	6	15	4	10	1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1		- 30	820
Gap, Ext	2	2	2	2	2	2	2	2	2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1		•••	<b>U</b> _U
Max 1	18	35	15	25	18	35	15	25	3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1			
Max 2									4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1	Ring	/Start	up [1.1.4
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1	Phs	Ring	Start
Red Clearance	2	2	2	2	2	2	2	2	6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1	1	1	Red
Walk		7		7		7		7	7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1	2	1	Green
Ped Clearance		19		23		20		22	8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1	3	1	Red
Red Revert									9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1	4	1	Red
Add Initial									10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1	5	2	Red
Max Initial									11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1	6	2	Green
Time B4 Reduct									12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1	7	2	Red
Cars B4 Reduct									Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8	8	2	Red
Time To Reduce									1	Coor	22	45	18	30	22		18	30	13	Coor	0	0	0	0	0	0	0		Coor	d Mode	
Reduce By									·								NON					NON	NON				NON	NON	Test O		0
Min Gap									2	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0	0	Correc		SHRT/LNG
DyMaxLim									-			-			-		NON	-			NON	-		-			-	-	Maxim		MAX 1
Max Step									3	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0	0	Force-		Float
Options [1.1.2]	1	2	3	4	5	6	7	8	Ů			-	-	-	-	-	NON				NON		÷	-		-	•	•	Closed		ON
Enable	ON	ON	ON	ON	ON	ON	ON	ON	4	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0		Stop-in		OFF
Min Recall	•	•			•	•	•	•	' '			-			-		NON	-			-	-	-			-		-	Auto R		ON
Max Recall									5	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0		Expan		
Ped Recall									Ŭ								NON				NON	-							Ped Re		NO_RECYC
Soft Recall									6	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0	0	Before		TIMED
Lock Calls									Ŭ						-		NON	-			NON	NON	÷	-	-	-	-	-			TIMED
Auto Flash Entry									7	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0			Flash [	1.4.11
Auto Flash Exit									Ľ.			-			-		NON	-			NON	-	-	-	-	-			Auto F		PH_OVLP
Dual Entry		ON		ON		ON		ON	8	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0		Flash		45
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON	Ů					-	-		NON				NON	-	-	-	-		-	-	Flash F		20
Gaurantee Passage	•				•				9	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0			Params	[1.2.1]
Rest In Walk									Ů			-			-		NON	-			NON		-	-	-				Phase		STD8
Conditon Service									10	Coor		0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0		IO Mod		User
Non-Actuated 1									10			-			-		NON	-			-	-	-					-	Loc Fls		Red
Non-Actuated 2									11	Coor	0	0	0	0	0	0	0	0		Coor	0	0	0	0	0	0	0	- · ·	Start F		0
Add Init Calc											÷	-			-		NON	÷			NON	, v		÷				-		IIRed(s)	6
Options+ [1.1.3]	1	2	3	4	5	6	7	8	12	Coor									24	Coor									Yellow	. ,	OFF
Reservice									12		NON	NON	NON		NON		NON	NON	- '		NON		NON		NON	NON	NON		Display		20
PedClr Thru Yel									Pa	ge#	Non	nen		Inten	Interio	Interior	Inon	Non			non	non	non	Inter	Inten		Inter	Inter	Red R		3
Skip Red No Call									<u> </u>	<u>90#</u> 1	8 P	hase	Time	s/On	tions	Patt	erns/	Solits	; Ring	n Star	tun:	Coord	1/Flag	sh Mo	nde I I	Init P	aram			imeout	0
Red Rest									14	&1B									; Ring											e Profile	<u> </u>
Max II										2									able+											ing Seq	1
Call Phase										3									eters i						arann		.uy)		Auxsw		STOPTM
Conflicting Phase						<u> </u>				<u>3</u> 4									d Pha										SDLC		0
Omit Yellow										<del>.</del> 5		ual Sc			mate	/ 1 Ha				130 U	50018	5								et Faults	
Ped Delay										<u>5</u> 6					ahlor	· Cor	ord Alt	Tab	le+ (va	aluos	varie	d hy t	ime.	of_do	<u>۸</u>					ed Clear	
Grn/Ped Delay										7	<u> </u>		<u> </u>			<u> </u>	D Seti		יטי (עמ	alues	vane	ubyl		oi-ud)	()				SDLC		0
Only Eu Delay		I	I	I	I .	I	I	I				muni	Jaliu	113, O	ซบนแ	iy, i/(		μ											ODLO	i tou y	Ľ

	30820 NY31 Palmyra Rd @ Marsh Rd (CR38)	8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param	07/25/23	Page
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I]	
Enable	I
ON	
ON ON	
ON ON	
ON	
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Min Gene         6         15         4         10         6         15         4         10         Part Cort         Cort         Sell Soc         User         Sell Soc         User         Part Cort         Sell Soc         Val         Sell Soc         Part Cort         Sell Soc         Part Cort         Sell Soc         Part Soc         O         0        0         0         0<	Times [1.1.1]	1	2	3	4	5	6	7	8													Coor	d Patt	erns [2	2.41 an	d Spl	it Tab	es [2.7.	.11	
Gap. Ext.         2         2         2         2         2         2         2         1         0         0         1         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1        1         1         1<		6		-	10			4	-	Pat#	Cvc	Off	Split	Sea	Pat#	Cvc	Off	Split	Sea	Pat#	Cvc						_			
Max1       18       35       15       25       15       0       0       1       15       1       27       0       0       1       35       0       0       0       1       35       0       0       0       1       35       0      <		-		-						1	_	-							1 .											User
Nan2         Nam2         Nam2 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>2</td><td></td><td></td><td></td><td>1</td><td></td><td><u> </u></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td></th<>										2				1		<u> </u>	-											-		
Yal Clasmone       35															_		-	_					-							Phase
Bitel Gearance       2       2       2       2       2       2       2       2       5       0       0       5       1       17       0       0       1       423       0       0       1       423       0       0       0       1       423       0       0       0       1       423       0       0       0       1       423       0       0       0       1       423       0       0       0       1       423       0       0       0       0       0       1       423       0       0       0       1       423       0       0       0       1       1       230       0       0       0       1       1       230       0       0       0       1 <th1< th="">       1       1</th1<>		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5									_											1	
Nak         7         7         7         7         7         6         0         0         1         1         30         0         0         1         43         0         0         1         43         0         0         1         43         0         0         1         43         0         0         1         43         0         0         1         43         0         0         1         43         0         0         0         1         43         0         0         0         1         43         0         0         0         1         43         0         0         0         1         13         0         0         0         1         14         0         0         0         1         14         0																														Mode
Pace Casemance       19       23       20       22       7       0       0       1       13       0       0       1       43       0       0       1       43       0       0       1       43       0       0       1       43       0       0       0       1       43       0       0       0       1       43       0       0       0       1       43       0       0       0       1       44       0       0       0       1       44       0       0       0       1 <th< td=""><td></td><td></td><td></td><td></td><td></td><td>_</td><td></td><td>_</td><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td><td><u> </u></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td>-</td><td>-</td><td></td></th<>						_		_							_	<u> </u>	-						-					-	-	
Bind Revert       No			19		23		20		22									-					-					-	1	Phase>8
Add Initial       No.       No.       9       0       0       9       0       0       9       1       21       0       0       0       1       45       0       0       0       1       45       0       0       0       1       455       0       0       0       1       455       0       0       0       1       455       0       0       0       1       455       0       0       0       1       455       0       0       0       1       455       0       0       0       1       455       0       0       0       1       455       0       0       0       1       1       0       0       1       1       1       0       0       1       1       1       0       0       1       1       1       0       0       1       1       1       0       0       1       1       0       0       1       0       0       1       0       0       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0																	-											0		
Max. Initial         Image											<u> </u>					<u> </u>	-			_			-						-	
Time B4 Reduct         Cars B4											<u> </u>				_		0	-		_		-	-			-		0		U
Cars B Reduct         Cars B Reduct         Cars B Reduct         Cars B Reduct         Split         1         2         1         2         1         2         1         2         1         2         1         2         3         4         1         3         0         0         1         4         8         0         0         0         1         4         1         4         1         4         1         4         1         4         1         1         2         1         1         2         1         1         2         1         1         2         1																	-			_								0	1	
Time To Reduce         Cor         Salt         1         2         3         4         5         6         7         8         9         10         11         12         13         14         15         16         Cord Modes         2.1           Reduce By         - </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>12</td> <td>0</td> <td></td> <td></td> <td>1</td> <td></td> <td>0</td> <td>0</td> <td>_</td> <td>1</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td></td>										12	0			1		0	0	_	1		0	0	0	1		0	0	0	1	
Reduce By         Image												1	2	3		5	6	-	8		10	11	12	13		15	16	Coord	d Modes	[2.1]
Min Gap         Min Gap         Mon         Non         Non <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Coor</td><td>22</td><td></td><td></td><td></td><td></td><td></td><td>18</td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td>-</td><td></td><td></td><td>0</td></th<>											Coor	22						18							-		-			0
DyMaxLim         Imax	· · · · · · · · · · · · · · · · · · ·									1											-		-	-		-		· · ·		SHRT/LNG
Max Step       V       V       NON										_	Coor	0				0	0	0	0	0	0				0	0	-			MAX 1
Options [1.1.2]         1         2         3         4         5         6         7         8         3         Coor         0										2		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Force-C	Off	Float
Enable         ON         ON         ON         ON         ON         ON         ON         NON	· · · · · ·	1	2	3	4	5	6	7	8		Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Closed	Loop	ON
Minima Recail         Mon         Mon         NON         <	Enable	ON		3		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Stop-in-	-Walk	OFF						
Max Recall         Mon         Mon         Non	Min Recall										Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Auto Re	eset	ON
Soft Recall         Soft Recall	Max Recall									4		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Expand	l Splt	
Soft Recall         Cond         Non         Non <t< td=""><td>Ped Recall</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td><td>Coor</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>Ped Re</td><td>cycle</td><td>NO_RECYCLE</td></t<>	Ped Recall									_	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ped Re	cycle	NO_RECYCLE
Auto Flash Entry         ON         ON         NON	Soft Recall									5		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Before	-	TIMED
Auto Flash Entry         Cor         NON	Lock Calls									c	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	After		TIMED
Dual Entry         ON         ON         ON         ON         ON         ON         NON         NON <td>Auto Flash Entry</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>6</td> <td></td> <td>NON</td> <td>Auto</td> <td>Flash [1</td> <td>.4.1]</td>	Auto Flash Entry									6		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Auto	Flash [1	.4.1]
Dual Entry         ON         NON	Auto Flash Exit									-	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Auto Fl	ash -	PH_OVLP
Gaurante Passage         Ort	Dual Entry		ON		ON		ON		ON	(		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Flash Y	'el	45
Gaurantee Passage       Gaurantee Passage       Gaurantee Passage       Gaurantee Passage       NON       NO	Enable Simul Gap	ON	0	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Flash R	Red	20							
Condition Service         Cord it o	Gaurantee Passage									Ö		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Unit F	Params [	1.2.1]
Non-Actuated 1         Image: Construction of the constructing and the constructing and the construction of the co	Rest In Walk									Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Phase I	Mode	STD8
Non-Actuated 1         I <thi< th="">         I         I         &lt;</thi<>	Conditon Service									0	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	IO Mod	е	User
Add Init Calc       I       <	Non-Actuated 1									9		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Loc Fls	h Start	Red
Add Init Calc       O       O       NON	Non-Actuated 2									10	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Start Fl	ash(s)	0
Package         Image: Construction of the constructio	Add Init Calc									10		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Start Al	IRed(s)	6
PedClr Thru Yel       Image: Construction of the constructine construction of the constructine constructin	Options+ [1.1.3]	1	2	3	4	5	6	7	8	11	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Yellow	< 3"	OFF
Skip Red No Call       Image: Constraint of the constraint of	Reservice											NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Display	Time	20
Skip Red No Call       Skip Red No Call       NON	PedClr Thru Yel									12	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Red Re	evert	3
Red Rest       Image: Constraint of the cons	Skip Red No Call											NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	MCE Ti	imeout	0
Max II       Max II       NON										12	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Feature	e Profile	
Conflicting Phase	Max II									13		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Free Ri	ng Seq	1
Conflicting Phase NON NON NON NON NON NON NON NON NON NO	Call Phase									14	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Auxswi	tch	STOPTM
	Conflicting Phase									14		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	SDLC F	RetryTm	0
	Omit Yellow									15	Coor			0		0	-								0					ON
Ped Delay Non Non Non Non Non Non Non Non Non Non	Ped Delay									15		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	Auto Pe	ed Clear	OFF
Grn/Ped Delay Coor 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Grn/Ped Delay									16	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<- Mo	de NON	is Blank

Page 1A

Times [1.1.1]	9	10	11	12	13	14	15	16	Coo	rdinati	on Pat	terns	[2.4] an	nd Coo	ordinat	ion Sp	lit Tab	les [2.	7.1]									Ring/St	artup [1.1.4]
Min Green									Split	:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Phs	Ring	Start
Gap, Ext										Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	Red
Max 1									17		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	2	1	Green
Max 2									40	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	Red
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	18		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	4	1	Red
Red Clearance	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	40	Coord		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	Red
Walk								-	19			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	6	2	Green
Ped Clearance										Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	Red
Red Revert									20		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	8	2	Red
Add Initial									~	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		Red
Max Initial									21		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	10		Red
Time B4 Reduct									~~~	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11		Red
Cars B4 Reduct									22		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	12		Red
Time To Reduce									23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13		Red
Reduce By									23		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	14		Red
Min Gap									24	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		Red
DyMaxLim									24		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	16		Red
Max Step																													
Options [1.1.2]	9	10	11	12	13	14	15	16																					
Enable																													
Min Recall																													
Max Recall																													
Ped Recall																													
Soft Recall																													
Lock Calls																													
Auto Flash Entry																													
Auto Flash Exit																													
Dual Entry																													
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON																					
Gaurantee Passage																													
Rest In Walk																													
Conditon Service																													
Non-Actuated 1																													
Non-Actuated 2																													
Add Init Calc																													
Options+ [1.1.3]	9	10	11	12	13	14	15	16																					
Reservice									Con	curren	cy [1.1	.4]																	
PedClr Thru Yel									Phs	Concu		hases									Concu	urrent F	Phases						
Skip Red No Call									1	5	6	0	0	0	0	0	0			9	0	0	0	0	0	0	0	0	
Red Rest									2	5	6	0	0	0	0	0	0			10	0	0	0	0	0	0	0	0	
Max II									3	7	8	0	0	0	0	0	0			11	0	0	0	0	0	0	0	0	
Call Phase									4	7	8	0	0	0	0	0	0			12	0	0	0	0	0	0	0	0	
Conflicting Phase									5	1	2	0	0	0	0	0	0			13	0	0	0	0	0	0	0	0	
Omit Yellow									6	1	2	0	0	0	0	0	0			14	0	0	0	0	0	0	0	0	
Ped Delay									7	3	4	0	0	0	0	0	0			15	0	0	0	0	0	0	0	0	
Grn/Ped Delay									8	3	4	0	0	0	0	0	0			16	0	0	0	0	0	0	0	0	
30820	NY31	Palmy	ra Rd	@ Ma	rsh Ro	(CR3	8)																		07/2	5/23		Р	age 1B

								Expan	ded Spl	it Table	es (Spl	its > 2	55")														
Pat#	Сус	Off	Split	Seq	Pat#	Сус	Off	Split	Seq	Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	0	0	1	1	25	0	0	0	1		Coord	22	45	18	30	22	45	18	30	0	0	0	0	0	0	0	0
2	0	0	2	1	26	0	0	0	1	1		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	0	0	3	1	27	0	0	0	1	2	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	4	1	28	0	0	0	1	2		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	0	0	5	1	29	0	0	0	1	3	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	6	1	30	0	0	0	1	J		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	0	0	7	1	31	0	0	0	1	4	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	8	1	32	0	0	0	1	<u> </u>		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9	0	0	9	1	33	0	0	0	1	5	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	10	1	34	0	0	0	1			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	0	0	11	1	35	0	0	0	1	6	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	12	1	36	0	0	0	1			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	0	0	13	1	37	0	0	0	1	7	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	14	1	38	0	0	0	1	0	Coord	NON	<b>NON</b> 0	NON	NON	NON	NON	NON 0	NON	<b>NON</b>	NON	NON	NON 0	NON	NON	NON	NON
15	0	0	15	1	39	0	0	0	1	8	Coord	0	-	0	0	0	0	-	0	÷	0	0	-	0	0	0	
16 17	0	0	16 17	1	40 41	0	0	0	1	9	Coord	<b>NON</b>	<b>NON</b>	NON 0	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	<b>NON</b>	NON 0	NON 0	<b>NON</b>
17	0	0	17	1	41	0	0	0	1	9	Coord	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	0	0	10	1	42	0	0	0	1	10	Coord		0		0			0	0					0		0	0
20	0	0	20	1	43	0	0	0	1	10	COOlu	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20	0	0	21	1	45	0	0	0	1	11	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	22	1	46	0	0	0	1		Coold	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23	0	0	23	1	47	0	0	0	1	12	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	24	1	48	0	0	0	1	<u> </u>		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
										13	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Expan	ded Sp	olits										NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
										14	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coordin	nation P	atterns	[2.4] ar	nd Coor	rdinati	on Spli	t Table	s [2.7.1]		15	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
										16	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
										17	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
												NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
										18	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
										10	Coord	NON	NON 0	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	<b>NON</b> 0	NON	NON	NON
										19	Coord		v											, ,			
										20	Coord	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
										20	Coord		0 NON	0 NON	0 NON	0 NON	0 NON	0 NON	0 NON	0 NON	0 NON	0 NON	0 NON		0 NON	0 NON	NON
										21	Coord		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	Coord	NON	NON	NON		NON	NON	NON	NON		000.0	NON	-	NON	-	-	NON	-	NON	NON	NON	NON		÷	NON	-	NON
			NON			NON		NON	NON	22	Coord		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0				NON	NON	-	-	-	NON	NON	NON	NON	NON		-	NON	NON	NON
1	ŀ	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	30820	NY31 F	almyr	a Rd @		sh Rd	(CR38)		07/25/2			NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

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ash Red+       ash Yellow+       Image: Channel Params[1.8.3]         ash Yellow+       Image: Channel Params[1.8.3]         ash Green+       Image: Channel Params[1.8.3]         ash Inh Red+       Image: Channel Params[1.8.3]																												47												
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Iap Ovrd         1         2         3         4	_						+													$\uparrow$			+																	
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	1~.		0 NY3	l Pal	myra	Rd (	@ Ma	arsh	Rd	(CR3	38)			-		-	-	•			07	25/2	3		Pag	e 2	1													

Veh Pa	ar 1-6	64 [5.1	]							Veh F	Par 1-6	4 [5.1	]							Vehic	le Optio	1s 1-64	[5.2]					Vehi	le Op	tions	1-64 [	5.2]					Parameter	s+ 1-64	[5.3]				
Det	Call	Swi	Dlay	Ext	Que	No	Max	Err	Fail	Det	Call	Swi	Dlay	Ext	Que	No	Max	Err	Fail	Det	Call	Ext	Que	Add	Red	Yell	occ vol	Det	vol	occ	Yell	Red	Ext A	Add	Que	Call [	Det oc	00		oc	Dlay D	lay	Type Src
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1							45	50	2	33	2		8				45	50	26	1	ON	ON		ON				33					ON	DN		ON	1			Т		1	NORM
2							45	50	2	34	2						45	50		2	ON	ON		ON				34	ON	ON							2						NORM
3							45	50	2	35	2						45	50		3	ON	ON		ON				35	ON								3						IORM
4							45	50	2	36	5						45	50		4	ON	ON		ON				36	ON	ON							4						NORM
5							45	50	2	37	2		8				45	50		5	ON	ON		ON				37						ON		ON	5						IORM
6							45	50	2	38	2						45	50	26	6	ON	ON		ON				38						ON		ON	6						NORM
7							45	50	2	39	5	2					45	50	12	7	ON	ON		ON				39						ON		ON	7						IORM
8							45	50	2	40							45	50		8	ON	ON		ON				40						ON		ON	8						NORM
9							45	50	2	41	4		10				45	50	18	9	ON	ON		ON				41					ON (	ON		ON	9						NORM
10							45	50	2	42	4						45	50		10	ON	ON		ON				42	ON	ON							10					١	NORM
11							45	50	2	43	4						45	50		11	ON	ON		ON				43	ON								11						NORM
12							45	50	2	44	7						45	50		12	ON	ON		ON				44	ON	ON							12					١	NORM
13							45	50	2	45	4		10				45	50	18	13	ON	ON		ON				45					ON (	ON		ON	13					١	NORM
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15							45	50	2	47	7	4					45	50	10	15	ON	ON		ON				47					ON (	ON		ON	15					1	IORM
16							45	50	2	48							45	50		16	ON	ON		ON				48					ON (	ON		ON	16					١	IORM
17	4			3			45	50	18	49	6		8				45	50	26	17	ON	ON		ON				49					ON (	ON		ON	17					1	IORM
18	8			4			45	50	18	50	6						45	50		18	ON	ON		ON				50	ON	ON							18					1	IORM
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20	2			7			45	50	26	52	1						45	50		20	ON	ON		ON				52	ON	ON							20					١	IORM
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25							45	50		57	8						45	50		25	ON	ON		ON				57	ON	ON							25						IORM
26							45	50		58	8						45	50		26	ON	ON		ON				58	ON	ON							26					N	IORM
27							45	50		59	3						45	50		27	ON	ON		ON				59	ON	ON							27					N	IORM
28							45	50		60	8						45	50	18	28	ON	ON		ON				60					ON (	ON		ON	28					N	IORM
29							45	50		61	3	8					45	50	10	29	ON	ON		ON				61					ON (	ON		ON	29					N	IORM
30							45	50		62							45	50		30	ON	ON		ON				62					ON (	ON		ON	30					N	IORM
31							45	50		63							45	50		31	ON	ON		ON				63					ON (	ON		ON	31					N	IORM
32							45	50		64							45	50		32	ON	ON		ON				64					ON (	ON		ON	32					1	IORM
Param	eters	+ 1-64	4 [5.3]																								Peo	d Det Pa	rms [5								Unit	Param	ters [	1.2.1	1		
Det	000					Ту	ne	Src		000	000	000	Dlay		T	rpe	Src	Det		000	000	Dlay	Dlay	т	rpe	Src	De	et Call	No	Max	Err							Det Faul					ON
#	Gm	Yell	Red	1	2		ha		#	Grn	Yell	Red	1	2				#	Grn	Yell	Red	1	2	(,	he		#	Ø	Act	Pres	Cnt						Vol/	Occ Re	port F	Parm	ı [1.5.8	]	
33						NORM			44						NOR	N		55						NORI	N		1	6		15							Vol/C	oc Peric	d Min	utes			0
34						NORM			45						NOR			56						NORI			2	4		15							Vol/C	occ Peric	d Min	utes			15
35						NORM			46						NOR	N		57						NORI	N		3	2		15													
36						NORM			47						NORM			58						NORI	N		4	8		15													
37						NORM			48						NORM	N		59						NORI	N		5			15													
38						NORM			49						NORM	N		60						NORI	N		6			15													
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41						NORM			52						NORM	N		63						NORI	N																		
42						NORM			53						NORM			64						NORI	N																		
43						NORM			54						NORM	N				####	NY31 P	almyra	Rd @	Mars	h Rd	(CR38)	)													7/2	5/2023		Page 3

Preem	ption Time	es [3.1], C	ptions+	[3.6]		Trac	k Clear I	hases	s [3.2	], Tra	ck Cl	ear O	verla	ps+ [	3.5]					Alt# 1 Times	Table	[1.1.	6.1]					
Pre #	Enable	Туре	Output		MinDura		Track Ph				(Over									Column#>		2	3	4	5	6	7	8
1	ON	RAIL	Dwell			1			1		T									Assign Ø			-	-	-	-		
2	ON	RAIL	Dwell			2														Min Grn								
3	ON	EMERG	Dwell			3														Gap, Ext								
4	ON	EMERG	Dwell			4											-			Max 1								
5	ON	EMERG	Dwell			5		-			-									Max 1 Max 2							+	
6	ON	EMERG	Dwell			6		_									_			Yel Cir	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre		II Phase	[2 2]	and (	Juorl	anet	[2 5]								Red Clr				1.5	1.5	1.5	1.5	1.5
1	IVIANTIES	WIIIGHT	IVIIIIVVIK	Feucii	ON	Pre #		5 [J.Z]	anu v	Jven	apsi	[3.3]								Walk		1.5	1.5	1.5	1.5	1.5	1.5	1.5
2					ON	1	Phases		1	1	<u> </u>									Ped Clr								
3					ON	'	Overlaps													Alt# 2 Times		[1 1	6 11					
4					ON		Peds													Column#>	-	2	3	4	E	6	7	8
4 5					ON	2	Peus Phases	-	-	-												2	3	4	5	6	- /	0
5 6					ON	2														Assign Ø Min Grn								
	Track Ora				_		Overlaps													Gap, Ext								
Pre #	Track Grn		Ext Dwei	PeaCir+	Yel		Peds	-												Max 1								
1		2				3	Phases	<u> </u>																			$ \rightarrow $	
2		2					Overlaps													Max 2 Yel Clr	0.5	0.5	0.5	0.5	0.5		~	0.5
3		2					Peds	_			<u> </u>													3.5	3.5	3.5		3.5
4		2				4	Phases		<u> </u>		<u> </u>									Red Clr		1.5	1.5	1.5	1.5	1.5	1.5	1.5
5		2					Overlaps				<b> </b>									Walk								
6		2					Peds	_			<u> </u>									Ped Clr								<u> </u>
Pre #	Red	Pattern	Skip	4		5	Phases				<u> </u>									Alt# 3 Times			_					
1			OFF	4			Overlaps													Column#>		2	3	4	5	6	7	8
2			OFF	1			Peds													Assign Ø								ļ
3			OFF	1		6	Phases													Min Grn								
4			OFF	1			Overlaps													Gap, Ext								<u> </u>
5			OFF	1			Peds													Max 1								L
6			OFF	]					P		ption							_	1	Max 2								ļ
	riority Pre	· ·		,			Phases			Pre #	<sup>‡</sup> Lock		Overrid			verride	Flsh			Yel Clr				3.5				3.5
Pre #	Туре	Min	Max	1		Pre #	Exit Pha	se				A	uto Fle	sh		igher		Link		Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
7	OFF			1		1		_		1	ON		ON			ON	OFF			Walk								
8	OFF					2				2	ON		ON			ON	OFF			Ped Clr								i
9	OFF			1		3				3	ON		ON			ON	OFF			Alt# 1 Option		_	_					
10	OFF					4				4	ON		ON			ON	OFF			Column # ->	1	2	3	4	5	6	7	8
						5				5	ON		ON			ON	OFF			Assign Ø								
	arameters				_	6				6	ON		ON			ON	OFF			Lock Calls		ON	ON	ON	ON	ON	ON	ON
	mer Over Pr		OFF																	Soft Recall								
	ot or Ext Out		PRE																	Dual Enrty								
Max Se	ek Track Tir	me																		Enabl SimGap		ON	ON	ON	ON	ON	ON	ON
	ek Dwell Tir																			Guar Passage								
Chann	el Parame																			Rest In Walk								
D Conn	Mappings		OFF																	Cond Service								
	ert Rail Inpu	t	None																	Reservice								
																				Non-Act 1								
																				Red Rest								
																					1	1	1					

Max2 Ped Delay

30820 NY31 Palmyra Rd @ Marsh Rd (CR38)	7/25/2023	Page 4	Conflicting Ø1				

Ann	ual S	ched	ule [4.	31		Mont	th of )	Year						Day	y of W	eek				Date																											Day	Link
~			_	-					s	0	N	п	s		-		т	F	s	1		3	4	5	6	7 8	9	10	11	12	13	14 15	16	17	18	19 2	0 21	22	23	24	25	26	27	28	20	30 31	Plan	То
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6	J	F	M	A	М	J	J	A	S	0	N	D	S	M	T	W	T	F	S		2	3	4	5	6	7 8	9	10	11	12	13 1	14 15	16	17	18	19 2	0 21	22	23	24	25	26	27	28	29	30 31		
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7	J	F	M	A	М	J	J	A	S	0	N	D	S	М	T	W	T	F	S	1	2	3	4	5	6	7 8	9	10	11	12	13 1	14 15	16	17	18	19 2	0 21	22	23	24	25	26	27	28	29	30 31		
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9	J	F	М	Α	М	J	J	А	S	0	Ν	D	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7 8	9	10	11	12	13	14 15	16	17	18	19 2	0 21	22	23	24	25	26	27	28	29	30 31		
Ŭ																																															1	
10	J	F	М	А	М	J	J	А	S	0	Ν	D	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7 8	9	10	11	12	13 1	14 15	16	17	18	19 2	D 21	22	23	24	25	26	27	28	29	30 31		
10																																															1	
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12	J	F	М	Α	М	J	J	А	S	0	Ν	D	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7 8	9	10	11	12	13 1	14 15	16	17	18	19 2	D 21	22	23	24	25	26	27	28	29	30 31		
12																																															1	
13	J	F	М	Α	М	J	J	Α	S	0	N	D	S	M	Т	W	Т	F	S	1	2	3	4	5	6	7 8	9	10	11	12	13 '	14 15	16	17	18	19 2	0 21	22	23	24	25	26	27	28	29	30 31		
13																																															1	
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14																																															1	
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15																																															1	
40	J	F	М	Α	М	J	J	Α	S	0	N	D	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7 8	9	10	11	12	13 1	14 15	16	17	18	19 2	D 21	22	23	24	25	26	27	28	29	30 31		
16																																															1	
47	J	F	М	Α	М	J	J	A	S	0	Ν	D	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7 8	9	10	11	12	13	14 15	16	17	18	19 2	0 21	22	23	24	25	26	27	28	29	30 31		
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18		1																																													1	
40	J	F	М	A	М	J	J	Α	S	0	N	D	S	М	Т	W	Т	F	S	1	2	3	4	5	6	7 8	9	10	11	12	13 1	14 15	16	17	18	19 2	0 21	22	23	24	25	26	27	28	29	30 31		
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24	J	1	IVI		IVI	J	J	~	0		- N		3	IVI		vv	-	-	-		2		-	<u> </u>	<u> </u>		3	10		12	10	17 10	10	17	10	13 2	21	~~~	23	24	2.5	20	21	20	2.3	00 01	1	
	L	30820		NY31	Dalm	Wra P		lareh	Pd (C	D38/												L																								7/25/20		age 5
		30020	,	NT31	rain	iyra Ro	uww	ndrsn	ru (C	r(30)																																				1/25/20	25 Pa	ige 5

Day Plans [4.4]			Action	Table [4.5]						Co	ord Alte	nate Ta	ables - Pa	t+ [2.6]								
Day Plan 1	Day Plan 2	Day Plan 3	1												ſ		Ov	erlap O	Off			
Hour Min Act Hour Min Act			t Act#	Pat# A1 A2	A3 S1	S2	S3 S4	S5	S6 S7	S8 Pa	t# ØOpt	ØTime D	etG Call Int		IA1	1 2				6 7	8 1	Dia Max2
1 0 0 25 9 0 0 0				1													ببل		Ť		_	FT
2 6 30 1 10 0 0 0	2 0 0 0 10 0 0	2 0 0 0 10 0 0 0		2							2						+		-			FT
3 9 0 25 11 0 0 0			_	3													+		+			FT
3         3         0         23         11         0         0         0           4         15         40         1         12         0         0         0	4 0 0 0 12 0 0 0		4	4		+											+		+			FT
4         13         40         1         12         0         0         0           5         18         0         25         13         0         0         0	5 0 0 0 13 0 0 0		5	5			_				-		_		_	_	+		+			)FT
5         10         0         23         13         0         0         0           6         0         0         0         14         0         0         0			_	6	+ $+$	+	_							+ $+$	-		+		+			)FT
0         0         0         14         0         0         0           7         0         0         0         15         0         0         0				7			_						_		-	_	+		+		_	)FT
			_	8			_						_		_	_	+		+			FT
						+	_	$\left  \right $		8			_		-		+		+			FT
Day Plan 4	Day Plan 5	Day Plan 6	9	9	+ $+$		_						_	$\left  \right $	_	_	+		_			
Hour Min Act Hour Min Ac			=	10		$ \vdash $				1			_		_		+		_		_	FT
		1 0 0 0 9 0 0 0		11		$\vdash$				1			_		_		+		_			FT
2 0 0 0 10 0 0	2 0 0 0 10 0 0			12	+ $+$	$\vdash$	_			1					-	-+	+		$\rightarrow$	++		FT
3 0 0 0 11 0 0 0	3 0 0 0 11 0 0 0		_	13	+ $+$	+	_			1							+		$\rightarrow$	++		FT
4 0 0 0 12 0 0 0	4 0 0 0 12 0 0 0		_	14	+ $+$	$\square$	_			1							+		-+	++		FT
5 0 0 0 13 0 0 0				15	+ $+$					1			_	$\vdash$			$\square$		$ \rightarrow$	$\rightarrow$	_	FT
6 0 0 0 14 0 0 0	6 0 0 0 14 0 0 0			16	+ $-$	$\square$	_			1							$\perp$		$ \rightarrow$	++		FT
7 0 0 0 15 0 0 0				17			_			1			_				$\square$					FT
8 0 0 0 16 0 0 0		8 0 0 0 16 0 0 0		18			_			1							$\square$					FT
Day Plan 7	Day Plan 8	Day Plan 9	19	19			_			1							$\square$					FT
Hour Min Act Hour Min Act			_	20						2												FT
1 0 0 0 9 0 0 0				21						2							$\square$					FT
2 0 0 0 10 0 0 0	2 0 0 0 10 0 0		_	22						2							$\square$					FT
3 0 0 0 11 0 0 0	3 0 0 0 11 0 0 0	3 0 0 0 11 0 0 0	23	23						2											_	FT
4 0 0 0 12 0 0 0	4 0 0 0 12 0 0 0	4 0 0 0 12 0 0 0	24	24						2	4										_	FT
5 0 0 0 13 0 0 0	5 0 0 0 13 0 0 0	5 0 0 0 13 0 0 0	-							2												FT
6 0 0 0 14 0 0 0	6 0 0 0 14 0 0 0	6 0 0 0 14 0 0 0	26							2	6											FT
7 0 0 0 15 0 0 0	7 0 0 0 15 0 0 0	7 0 0 0 15 0 0 0	27							2	7										D	FT
8 0 0 0 16 0 0 0	8 0 0 0 16 0 0 0	8 0 0 0 16 0 0 0	28							2	8										D	FT
Day Plan 10	Day Plan 11	Day Plan 12	29							2	9										D	FT
Hour Min Act Hour Min Ac	t Hour Min Act Hour Min Ac	Hour Min Act Hour Min Act	t 30							3	0										D	FT
1 0 0 0 9 0 0 0	1 0 0 0 9 0 0 0	1 0 0 0 9 0 0 0	31							3	1						$\Box$				D	FT
2 0 0 0 10 0 0 0	2 0 0 0 10 0 0 0	2 0 0 0 10 0 0 0	32							3	2										D	FT
3 0 0 0 11 0 0 0	3 0 0 0 11 0 0 0	3 0 0 0 11 0 0 0	33							3	3										D	FT
4 0 0 0 12 0 0 0	4 0 0 0 12 0 0 0	4 0 0 0 12 0 0 0	34							3	4						$\square$				D	FT
5 0 0 0 13 0 0 0	5 0 0 0 13 0 0 0	5 0 0 0 13 0 0 0	35							3	5										D	FT
6 0 0 0 14 0 0 0	6 0 0 0 14 0 0 0	6 0 0 0 14 0 0 0	36							3	6						$\square$				D	FT
7 0 0 0 15 0 0 0	7 0 0 0 15 0 0 0	7 0 0 0 15 0 0 0	37							3	7						$\square$				D	FT
8 0 0 0 16 0 0	8 0 0 0 16 0 0	8 0 0 0 16 0 0 0	38							3	8						+				D	FT
Day Plan 13	Day Plan 14	Day Plan 15	39							3	9						+					FT
Hour Min Act Hour Min Ac		Hour Min Act Hour Min Act								4							+		+	++		FT
1 0 0 0 9 0 0 0	1 0 0 0 9 0 0 0									4							+		+	++		FT
2 0 0 0 10 0 0	2 0 0 0 10 0 0 0										2						+		+	++		FT
3 0 0 0 11 0 0 0										4							+		+	++		FT
4 0 0 0 12 0 0 0										4							+		+	++		FT
5 0 0 0 13 0 0 0											5						+		+			FT
6         0         0         13         0         0         0				255		+					6				1		+		+	++		FT
7         0         0         15         0         0         0		7         0         0         0         15         0         0         0		30820 NY	31 Palmv	ra Rd (	@ Marsl	h Rd	(CR38)	4					$\neg$		+		+	++		FT
i         i			07/25/23						Page 6		8						+		+	++		FT
											-	1								1 1	12	لحصك

# Event / Alarm	Ev	Alr	Call Phases[1	.1.5]				Redir	ect Pl	ases[	1.1.5]							Inhib	it Pha	ses[1.1.	.5]													
1 Power Up Alarm.		ON	Ø	Phases	s Called	d By Ø						To	From	То	From	To	[		1	2	3	4	5	6	7	8	9	10	11	12	13	14 1	15	16
2 Stop Timing		ON	1 [		1			1										1																
3 TS1 Cabinet Door			2					2										2																_
4 Coordination Failure	ON	ON	3					3										3																_
5 External Alarm # 1	ON	ON	4					4										4																
6 External Alarm # 2		ON	5					5										5																
7 External Alarm # 3			6					6										6																_
8 External Alarm # 4			7					7										7																
9 Closed Loop Disabled	ON		8					8										8																
10 External Alarm # 5			9					9										9																
11 External Alarm # 6			10					10										10																
12 Manual Control Enable	ON	ON	11					11										11																
13 Coord Free Input			12					12										12																_
14 Local Flash Input	ON	ON	13					13										13																
15 MMU Flash			14					14										14																_
16 CMU Flash			15					15										15																
17 Cycle Fault	ON		16					16										16																
18 Cycle Failure	ON		Alt Call & Red	direct	#1[1.	1.6.3]											-	Alt Ir	hibit F	hases	# 1 [1.1.6	.3]												
19 Coordination Fault	ON		Col	Ø	Phases	s Called	l By Ø			From	То	From	To	From	To	From	То		1	2	3	4	5	6	7	8	9	10	11	12	13	14 1	15	16
20 Controller Fault	ON	ON	1						1									1																
21 Detector SDLC Failure			2						2									2																
22 MMU SDLC Failure			3						3									3																
23 Critical SDLC Failure			4						4									4																
24 Reserved			5						5									5																
25 EEPROM CRC Fault	ON	ON	6						6									6																
26 Detector Diagnostic Failure			7						7									7																
27 BIU Detector Failure		ON	8						8									8																
28 Queue detector alarm	ON		Alt Call & Red	direct	# 2 [1.	1.6.3]												Alt Ir	nhibit F	hases	# 2 [1.1.6	.3]												
29 Ped Detector Fault	ON		Col	Ø	Phases	Called E	By Ø			From	То	From	To	From	To	From	To		1	2	3	4	5	6	7	8	9	10	11	12	13	<b>14</b> 1	15	16
30 Coord Diagnostic Fault			1						1									1																
41 TempAlert Probe Ch. A			2						2									2																
42 TempAlert Probe Ch. B			3						3									3																
47 Coord Active			4						4									4																
48 Preempt Active	ON		5						5									5																
49 Preempt 1 Input	ON		6						6									6																
50 Preempt 2 Input	ON		7						7									7																
51 Preempt 3 Input	ON		8						8									8																
52 Preempt 4 Input	ON													Unit Pa			2.1]																	
53 Preempt 5 Input	ON													Allow Sk	cip Yello	w		OFF		Max Cy	cle Time													
54 Preempt 6 Input	ON													TOD Dir	m Enabl	е		OFF		Cycle F	ault Action			Alarm										
55 Preempt 7 Input	ON													Tone Di	sable			OFF																
56 Preempt 8 Input	ON													Diamon	d Mode			4Ph																
57 Preempt 9 Input	ON													Backup	Time (s	)		900																
58 Preempt 10 Input	ON		Auto Flash Pl	hase/C	Olap S	ettings	5 [1.4.2	]						Disable	Init Ped			OFF																
61 In Transition	ON		Yel Ø											Cycle Fa	ault Acti	on		Alarm	ı															
81 FIO Status Alarm	-		Yel (olaps)				1							Enable I				ON			30820			-						07/25		_	age 8	



# Burgundy Basin Development, Town of Perinton, NY Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Growth
NY-96	Marsh Rd	Thornell Rd		16,900			16,511			18,776		18,319	-1.22%
NY-96	Kreag Rd	Marsh Rd		18,761			15,637			18,924		18,957	0.13%
Marsh Rd	Falling Creek Rd	NY-31	3,930			3,924			2,828			3,562	-1.09%
Marsh Rd	NY-31	NY-31F	10,965						11,637			10,862	-0.10%
NY-31	Rte 96	Marsh Rd					14,297			12,954			-3.23%
NY-31	Marsh Rd	I-490						19,002			19,794		1.37%
												AVERAGE	-0.69%

### PROJECT: LOCATION: PEAK HOUR:

### Burgundy Basin Development Town of Perinton, New York AM Peak

Figure Numb	er:	3	4	Ę	5			6	7
			Num of yrs						
· · · · · ·		2023	3 2026		Duraun	dy Basin			
LOCATION	INTERSECTION DESCRIPTION	Existing	2026 Bkgd Vol	Enter	Exit	Trips IN	Trips OUT	Total Site	Full Build
NUMBER		Volumes	0.50%	Dist. %	Dist. %	58	96	Trips	Volumes
1	NY-96/								
	Marsh Rd								
	SR	53	54		20%		19	19	73
	ST	2	2		1%		1	1	3
	SL WR	68 52	69	040/	21%	10	20	20	89 65
		52 538	53	21%		12		12	
	WT WL	18	546 18						546 18
	NR	13	13			-	-		13
	NT	10	10	1%					15
	NL	1	1	170					1
	ER	2	2						2
	ET	665	675						675
	EL	41	42	20%		12		12	54
2	Marsh Rd/								
	Proposed Driveway								
	SR								
	ST								
	SL WR								
	WR WT	93	94						94
	WL	93	94	42%		24		24	94 24
	NR		-	42 /0	42%	24	40	40	40
	NT				42 /0		40	40	40
	NL				58%		56	56	56
	ER			58%		34		34	34
	ET	120	122						122
	EL								
3	Marsh Rd/								
	Benedict Rd								
	SR	35	36						36
	ST		10						10
	SL WR	39 16	40 16						40 16
	WR WT	77	78		58%		56	56	134
	WL	//	10		30%		00	56	134
	NR								
	NT								
	NL								
1	ER	1	1						1
	ET	81	82	58%		34		34	116
	EL	9	9						9

### PROJECT: LOCATION: PEAK HOUR:

### Burgundy Basin Development Town of Perinton, New York PM Peak

Figure Numb	er:	3	4	5	5			6	7
			Num of yrs						
			3						
LOCATION		2023	2026			dy Basin		Total Site	Full Build
NUMBER	INTERSECTION DESCRIPTION	Existing Volumes	Bkgd Vol 0.50%	Enter Dist. %	Exit Dist. %	Trips IN 108	Trips OUT 66	Trips	Volumes
1	NY-96/								
	Marsh Rd								
	SR	60	61		20%		13	13	74
	ST	14	14		1%		1	1	15
	SL	82	83		21%		14	14	97
	WR	95	96	21%		23		23	119
	WT	714	725						725
	WL	79	80						80
	NR	72	73						73
	NT	12	12	1%		1		1	13
	NL	61	62						62
	ER	19	19						19
	ET	712	723						723
	EL	57	58	20%		21		21	79
2	Marsh Rd/								
_	Proposed Driveway								
	SR								
	ST								
_	SL								
	WR								
	WT	145	147	100/		15		45	147
-	WL			42%	100/	45		45	45
	NR NT				42%		28	28	28
	N I NL				58%		38	38	38
-	ER			58%	30%	63	30	63	63
	ET	148	150	30 %		03		03	150
	EL	140	150						150
3	Marsh Rd/								
3	Benedict Rd								
-	SR	19	19						19
	ST	10	10						10
	SL	38	39						39
-	WR	34	35						35
	WT	111	113		58%		38	38	151
	WL	3	3						3
	NR	2	2						2
	NT								
	NL	1	1						1
	ER	5	5						5
	ET	110	112	58%		63		63	175
	EL	34	35						35

PROJECT DETAILS	Type of Project:	City:	Built-up Area(Sq.ft):	Clients Name:	ZIP/Postal Code:	No. of Scenarios: 2		SCENARIO SUMIMARY
	Project Name: Burgundy Basin	Project No:	Country:	Analyst Name: Amy Dake	Date: 7/7/2023	State/Province:	Analysis Region:	

Cconstine	Care C	No of Land Lleve	Phases of	No. of Years to Project	Esti	mated New Vehicle Trips	bs
SUCHIGINOS		INO. OI LAILU OSES	Development	Traffic	Entry	Exit	Total
Scenario - 1	AM Peak	с	1	0	58	96	154
Scenario - 2	PM Peak	3	1	0	108	99	174

Scenario - 1 Scenario Name: AM Peak Dev. phase: 1 Analyst Note: Warning:	User Group: No. of Years to Project 0 Traffic :
--	---

### VEH

Land Lice 8. Data Courses	Location 1	2	Cito	Time Beriod	Method	Entry	Exit	Tota
	LUCAHU		2170		Rate/Equation	Split%	Split%	1 0101
215 - Single-Family Attached Housing	General	Dwolling Hoite	UC	Weekday, Peak Hour of	Best Fit (LIN)	1	4	U
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban		70	Adjacent Street Traffic,	T = 0.52(X) - 5.70	25%	%52	n
220 - Multifamily Housing (Low-Rise) - Not Close	General	Dwolling Hoite	100	Weekday, Peak Hour of	Best Fit (LIN)	20	62	60
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban		COT	Adjacent Street Traffic,	T = 0.31(X) + 22.85	24%	%92	70
932 - High-Turnover (Sit-Down) Restaurant	General	1000 Ca Et CEA	2	Weekday, Peak Hour of	Average	37	30	23
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	TOUD 34. FL. GFA		Adjacent Street Traffic,	9.57	55%	45%	6

# VEHICLE TO PERSON TRIP CONVERSION

# **BASELINE SITE VEHICLE CHARACTERISTICS:**

	Baseline Site Ve	ehicle Mode Share	Baseline Site Veh	icle Occupancy	Baseline Site Vehio	le Directional Split
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
215 - Single-Family Attached Housing	100	100	1	1	25	75
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	24	76
932 - High-Turnover (Sit-Down) Restaurant	100	100	1	1	55	45

# ESTIMATED BASELINE SITE PERSON TRIPS:

NEW VEHICLE TRIPS

	Person I ri	Person I rips by Venicle	Person Irips by C	Uther Modes	I otal Baseline S	lotal Baseline Site Person Trips
	Entry	Exit	Entry	Exit	Entry	Exit
216 - Sinalo Eamily Attached Housing	1	4	0	0	1	4
		5	0			2
200 Multification Housing (Louis Dice) Not Close to Boil Transite	20	62	0	0	20	62
220 - Intuiriating Thurstell (Low-Nye) - Inol Close to rail tratist		82	0		8	82
022 - Hirch Turnovior (Cit-Dovine) Boctaurant	37	30	0	0	37	30
		67	0		9	67

### 5 82 67 New Vehicle Trips Exit 4 62 30 1 20 215 - Single-Family Attached Housing 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit 932 - High-Turnover (Sit-Down) Restaurant RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	58	96	154
External Vehicle Trips	58	96	154
New Vehicle Trips	58	96	154

Scenario Name: PM Peak User Group: Dev. phase: 1 No. of Years to Project 0 Analyst Note: Marning:	Scenario - 2	
	Scenario Name: PM Peak	User Group: User Group:
Analyst Note: Warning:	Dev. phase: 1	No. of Years to Project <sub>0</sub> Traffic:
Warning:	Analyst Note:	
Warning:		
	Warning:	

### VEH

I and I lea 8. Data Cource	location	2	C: 30	Timo Doriod	Method	Entry	Exit	Total
	LUCALIUI	Ν	a7IC		Rate/Equation	Split%	Split%	1 0141
215 - Single-Family Attached Housing	General	Dutelline Haite	00	Weekday, Peak Hour of	Best Fit (LIN)	5	5	C
11th Ed	Urban/Suburban	shing ginnewu	70	Adjacent Street Traffic,	T = 0.60(X) - 3.93	29%	41%	0
220 - Multifamily Housing (Low-Rise) - Not Close	General	Dwolling Hnits	100	Weekday, Peak Hour of	Best Fit (LIN)	64	38	CU1
Data Source: Trip Generation Manual, 11th Ed Urban/Suburban	Urban/Suburban		COT	Adjacent Street Traffic,	T = 0.43(X) + 20.55	63%	37%	707
932 - High-Turnover (Sit-Down) Restaurant	General	1000 CA Et CEA	۲	Weekday, Peak Hour of	Average	39	25	73
Data Source: Trip Generation Manual, 11th Ed Urban/Suburban	Urban/Suburban	TOUD 34. FL. GLA		Adjacent Street Traffic,	9.05	61%	%68	<b>*</b> 0

# VEHICLE TO PERSON TRIP CONVERSION

# **BASELINE SITE VEHICLE CHARACTERISTICS:**

l inco	Baseline Site Vehicle	hicle Mode Share	Baseline Site Vehicle Oc	icle Occupancy	Baseline Site Vehicle Dir	le Directional Split
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
215 - Single-Family Attached Housing	100	100	1	1	59	41
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	100	100	1	1	63	37
932 - High-Turnover (Sit-Down) Restaurant	100	100	1	1	61	39

# ESTIMATED BASELINE SITE PERSON TRIPS:

NEW VEHICLE TRIPS

	Person Lri	Person Trips by Vehicle	Person Trips by Other Modes	Other Modes	I otal Baseline S	l otal Baseline Site Person Trips
	Entry	Exit	Entry	Exit	Entry	Exit
216 - Sinalo Eamily Attached Housing	5	3	0	0	5	3
212 - אווגופרדמוווווץ אוומכוובט הטטאווצ		8	0		~	8
220 - Multificamily Housing (Low-Dico) - Not Cloco to Dail Transit	64	38	0	0	64	38
220 - INININATINATINA FUNDALINA LUNA-NISE) - INOL CIUSE LU NAIL HAIISIL	1	102	0		1(	102
022 - Hirch Turnovior (Cit-Dovin) Bortaurant	39	25	0	0	39	25
		64	0		9	64

### 8 102 64 New Vehicle Trips Exit 38 38 25 3 39 64 ∽ 215 - Single-Family Attached Housing 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit 932 - High-Turnover (Sit-Down) Restaurant and Use RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	108	66	174
External Vehicle Trips	108	66	174
New Vehicle Trips	108	66	174

PROJECT DETAILS	Type of Project:	City:	Built-up Area(Sq.ft):	Clients Name:	ZIP/Postal Code:	No. of Scenarios: 1		SCENARIO SUMMARY	
	Project Name: Burgundy Basin Event Space	Project No:	Country:	nalyst Name: Amy Dake	Date: 7/24/2023	State/Province:	Analysis Region:		

Cronariae	owcN	No of land llees	Phases of	No. of Years to Project	lleor Group	Estir	nated New Vehicle Tri	ips
2001101102			Development	Traffic		Entry	Exit	Total
Scenario - 1	PM Peak	1	1	0		133	52	185

Scenario - 1								
Scenario Name: PM Peak Dev. phase: 1			User Group: No. of Years to Project <sub>O</sub> Traffic :					
Analyst Note:								
Warning:								
VEHICLE TRIPS BEFORE REDUCTION								
Land Use & Data Source	Location	2	Size	Time Period	Method Pato/Equation	Entry Solite	Exit culited	Total
9001 - Banquet/Convention Space [Private] Data Source: Private Data Sets	Others	Seats	1000	Friday, PM Peak Hour of Generator	Best Fit (LOG) Ln(T) =0.65Ln(X) + 0.73	133 72%	52 28%	185
VEHICLE TO PERSON TRIP CONVERSION								
BASELINE SITE VEHICLE CHARACTERISTICS:								
l and l ice			Baseline Site V	Baseline Site Vehicle Mode Share	Baseline Site Vehicle Occupancy	icle Occupancy	Baseline Site Vehi	Baseline Site Vehicle Directional Split
			Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
9001 - Banquet/Convention Space [Private]			95	95	1	1	72	28
<b>ESTIMATED BASELINE SITE PERSON TRIPS:</b>								
l and l lea			Person Tri	Person Trips by Vehicle	Person Trips by Other Modes	Other Modes	Total Baseline S	Total Baseline Site Person Trips
			Entry	Exit	Entry	Exit	Entry	Exit
			001					

RESULTS			
Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	133	52	185
External Vehicle Trips	133	52	185
New Vehicle Trips	133	52	185

Total 185

New Vehicle Trips Exit 52

> Entry 133

55

140

195

10

52

133

9001 - Banquet/Convention Space [Private]

NEW VEHICLE TRIPS

9001 - Banquet/Convention Space [Private]

185

Guideline for determining left-turn Lane at a two-way stop-controlled intersection TWO LANE ROADWAY

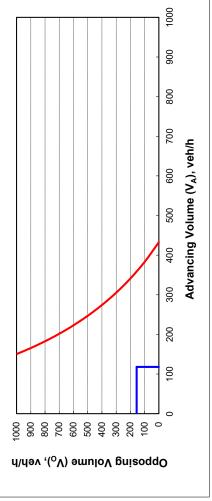
INPUT

Value	Marsh Rd @ Proposed Driveway	Westbound (AM Peak Full Build)	40	20%	118	156
Variable	Major Approach	Approach	Design Speed Limit - MPH	Percent of left-turns in advancing volume $(V_A)$ , %:	Advancing volume (V <sub>A</sub> ), veh/h:	Opposing volume (V <sub>o</sub> ), veh/h:

### CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

OT - LINE 1		PLOT - LINE 2	
0	156	118	0
118	156	118	156



E	-
۵	
C	)

Variable	Value
Limiting advancing volume (V <sub>A</sub> ), veh/h:	359
Guidance for determining the need for a major-road left-turn bay:	
Westbound (AM Peak Full Build) Left-turn treatment NOT warranted at Marsh Rd @ Proposed Di	ted at Marsh Rd @ Proposed Driveway I

0.02	0.79	0.583 s	1078 veh/h	359 veh/h	
d	f =	Wait Time	Service Rate	Arrival Rate	

Vo         Time_tw           0         0.0           100         0.4           200         0.4           200         0.4           300         1.2           400         1.2           500         2.2           600         2.2           600         2.2           800         4.2           900         5.0           1000         5.8												
Time_t         Time_t           0         0           100         200           200         400           500         600           800         900           1000         900												
0 100 100 100 100 100 1000 1000 1000	M	0.0	0.4	0.8	1.2	1.7	2.2	2.8	3.5	4.2	5.0	5.8
	Time_t											
	Vo	0	100	200	300	400	500	600	200	800	006	1000

Vo 

Serv rate

								_		_	_		_		_			
					40%	$V_A$	355	315	280	251	225	203	183	166	150	136	124	
																		ļ
789	735	683	635	590	20%	$V_A$	435	385	343	307	276	248	224	203	184	167	151	
600	700	800	006	1000	15%	$V_A$	488	432	385	344	309	278	251	227	206	187	169	
																		ļ
					10%	٧A	580	514	458	410	368	331	299	271	245	222	202	
				_														
2.8	3.5	4.2	5.0	5.8	20%	$V_A$	433	383	341	305	274	247	223	202	183	166	150	

% LT veh. Vo

 Guideline for determining left-turn Lane at a two-way stop-controlled intersection TWO LANE ROADWAY

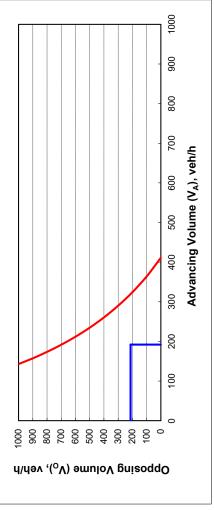
INPUT

Value	Marsh Rd @ Proposed Driveway	Westbound (PM Peak Full Build)	40	23%	192	213
Variable	Major Approach	Approach	Design Speed Limit - MPH	Percent of left-turns in advancing volume (V <sub>A</sub> ), %:	Advancing volume (V <sub>A</sub> ), veh/h:	Opposing volume (V <sub>o</sub> ), veh/h:

### CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

	0	213	
PLOT - LINE 2	192	192	
	213	213	
PLOT - LINE 1	0	192	



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Variable	Value
Limiting advancing volume (V <sub>A</sub> ), veh/h:	319
Guidance for determining the need for a major-road left-turn bay:	у:
Westbound (PM Peak Full Build) Left-turn treatment NOT warranted at Marsh Rd @ Proposed Driveway	nted at Marsh Rd @ Proposed Driveway I

0.02	0.79	0.818 s	1037 veh/h	319 veh/h
٩	f =	Wait Time	Service Rate	Arrival Rate

Time_tw	0.0	0.4	0.8	1.2	1.7	2.2	2.8	3.5	4.2	5.0	5.8
٧٥	0	100	200	300	400	500	600	200	800	006	1000

Serv_rate	1200	1121	1046	976	910	848	789	735	683	635	590
٧٥	0	100	200	300	400	500	009	002	800	006	1000

40%	٧A	355	315	280	251	225	203	183	166	150	136	124
20%	$V_{A}$	435	385	343	307	276	248	224	203	184	167	151
15%	٧A	488	432	385	344	309	278	251	227	206	187	169
10%	$V_A$	580	514	458	410	368	331	299	271	245	222	202
23%	$V_A$	411	364	324	290	261	235	212	192	174	157	143
% LT veh.	Vo	0	100	200	300	400	200	009	002	800	006	1000

### **APPENDIX C:** LOS CALCULATIONS – EXISTING CONDITIONS



Sup         EBL         EBT           d Phases         5         2           hase         5         15.0           hase         5.0         15.0           hase         10.0         20.5           hase         16.7%         44.4%           me(s)         1.5         2.0           hase         1.0         3.5         3.5           fine (s)         1.6         0.0         0.0           adjust (s)         0.0         0.0         0.0           adjust	+ ~ ~	<ul> <li>✓</li> <li>✓</li> <li>✓</li> </ul>	ب +	<b>→</b>
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46       773       2       21       626       60       1       0       15       73       2       25         0n       No				
48       775       0       21       686       0       0       1       15       73       64       0         1       N       No       No<	0.76		0.13	
48         775         0         21         686         0         0         1         15         73         64         0           12         No				
Heat         No         N	3.4		0.4	
Left         Left         Right         Left         Thru         100 <t< td=""><td>0.0</td><td></td><td>0.0 0.0</td><td>0.0</td></t<>	0.0		0.0 0.0	0.0
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08/01/2023 Synchro 11 Report 08/01/2023				Synchro 11 Report

Momention In Consider Interview France Configurations France France France France Francontrone France France France France France France Fra	Image: bioletic		3: Exist Office Dwy/Benedict Rd & Marsh Rd	tt Rd & N	Jarsh I	Ва							C Billion	3: Exist Office Dwy/Benedict Rd & Marsh Rd 2023 Existing AM
Her         Her         Mer         Mer <th>Her         Her         Mer         Mer<th></th><th>٩</th><th>, t</th><th></th><th></th><th>ţ</th><th>ž</th><th>~</th><th>+</th><th>-</th><th>→ ,</th><th>7</th><th></th></th>	Her         Her         Mer         Mer <th></th> <th>٩</th> <th>, t</th> <th></th> <th></th> <th>ţ</th> <th>ž</th> <th>~</th> <th>+</th> <th>-</th> <th>→ ,</th> <th>7</th> <th></th>		٩	, t			ţ	ž	~	+	-	→ ,	7	
Image: black in the stand in the s	0         0	Lane Group	EBL							2				Intersection
0         0	1         1	Lane Configurations		¢			¢			¢		*		
000         000 <td>100         101         100         101         100<td>Traffic Volume (vph)</td><td>റ</td><td>81</td><td>-</td><td>0</td><td>11</td><td>16</td><td></td><td>0</td><td></td><td></td><td></td><td>EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT</td></td>	100         101         100         101         100 <td>Traffic Volume (vph)</td> <td>റ</td> <td>81</td> <td>-</td> <td>0</td> <td>11</td> <td>16</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td>EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT</td>	Traffic Volume (vph)	റ	81	-	0	11	16		0				EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT
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method         method<	method       10	Ideal Flow (vphpl)	1900											9 81 1 0 77 16 0 0 39 0
0         0	0000         0000 <th< td=""><td>Lane Util. Factor</td><td>1.00</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0 81 1 0 77 16 0 0 30 0</td></th<>	Lane Util. Factor	1.00											0 81 1 0 77 16 0 0 30 0
diff         0	eff         field         f	Frt		0.999		0	776.					0.93		
motion         1         10         0 </td <td>mt         mt         mt</td> <td>FIt Protected</td> <td></td> <td>0.995</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>974</td> <td></td> <td></td>	mt         mt         mt	FIt Protected		0.995								974		
a)     b)     <		Satd Flow (prot)	0	1823	0		1823	C		000				Free Free Free Free Free Stop Stop Stop Stop
minimulation         minimulation<	minimum         minimum <t< td=""><td>Elt Darmittad</td><td>•</td><td>0.005</td><td>,</td><td></td><td></td><td>,</td><td></td><td></td><td></td><td></td><td></td><td> None None None</td></t<>	Elt Darmittad	•	0.005	,			,						None None None
minimum         minimum <t< td=""><td>mining internation internatio internation internation internation internation interna</td><td>Catd Flow (norm)</td><td>-</td><td>1873</td><td>-</td><td></td><td>1872</td><td>~</td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	mining internation internatio internation internation internation internation interna	Catd Flow (norm)	-	1873	-		1872	~						
Million         Million <t< td=""><td>mmm         mmm         mm         mm         mm         mm         mm         mm         mm         mm         mm         mm</td><td></td><td>5</td><td>102.0</td><td>5</td><td></td><td>21</td><td>&gt;</td><td></td><td>000</td><td></td><td></td><td></td><td>. 0 0 0</td></t<>	mmm         mm		5	102.0	5		21	>		000				. 0 0 0
010         030         113 <td>(1)         (2)         (1)         (2)<td>LINK Speed (mpn)</td><td></td><td>22</td><td></td><td></td><td>ន</td><td></td><td></td><td>R ا</td><td></td><td>ñ</td><td></td><td>- 0 0 0 -</td></td>	(1)         (2)         (1)         (2) <td>LINK Speed (mpn)</td> <td></td> <td>22</td> <td></td> <td></td> <td>ន</td> <td></td> <td></td> <td>R ا</td> <td></td> <td>ñ</td> <td></td> <td>- 0 0 0 -</td>	LINK Speed (mpn)		22			ន			R ا		ñ		- 0 0 0 -
101         101 <td>101       0</td> <td>Link Distance (ft)</td> <td></td> <td>558</td> <td></td> <td></td> <td>1179</td> <td></td> <td></td> <td>6/</td> <td></td> <td>47;</td> <td></td> <td>r Farthr 88 88 88 88 88 88 88 88 88 88 88 88</td>	101       0	Link Distance (ft)		558			1179			6/		47;		r Farthr 88 88 88 88 88 88 88 88 88 88 88 88
Enter         08	Ref         Cols         Cols <thc< td=""><td>Travel Time (s)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></thc<>	Travel Time (s)												
(i)         (i) <td>(a)       (b)       (c)       (</td> <td>Peak Hour Factor</td> <td>0.88</td> <td></td>	(a)       (b)       (c)       (	Peak Hour Factor	0.88											
Thick         Incr         Month	min         min <td>Heavy Vehicles (%)</td> <td>%0</td> <td></td> <td></td> <td>%0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Heavy Vehicles (%)	%0			%0								
Minimum         Minimum <t< td=""><td>Interaction       Interaction       <thinteraction< th=""> <thinteraction< th=""></thinteraction<></thinteraction<></td><td>Adj. Flow (vph)</td><td>9</td><td>92</td><td>-</td><td>0</td><td></td><td></td><td>0</td><td></td><td></td><td></td><td></td><td></td></t<>	Interaction       Interaction <thinteraction< th=""> <thinteraction< th=""></thinteraction<></thinteraction<>	Adj. Flow (vph)	9	92	-	0			0					
Method         0 <td>Mericanity Internet (Internet)         Internet Internet (Internet)         Internet Internet (Internet)         Internet Internet (Internet)         Internet Internet (Internet)         Internet Internet (Internet)         Internet Internet         Internet         &lt;</td> <td>Shared Lane Traffic (%)</td> <td></td> <td>Major1 Major2 Minor1</td>	Mericanity Internet (Internet)         Internet Internet (Internet)         Internet Internet (Internet)         Internet Internet (Internet)         Internet Internet (Internet)         Internet Internet (Internet)         Internet Internet         Internet         <	Shared Lane Traffic (%)												Major1 Major2 Minor1
entimation         No	And meteoring in the integration         No.         No. <th< td=""><td>Lane Group Flow (vph)</td><td>0</td><td>103</td><td>0</td><td>0</td><td>106</td><td>0</td><td>0</td><td>0</td><td></td><td></td><td></td><td>106 0 0 93 0 0 230 219 93 210 210</td></th<>	Lane Group Flow (vph)	0	103	0	0	106	0	0	0				106 0 0 93 0 0 230 219 93 210 210
mith         Let         Rpin         Rp	Intern         Int         Int<	Enter Blocked Intersection	2			No	No	No						
mm         m         mm         mm         mm </td <td>mmm         mmm         mm         mm</td> <td>Lane Alignment</td> <td>Left</td> <td>£</td> <td></td> <td>Left</td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>R</td> <td> 117 106 - 113</td>	mmm         mm	Lane Alignment	Left	£		Left				2			R	117 106 - 113
mm         mm<	mmmm         mmmm         mmm         mm< </td <td>Median Width(ft)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>,</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4.1 4.1 7.1 6.5 6.2 7.13 6.5</td>	Median Width(ft)						,						4.1 4.1 7.1 6.5 6.2 7.13 6.5
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If Thu Linke     I	Introlution       Colorwop from       22       -       22       -       23       4       334	Crosswalk Width(ft)		16			16			16		¥		6.1 5.5 - 6.13
metric         1.0<	100     100 <td>Two way Left Tum Lane</td> <td></td> <td>2.2 2.2 3.5 4 3.3 3.527 4</td>	Two way Left Tum Lane												2.2 2.2 3.5 4 3.3 3.527 4
Interview         15         9         15         9         15         9         15         9         15         9         15         9         15         9         15         9         15         9         15         9         15         9         15	Stape 1         5         1         1 </td <td>Headway Factor</td> <td>1.00</td> <td></td> <td>1498 1514 729 683 970 745 691</td>	Headway Factor	1.00											1498 1514 729 683 970 745 691
Image: Support	Image: Signer 2         Free         Stop	Turning Speed (mph)	15			15			15			5		
Commany         Common blocked, %         C <thc< th="">         C         <thc< th="">         C</thc<></thc<>	Note         Election         Filt	Sign Control		Free		-	Free		S	top			-	892 811 - 890 806
Non-openation         Non-openation         151         -         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         151         15	Norman         Normany         Normany <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>													
Other Euclishingtian Capacity Unitation 2255s         CULlevel of Service A         Other Sage 1         C	Other Entimination         Other E	Summary												er 1498 1514 695 678 970 741 686
Stage 1     C <thc< th="">     C     C     C     <th< td=""><td>Stage 1       C       <thc< th="">       C       <thc< th=""> <thc< th=""></thc<></thc<></thc<></td><td></td><td>ther</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td> 695 678 - 741 686</td></th<></thc<>	Stage 1       C <thc< th="">       C       <thc< th=""> <thc< th=""></thc<></thc<></thc<>		ther											695 678 - 741 686
Copadity Ultization 22.5%         CU Lavel of Service A           ind (min) 15         Copadity Ultization 22.5%         CU Lavel of Service A         Sige 2         C	Coparity Ulfication 225%         CUltavel of Service A           ind (min) 15	Control Type: Unsignalized												
Month 15     Month 16     Month	Societies Societ	Intersection Capacity Utilizatic	n 22.5%			ICU L	Level of St	ervice A						
Approach         EB         WB         NB         SB           HCM Control Delay, s         0.7         0         0         9         9           HCM Loss         0.7         0         0         0         9         9           HCM Control Delay, s         0.7         1498         -         1614         -         0.012           Mont LaneMajor Munt         NBLn1         EBL         EBL         EBL         WBL WBT WBR SBL ri           Mont LaneMajor Munt         NBLn1         EBL         EBL         EBL         WBT WBR SBL ri           Mont LaneMajor Munt         NBL ri         EBL         EBL         EBL         WBT WBR SBL ri           Capacity (vehh)         -         1498         -         -         0	Southon     Special En     No     No     No     No       FUN Control Delay, s     0.7     0     0     9       FUN LOS     FUN Control Delay, s     0.7     0     0     9       FUN LOS     FUN LOS     0     74     0     0     0       FUN LOS     FUN LOS     0     74     0     0     0       FUN LOS     FUN LOS     FUN LOS     0     0     0     0       FUN LOS     FUN LOS     0     74     0     0     0       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT       FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT     FUN BEN WSLINT <td>Analysis Period (min) 15</td> <td></td>	Analysis Period (min) 15												
Approach         EB         WB         NB         SB           FCM Control Delay, s         0,7         0         0         9,9           FCM Control Delay, s         0,7         0         0         9,9           FCM Control Delay, s         0,7         0         0         9,9           FCM Control Delay, s         0,007         - 1514         - 265         -           FCM Control Delay (s)         0         7,4         0         - 0,102         -           FCM Lane LOS         A         A         A         - 0,012         -         -         0,012           FCM Lane LOS         A         A         A         -         -         0,0102         -         -         0,0102           FCM Lane LOS         A         A         A         -         -         0,0102         -         -         0,0102         -         -         0,0102         -         -         0,0102         -         -         0,0102         -         -         0,0102         -         -         0,0102         -         -         0,0102         -         -         0,0102         -         -         0,0102         -         -         0,0102	Societies Solution 11 Report Precos Detained Patery (vertination of the P													
HCM Control Delay, s         0.7         0         9.9           HCM LOS         A         A         A           HCM Los         Capacity (ve/h)         1498         -         0         0.9           Minor Lane Major Munit         NBLn1         EBT         EBT         WBL WBL WBL         -         0         0           Capacity (ve/h)         -         1498         -         -         0         0         0         -         0	Societies Societies													EB WB NB
HCMLOS         A         Conscis/ (rei/h)         Conscis/h         Con         Consci         Con	FOMLOS         A         A           Infortunt         Ninortunt         Ninortunt <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>rol Delay, s 0.7 0 0 0</td></t<>													rol Delay, s 0.7 0 0 0
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Minor Lane/Major Numt         NBLn1         EBT         EBT         MBL	Societies Bace 3 Bace 3 Synchro 11 Report Bace 3 Synchro 11 Report Bace 3 Bace													
Synchro 11 Report     Synchro 11 Report     - 1438     - 1514     - 26       HCM LaneLUC     - 007     - 2     - 0102       HCM LaneLUC     A     0     - 0     - 03       HCM 95th %tile Q(velt)     - 0     - 03     - 03       Synchro 11 Report     - 0     - 03     - 03	Solution         Synchro 11 Report         Capacity (venh)         -         1514         -         226           HCM Lane VIC Ratio         0.007         -         -         0.102         -         -         0.102           HCM Lane VIC Ratio         0.007         -         0         7.4         0         -         0.102           HCM Lane LOS         A         A         A         A         A         -         0.3           Rotation 10 Report         Page 3         Provide Q(venh)         -         0         -         0.12         -													NBLn1 EBL EBT EBR WBL
ArcM Lane V/C Ratio     -     0.007     -     -     -     0.102       HCM Control Diely (s)     0     7.4     0     -     -     9.9       HCM Lane LOS     A     A     A     A     -     -     -       HCM Shift (givel)     -     0     -     -     0     -     -     -       Synchro 11 Report     5     0     -     -     0     -     -     0.3	Synchro 11 Report     Synchro 11 Report     -<													- 1498 1514 -
HCM Control Delay (s)     0     7.4     0     -     9.9       HCM Lane LOS     A     A     A     -     -     -     -       HCM Lane LOS     A     A     A     -     -     -     -     -       HCM Shih wille Q(veh)     -     0     -     -     0     -     -     0.3       Synchro 11 Report     001/2023     001/2023     0.01/2023     0.01/2023     -     -     0.9	FCM Control Delay (s)         0         7.4         0         -         9.9           HCM Control Delay (s)         0         7.4         0         -         0         -         -         9.9           HCM Lane LOS         A         A         A         A         A         -         0.3           Rom Lane LOS         A         A         A         A         A         -         0.3           Rom 10 Rpm / 1 Rport         Pade 3         900/12023         A         -         0.3         -         -         0.3           Pade 3         Pade 3         Pasero Associates         Pasero Associates         -         0.0         -         -         0.3         - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>- 0.007</td>													- 0.007
Hom Lane LOS     A     A     -     0     -     -     0     -     0     -     0     -     0     -     0     -     0     -     0     -     0     -     0     -     0     -	Synchro 1 Report Bace 30 Page 50 Page													0 74 0 - 0
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•	SBR	4	5		9.0	£ 8	10 10	19.1	<u> </u>	0	0.0	<del>ي</del> .	Lead	Yes	2.0	None			č		0.0	4.5	0.0	4																								1 Report
-	SBT		4		10.0	15.5	30.U	24.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	23.0	0 1	18.5	0.72	38.5	0.0	38.5		0.42	د																					Synchro 11 Report
۶	SBL	4	7		4.0	9.5	18.0	12.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None			0.00	2.82	0.68	39.5	0.0	39.5																								Sy
٠	NBR																																						4	04	S	80	1 1 10	0				
←	NBT		œ		10.0	15.5	30.U 26.1%	24.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	22.0	0	11.4	0.55	44.9	0:0	44.9		0.00	2													_	8			1				
∢	NBL	∞	ო								0.0			Yes	2.0	None				18.8	0.25	28.3	0.0	28.3	ပ										c	2				Ø3		10	à					
~	WBR	9	7		4.0	9.5	18.0	12.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None				5/.3	6C.0	2.2	0.0	2.2	A										Intersection LUS: C	Service			1	03	18 s	-	18 s					
ţ	WBT		9		15.0	20.5					0.0			Yes	2.0	None	7.0	20.0	0 0	39.6	0.89	44.3	0.0	44.3	<u>م</u>	2. 2. 2.	د							1	Intersection LUS: C	J Level UI												
\$	WBL	9	-		6.0			16.5			0.0		Lead		2.0	None			ŗ	45./	0.07	10.2	0.0	10.2	æ									-		2												
۲	EBR	2	ო		4.0	9.5	18.0	12.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None			1.00	63.1 0.65	0.03	0.0	0.0	0.0	A																							
t	EBT		2		15.0			39.5			0.0		Lag	Yes	2.0	None	7.0	19.0	0	50.3 0 52	7C-0	17.5	0.0	17.5	9 B	7 1	٥											31										
•	EBL	2	5		6.0					2.0	0.0	5.5	Lead	Yes	2.0	None			Ì	57.1	0.55	19.7	0.0	19.7	æ				Ter				dinated		/00 00	1 09.97%		4: Marsh Rd & NY-31		€ <mark>1</mark> 02		GK GK	2					
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		lases	ase	е	tial (s)	lit (s)		o) reen (s)	(s)	e (S)	djust (s)	me (s)		otimize?	Vehicle Extension (s)		s)	Flash Dont Walk (s)	calls (#/hr	en (s)	N RAILO	>			-	elay	g .	ntersection Summary		ו: 115 יי	Actuated Cycle Length: 97.2	e: 80	Control Type: Actuated-Uncoordinated	Maximum V/C Katio: U.89	Intersection Signal Delay: 27.0	Intersection Capacity Utilization 09.9% Analysis Period (min) 15												on to to to to to to to to to to to to to
	dno	ted Pr	Detector Phase	Switch Phase	Minimum Initial (s)	Minimum Split (s	l otal Split (S) Fotal Split (%)	rotal spilt (%) Maximum Green (s)	Yellow Time (s)	All-Red Time (s)	-ost Time Adjust (s)	otal Lost Time (s)	-ead/Lag	-ead-Lag Optimize?	icle Exte	Recall Mode	k Time (s	th Dont V	estrian C	Act Effct Green (s)	Actuated g/C Ratio	Control Delav	Queue Delay	otal Delay	LOS	Approacn Delay	וחממו בר	rsection :	Area Type:	Cycle Length: 115	lated Cy	Natural Cycle: 80	trol 1ype		rsection	Iveic Per	iyələ r di	Splits and Phases:		Ø1		<b>8</b>	3					08/01/2023 Decere Accordated
	Lane Group	Permitted Phases	Detec	Switc	Mini	Min			X	A																																						
•																				3%	077	228	No	kight				1 00	60	-	kight	20	0	0				0.0		0.0						2	·	port
<ul> <li>→</li> </ul>	· SBR	×		196	1900				0.850		1568		1568		228				0.86	2% 3% 78 278			No No	Left Right	12			1 00 1 00	-	2 1	Thru Right			0 0	20	CI+EX	-	-	0.0		94 8			0.0	NA nm+ov		2	hro 11 Report
$\rightarrow$	SBT SBR	×-	67 196	67 196	1900 1900	240		1 00 1 00	0.850		1863 1568				228			11.2	0.86 0.86	×2%	0/	78		Left				1 00	-	2	Thru	100	0	0 0 0	6 20	CI+EX CI+EX		0.0 0.0	0.0	0.0	94			00	NA NA	<u>7</u> 4	<b>7</b>	Synchro 11 Report
· · · · · · · · · · · · · · · · · · ·	· SBR	K 4 5	203 67 196	203 67 196	1900 1900 1900	265 240		1 00	0.850		1863 1568	0.438	800 1863 1568		228			11.2	0.86 0.86 0.86	4% 2% 78 78	0/ 007	78	No	Left Left				1 00 1 00	-	1 2	Thru	100	0		6 20	CI+EX		0.0 0.0	0.0 0.0	0.0	44			00		<u>7</u> 4	> r	Synchro 11 Report
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Lane Group         EBL         EBT         EBR         WBL         WBT         WBR         WBT         WBR         NBL           Lane Configurations         34         110         5         3         111         34           Trafit: Volume (vph)         34         110         5         3         111         34           Earler Volume (vph)         34         110         5         3         111         34           Earler Volume (vph)         1900         1900         1900         1900         1900         1900         1900         1900         100	NBL NBT NBR NBR NBR NBR NBR NBR NBR NBR Stress of the second stress of t	SBL SBT SBT SBT SBT SBT SBT SBT SBT SBT SBT	SBR 1900 1.00 0.88 0.88 0.88 0.0 22 Xight	ag1 All M M 32 33 4	2.6       2.6       3.4       4.5       3.4       100       0       0       0       0       0       100 <tr< th=""><th>WBL 83 3 3 3 3 3 3 3 3 3 3 3 3 3 1 1 1 1 1</th><th>WBT WBR NBL 45 47 111 34 1 111 34 1 111 34 1 111 34 1 111 34 111 34 1 111 34 110 0 0 126 39 1 Minori</th><th>NBT NBR Stop 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2</th><th></th><th></th></tr<>	WBL 83 3 3 3 3 3 3 3 3 3 3 3 3 3 1 1 1 1 1	WBT WBR NBL 45 47 111 34 1 111 34 1 111 34 1 111 34 1 111 34 111 34 1 111 34 110 0 0 126 39 1 Minori	NBT NBR Stop 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		
Image         Image <t< th=""><th>100         100         2           0.910         1.00         1.00           0.910         1.00         1.00           0.911         0.92         0.984           0.912         0.984         0           0.911         0.08         0.08           1.701         0         0.08           0.984         0         0.08           1.701         0         0.08           0.88         0.88         0.88           0.88         0.88         0.88           0.911         0         1.00           1.00         1.00         2           0.100         1.00         2           0.100         0         2           0.100         0         2           0.100         0         2           0.100         0         2           0.010         0         2           0.010         0         2           0.02         2         2           0.03         2         3           0.04         2         3           0.05         3         3           0.06         3         3</th><th></th><th></th><th>2 1 1 1 v v age.</th><th>2.6         EBL         EBT         EBT<th>WBL 03 33 33 33 33 33 33 33 33 33 33 33 33</th><th></th><th>NBT NBT NBT NBT NBT NBT NBT NBT NBT NBT</th><th>Stop 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th></th></th></t<>	100         100         2           0.910         1.00         1.00           0.910         1.00         1.00           0.911         0.92         0.984           0.912         0.984         0           0.911         0.08         0.08           1.701         0         0.08           0.984         0         0.08           1.701         0         0.08           0.88         0.88         0.88           0.88         0.88         0.88           0.911         0         1.00           1.00         1.00         2           0.100         1.00         2           0.100         0         2           0.100         0         2           0.100         0         2           0.100         0         2           0.010         0         2           0.010         0         2           0.02         2         2           0.03         2         3           0.04         2         3           0.05         3         3           0.06         3         3			2 1 1 1 v v age.	2.6         EBL         EBT         EBT <th>WBL 03 33 33 33 33 33 33 33 33 33 33 33 33</th> <th></th> <th>NBT NBT NBT NBT NBT NBT NBT NBT NBT NBT</th> <th>Stop 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th></th>	WBL 03 33 33 33 33 33 33 33 33 33 33 33 33		NBT NBT NBT NBT NBT NBT NBT NBT NBT NBT	Stop 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
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file (%)         33         Left         1,20         3         Left         No	3 0 100 100 100 2 2 100 100 100 100 100 1	,			0	Major2 131  4.1	Minor1			
Flow (vpl)         0         170         0         188         0           Flow (vpl)         No         No         No         No         No         No           ent         Left         Left         Right         Left         Right         Left         Right           ift(1)         0         0         16         No         No         No           ift(1)         16         1.00         1.00         1.00         1.00         1.00           ift Tum Lane         1.00         1.00         1.00         1.00         1.00         1.00           actor         1.00         1.00         1.00         1.00         1.00	3 0 No No Left Right 16 16 1.00 1.00 Stop 9 Stop	,			0	131		Minoro	20	
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**APPENDIX D:** LOS CALCULATIONS – BACKGROUND CONDITIONS



	* + + + + + + + + + + + + + + + + + + +	WBR NBL NBT NBR SBL SBT SBR Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT	4 7 7 5 Permitted Phases 2 6 8		1000 1001 100 110 120 2 24 254000 2000 2000 2000 2000 2000	100 100 100 100 100 100 100 100 100 100	0 0 1 1 0 Total Shift (2) 150 400 150 400 350 350 350 350 350	25 25 Total Split (%) 16.7% 44.4% 16.7% 44.4% 38.9% 38.9% 38.9% 38.9%	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.987 0.850 0.855 Yellow Time (s) 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5	1000 1000 1000 100 100 100 100 100 100	0 0 1000 1430 1334 0 100 1334 0 100 100 100 100 100 100 100 100 100	1816 0 0 1358 1495 1383 1594 0 LeadLag Lead Lag Lead Lag Lead Lag	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	91 63 Vehicle Extension (s) 2.0 2.0 2.0 3.0 3.0 3.0 3.0 3.0	30 35 Recall Mode None C-Max None Max None None None None None None None None	148 222 Walk (me (s) 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0 7.0	34 08 08 08 08 08 08 08 08 090 0.00 0.00 0	ນມີ ນານ ທ່ານ ທ່ານ ທ່ານ ບານ ນານ ນານ 1.00 [] ເອຍສາຍແລະຫາການ 1.00 [] ເອຍສາຍແລະຫາການ 1.00 [] ເອຍສາຍ 1.00 [] ເອຍສາ 3% ຄະ ການ ຄະນາ ການ ການ 1.00 [] ເອຍສາຍ 1.00 [] ເອຍສາຍ 1.00 [] ເອຍສາຍ 1.00 [] ເອຍສາຍ 1.00 [] ເອຍສາຍ 1.00 [] ເອຍສາ 2.00 [] ເອຍສາຍ 1.00 []	0 15 20 2 63 Actuated of Catalog 0.77 0.78 0.73 0.13 0.13 0.13	v/cRatio 0.09 0.56 0.04 0.53 0.01 0.05 0.45	0 1 15 80 65 0 Control Delay 35 97 35 10.1 320 0.4 4	No No No No No No No No No U UUUU UU UU UU UU UU UU UU UU UU UU U	12 12 12 12 12 12 12 12 12 10 10 10 10 10 10 10 10 10 10 10 10 10		10 10 ApproachLUS A A A	ר Summary	9 15 9 15	Let intro Let intro Vegiti Let intro 26 intro 26 intro 27 intro 27 20 20 20 20 20 20 20 20 20 20 20 20 20	0 0 0 0 0			0.0 0.0 0.0 0.0	0.0			50	0.0 0.0 MA Porm AD A MA POLA MA POLA MA POLA MA POLA MA POLA MA POLA MA POLA MA POLA POLA POLA POLA POLA POLA POLA POL	
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(m)         (m) <td>Flt Permitted</td> <td></td> <td>0.995</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3.0</td> <td>375</td> <td> AIIONI AIIONI</td>	Flt Permitted		0.995								3.0	375	AIIONI AIIONI
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Europhanized Increased (min) 15         CULtered of Service A           Copecing Unitration 226%         CULtered of Service A           Increased Unitration 226%         CULtered of Service A           Increased Unitration 226%         CULtered of Service A           Increased Unitration 226%         CULtered of Service A           Increased Unitration 226%         CULtered of Service A           Increased Unitration 226%         CULtered of Service A           Increased Unitration 226%         CULtered of Service A           Increased Unitration 226%         CULtered of Service A           Increased Unitration 226%         CULtered of Service A           Increased On Control Delay, S         C/T                     Increased On Control Delay, S         C/T         C         C           Increased On Control Delay, S         C/T         C         C         C           Increased On Control Delay, S         C         C         C         C         C           Increased On Control Delay, S		her											142/
Capedy Ultration 22.6%     CU Level of Service A       indd (min) 15     Stage 2     -     -     -     -     -     -     -     -     -     -     0 <td>Control Type: Unsignalized</td> <td></td>	Control Type: Unsignalized												
made (min) 15     0.02     0.0     0.02     0.0     0.02     0.0     0.02     0.0     0.02     0.0     0.02     0.0     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01     0.02     0.01	Intersection Capacity Utilizatic	n 22.6%			ICU	Level of S	ervice A						
Approach         EB         WB         NB         SB           HCM Control Delay.s         0.7         0         0         9.9           HCM LOS         1.1         1.1         1.1         1.1         1.1           Minor LaneMajori/Munt         NBLri         EBL         NBLri         NB         NB           FCM LOS         0         7.4         0         0         0.105         HCM         NB           FCM Loss         0         7.4         0         1.613         -         0.105         HCM         NB	Analysis Period (min) 15												66/ 700 - 110 700
Approach         EB         WB         NB         SB           HCM Control Deldy, s         0.7         0         0         9.9           HCM Loss         HCM Loss         HCM Loss         A         A           HCM LaneMajor Munti         Table         EB1         EB1         EB1         B1         B1         B1           HCM LaneMajor Munti         T437         -         1437         -         1513         -         225           HCM LaneLlOS         0         7.4         0         -         1007         -         20.9         9.9           HCM LaneLLOS         A         A         A         A         -         0         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         0.05         -         0.05         0.05         -         0.05         -         0.05         -         0.05         -         0.05         -         0.05         0.05         -         - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>													
HCM Control Delay, 8     0.7     0     0     9       HCM Locs     Mont Lane Major Munt     NBLr1     EB1     ER     WBT WBT SBLr1       Mont Lane V/C Ratio     -     1437     -     -     0.105       HCM Lane V/C Ratio     -     0     7.4     0     -     0.105       HCM Lane V/C Ratio     -     0     0     -     0     0.105       HCM Lane U/C Ratio     -     0     0     -     0     -       Mont Lane U/C Ratio     -     0     0     -     0     -       HCM Lane U/C Ratio     -     0     -     0     -     0													EB WB NB
HCMLOS     A     A       Iminor LaneMajor Munt     NBLn1     EBL     EBT     ERR     WBL     WBR SBLn1       Iminor LaneMajor Munt     NBLn1     EBL     ERT     WBL     WBR SBLn1       Control Delay     0     7.4     0     0     105       HCM Lane UC Ratio     0     7.4     0     0     0       HCM Lane UC Science     0     7.4     0     0     0       HCM Scin Kulle Q(vel)     -     0     -     0     -     0													0.7 0 0
Minor LaneMajor Mwnt         NBLn1         EBL         EBT         WBL         WBT         WBR SBLn1           Expective (verbh)         -         1437         -         1513         -         2855           HCM Control Orielty (sec)         0         0.74         0         -         0.105           HCM Lane LOS         A         A         A         A         -         9.9           HCM 35th %tile Q(vel)         -         0         -         0         -         -         0.3													A
Minor LareMajor Munti         BLini         EBL         BRI         WBT													
Capacity (veh/h)     -     -     -     1573     -     -     25       HCM Lane V/C Ratio     -     0.007     -     -     -     -     -     -     -     0.105       HCM Control Delay (s)     0     7.4     0     -     0     -     -     99       HCM Lane LOS     A     A     A     A     -     -     0.3       HCM Stift Sciele LOS     A     A     -     0     -     -     0.3													NBLn1 EBL EBT EBR WBL
Control Delay (s)     0.007     -     -     -     -     0.105       HCM Lane UC     MCM Lane LOS     A     A     A     -     -     -       HCM S5th %ile Q(veb)     -     0     -     0     -     -     0.3													- 1497 - 1513 -
Control Delay (s)     0     7.4     0     0     0       HCM Control Delay (s)     0     7.4     0     0     0       HCM Lane LOS     A     A     A     A     A       HCM 95th %tile Q(veb)     -     0     -     0.3													- 0.007
HCM Lane LOS A A A A A A A A A A A A A A A A A A A													s) 0 7.4 0 - 0 -
HCM 95th %tile Q(veh) - 0 - 03													A A A - A -
													O(veb) - 0 - 0 - 0
Condition (1 Brossed													
Constitue of 1 Basset													
Curvition 41 Browned													
Curvition 41 Browned 10 Double 10 Do													
	08/01/2023										Svinch	ro 11 Re	DBIN12023 DBIN12023 Surveyor 11 Baaron

7	r SBF		+									0.0				0 2.0	z		. ~	~			2 0.32				4	œ.	~																							11 Repo	Page 6
-	. SBT				10.0							0.0				2.0	z		23.0					,		38.5		24.9	0																							Synchro 11 Report	
٠	SBL	4	7		4.0	9.5	18.0	15.7%	12.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None				28.2	0.29	0.69	40.3	0.0	40.3																		-									
•	NBR																																										10	<b>♦</b> Ø4	30 s	AR OR	30 5	2 00					
•	NBT		æ		10.0	15.5	30.0	26.1%	24.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	22.0	0			0.55	~		45.0		38.8	Δ																								
•	NBL	80	ę		4.0	9.5						0.0			Yes	2.0	None				18.8	0.19	0.25	28.3	0.0	28.3	U												eC				-	M 03	so f	01	100 0						
~	WBR	9	7			9.5					2.0	0.0	5.5	Lead	Yes	2.0	None				57.3	0.59	0.21	2.1	0.0	2.1	A											n LOS: C	of Servic					r	21	_	10	2					
ŧ	WBT		9		15.0	20.5	45.0	39.1%	39.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	20.0	0	39.6	0.41	0.91	46.4	0.0	46.4		35.2	Δ									Intersection LOS: C	ICU Level of Service C														
1	WBL	9	~		6.0	11.5	22.0	19.1%	16.5	3.5	2.0	0:0	5.5	Lead	Yes	2.0	None						0.07			10.2	B											-	-														
۴	EBR	2	ო		4.0	9.5	18.0	15.7%	12.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None				63.2	0.65	0.03	0.0	0.0	0.0	A																										
t	EBT		2		15.0	20.5	45.0	39.1%	39.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	19.0	0	50.3	0.52	0.41	17.6	0.0	17.6	m	18.0	ш													Υ-31											
٩	EBL	2	5		6.0	11.5	22.0	19.1%	16.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None				57.1	0.59	0.57	22.1	0.0	22.1	U				Othor	III				ordinated		9	%9.07 nc			4: Marsh Rd & NY-31	N.	20	<b>2</b> 0	de de	NA N	4					
																(1				hr)										2	~	5	- 10 - 11-	gtn: 97.3		Control Type: Actuated-Uncoordinated	0.91	Intersection Signal Delay: 28.6	y Utilizati	Analysis Period (min) 15		4: Mars						2					
	d	hases	hase	ase	nitial (s)	split (s)	(s)	(%)	Maximum Green (s)	le (s)	ne (s)	-ost Time Adjust (s)	otal Lost Time (s)		-ead-Lag Optimize?	Vehicle Extension (s)	le	(S)	Walk (s)	Pedestrian Calls (#/hr)	reen (s)	Actuated g/C Ratio		lay	ay	_		Delay	-os	ntersection Summan		.th. 115	CII Inf	Actuated Cycle Length: 97.3	cle: 80	oe: Actua	Maximum v/c Ratio: 0.91	n Signal E	n Capacit	eriod (mir		Splits and Phases:										~	Passero Associates
	-ane Group	Permitted Phases	Detector Phase	Switch Phase	Minimum Initial (s)	Minimum Split (s)	Fotal Split (s)	Fotal Split (%)	aximum (	Yellow Time (s)	All-Red Time (s)	st Time ,	tal Lost <sup>-</sup>	.ead/Lag	ad-Lag (	shicle Ex	Recall Mode	alk Time	ash Dont	destrian	Act Effct Green (s)	stuated g	//c Ratio	Control Delay	Queue Delay	otal Delay	S	Approach Delay	Approach LOS	ersection		Area Type. Cicle Longth: 115	CIE LEIU	stuated C	Natural Cycle: 80	ontrol Typ	aximum	ersection	ersection	alysis P		lits and I	1	10	S.	A OS	2 2	4				08/01/2023	Issero As
	Le Le																																																				
•	SBR	*-	199	199	1900	240	-		1.00	0.850		1568		1568	Yes	231				0.86	3%	231		231	No	Right					1.00	60	~	Right	20	0	- 0	2 00	20	CITEX		0.0	0.0	0.0						V0+mi	°	Report	age 5
`• →	SBT SBR	*-	68 199		1900 1900	240	-		1.00 1.00	0		1863 1568		1863 1568	Yes	231	35	575	11.2	0.86 0.86					No No		12	0	16		1.00 1.00	60	2 1	Thru Right		0	0	о с С				0.0			04 0			00		A pm+ov	t 0	chro 11 Report	Page 5
۲ ۲ ۶	SBR	*		68	1900 1		-	25		0	0.950	1863		1863	Yes	231		5/5	11.2	0.86	2%	62		79		Left	12	0	16						100	0			2.0	CI+EX	00			0.0	0,4 0				0.0		, 4 υ	Synchro 11 Report	Page 5
	SBT SBR	× + ×	68	206 68	1900 1900 1	265	0 1 1	25	1.00	0	0.950	1863	0.436	797 1863	Yes Yes	231		575	11.2	0.86 0.86	4% 2%	240 79		240 79	No	Left	12	0	16		1.00	60		t Thru	100	0		» د		CI+EX	00	0.0		0.0	04 0		UITEX		0.0		γ 4 γ	Synchro 11 Report	Page 5
٭	SBL SBT SBR	× + ×	33 206 68	206 68	1900 1900 1900 1	265		25	1.00 1.00	0	0.950	1736 1863	0.436	797 1863	Yes		35			0.86 0.86	3% 4% 2%	38 240 79		0 240 79	No	Right Left Left			16 16		1.00 1.00	60	1 2	t Thru	20 100	0		» د	20.5		00	0.0	0.0	0.0		ITC			0.0		α / 4 Ω	Synchro 11 Report	Page 5
٭	· NBR SBL SBT SBR	₹ ₹	33 206 68	73 33 206 68	1900 1900 1900 1900 1	0 265	0		1.00 1.00 1.00	0.954 0	0.950 0.950	1760 0 1736 1863	0.436	0 797 1863	Yes		35			0.86 0.86 0.86 0.86	3% 4% 2%	85 38 240 79		123 0 240 79	No No No	Left Right Left Left					1.00 1.00 1.00	60 60	2 1 2	Left Thru	100 20 100	0	0	о ч С				0.0	0.0	0.0 0.0		ITC			0.0 NA 0.0	RVA pm+pt NA 8 7 4		Synchro 11 Report	Page 5
٭	L NBT NBR SBL SBT SBR		73 33 206 68	62 73 33 206 68	1900 1900 1900 1900 1900 1	100 0 265	0		1.00 1.00 1.00 1.00	0.954 0		1760 0 1736 1863	0.706 0.436	1315 1760 0 797 1863	Yes		35 35			0.86 0.86 0.86 0.86 0.86	2% 3% 3% 4% 2%	72 85 38 240 79		72 123 0 240 79	No No No No No	Left Right Left Left					1.00 1.00 1.00 1.00	60 60 60	1 2 1 2	Thru Left Thru	20 100 20 100	0 0 0	0	20 v v				0.0 0.0		0.0 0.0		ITC			0.0 0.0 0.0 0.0	pm+pt NA pm+pt NA 3 8 7 4		Synchro 11 Report	Page 5
٭	NBL NBT NBR SBL SBT SBR		62 73 33 206 68	176 62 73 33 206 68	1900 1900 1900 1900 1900 1	100 0 265	0		1.00 1.00 1.00 1.00 1.00	0.850 0.954 0		1770 1760 0 1736 1863	0.706 0.436	1315 1760 0 797 1863	Yes	18	35 35	385	7.5	0.86 0.86 0.86 0.86 0.86	4% 2% 3% 3% 4% 2%	205 72 85 38 240 79		205 72 123 0 240 79	No No No No No	Right Left Left Right Left Left	12	0	16		1.00 1.00 1.00 1.00 1.00	60 60 60	1 1 2 1 2	Left Thru Left Thru	20 20 100 20 100	0 0 0		2 VC VC VC							5 °	ITC	CI+EX	QQ	U.U U.U U.U U.U U.U U.U U.U U.U U.U U.U	RVA pm+pt NA 8 7 4	7 3	Synchro 11 Report	. Page 5
٭	- WBR NBL NBT NBR SBL SBT SBR		176 62 73 33 206 68	587 176 62 73 33 206 68	1900 1900 1900 1900 1900 1900 1900 1	250 100 0 265	1 1 0	25	1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.954 0		1845 1553 1770 1760 0 1736 1863	0.706 0.436	1553 1315 1760 0 797 1863	Yes	18	35 35	385	7.5	0.86 0.86 0.86 0.86 0.86 0.86 0.86	4% 2% 3% 3% 4% 2%	683 205 72 85 38 240 79		683 205 72 123 0 240 79	No No No No No No	Left Right Left Left Right Left Left	12	0	16		1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60	2 1 1 2 1 2	Right Left Thru Left Thru	100 20 20 100 20 100			а а а а а а а а а а а а а а		UTEN UTEN UTEN UTEN UTEN UTEN				0.0 0.0 0.0 0.0 0.0 0.0 04 04 04	5 °		CI+EX	QQ	U.U U.U U.U U.U U.U U.U U.U U.U U.U U.U	NA pm+ov pm+pt NA pm+pt NA 6 7 3 8 7 4	7 3	Synchro 11 Report	- Page 5
	L WBT WBR NBL NBT NBR SBL SBT SBR		30 587 176 62 73 33 206 68	587 176 62 73 33 206 68	1900 1900 1900 1900 1900 1900 1900 1900	265 250 100 0 265	1 1 0	25	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.954 0	0.950	1845 1553 1770 1760 0 1736 1863	0.534 0.706 0.436	985 1845 1553 1315 1760 0 797 1863	Yes Yes	18	45 35 35	385	7.5	0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	3% 3% 4% 2% 3% 3% 4% 2%	683 205 72 85 38 240 79		35 683 205 72 123 0 240 79	No No No No No No No	Left Left Right Left Left Right Left Left	12	0	16		1.00 1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60 60	1 2 1 1 2 1 2	Left Thru Right Left Thru Left Thru	100 20 20 100 20 100			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		UTEX UTEX UTEX UTEX UTEX UTEX				0.0 0.0 0.0 0.0 0.0 0.0 QA QA QA	5 °		CI+EX	QQ	U.U U.U U.U U.U U.U U.U U.U U.U U.U U.U	pm+pt NA pm+ov pm+pt NA pm+pt NA 1 6 7 3 8 7 A	1673	Synchro 11 Report	Page 5
	L WBT WBR NBL NBT NBR SBL SBT SBR		30 587 176 62 73 33 206 68	25 30 587 176 62 73 33 206 68	1900 1900 1900 1900 1900 1900 1900 1900	265 250 100 0 265	1 1 0	25	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.850 0.954 0	0.950	1752 1845 1553 1770 1760 0 1736 1863	0.534 0.706 0.436	985 1845 1553 1315 1760 0 797 1863	Yes Yes	205 18	45 35 35	693 385	10.5 7.5	0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	4% 3% 3% 4% 2% 3% 3% 4% 2%	29 35 683 205 72 85 38 240 79		29 35 683 205 72 123 0 240 79	No No No No No No No No	Right Left Left Right Left Left Right Left Left	12	0	16		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60 60 60	1 2 1 1 2 1 2	Left Thru Right Left Thru Left Thru	žo 20 100 ž0 20 100 20 100			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		UTEX UTEX UTEX UTEX UTEX UTEX					5 <sup>ce</sup>		UI+EX UI+EX	QQ	U.U U.U U.U U.U U.U U.U U.U U.U U.U	NA pm+ov pm+pt NA pm+pt NA 6 7 3 8 7 4	3 1 6 7 3	Synchro 11 Report	. Page 5
	F EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR		25 30 587 176 62 73 33 206 68	331 25 30 587 176 62 73 33 206 68	1900 1900 1900 1900 1900 1900 1900 1900	260 265 250 100 0 265	1 1 1 0	25 25	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.850 0.954 0	0.950 0.950	1827 1553 1752 1845 1553 1770 1760 0 1736 1863	0.534 0.706 0.436	1827 1553 985 1845 1553 1315 1760 0 797 1863	Yes Yes	205 18	45 35 35	693 385	10.5 7.5	0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	4% 4% 3% 3% 4% 2% 3% 3% 4% 2%	385 29 35 683 205 72 85 38 240 79		385 29 35 683 205 72 123 0 240 79	No No No No No No No No No	Left Right Left Left Right Left Left Right Left Left	12 12	0	16 16		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60 60 60 60	2 1 1 2 1 1 2 1 2	Thru Right Left Thru Right Left Thru Left Thru	100 Z0 Z0 100 Z0 Z0 100 Z0 100									0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 04 04 04 04 04	5 <sup>ce</sup>		UI+EX UI+EX	00	U.U U.U U.U U.U U.U U.U U.U U.U U.U U.U	NA pm+pt NA pm+pt NA pm+pt NA pm+pt NA 2 3 1 6 7 3 8 8 7 4	2 3 1 6 7 3	Synchro 11 Report	. Page 5
	L EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR		331 25 30 587 176 62 73 33 206 68	331 25 30 587 176 62 73 33 206 68	1900 1900 1900 1900 1900 1900 1900 1900	260 265 250 100 0 265	1 1 1 0	25 25	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.850 0.954 0	0.950 0.950	1827 1553 1752 1845 1553 1770 1760 0 1736 1863	0.534 0.706 0.436	1827 1553 985 1845 1553 1315 1760 0 797 1863	Yes Yes	205 18	45 35 35	693 385	10.5 7.5	0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	4% 4% 3% 3% 4% 2% 3% 3% 4% 2%	166 385 29 35 683 205 72 85 38 240 79		166 385 29 35 683 205 72 123 0 240 79	No No No No No No No No No No No	Left Right Left Left Right Left Left Right Left Left	12 12	0	16 16 16		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60 60 60 60	2 1 1 2 1 1 2 1 2	Thru Right Left Thru Right Left Thru Left Thru	100 Z0 Z0 100 Z0 Z0 100 Z0 100									0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	5 <sup>ce</sup>		UI+EX UI+EX	00	U.U U.U U.U U.U U.U U.U U.U U.U U.U U.U	pm+ov pm+pt NA pm+ov pm+pt NA pm+pt NA 3 1 6 7 3 8 8 7 A	2 3 1 6 7 3	Synchro 11 Report	. Page 5
	L EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR		143 331 25 30 587 176 62 73 33 206 68	bh) 143 331 25 30 587 176 62 73 33 206 68	1900 1900 1900 1900 1900 1900 1900 1900	(ft) 265 260 265 250 100 0 265	1 1 1 0	t) 25 25 25 25	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.850 0.954 0	0.950 0.950 0.950	rot) 1703 1827 1553 1752 1845 1553 1770 1760 0 1736 1863	0.098 0.534 0.706 0.436	176 1827 1553 985 1845 1553 1315 1760 0 797 1863	Yes Yes Yes Yes	205 18	45 45 35 35	686 693 385	10.4 10.5 7.5	or 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	4% 4% 3% 3% 4% 2% 3% 3% 4% 2%	166 385 29 35 683 205 72 85 38 240 79	raffic (%)	166 385 29 35 683 205 72 123 0 240 79	itersection No No No No No No No No No No	Left Left Right Left Left Right Left Left Right Left Left	12 12 12	0	16 16 16	m Lane	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0 60 60 60 60 60 60 60	2 1 1 2 1 1 2 1 2	Left Thru Right Left Thru Right Left Thru Left Thru	H) 20 100 20 20 100 20 20 100 20 100									+) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			U+EX U+EX U+EX	00	U.U U.U U.U U.U U.U U.U U.U U.U U.U U.U	pm+pt NA pm+ov pm+pt NA pm+ov pm+pt NA pm+pt NA 5 2 3 1 6 7 3 8 7 4	2 3 1 6 7 3	Synchro 11	Passero Associates Passero Associates

3: Exist Office Dwy/Benedict Rd & Marsh Rd	3: Exist Office Dwy/Benedic	t Rd & N	larsh.	Rd				2026 Background PM		2026 Bac	Background PM	<u>ع</u> ا	3: Exist Office Dwy/Benedict Rd & Marsh Rd	¢ Dwy/E	3enedi	ct Rd {	Mars.	h Rd					Ì	2026 Background PM	2026 Background PM
	1	1	~	, ,	Ţ	Ĵ	•			ر ار	•														
Lane Group	EBL	EBT E	EBR	WBL V	WBT W	WBR N		NBT N		SBL S	SBT S	SBR	Intersection												
Lane Configurations								¢			4		Int Delay, s/veh	2.6											
Traffic Volume (vph)	35	112	ις, ι	<b>ლ</b> ი	113	35 25	<del>.</del> .	0	0 0	ළ ස	0	19	Movement	EBL	EBT	EBR WBL		WBT WBR	NBL	NBT NI	NBR SBL	3L SBT	T SBR		
Future volume (vpn)	<u>م</u> م											6	Lane Configurations				¢			÷		¢			
lacal Flow (vpripr) ana I Itil Factor	1 00	100 1	1 00	1 00	1 00 1				1 00 1		1 00 1	1 00	Traffic Vol, veh/h	35	112	5	3 113	35	-	0	2	39 (	0 19		
alie Olli. I actu	8.			C			-					8	Future Vol, veh/h			5	,		-	0					
Elt Drotantad		0.880			0000			0.084		5 C	8900	_	Conflicting Peds, #/hr		0										
Sate Flow (nrot)	-	1856	0	- -	837	-	- -	101	c	- -	156	C	Sign Control	Free	Free	Free Fr	Free Free	e Free	Stop	Stop St	Stop Stop	op Stop			
Calu. I Iow (prou) Elt Darmittad		0 080	5		0000	>		0.08/	>		DC A		RT Channelized	'	'	None		- None	•	'	None		- None		
Satri Flow (nerm)	-	1856	0	- -	1837	-	- -	102	-	- -	1756	0	Storage Length	'	•			:	•				:		
Jaiu: I Iow (perm)	5	35	5		35	5		5	5		30		Veh in Median Storage, #	- # 'əɓı	0	•	•	'	•	0		-	· 0		
Link Opeau (III)/		20			170			00 02			176		Grade, %	'					•						
IIIK UISIGIICE (II)					671			2/1		T	0.04		Peak Hour Factor	88	88		88 88		88						
Travel Time (s) Deak Hour Factor	0 88								0 88 0			88	Heavy Vehicles, %	0		0	0	0	0	0	0	0	0		
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Adi. Flow (vph)	59											22													
Shared Lane Traffic (%)													Major/Minor	Major1		Major2	12		Minor1		Minor2	R			
Lane Group Flow (vph)	0	173	0	0	171	0	0	ო	0	0	66	0	Conflicting Flow All	168	0	0	133 0	0		I 1	130 36		7 148		
Enter Blocked Intersection	g			٩			No				No	No	Stage 1	'								154 154			
Lane Alignment	Left		Right	Left		Right	Left		Right L	Left		Right	Stage 2	'	•		•	•							
Median Width(ft)		0			0			0			0		Critical Hdwy	4.1	1	'	4.1 -	'	7.1	6.5	6.2 7.		5 6.2		
Link Offset(ft)		0			0			0			0		Critical Hdwy Stg 1	'	•	,		1	6.1			6.1 5.5			
Crosswalk Width(ft)		16			16			16			16		Critical Hdwy Stg 2		•	•		1	6.1	5.5	9 ' 9	6.1 5.5			
wo way Left Turn Lane	2												Follow-up Hdwy						3.5						
Headway Factor Turning Chood (mub)	00.1 24	1.00.1	 9	1.00	00.1	00.1	1.00	00.1	00.1	- 1. 1.	00.1	0.1	Pot Cap-1 Maneuver	er 14.22			1464 -	•	280	553 9	925 55	595 565 0F0 774	5		
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Control Type: Unsignalized													MOV Cap-2 Marieuv	' 6				•	000	012		140 61			
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													Capacity (veh/h)		759 1422	1422	•	- 1464	•	'	656				
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Ļ	WBT		9	4 !		20.5									Lag	res	. 2.0	None	0.7	50.0		32.3 0.2E	0.83	40.3	0.0	40.3		29.4	c							Intersection LOS- C	ICU Level of Service F												
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<b>~</b> i	EBL	5	£	4	6.0	11.5					3.5	0.2	0.0	0.0	Vac	Yes		None			101	49.4	0.60	18.7	0.0	18.7	ш				er			in oto d			85.9%			4: Marsh Rd & NY-31	- Cel	70	J	Ø6					
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	ane Group	Permitted Phases	Detector Phase	Switch Phase	Minimum Initial (s)	Minimum Split (s)	Total Split (s)	Chilt (0)		Maximum Green (s)	Yellow Lime (s)	All-Ked Time (s)	Lotel Lot Time Adjust (s)	otal Lost IIme (s)	-ead/Lag	-eao-Lag Uptimize /	Vehicle Extension (s)	Kecall Mode	Walk Lime (s)			Act Errct Green (s)	Actuated g/o Ratio	Control Delav	Queue Delay	Fotal Delay	- COS	Approach Delay	Approacn LUS	Intersection Summar	Area Type:	Cycle Length: 115	ated Cyc	Natural Cycle: 90		section 2	section (	ysis Peri		Splits and Phases:	, io	10	2	05					08/01/2023 Passero Associates
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		-ane Configurations	raffic Volume (vph)	- uture Volume (vpn)	deal Flow (vphpl)	Storage Length (ft)	Storage Lanes	ŧ	aper Lerigiii (ii)	-ane UNI. Factor			Sato. Flow (prot)	1	Satd. Flow (perm)	KIGNT I UI'N ON KED	Satd. Flow (KIUK)	- Ink Speed (mpn)	- Ink Distance (Tt)	ravel 1 ime (s)	Leak Hour Factor	Heavy venicies (%)	Auj. Flow (vpri) Sharad I ana Traffic (%)	ane Group Flow (vnh)	Enter Blocked Intersection	Lane Alignment	Median Width(ft)	Link Offset(ft)	rosswalk width(II)	I wo way Lert Turn L Joadway Eactor	urning Speed (mph)	Number of Detectors	Detector Template	-eading Detector (ft)	railing Detector (ft)	Detector 1 Position(ft)	Detector 1 Size(#)	Detector 1 Lype	Detector 1 Extend (s)	Detector 1 Queue (s)	Detector 1 Delay (s)	Detector 2 Position (ft)	Detector 2 Size(ft)	Detector 2 Type	Detector 2 Channel	Detector z Extena (s)	rurn i ype Protected Phases		08/01/2023 Passero Associates

### **APPENDIX E:** LOS CALCULATIONS – FULL BUILD CONDITIONS



Minimum Initial (s)         50         150         150         100
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	Lanes, Volumes, Iımıngs 2: Proposed Driveway & Marsh Rd	gs t Marst	Rd					HCM om I WSC 2: Proposed Driveway & Marsh Rd 2: Proposed Driveway & Marsh Rd
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min         min <td></td> <td>:</td> <td></td> <td>6.0</td> <td></td> <td>972</td> <td>#/hr</td> <td></td>		:		6.0		972	#/hr	
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Inform         Inform<	link Offset(ft)					<u>4</u> C	Critical Howy	4.12 - 0.42 - 5.42
Timulation     10 <td>Crosswalk Width(ft)</td> <td>9 4</td> <td></td> <td></td> <td>¢ 4</td> <td>¢ 4</td> <td>Critical Holm Str 2</td> <td></td>	Crosswalk Width(ft)	9 4			¢ 4	¢ 4	Critical Holm Str 2	
mining         10 <th< td=""><td></td><td>2</td><td></td><td></td><td>2</td><td>2</td><td>Following Big 2</td><td></td></th<>		2			2	2	Following Big 2	
ed (mp)         60 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>Port Can-1 Manel Wer</td><td></td></t<>							Port Can-1 Manel Wer	
Free         Free         Stop          Stop         Stop <td>nah)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>State 1</td> <td> 876</td>	nah)						State 1	876
Summay         Place of to be of the server         Server <td>6.4.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Stade 2</td> <td> 874</td>	6.4.1						Stade 2	874
Summary Unitation 30.3%         Capit Network         C         1407         672         64           Other Unitation 30.3%         Culture of Service A         Stage 2         -         -         672         -         672         -         672         -         672         -         672         -         672         -         672         -         672         -         672         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         672         -         -         167         -         -         167         -         -         167         -         -         1672         -         -						-	Platoon blocked %	
One     Mitchell     Stage	Intersection Summary						Mov Can-1 Mappenver	- 1407 - 679
Stage 1     0.01 Level of Sevice A       Stage 2     0.01       Stage 2     0.01       For the form of Sevice A       Stage 2     0.01       Stage 2     0.01       For the form of Sevice A       Stage 2     0.01       For the form of Sevice A       Stage 2     0.01       For the form of Sevice A       For the form of Sevice A       Stage 2     0.01       For the form of Sevice A       Form of Sevice A       <	Area Type: Other						Mov Cap-1 Maneuver	- 1401 - 670
Capacity Ultitation 30.3%         IOU Level of Service A           Gapecity Ultitation 30.3%         IOU Level of Service A           field (min) 15         Sigg 2         -	Control Type: Unsignalized						WOV COP-2 INGLIGUVE	876
Approach     EB     WB     MB	Intersection Capacity Utilization 3(	.3%			ICU L	evel of Service A		010 067
Syndhro 11 Rept     Sondhrom     Defension     Defension     Defension     Defension     Defension       FCM LOS     0     1.5     0.6     1.5     0.6     1.6     1.6       FCM LOS     0     1.5     0.6     1.6     1.6     1.6     1.6       FCM Control Defay, s     0     0     1.5     0.6     1.6     1.6     1.6       FCM Los VC Ratio     0.139     -     0.019     -     1.6     1.6     1.6     1.6       FCM Lane VC Ratio     0.139     -     -     0.019     -     1.6     1.6     1.6     1.6       FCM Lane LOS     B     -     -     0.1     -     0.1     -     0.1     -     1.6     1.6       FCM Lane LOS     B     -     -     0.1     -     -     0.1     -     -     0.1     -     1.6     1.6     1.6     -     1.6     1.6     -     1.6	Analysis Period (min) 15						olaye 2	100
Synchro 11 Report								
Synchro 11 Report         Synchro 11 Report         Dial         1.5         10.6         HOM Control Delay, s         0         1.407         -         Dian         HOM Control Delay, s         0         1.407         -         Dian         HOM Control Delay, s         0.013         -         -         1.407         -         -         1.407         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         1.6         -         -         -         1.6         -         -         1.6 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>WB</td></th<>								WB
HCMLOS     B       Minor LaneMajor Minit     NBLn1     EBT     WB       Minor LaneMajor Minit     NBLn1     EBT     WB       Minor LaneMajor Minit     760     0.133     -     -0019     -       Caractro Diagy (set-h)     766     0     -     7.6     0       HCMLLane UCS     B     -     -     0.13     -     -     0.19       Synchro 11 Rapor     0.5     -     -     0.1     -     -     0.11     -							HCM Control Delay, s	1.5
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Synchro 11 Report     Synchro 11 Report     Solution3     control of the control o							Minor Lane/Major Mvmt	NBLn1 EBT EBR WBL
Synchro 11 Report     Synchro 11 Report							Capacity (veh/h)	750 1407
Synchro 11 Report Synchro 11 Report Synchro 11 Report Synchro 12 R							HCM Lane V/C Ratio	0.139 0.019
Synchro 11 Report							HCM Control Delav (s)	10.6 7.6
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Synchro 11 Report							HCM 95th % tile Q(veh)	0.5 0.1
Synchro 11 Report 08/01/2023 Synchro 11 Protect 18/01/2023 Synchro 11								
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Synchro 11 Report 08/01/2023 Synchro 17 Percent 08/01/2023								
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	08/01/2023							Synchro 11 R.

EBT EBR WBL 1166 1 1 0 1166 1 1 0 1166 1 1 0 1100 1000 1000 100 1825 0 0 1825 0 0 1825 0 0 132 0 0 132 0 0 132 0 0 130 0 130 0 130 0 130 0 130 0 130 0 130 0 130 0 100 100 100 100	Model         Model <th< th=""><th></th><th>100</th><th></th><th>5</th><th>2</th><th></th><th> .</th><th></th><th> .</th><th>-</th><th>2026 Full Build AM</th><th>2026 Full Build AM</th><th>3: Exist Office Dwy/Benedict Rd &amp; Marsh Rd 2026 Full Build AM</th></th<>		100		5	2		.		.	-	2026 Full Build AM	2026 Full Build AM	3: Exist Office Dwy/Benedict Rd & Marsh Rd 2026 Full Build AM
18.         18. <th>18.         18.<th></th><th>٩</th><th>t</th><th>۲</th><th>\$</th><th>ţ</th><th></th><th>•</th><th>←</th><th></th><th>→ ,</th><th>¥</th><th></th></th>	18.         18. <th></th> <th>٩</th> <th>t</th> <th>۲</th> <th>\$</th> <th>ţ</th> <th></th> <th>•</th> <th>←</th> <th></th> <th>→ ,</th> <th>¥</th> <th></th>		٩	t	۲	\$	ţ		•	←		→ ,	¥	
1         1	Index         Index <th< th=""><th>Lane Group</th><th>EBL</th><th>EBT</th><th>EBR</th><th>WBL</th><th></th><th></th><th>NBL</th><th></th><th></th><th></th><th></th><th>Intersection</th></th<>	Lane Group	EBL	EBT	EBR	WBL			NBL					Intersection
1         1         0         1         0         1         0         1         0         1         0	0         1         0	Lane Configurations		¢			¢			¢			<u>4</u>	
100         100 <td>100         101         101         101         100<td>Traffic Volume (vph)</td><td>ი</td><td>116</td><td>-</td><td>0</td><td>134</td><td>16</td><td>0</td><td>0</td><td></td><td>4</td><td>0</td><td>EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT</td></td>	100         101         101         101         100 <td>Traffic Volume (vph)</td> <td>ი</td> <td>116</td> <td>-</td> <td>0</td> <td>134</td> <td>16</td> <td>0</td> <td>0</td> <td></td> <td>4</td> <td>0</td> <td>EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT</td>	Traffic Volume (vph)	ი	116	-	0	134	16	0	0		4	0	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT
mean         mean <th< td=""><td>Mathematical (Mathematical (Mathematica) (Mathematical (Mathematica) (Mathematica) (Mathema</td><td>Future Volume (vph)</td><td>თ</td><td>116</td><td>-</td><td>0</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>4 4</td></th<>	Mathematical (Mathematical (Mathematica) (Mathematical (Mathematica) (Mathematica) (Mathema	Future Volume (vph)	თ	116	-	0								4 4
matrix         matrix<	min         10         100	Ideal Flow (vphpl)	1900	1900	1900	1900								9 116 1 0 134 16 0 0 0 40 0
1         0	1         1080         0381         03	Lane Util. Factor	1.00	1.00	1.00	1.00								9 116 1 0 134 16 0 0 40 0
matrix         matrix<	add         add <td>Frt</td> <td></td> <td>0.999</td> <td></td> <td></td> <td>0.986</td> <td></td> <td></td> <td></td> <td></td> <td>0.90</td> <td>9</td> <td></td>	Frt		0.999			0.986					0.90	9	
matrix         1         335         0         346         0         346         0         346         0         346         0         346         0         346         0         346         0         346         0         346         0         346         0         346 <td>mm         0         155         0         0         155         0         155         0         155         0         155         0         155         0         155</td> <td>FIt Protected</td> <td></td> <td>0.997</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0.9</td> <td>2</td> <td>Erro Erro Erro Erro Erro Chro Chan Chan Chan</td>	mm         0         155         0         0         155         0         155         0         155         0         155         0         155         0         155	FIt Protected		0.997								0.9	2	Erro Erro Erro Erro Erro Chro Chan Chan Chan
at         at<	all         0.87         all         all <td>Satd. Flow (prot)</td> <td>0</td> <td>1825</td> <td>0</td> <td>0</td> <td>1845</td> <td>0</td> <td></td> <td>1900</td> <td>0</td> <td></td> <td>0</td> <td>rice rice rice rice rice out out out out</td>	Satd. Flow (prot)	0	1825	0	0	1845	0		1900	0		0	rice rice rice rice rice out out out out
mem         0	mmm         135         0         135         0         135         0         135         0         135         0         135         0         135 <t< td=""><td>FIt Permitted</td><td></td><td>0.997</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0.9</td><td>2</td><td> ANNI ANNI</td></t<>	FIt Permitted		0.997								0.9	2	ANNI ANNI
mm         33         34<	(1)         (3) <td>Satd. Flow (perm)</td> <td>0</td> <td>1825</td> <td>0</td> <td>0</td> <td>1845</td> <td>0</td> <td></td> <td>1900</td> <td>0</td> <td></td> <td>0</td> <td>· c</td>	Satd. Flow (perm)	0	1825	0	0	1845	0		1900	0		0	· c
xiting         xiting<	attent         attent<	Link Speed (mph)		35			35			R			0	
(a)         (b)         (b)         (c)         (c) <td>(i)         (i)         (i)<td>Link Distance (ft)</td><td></td><td>558</td><td></td><td></td><td>893</td><td></td><td></td><td>179</td><td></td><td>4</td><td>2</td><td></td></td>	(i)         (i) <td>Link Distance (ft)</td> <td></td> <td>558</td> <td></td> <td></td> <td>893</td> <td></td> <td></td> <td>179</td> <td></td> <td>4</td> <td>2</td> <td></td>	Link Distance (ft)		558			893			179		4	2	
metric         0.8<	micro         08	Travel Time (s)		10.9			17.4			41		ę		88 88 88 88 88 88 88 88 88 88 88 88
Bit         Display         Display <thdisplay< th=""> <thdisplay< th=""> <thdispl< td=""><td>mini-         0         1         0         2         0<td>Peak Hour Factor</td><td>0.88</td><td>0.88</td><td>0.88</td><td>0.88</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td></thdispl<></thdisplay<></thdisplay<>	mini-         0         1         0         2         0 <td>Peak Hour Factor</td> <td>0.88</td> <td>0.88</td> <td>0.88</td> <td>0.88</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Peak Hour Factor	0.88	0.88	0.88	0.88								
mint         mint <th< td=""><td>Intervention         0         <!--</td--><td>Heavy Vehicles (%)</td><td>%0</td><td>4%</td><td>%0</td><td>%0</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>10 132 1 0 152 18 0 0 0 45 0</td></td></th<>	Intervention         0 </td <td>Heavy Vehicles (%)</td> <td>%0</td> <td>4%</td> <td>%0</td> <td>%0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>10 132 1 0 152 18 0 0 0 45 0</td>	Heavy Vehicles (%)	%0	4%	%0	%0								10 132 1 0 152 18 0 0 0 45 0
Intersterion         Notion         N	Function         Description         Description <thdescription< th=""> <thdescription< th=""> <t< td=""><td>Adi. Flow (vph)</td><td>9</td><td>132</td><td>~</td><td>0</td><td>152</td><td>18</td><td></td><td></td><td></td><td></td><td></td><td></td></t<></thdescription<></thdescription<>	Adi. Flow (vph)	9	132	~	0	152	18						
Mericanisation         0         10         0	Altering         Image	Shared Lane Traffic (%)												Major1 Major2 Minor1
Methonescient         No	effertamention         bit         bit<         bit         bit	Lane Group Flow (vph)	0	143	0	0	170	0	0	0	0		9	170 0 0 133 0 0 335 323 133 314 314
Initial         Initial <t< td=""><td>ent         Lef         Repri         Lef         Repr         Repr</td><td>Enter Blocked Intersection</td><td>2</td><td>8</td><td>No.</td><td>8</td><td>8</td><td>٩ N</td><td>٩ N</td><td>9</td><td></td><td></td><td></td><td></td></t<>	ent         Lef         Repri         Lef         Repr	Enter Blocked Intersection	2	8	No.	8	8	٩ N	٩ N	9				
Intell         0         0         0         0         0         1 <td>(h)         0         0         0         1</td> <td>Lane Alianment</td> <td>Left</td> <td>Left</td> <td>Riaht</td> <td>Left</td> <td></td> <td>Riaht</td> <td>Left</td> <td></td> <td></td> <td></td> <td></td> <td>State 2 182 170 - 153</td>	(h)         0         0         0         1	Lane Alianment	Left	Left	Riaht	Left		Riaht	Left					State 2 182 170 - 153
10         0	(1)         (1) <td>Median Width(ft)</td> <td></td> <td>0</td> <td>5</td> <td></td> <td></td> <td>- E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Cutical Hdwv 41 - 41 - 71 65 62 713 65</td>	Median Width(ft)		0	5			- E						Cutical Hdwv 41 - 41 - 71 65 62 713 65
vinite         16 <th< td=""><td>vinite         16         <th< td=""><td>Link Offset(ft)</td><td></td><td>0</td><td></td><td></td><td>0</td><td></td><td></td><td>0</td><td></td><td></td><td>0</td><td> 6.1 5.5 - 6.13 5.5</td></th<></td></th<>	vinite         16 <th< td=""><td>Link Offset(ft)</td><td></td><td>0</td><td></td><td></td><td>0</td><td></td><td></td><td>0</td><td></td><td></td><td>0</td><td> 6.1 5.5 - 6.13 5.5</td></th<>	Link Offset(ft)		0			0			0			0	6.1 5.5 - 6.13 5.5
Immune         Immune<	If Tun Lane         If Tun Lane	Crosswalk Width(ft)		16			16			16			9	6.1 5.5 - 6.13
etcr         10         100 <td>circi         100<!--</td--><td>Two way Left Tum Lane</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>22 - 22 - 35 4 33 357 4</td></td>	circi         100 </td <td>Two way Left Tum Lane</td> <td></td> <td>22 - 22 - 35 4 33 357 4</td>	Two way Left Tum Lane												22 - 22 - 35 4 33 357 4
add         free         15         0         15         0         15         0         15         0         15         0         15         0         15 <td>and (mpl)         15         0         15         10         2         10         <!--</td--><td>Headway Factor</td><td>1.00</td><td>1.00</td><td>1.00</td><td>1.00</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>uver 1420 1464 622 598 922 637 605</td></td>	and (mpl)         15         0         15         10         2         10 </td <td>Headway Factor</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td>1.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>uver 1420 1464 622 598 922 637 605</td>	Headway Factor	1.00	1.00	1.00	1.00								uver 1420 1464 622 598 922 637 605
Free         Free         Stop         Stop <th< td=""><td>Tete         Fee         Fee         Sup         Sup<td>Turning Speed (mph)</td><td>5</td><td>2</td><td>, <b>с</b></td><td>15</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td></th<>	Tete         Fee         Fee         Sup         Sup <td>Turning Speed (mph)</td> <td>5</td> <td>2</td> <td>, <b>с</b></td> <td>15</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Turning Speed (mph)	5	2	, <b>с</b>	15								
Simmay         Simmay<	Summay         Description         Descrintertain         Description	Sign Control	2	Free	<b>&gt;</b>	2	Free	<b>,</b>					9	
Summary of ther characterized in the characterized in the characterize	Summay         Summay<			2			2			4200		5	2	
Other         Other <th< td=""><td>Other         Other         Mon Cap2 Manuner         Mon Cap2 Manuner         Mon Cap 2 Manuner         Mon Manuner         Mon Cap 2 Manuer</td><td>Intersection Summary</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>or 1100</td></th<>	Other         Other         Mon Cap2 Manuner         Mon Cap2 Manuner         Mon Cap 2 Manuner         Mon Manuner         Mon Cap 2 Manuer	Intersection Summary												or 1100
Mon Carrier     In Clarate Marteurer     In Clarater     In Clarater<	Mon Capt-X     Mon Capt-X <td></td> <td>ther</td> <td></td> <td>1420 - 1404 303 333 342 033 000 600 603 623 600</td>		ther											1420 - 1404 303 333 342 033 000 600 603 623 600
ation 13.1%     ICU Level of Service A       Stage 2     -     <	Stage 1       - </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>													
Date     Date     No.     No.<	Dage / L     -     <	Intersection Capacity Utilizat	on 24.7%			noi	Level of S	ervice A						
Aproach         EB         WB         MB         MB           HCM Control Delay, s         0.5         0         0         0           HCM Control Delay, s         0.5         0         0         0         0           HCM Control Delay, s         0.5         0         0         0         0         0           HCM Control Delay, s         0.5         0         718         MB         MBT         MB         MB         MB           Hom LameMajor Mvmt         NBLn1         EBL         EBR         MB         WB         WB         28         0         1420         -         728           HCM Centrol Delay (s)         0         7.6         0         7.6         -         -         0.119           HCM Centrol Delay (s)         0         7.6         0         -         0         -         0         -         -         0.16           HCM Settlo         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -	Approach         EB         WB         MB         MB           HCM Control Delay, s         0.5         0         0         0           HCM Control Delay, s         0.5         0         0         0         0           HCM Control Delay, s         0.5         0         0         0         0         0           HCM Control Delay, s         0.5         1420         -         1420         -         -         0.119           Hom LaneMajor Mvmt         NBIn1         EBL         EBR WBL WBL         WB         WBR SBLnt           Minor LaneMajor Mvmt         NBIn1         EBL         EBR WBL         -<	Analysis Period (min) 15												60/ 040 - 70/ 00/
EB         WB         NB           of Delay, s         0.5         0         0         1           Major Mvmt         0.5         0         0         0         1           Major Mvmt         NBLn1         EBT         EBT         WBT         WBT         WBT         1419           Mihh         -         1420         -         -         1424         -         -         728           VIC Ratio         -         0.007         -         -         1424         -         -         106           VIC Ratio         -         0.007         -         -         1454         -         -         106           VIC Ratio         -         0         7.6         -         -         10.6         B         B         -         -         -         -         10.6         B         B         -	EB         WB         NB           of Delay, s         0.5         0         0         1           Major Mvmt         0.5         0         0         0         1           Major Mvmt         NBLI         EBT         EBT         WBT         WBT         WBT SBLn1           Ambler         1420         -         -         1420         -         -         728           NCR Ratio         -         0077         -         -         1464         -         -         728           VIC Ratio         -         0077         -         -         1464         -         -         0           Of Delay(s)         0         7.6         0         -         0         -         0         B           LOS         A         A         A         -         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0													
of Delay, s         0.5         0         0         0         A         BR RbL1	of Delay, s         0.5         0         0         0         A         BR RbL1         BR													EB WB NB
Major Mvmt     NBLn1     EBL     EBT     EBR     WBL     WBT     WBR SBLn1       eh/h)     -     1420     -     -     1424     -     -     28       vi/r     Ratio     -     007     -     -     1424     -     -     28       vi/r     Ratio     -     007     -     -     1424     -     -     2019       vi/r     Ratio     -     0     7     -     -     142     -     -     119       Vi/r     Ratio     -     0     7     -     -     -     119       LOS     A     A     A     A     -     -     0     -     0.4       kite Q(veh)     -     0     -     0     -     -     0.4	Major Nvmt     NBLn1     EBL     EBT     EBR     WBL     WBT     WBR SBLn1       eh/h)     -     1420     -     -     1464     -     -     728       VIC Ratio     -     0.007     -     -     1464     -     -     119       VIC Ratio     -     0.007     -     -     1464     -     -     119       VIC Ratio     -     0.007     -     -     -     106     -     -     0.119       UDatay (s)     0     7.6     0     -     0     -     0.105       LOS     A     A     A     A     -     0.46       Kitle Q(veh)     -     0     -     0     -     0.4													ol Delay, s 0.5 0 0 0
Major Nwmt         NBLn1         EBL         EBT         WBL         WBT         WB           eh/h)         -         1420         -         1464         -           VIC Ratio         -         007         -         -         1464         -           VIC Ratio         -         0.007         -         -         0         -         -           VIC Ratio         0         7.6         0         -         0         -         -         -         -           VIC Ratio         0         7.6         0         -         0	Major Mwmt         NBLn1         EBL         EBT         WBL         WBT         WB           eh/h)         -         1420         -         1464         -           VIC Ratio         -         007         -         -         1464         -           VIC Ratio         -         0.007         -         -         0         -         -           VIC Ratio         0         7.6         0         -         0         -         -         -         -           VIC Ratio         0         7.6         0         -         0         -													A
NBLAT EBL EBT EBR WBL WBT WB - 1420 1464 - - 0.007 1464 - 0 7.6 0 - 0 - A A - A - - 0 - 0 -	NBLAT EBL EBT EBR WBL WBT WB - 1420 1464 - - 0.007 1464 - 0 7.6 0 0 - A A A - A - - 0 - 0 - - 0 -													
- 1420 1464 - - 0.07 1464 - - 0.07 A A A - - 0 0 -	- 1420 1464 - - 0.007 A A A - A - A - - 0 0													NBLn1 EBL EBT
(h) - 0 0	s)													1420
) 0 7.6 0 - 0	) 0 7.6 0 - 0													- +0+1
lay (s) 0 / 6 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	lay (s) 0 7.6 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0													
A A A - A - A - C(veh) - 0 0 -	A A A - A - A - C(veh) - 0 - 0 - 0 -													lay (s) 0 /.6 0 - 0 -
0 .														A A A - A -
														- 0 0 -
	Dassern Assoniates											Synchro	Synchro 11 Report	08/01/2023

•	SBR	4	2	2	6.0							0.0				2.0	z								0.0																										1 Repor	Page 8
-	SBT		4		10.0	15.5	30.0	26.1%	24.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	23.0	0	19.3	0.20	0.24	38.9	0.0	38.9	Ω	26.3	U																						Synchro 11 Report	
٠	SBL	4	7	-	4.0	9.5	18.0	15.7%	12.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None				29.1	0.29	0.73	42.5	0.0	42.5																									S	
•	NBR																																									_	40	0 s	*	80	0 S					
-	NBT		~	>	10.0	15.5	30.0	26.1%	24.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	22.0	0	13.0	0.13	0.66	47.7	0.0	47.7	۵	40.6	۵																							
•	NBL	8	e.	<b>,</b>	4.0							0.0		Lead	Yes	2.0	None				21.4	0.22	0:30	28.2	0.0	28.2	ပ												0				03		ويو	07						
~	WBR	9	7	-	4.0	9.5	18.0	15.7%	12.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None				57.4	0.58	0.21	2.3	0.0	2.3	۷											LOS: C	ICU Level of Service D			+	60 • •	18 s	\$ <b>9</b>	-	18 s					
ŧ	WBT		y	>								0.0			Yes	2.0	None	7.0	20.0	0	39.7	0.40	0.92	49.4	0.0	49.4	۵	37.1	۵								:	Intersection LOS: C	l Level of													
\$	WBL	9	-	-								0.0				2.0	None				46.0	0.47	0.11	11.3	0.0	11.3	ю										-	Inte	ы С													
~	EBR	5		,	4.0							0.0			Yes	2.0	None				61.6	0.62	0.04	0.7	0.0	0.7	A																									
t	EBT		~	1	15.0							0.0		Lag	Yes	2.0	None	7.0	19.0	0	47.7	0.48	0.44	20.3	0.0	20.3	ပ	20.7	ပ												2	_										
•	EBL	2	LC.	,	6.0						2.0	0.0	5.5	Lead	Yes	2.0					56.7	0.57	0.61	27.0	0.0	27.0	ပ									linated			76.9%			4: Marsn Kolok INT-31	4			<u>0</u> 6						
								-																							- H	Other	0 00	90.9	:	-Uncoord	32	ay: 30.8	Itilization	5	T damage		Ψ	45 s	Ŷ	*	45 s					
		ases	es	2 -	al (s)	t (s)		(	een (s)	s)	(s)	just (s)	ne (s)		timize?	ision (s)			alk (s)	Pedestrian Calls (#/hr)	en (s)	Ratio						lay	s	limman/	unnualy	144	CIID In Londth			Control Type: Actuated-Uncoordinated	Maximum v/c Ratio: 0.92	Intersection Signal Delay: 30.8	Intersection Capacity Utilization 76.9%	) (uim) bc												ociates
	-ane Group	Permitted Phases	Detector Phase	Switch Phase	Minimum Initial (s)	Minimum Split (s	Fotal Split (s)	Fotal Split (%)	Maximum Green (s)	Yellow Time (s)	All-Red Time (s)	-ost Time Adjust (s)	otal Lost Time (s)	.ead/Lag	Lead-Lag Optimize?	Vehicle Extension (s)	Recall Mode	Time (s)	Dont W	estrian Ca	Act Effct Green (s)	Actuated g/C Ratio	v/c Ratio	Control Delay	Queue Delay	Fotal Delay	LOS	Approach Delay	Approach LOS	ntersection Summer		Area Type:	OVCIE LENGIN: 115	ated Lyc	Natural Cycle: 90	rol Iype:	mum v/c	section S	section C	ysis Peric		oplits and Phases.	, ē		*	8					08/01/2023	Passero Associates
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• •	_	×.	199		1900		£		1.00 1.00			1863 1568		1863 1568	Yes			550	12.5			88 231			No No			0	16		1.00 1.00	09		Thru Right	100 20		0 0	6 20			0.0 0.0			94	6	CI+Ex			NA pm+ov	4 5	nchro 11 Report	Page 7
→ → ✓	SBR	*	76 199	199	1900 1900		-	25			0.950	1863			Yes			550	12.5	0.86	2%			88		Left		0	16				2	Thru		0		9	CI+EX	i	0:0		0.0	94	9	CI+Ex		0.0		<i>i</i> 4 5	Synchro 11 Report	Page 7
	SBL SBT SBR	K 4	206 76 199	76 199	1900 1900 1900	265		25	1.00		0.950	1863	0.373	681 1863	Yes Yes			550	12.5	0.86 0.86	4% 2%	88		240 88	No No	Left		0	16		1.00	60	2	Thru	100	0		9	CI+Ex	i	0.0	0.0	0.0	94	9	CI+Ex		0.0	¥	r 4 5	Synchro 11 Report	Page 7
	SBL SBT SBR	* *	56 206 76 199	206 76 199	1900 1900 1900 1900	0 265		25	1.00 1.00 1.00		0.950	1736 1863	0.373	681 1863	Yes		30	318 550		0.86 0.86 0.86	3% 4% 2%	240 88		0 240 88	No No	Right Left Left	12		16 16		1.00 1.00	60 60	1 2	Left Thru	20 100	0	0	20 6	CI+EX CI+EX		0.0	0.0 0.0	0.0 0.0		;	CI+Ex CI+Ex		0.0	¥	7	Synchro 11 Report	Page 7
	. NBR SBL SBT SBR	* *	86 56 206 76 199	56 206 76 199	1900 1900 1900 1900 1900	0 265			1.00 1.00 1.00	0.941	0.950 0.950	1736 0 1736 1863	0.373	0 681 1863	Yes		30			0.86 0.86 0.86 0.86	3% 3% 4% 2%	65 240 88		165 0 240 88	No No No	Left Right Left Left	12				1.00 1.00 1.00	60 60	2 1 2	Thru Left Thru	100 20 100	0	0	6 20 6	CI+Ex CI+Ex CI+Ex		0.0 0.0	0.0 0.0	0.0 0.0		;			0.0	pm+pt NA	8 7	Synchro 11 Report	Page 7
<b>€</b>	. NBR SBL SBT SBR		82 86 56 206 76 199	86 56 206 76 199	1900 1900 1900 1900 1900 1900	100 0 265	1		1.00 1.00 1.00 1.00 1.00	0.941		1736 0 1736 1863	0.700 0.373	1304 1736 0 681 1863	Yes	26	30			0.86 0.86 0.86 0.86 0.86	2% 3% 3% 4% 2%	100 65 240 88		95 165 0 240 88	No No No No No	Left Right Left Left	12				1.00 1.00 1.00 1.00	60 60 60	1 2 1 2	Thru Left Thru	20 100 20 100	0 0 0	0	20 6 20 6	CI+Ex CI+Ex CI+Ex CI+Ex		0.0 0.0 0.0	0.0 0.0	0.0 0.0 0.0		;			0.0	NA pm+pt NA	8 7	Synchro 11 Report	Page 7
<b>€</b>	NBL NBT NBR SBL SBT SBR		176 82 86 56 206 76 199	82 86 56 206 76 199	1900 1900 1900 1900 1900 1900 1900	250 100 0 265	1		1.00 1.00 1.00 1.00 1.00	0.941		1770 1736 0 1736 1863	0.700 0.373	1304 1736 0 681 1863	Yes	205 26	30 30		7.2	0.86 0.86 0.86 0.86 0.86	4% 2% 3% 3% 4% 2%	205 95 100 65 240 88		205 95 165 0 240 88	No No No No No	Right Left Left Right Left Left	12 12	0	16		1.00 1.00 1.00 1.00 1.00	60 60 60	1 1 2 1 2	Right Left Thru Left Thru	20 100 20 100	0 0 0 0	0 0 0	20 6 20 6	CI+EX CI+EX CI+EX CI+EX		0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	94	9			0.0	pm+pt NA pm+pt NA	7 3 8 7	Synchro 11 Report	Page 7
<b>€</b>	. WBR NBL NBT NBR SBL SBT SBR		587 176 82 86 56 206 76 199	176 82 86 56 206 76 199	1900 1900 1900 1900 1900 1900 1900 1900	250 100 0 265	1 1	25	1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.941		1845 1553 1770 1736 0 1736 1863	0.700 0.373	1553 1304 1736 0 681 1863	Yes	205 26	30 30	318	7.2	0.86 0.86 0.86 0.86 0.86 0.86 0.86	3% 4% 2% 3% 3% 4% 2%	205 95 100 65 240 88		683 205 95 165 0 240 88	No No No No No No	Left Right Left Left Right Left Left	12 12	0	16		1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60	2 1 1 2 1 2	Thru Right Left Thru Left Thru	100 20 20 100 20 100	0 0 0 0	0 0 0 0	6 20 20 6 20 6	CI+EX CI+EX CI+EX CI+EX CI+EX		0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	94	9	CI+EX		0.0 0.0	pm+ov pm+pt NA pm+pt NA	673877	Synchro 11 Report	Page 7
<b>€</b>	. WBT WBR NBL NBT NBR SBL SBT SBR		44 587 176 82 86 56 206 76 199	587 176 82 86 56 206 76 199	1900 1900 1900 1900 1900 1900 1900 1900	265 250 100 0 265	1 1 0	25	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.941	0.950	1845 1553 1770 1736 0 1736 1863	0.504 0.700 0.373	930 1845 1553 1304 1736 0 681 1863	Yes	205 26	30 30 30	318	7.2	0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	3% 3% 4% 2% 3% 3% 4% 2%	683 205 95 100 65 240 88		51 683 205 95 165 0 240 88	No No No No No No No	Left Left Right Left Left Right Left Left	12 12 12	0	16		1.00 1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60 60	1 2 1 1 2 1 2	Thru Right Left Thru Left Thru	20 100 20 20 100 20 100		0 0 0 0 0	20 6 20 20 6 20 6	CI+EX CI+EX CI+EX CI+EX CI+EX CI+EX		0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	94	9	CI+EX		0.0 0.0	pm+pt NA pm+ov pm+pt NA pm+pt NA	1 6 7 3 8 7	Synchro 11 Report	Page 7
<b>€</b>	WBL WBT WBR NBL NBT NBR SBL SBT SBR		37 44 587 176 82 86 56 206 76 199	44 587 176 82 86 56 206 76 199	1900 1900 1900 1900 1900 1900 1900 1900	260 265 250 100 0 265	1 1 0	25	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.941	0.950	1752 1845 1553 1770 1736 0 1736 1863	0.504 0.700 0.373	930 1845 1553 1304 1736 0 681 1863	Yes Yes	205 26	30 30 30	318	12.7 7.2	0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	4% 3% 4% 2% 3% 4% 2%	51 683 205 95 100 65 240 88		43 51 683 205 95 165 0 240 88	No No No No No No No No	Right Left Left Right Left Left Right Left Left	12 12 12	0 0	16 16		1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60 60	1 1 2 1 1 2 1 2	Left Thru Right Left Thru Left Thru	20 100 20 20 100 20 100			20 6 20 20 6 20 6	CI+EX CI+EX CI+EX CI+EX CI+EX CI+EX CI+EX		0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	94 94 ,	6	CI+EX		0.0 0.0	NA pm+pt NA pm+pt NA	3 1 6 7 3 8 7	Synchro 11 Report	
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$\mathbf{x} \leftarrow \mathbf{x} \leftarrow $	. EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR		143 331 37 44 587 176 82 86 56 206 76 199	143 331 37 44 567 176 92 96 56 206 76 199		260 265 250 100 0 265	1 1 1 0	25 25	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	0.850 0.850 0.941	0.950 0.950	1827 1553 1752 1845 1553 1770 1736 0 1736 1863	0.504 0.700 0.373	1827 1553 930 1845 1553 1304 1736 0 681 1863	Yes Yes	205 26	30 30 30	557 318	12.7 7.2	0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	4% 4% 3% 3% 4% 2% 3% 4% 2%	166 385 43 51 683 205 95 100 65 240 88		166 385 43 51 683 205 95 165 0 240 88	No No No No No No No No No No No	Left Right Left Left Right Left Left Right Left Left	12 12 12 12 12	0 0 0	16 16 16	ane	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	60 60 60 60 60 60 60 60	1 2 1 1 2 1 1 2 1 2 1 2	Thru Right Left Thru Right Left Thru Left Thru	20 100 20 20 100 20 20 100 20 100			20 6 20 20 6 20 20 6 20 6	CI+EX CI+EX CI+EX CI+EX CI+EX CI+EX CI+EX		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	94 94 94 54 54 54 54 54 54 54 54 54 54 54 54 54	6	CI+EX CI+EX		0.0 0.0 0.0	NA pm+ov pm+pt NA pm+ov pm+pt NA pm+pt NA	23167387	Synchro 11 Report	
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MBL         WBT         MBL         MBL           6         8         8         8           50         15.0         10.0         205         15.0           150         20.5         15.0         10.0         35.0           155         2.0         34.5         30.9%         30.0           155         2.0         3.5         15.0         10.0           155         2.0         3.5         15.5         15.5           155         2.0         3.5         3.5         3.5           155         2.0         5.5         1.5         2.0           155         2.0         1.2         2.0         7.0           156         5.5         1.2         3.0         3.0           156         5.2         5.7         1.5         1.0           160         18.0         18.0         18.0         18.0           17.0         18.0         0.64         0.0         0.0           18.0         18.0         18.0         18.0         18.0           19.0         19.0         19.0         19.0         10.0           10.1         10.0         19.0
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2: Proposed Driveway & Marsh Rd		Burgundy Basin Development 2026 Full Build PM 2: Proposed Driveway & Marsh Rd	burgunay basin Development 2026 Full Build PM
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N         N	N         N	Lanes, Volumes, Timings 3: Exist Office Dwy/Benedict Rd & Marsh Rd	3enedic	t Rd & I	Marsh	Rd				2026 Full Build PM		2026	2026 Full Build PM		3: Exist Office Dwy/Benedict Rd & Marsh Rd	vy/Ben	edict R	d & Mi	arsh ห						202	2026 Full Build PM
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	minimum         minimum <t< td=""><td>Travel Time (c)</td><td></td><td>10.9</td><td></td><td></td><td>17.4</td><td></td><td></td><td>41</td><td></td><td></td><td>10.8</td><td>Peak Hour</td><td>Ir Factor</td><td></td><td></td><td></td><td></td><td></td><td></td><td>88</td><td></td><td></td><td></td><td></td></t<>	Travel Time (c)		10.9			17.4			41			10.8	Peak Hour	Ir Factor							88				
month         month <th< td=""><td>metric         metric         metric&lt;</td><td>Peak Hour Factor</td><td>0.88</td><td></td><td></td><td>0.88</td><td></td><td>0.88</td><td>0.88</td><td></td><td></td><td></td><td></td><td></td><td>hicles, %</td><td></td><td></td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td><td></td><td></td></th<>	metric         metric<	Peak Hour Factor	0.88			0.88		0.88	0.88						hicles, %							0				
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ment         res         res <td>mit     mit     mit<td>Enter Blocked Intersection</td><td>2</td><td>CL3</td><td></td><td>Ż</td><td>Pon No</td><td>P Z</td><td></td><td>, M</td><td></td><td>2</td><td>8</td><td></td><td></td><td></td><td></td><td></td><td>5</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td>	mit     mit <td>Enter Blocked Intersection</td> <td>2</td> <td>CL3</td> <td></td> <td>Ż</td> <td>Pon No</td> <td>P Z</td> <td></td> <td>, M</td> <td></td> <td>2</td> <td>8</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Enter Blocked Intersection	2	CL3		Ż	Pon No	P Z		, M		2	8						5							
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eed (mp)         is         <	addrow     is	Headway Factor	1 00			1 00		1 00	1 00							370		1378		40						
Fee         Tee         State         Te         Te <t< td=""><td>Ten         Fee         Ten         State         Ten         Ten<!--</td--><td>Turning Speed (mph)</td><td>5</td><td></td><td></td><td>55</td><td></td><td>0</td><td>5</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td></t<>	Ten         Fee         Ten         State         Ten         Ten </td <td>Turning Speed (mph)</td> <td>5</td> <td></td> <td></td> <td>55</td> <td></td> <td>0</td> <td>5</td> <td></td>	Turning Speed (mph)	5			55		0	5																	
Summary         Note: 1         Note: 2         Note: 2 <t< td=""><td>Name         No         N</td><td>Sion Control</td><td>2</td><td>Eroo</td><td>0</td><td>2</td><td>Ereo</td><td>2</td><td>2</td><td></td><td>5</td><td></td><td>ton</td><td>0100</td><td></td><td></td><td></td><td></td><td>•</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Name         No         N	Sion Control	2	Eroo	0	2	Ereo	2	2		5		ton	0100					•							
Summary Orter Capacity Interior         Commary Capacity Interior	Summation         Summation <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>dnie</td><td></td><td></td><td>dine</td><td></td><td>Je z ali</td><td></td><td></td><td>•</td><td></td><td></td><td></td><td>•</td><td></td><td>י פ</td><td></td><td></td></t<>									dnie			dine		Je z ali			•				•		י פ		
Other         Other <th< td=""><td>Other EULING E</td><td>Intersection Summary</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>020</td><td></td><td></td><td>•</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	Other EULING E	Intersection Summary														020			•							
Substratized       Norveque: Antenueration	Workingstrated     CUltered of Service A       Capacity Utilization 30.0%     CUltered of Service A       Control Contro Control Control Control Control Control Control Control Co		ther													3/0			•					ŝ		
Stage 1         -         -         -         -         -         0.0         0.0         -         -         0.0         0.0         -         0.0         0.0         -         0.0	Capacity Ultitation 38.0%         CUL tend of Service A           rind (min) 15         Sage 1         - <td>e: Unsignalized</td> <td></td> <td>Z INIANEUVER</td> <td></td> <td>•</td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	e: Unsignalized													Z INIANEUVER		•	•								
Sige 2       -       10       -	Stape 2         - </td <td>Intersection Capacity Utilizati</td> <td>n 38.0%</td> <td></td> <td></td> <td></td> <td>I evel of 5</td> <td>Service A</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Stag</td> <td>ge 1</td> <td></td> <td></td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Intersection Capacity Utilizati	n 38.0%				I evel of 5	Service A						Stag	ge 1				•							
Apprestin         EB         WB         MB	Syntholic life         Synthol	Analysis Period (min) 15												Stag	ge 2		:	·	•			•				
Approach         EB         WB         NB         SB           HCM Control Defay, s         13         0.1         105         12.2           HCM LaneMajor Mvmt         NBL1         EBT         EBT         NBL         NB           HCM Control Defay, s         13         0.1         105         12.2           HCM LaneMajor Mvmt         NBL1         EBT         EBT         NBL         NB           HCM LaneMajor Mvmt         NBL1         EBT         EBT         NB         3           HCM LaneMajor Mvmt         NBL1         EBT         EBT         NB         3           HCM LaneLOS         B         A         C         0.0         1.17           HCM LaneLOS         B         A         C         0.1         1.22           HCM LaneLOS         B         A         C         0.1         1.17	Approach         EB         MB         <																									
FICM Control Delay, s         13         0.1         10.5         12.2           HCM LCICS         B         HCM LCICS         B<	Notice         Notice<													Approach		EB		WB		N	В		SB			
HCM LOS         B </td <td>Hom Lange International Solution     Hom Lange Internation     <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>HCM Cont</td><td>itrol Delay, s</td><td>1.3</td><td></td><td>0.1</td><td></td><td>10.</td><td>5</td><td>•</td><td>12.2</td><td></td><td></td><td></td></th<></td>	Hom Lange International Solution     Hom Lange Internation      td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>HCM Cont</td><td>itrol Delay, s</td><td>1.3</td><td></td><td>0.1</td><td></td><td>10.</td><td>5</td><td>•</td><td>12.2</td><td></td><td></td><td></td></th<>													HCM Cont	itrol Delay, s	1.3		0.1		10.	5	•	12.2			
Synchro 11 Report     Solution	Statution 11 Report     Statution 11 Report       Page 5     0.01     0.01     0.01     0.01     0.0117       Providence     0.01     0.01     0.01     0.01     0.01													HCM LOS						_	в		ш			
Synchro 11 Report         Synchro 11 Report         Op/12/12         A         A         A         A         C         B         A         C         B         A         C         B         A         C         B         A         C         B         C         B         C         B         C         C         B         C         C         B         C <thc< th="">         C         C         C</thc<>	Synchro 11 Report Page 5 Synchro 12 Synchro 12 Syn																									
Synchro 11 Report     Synchro 11 Report	Synchro 11 Report         Synchro 11 Report         Social State         Soc													Minor Lane	e/Major Mvmt	NBLr			EBR W		T WBR {	SBLn1				
HCM Lane VC Ratio     0.005     0.029     -     -     0.117       HCM Control Beal y (s)     105     7.7     0     -     7.2       HCM Bane LOS     8     7.7     0     -     7.0       HCM Bane LOS     0.01     -     0     -     0.4       Syndro 11 Report     0.01/2023     0.01     -     0     -     0.4	Synchro 11 Report         FCM Lane UC Ratio         0.002         -         -         0.117           RCM cancelegy (s)         105         7.7         0         -         7.2         B         -         102         -         102         -         102         -         102         -         102         -         122         B         A         0         -         102         -         103         -         103         -         103         -         103         -         103         -         103         -         103         -         103         -         103         -         103         -         103         -         103         -         103 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Capacity (v</td><td>(veh/h)</td><td>66</td><td>4 1370</td><td>•</td><td>- 13</td><td></td><td></td><td>565</td><td></td><td></td><td></td><td></td></t<>													Capacity (v	(veh/h)	66	4 1370	•	- 13			565				
HCM Control Delay (s)     7.7     0     7.6     0     122       HCM Lane LOS     B     A     A     B     A     C       HCM 95th %ile Q(veh)     0     0.1     -     0     -     0.4	Synchro 11 Report     FRM Control Delay (s)     7.7     0     7.6     0     12.2       HCM Stin %ile Q(vel)     0     0.1     -     0     -     0       Synchro 11 Report     Page 5     Page 5     Page 4     Page 5     Page 5													HCM Lane	e V/C Ratio	0.0	15 0.029	•	- 0.0			0.117				
HCM Lane LOS     B     A     A     B       HCM Sth %file Q(veh)     0     0.1     -     0     -     0.4       Synchro 11 Report     001/2023     0     0.1     -     0     -     0.4	Synchro 11 Report Page 5 Page 5													HCM Contr	trol Delay (s)	10		0				12.2				
HCM 95th %tile Q(veh)         0         0         -         04           Synchro 11 Report         0001/2023         0001/2023         0001/2023         0001/2023	Synchro 11 Report     0     0     0     0     0     0     0       Synchro 11 Report     001/2023     001/2023     001/2023     001/2023     001/2023													HCM Lane	eLOS			٩				ß				
Synchro 11 Report	Synchro 11 Report Page 5 Page													HCM 95th	v % tile O(veh)			•				04				
Synchro 11 Report	Synchro 11 Report Page 5 Pasero Associates																			>		5				
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Synchro 11 Report 08/01/2023	Synchro 11 Report 08/01/2023 sociates Page 5 Passero Associates																									
	Page 5 Passero Associates	08/01/2023										Synci	hro 11 Rt	_	ņ										Syl	nchro 11 Rep

7	SBR				. <u></u> 0	11.5	2	19.1				0.0		Lead	Yes	2.0	Non			QC.	38.	0.4	3.0	0.0	e. E																								1 Report Page 8
-	SBT		4		10.0	15.5	30.0	26.1%	24.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	23.0		22.2	0.35	37.4	0.0	37.4		29.8	ر																					Synchro 11 Report
۲	SBL	4	7		4.0	9.5	18.0	15.7%	12.5	3.5	2.0	0.0	5.5	Lead	Yes	2.0	None			1 10	31.7	0.80	45.3	0:0	45.3																								S
٠	NBR																																								2	• 04	+	80	S				
-	NBT		80		10.0	15.5	30.0	26.1%	24.5	3.5	2.0	0.0	5.5	Lag	Yes	2.0	None	7.0	22.0	0 1	14./	69 U	48.5	0.0	48.5		41.9	L																					
4	NBL	œ	e									0.0		Ved	Yes	2.0	None			ĉ	22.3	0.25	26.0	0.0	26.0 2	ပ																03		07					
~	WBR	9	7									0.0		Lead	Yes	2.0	None			505	53.5	0.21 0.21	2.5	0.0	2.5	۷										C is C	Service F				+	18 ° 03	¥	07	18 s				
ţ	WBT		9			20.5						0.0		Lag	Yes	2.0	None	7.0	20.0	0 10	35.5	10.U	37.8	0.0	37.8		27.3	ر								Intersection LOS- C	ICI I aval of Sarvice F												
\$	WBL	9	-		6.0	11.5						0.0		Lead		2.0	None				42.0	0.27	15.8	0.0	15.8	ш										atul		2											
-	EBR	2	m			9.5						0.0		Lead	Yes	2.0	None			101	56.1	0.08	3.0	0.0	3.0	۷																							
t	EBT		2		15.0	20.5						0.0		Lag	Yes	2.0	None	7.0	19.0	0 0	43.0	0.91 0.91	42.6	0.0	42.6		35.1 D	L												5									
•	EBL	2	5		6.0						2.0	0.0	5.5	Lead	Yes		None			14	51.5	0.62	20.1	0.0	20.1	ပ				er				linated			87 5%	0.0.10		4: Marsh Rd & NY-3	ي ور	- 102		¥ Ø6					
								-																						Other		: 96.1		-Uncoorc	1	av 323	ltilization	15		: Marsh F	1	P	4	*	42 S				
		ases	se	0	ial (s)	it (s)			een (s)	(s)	(s)	just (s)	ne (s)		Lead-Lag Optimize?	nsion (s)		-	/alk (s)	Pedestnan Calls (#/nr)	en (s)	LAND					lay	0	Summary		: 115	Actuated Cycle Length: 96.1	5 00 1	Control Type: Actuated-Uncoordinated	Maximum v/c Ratio: 0.91	Sinnal Del	Intersection Capacity   Itilization 87 5%	Analysis Period (min) 15											niatac
	-ane Group	<sup>D</sup> ermitted Phases	Detector Phase	Switch Phase	Minimum Initial (s)	Minimum Split (s	l Split (s)	Total Split (%)	Maximum Green (s)	Yellow Time (s)	All-Red Time (s)	-ost Time Adjust (s)	otal Lost Time (s)	-ead/Lag	FLag Op	cle Exter	Recall Mode	Walk Time (s)	Dont M	estnan C	Act Effct Green (s)	Actuated g/C Ratio v/c Ratio	Control Delav	Queue Delay	Fotal Delay	- No No No	Approach Delay	Approacn LUS	Intersection Summar	Area Type:	Cycle Length: 115	ated Cyc	Natural Cvcle: 90	rol Tvne		section 2		ysis Peri		Splits and Phases:	v	01		05					08/01/2023 Passaro Associatas
	La																																																
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# **Burgundy Basin Redevelopment**

Town of Perinton, Monroe County, New York

July 29, 2021 Terracon Project No. J5195239

### **Prepared for:**

Taylor, The Builders Penfield, NY

### **Prepared by:**

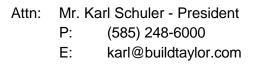
Terracon Consultants-NY, Inc. Buffalo, New York





July 29, 2021

Taylor, The Builders 2570 Baird Road Penfield, NY 14526



Re: Geotechnical Engineering Report Burgundy Basin Redevelopment 1361 Marsh Road Town of Perinton, Monroe County, New York Terracon Project No. J5195239

Dear Mr. Schuler:

We have completed the Geotechnical Engineering services for the above referenced project. This study was performed in general accordance with Terracon Proposal No. PJ5195239 dated December 19, 2019. This report presents the findings of the subsurface exploration and provides geotechnical recommendations concerning earthwork and the design and construction of foundations, floor slabs and pavements for the proposed project.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report or if we may be of further service, please contact us.

Sincerely, Terracon Consultants-NY, Inc.

Blake J. Pilarski, E.I.T. Staff Engineer

Michele A. Fiorillo, P.E. Geotechnical Department Manager

lerracon

GeoReport.

Terracon Consultants-NY, Inc. 461 Tonawanda Street Buffalo, New York 14206 P (716) 398 7040 terracon.com

# **REPORT TOPICS**

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SITE CONDITIONS	 	 2
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**Note:** This report was originally delivered in a web-based format. For more interactive features, please view your project online at <u>client.terracon.com</u>.

# **ATTACHMENTS**

### EXPLORATION AND TESTING PROCEDURES SITE LOCATION AND EXPLORATION PLANS EXPLORATION RESULTS SUPPORTING INFORMATION

Note: Refer to each individual Attachment for a listing of contents.

# Burgundy Basin Redevelopment 1361 Marsh Road Town of Perinton, Monroe County, New York Terracon Project No. J5195239 July 29, 2021

## INTRODUCTION

This report presents the results of our subsurface exploration and geotechnical engineering services performed for the proposed development to be located near 1361 Marsh Road in the Town of Perinton, Monroe County, New York. The purpose of these services is to provide information and geotechnical engineering recommendations relative to:

- Subsurface soil conditions
- Groundwater conditions
- Site preparation and earthwork
- Excavation considerations
- Dewatering considerations

- Foundation design and construction
- Floor slab design and construction
- Seismic site classification per IBC
- Frost considerations
- Pavement design and construction

The geotechnical engineering field Scope of Services for this project included the advancement of 11 test borings within the proposed buildings and pavement areas (B-1 through B-11) to depths ranging from approximately 6 to 35 feet below existing site grades. In addition, we have also observed the excavation and logged soils at 11 test pits (TP-1 through TP-11). The test pits were excavated by Others and were completed at depths ranging from approximately 6 to 7 feet below existing grades.

Maps showing the site and exploration locations are shown in the Site Location and Exploration Plan sections, respectively. The exploration logs and laboratory testing are included in the Exploration Results section.

Burgundy Basin Redevelopment Town of Perinton, Monroe County, New York July 29, 2021 Terracon Project No. J5195239



# SITE CONDITIONS

The following description of site conditions is derived from our site visit in association with the field exploration and our review of publicly available geologic and topographic maps.

Item	Description
Parcel Information	The project is located at 1361 Marsh Road in Town of Perinton, Monroe County, New York. The center of the site is located at approximately Latitude 43.0638° N and Longitude 77.4810° W. The orange line in the aerial image below shows the limits of the project site.
	bing bing See also Site Location
Existing Improvements	Existing buildings, parking and drive areas, sidewalks and grass areas.
Current Ground Cover	Trees and grass areas, asphalt paved parking lot, gravel lot
Existing Topography (from plan dated September 16, 2020)	The ground generally slopes down toward the west with ground surface elevations (EL.) ranging from about El. 428 feet in proximity to the southwestern corner of the site to about El. 464 feet within the eastern portion of the site.
Geology <sup>1</sup>	The project is located within the Ontario Lowlands physiographic province. Geological maps indicate surficial soils at the project site to consist of kame moraine deposits (mixtures of sand and gravel with cobbles and boulders) underlain by sedimentary shale bedrock of the Vernon Formation) or limestone bedrock of the Lockport Group.
consisting of 5 she	r, D.W., Isachsen, Y.W., and Rickard, L.V., 1970, Geologic Map of New York State, ets: Niagara, Finger Lakes, Hudson-Mohawk, Adirondack, and Lower Hudson, New n and Science Service, Map and Chart Series No. 15, scale 1: 250,000.



# **PROJECT DESCRIPTION**

Our understanding of the project conditions is as follows:

ltem	Description						
Information Provided	<ul> <li>The following information was provided to our office:</li> <li>RFP emailed to Terracon on December 11, 2019.</li> <li>Site Plan dated September 16, 2020.</li> </ul>						
Project Description	<ul> <li>The project includes:</li> <li>Two, 3-story apartment buildings with between 63 and 69 units each</li> <li>Five, single story townhouse buildings with 4 units in each structure</li> <li>One Retail/Clubhouse building</li> </ul>						
Proposed Structure	<ul> <li>Each of the 3-story building has a footprint of about 28,000 to 30,000 square feet (sq.ft.)</li> <li>Each of the townhome buildings has a footprint of about 10,800 sq.ft.</li> <li>The Clubhouse has a footprint of about 5,200 sq.ft.</li> <li>All buildings will be slab-on-grade (non-basement)</li> </ul>						
Building Construction	<ul> <li>Wood frame</li> <li>Reinforced concrete foundation</li> <li>Slab-on-grade</li> </ul>						
Finished Floor Elevation (FFE)	Finished floor elevations varies between the buildings and generally range from about EL. 435 to 454 feet.						
Maximum Loads <sup>1</sup> (provided by Passero)	<ul> <li>Columns: 150 kips</li> <li>Continuous Load-Bearing Walls: 10 kips per linear foot (klf)</li> <li>Max. Uniform Slabs: less than 150 pounds per square foot (psf) (assumed)</li> </ul>						
Grading/Slopes	Significant earthwork cut and fill operations will be required across the site in order to attain proposed grades. We anticipate from approximately none to about 17 feet of earthwork cut and from none to about 15 feet of earthwork fill may be required to attain proposed grades.						
Pavements (assumed)	Assumed traffic is as follows: Car Parking: 1.54 equivalent Single Axle Loads (ESALs) per day Drive Areas: 4.20 ESALs per day						

# **GEOTECHNICAL CHARACTERIZATION**

We have developed a general characterization of the subsurface conditions based upon our review of the subsurface exploration, geologic setting and our understanding of the project. This

Burgundy Basin Redevelopment Town of Perinton, Monroe County, New York July 29, 2021 Terracon Project No. J5195239



characterization, termed GeoModel, forms the basis of our geotechnical calculations and evaluation of site preparation and foundation options. Conditions encountered at each exploration point are indicated on the individual logs. The individual logs can be found in the **Exploration Results** section and the GeoModel can be found in the **Figures** section of this report.

As part of our analyses, we identified the following model layers within the subsurface profile. For a more detailed view of the model layer depths at each boring location, refer to the GeoModel.

Model Layer	Layer Name <sup>1</sup>	General Description
1	Surface	Topsoil or Asphalt
2	Fill	Mixtures of Silt, Sand and Gravel; trace concrete; trace organics; brown, gray, reddish brown
3	Native Soil	Mixtures of Sand, Silt and Gravel (SP, SM, SW); trace clay; reddish brown, brown, brown gray; very loose to medium dense
1. Fi	ill was encountered in two	borings (B-5 and B-8) and two test pits (TP-5 and TP-8) to depths

 Fill was encountered in two borings (B-5 and B-8) and two test pits (TP-5 and TP-8) to depths ranging from 0.6 to 6 feet below existing site grades

The dimensions of the sampling equipment may preclude sampling particles larger than 2-inch in any dimension.

### **Groundwater Conditions**

The boreholes completed for the current investigation were observed while drilling and after completion for the presence and level of groundwater. The water levels observed in the boreholes can be found on the boring logs in **Exploration Results**. Groundwater was observed in all borings and are presented in the table below:

	WATER LEVEL OBSER	RVATIONS
Boring No.		e Drilling ˈfeet)
	Depth	Elevation
B-1	18	412
B-2	18	412
B-3	18	412
B-4	18	411
B-5	23	406
B-6	23	410
B-7	23	415
B-8	Not Er	ncountered
B-9	Not Er	ncountered

Burgundy Basin Redevelopment Town of Perinton, Monroe County, New York July 29, 2021 Terracon Project No. J5195239



	WATER LEVEL OBSERV	ATIONS
Boring No.		Drilling eet)
	Depth	Elevation
B-10	Not Enc	ountered
B-11	Not Enc	ountered
Please note t	hat borings B-8 to B-11 terminated at elevat	ions ranging from about 419 to 432 feet.

Groundwater level fluctuations occur due to seasonal variations in the amount of rainfall, runoff and other factors not evident at the time the borings were performed. Therefore, groundwater levels during construction or at other times in the life of the structure may be higher or lower than the levels indicated on the boring logs. The possibility of groundwater level fluctuations should be considered when developing the design and construction plans for the project. Additionally, grade adjustments on and around the site may affect the water table, as may drainage improvements on the site and surrounding properties.

# **GEOTECHNICAL OVERVIEW**

The project site is considered suitable for support of the proposed structures using conventional shallow spread foundations and slab-on-grade design. Based on the conditions disclosed by our investigation, we present the following general conclusions.

- New foundations may be supported on properly compacted Structural Fill placed in mass fill operations and/or stable native soils. Structural Fill within the building footprints should be placed over stable and proofrolled soils after any remains of former structures or otherwise unsuitable materials which may be found are removed.
- In general, groundwater is expected to be encountered below EI. 420 feet. Foundation excavation is not expected to extend to this elevation. Therefore, groundwater should not be a significant factor in planning for design and construction of the building. However, groundwater in perched conditions over low permeability soils, such as stiffer and/or denser soils, should be anticipated in areas of the site that will have significant earthwork cuts. Groundwater levels during construction or at other times in the life of the structure may be higher or lower than the levels indicated on the boring logs. The possibility of groundwater level fluctuations should be considered when developing the design and construction plans. Dewatering is a means and methods consideration for the contractor.
- Significant earthwork cut and fill are anticipated across the site to attain proposed finished grade elevations. Up to 15 feet of fill may be required across the site, with the deeper fills anticipate within the northern and eastern portions of the site. We recommend that fill placement up to rough grading elevations of the entire site be performed as early as



possible in the construction schedule (4 to 6 weeks or more in advance of final grading or building construction) so as to limit post construction settlements, which may be induced by the weight of the new fill over the underlying in-situ soil layers.

- To reduce potential subgrade stabilization issues, effective site drainage should be completed early in the construction sequence. These features may include perimeter swales and sloped subgrade surfaces. Also, if possible, the earthwork operations should be performed during the warmer and drier times of the year. Performing the earthwork operations during the area's wet spring and winter months will increase the risk of development of unstable subgrade conditions and the need for remediation.
- Consideration may be given to the reuse of excavated site soils for general grade increases, once cleansed of any oversize particles, unsuitable debris or organics, and subject to the approval of the Geotechnical Engineer based upon the conditions encountered at the time of construction. If construction is performed during the wet season, it is possible the moisture content of the excavated soils is in excess of the optimum moisture content required to achieve proper compaction, and that proper compaction of the on-site soils may be very difficult to achieve. Saturated soils which cannot achieve compaction should be removed or used in non-structural areas where significant post construction settlement is acceptable. The contractor is ultimately responsible for moisture conditioning of fill/backfill materials to achieve proper compaction. Project plans and budgeting should include an imported granular material for this purpose.
- Any permanent cuts or embankment fills should be sloped no steeper than one vertical on three horizontal (1V:3H). Steeper slopes may be considered subject to review on a case-by-case basis. The allowable configuration of steeper slopes will be dependent on location specific conditions, overall slope height and other factors. All slopes should be vegetated and protected against erosion. Cut slopes may require stone slope protection in places if chronic seepage is encountered.

The following sections of this report provide more detailed recommendations to assist in planning for the geotechnical aspects of the project. We should be provided with the opportunity to review plans and specifications prior to their release for bidding to confirm that our recommendations were properly understood and implemented, and to allow us to refine our recommendations, if warranted, based upon the final design. The **General Comments** section provides an understanding of the report limitations.

### EARTHWORK

Earthwork is anticipated to include clearing and grubbing, stabilization of subgrade surfaces as necessary, foundation excavation and associated site fill and backfill. The following sections provide recommendations for use in the preparation of specifications for the work.

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Recommendations include critical quality criteria, as necessary, to render the site in the state considered suitable in our geotechnical engineering evaluation for foundations, floor slabs and pavements.

Construction site safety is the sole responsibility of the contractor, who controls the means, methods, and sequencing of construction operations. Under no circumstances shall the information provided herein be interpreted to mean Terracon is assuming responsibility for construction site safety or the contractor's activities. Such responsibility is neither implied nor shall it be inferred.

### **Site Preparation**

Site preparation should begin with stripping of existing topsoil, asphalt, surficial organic matter and unsuitable soil as applicable from the building and pavement areas. Bulk cuts and fills necessary to establish proposed grades should be completed under the guidelines provided below.

Prior to placing fills to raise site grades and/or after cuts are made to the plan subgrade elevations, the subgrades (as feasible) should be proof-rolled using a steel drum roller with a static weight of at least 10 tons. The roller should operate in its static (non-vibratory) mode, unless requested otherwise by the Geotechnical Engineer observing the work, and travel at a speed not exceeding three feet per second (two miles per hour). The roller should complete at least two passes over all subgrade surfaces. The method of proof-rolling may be modified by the Geotechnical Engineer based upon the conditions disclosed at the time of construction.

Soft areas identified by the proof-rolling should be investigated to determine the cause and stabilized accordingly. These investigations may include the excavation of test pits. If existing fills are found and determined by to be unsuitable by the Geotechnical Engineer, they should be removed and replaced as deemed necessary.

### Bulk Cut and Fill Considerations

Significant earthwork cut and fill are anticipated across the site to attain proposed finished grade elevations. Up to 15 feet of fill may be required across the site, with the deeper fills anticipate within the northern and western portions of the site. We recommend that fill placement up to rough final grading elevations of the entire site be performed as early as possible in the construction schedule (4 to 6 weeks or more in advance of final grading or building construction) so as to limit post construction settlements.

Topsoil, vegetation and other surface materials should be stripped from all cut/fill areas prior to earth moving operations. The subgrade fill should be firm and stable as it is placed and compacted, and should not "pump", "weave" or otherwise exhibit instability during construction. Soils should be undercut and replaced where unsatisfactory. The fill subgrades should also be

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properly graded, drained, sealed and/or protected from moisture and frost as necessary. Placement of fill over wet, soft, snow covered, or frozen subgrades should not be permitted. All bulk fill placement and compaction should be monitored and tested by a representative of the Geotechnical Engineer on a full-time basis.

Swales should be provided along the toe of all excavated slopes to collect and dispose of runoff waters. All slopes should be vegetated or otherwise protected from erosion, with runoff diverted away from their faces. A crest swale should be incorporated to assist in diverting surface waters from running over and down the slope face.

### Fill Material Types

Structural Fill should be used as fill/backfill within the proposed building and pavement areas. The fill should consist of imported sand and gravel which meets the limits of gradation given below. Any imported materials should be free of recycled concrete, asphalt, bricks, glass, and pyritic shale rock.

IMPORTED STR	RUCTURAL FILL
Sieve Size	Percent Finer
3"	100
1/4"	30 to 75
No. 40	5 to 40
No. 200	0 to 10

As previously noted, the reuse of excavated native soils as subgrade fill may be considered if approved by the Geotechnical Engineer and pending the conditions encountered at the time of construction. Any reuse of the existing fill would require that all organic matter, oversized particles and unsuitable foreign matter found therein be separated and wasted off-site. As stated earlier, it is critical that proper placement and monitoring be performed when reusing the onsite soils, particularly within the building footprints and pavement areas.

We recommend that at the time of construction the Geotechnical Engineer be consulted for approval of the excavated soils as fill material. We anticipate that additional testing consisting of grain-size distributions, Atterberg limits, organic content, and Proctor testing obtained from bulk samples representative of the on-site excavated material may be required to confirm the suitability of excavated material as Structural Fill.

If construction is performed during the wet season, it is possible the moisture content of the excavated soils is in excess of the optimum moisture content required to achieve proper compaction, and that proper compaction of the on-site soils may be very difficult to achieve. Saturated soils which cannot achieve compaction should be removed or used in non-structural



areas where significant post construction settlement is acceptable. The contractor is ultimately responsible for moisture conditioning of fill/backfill materials to achieve proper compaction.

### **Fill Compaction Requirements**

New fills beneath the building pads and pavements should be placed in uniform loose layers no more than about one-foot thick where heavy vibratory compaction equipment is used. Smaller lifts should be used where hand operated equipment is required for compaction. Each lift should be compacted to no less than 95 percent of its maximum dry density as determined by the Modified Proctor Compaction Test, ASTM D1557. In landscape areas, the compaction requirement may be relaxed to 90 percent of maximum dry density.

On-site soil used for subgrade fill should have a moisture content within +/-3 percent of its optimum moisture content when it is placed and compacted.

Along fill slopes, the subgrade fill should be placed and compacted horizontally about two to three feet beyond the final slope surface, and then trimmed back to establish the final slope surface to ensure that adequate compaction is achieved.

### Utility Trench Backfill

Trench excavations should be wide enough to permit construction including backfill placement and compaction. Trenches should be backfilled with material that approximately matches the permeability characteristics of the surrounding soil to reduce the infiltration and preferential conveyance of surface water through the trench backfill. Fill placed as backfill for utilities located below the slab should consist of compacted Structural Fill or suitable bedding material.

Utility trenches are a common source of water infiltration and migration. All utility trenches that penetrate beneath the building should be effectively sealed to restrict water intrusion and flow through the trenches, which could migrate below the building. The trench backfill should incorporate an effective trench plug that extends at least 5 feet out from the face of the building exterior. The plug material should consist of cementitious flowable fill or low permeability clay. The trench plug material should be placed to surround the utility line. If used, the clay trench plug material should be placed to comply with the water content and compaction recommendations for Structural Fill stated previously in this report.

### **Grading and Drainage**

Grades must provide effective drainage away from the building during and after construction and should be maintained throughout the life of the structure. Water retained next to the building can result in soil movements greater than those discussed in this report. Greater movements can result in unacceptable differential floor slab and/or foundation settlements, cracked slabs and

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walls, and roof leaks. The roof should have gutters/drains with downspouts discharging onto splash blocks at a distance of at least 10 feet from the buildings.

Exposed ground should be sloped and maintained at a minimum 5 percent away from the building for at least 10 feet beyond the perimeter of the building. Locally, flatter grades may be necessary to transition ADA access requirements for flatwork. After buildings construction and landscaping, final grades should be verified to document effective drainage has been achieved. Grades around the structure should also be periodically inspected and adjusted as necessary as part of the structure's maintenance program. Where paving or flatwork abuts the structure a maintenance program should be established to effectively seal and maintain joints and prevent surface water infiltration.

### **Earthwork Construction Considerations**

Shallow excavations for the proposed structures should be feasible with conventional construction equipment. Upon completion of filling and grading, care should be taken to maintain the subgrade water content prior to construction of foundations and floor slabs. Construction traffic over the completed subgrades should be avoided. The site should also be graded to prevent ponding of surface water on the prepared subgrades or in excavations. Water collecting over, or adjacent to, construction areas should be removed. If the subgrade freezes, desiccates, saturates, or is disturbed, the affected material should be removed, or the materials should be scarified, moisture conditioned, and recompacted, prior to floor slab construction.

Groundwater level fluctuations occur due to seasonal variations in the amount of rainfall, runoff and other factors not evident at the time the borings were performed. It should be anticipated the groundwater table could rise and affect earthwork. The contractor should select a dewatering method to lower groundwater as necessary to minimize bearing surface disturbance during construction of footings and utilities.

As a minimum, excavations should be performed in accordance with OSHA 29 CFR, Part 1926, Subpart P, "Excavations" and its appendices, and in accordance with any applicable local, and/or state regulations. The contractor should be aware that slope height, slope inclination, and excavation depth should in no instance exceed OSHA guidelines. OSHA guidelines are strictly enforced and if they are not followed, the owner, contractor, and/or earthwork and utility subcontractor could be liable and subject to substantial penalties.

The contractor must evaluate soil conditions during excavations since variations in the soil can occur across the site. We recommend that the excavations be monitored continuously for signs of deterioration such as seepage of water or sloughing of soil into the excavation. Construction site safety is the sole responsibility of the contractor who controls the means, methods, and sequencing of construction operations. Under no circumstances shall the information and recommendations provided herein be interpreted to mean Terracon is assuming responsibility for

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construction site safety, or the contractor's activities; such responsibility shall neither be implied nor inferred.

### **Construction Observation and Testing**

The earthwork efforts should be monitored under the direction of the Geotechnical Engineer. Monitoring should include documentation of adequate removal of unsuitable soils, proofrolling and mitigation of areas delineated by the proof-roll to require mitigation.

Each lift of compacted fill should be tested, evaluated, and reworked as necessary until approved by the Geotechnical Engineer prior to placement of additional lifts. Each lift of fill should be tested for density and water content at a frequency of at least one test for every 2,500 square feet of compacted fill in the building areas and 5,000 square feet in pavement areas. One density and water content test for every 50 linear feet of compacted utility trench backfill.

In areas of foundation excavations, the bearing subgrade should be evaluated under the direction of the Geotechnical Engineer. If unanticipated conditions are encountered, the Geotechnical Engineer should prescribe mitigation options.

In addition to the documentation of the essential parameters necessary for construction, the continuation of the Geotechnical Engineer into the construction phase of the project provides the continuity to maintain the Geotechnical Engineer's evaluation of subsurface conditions, including assessing variations and associated design changes.

# SHALLOW FOUNDATIONS

Significant earthwork cut and fill are anticipated across the site to attain proposed finished grade elevations. Up to 15 feet of fill may be required across the site, with the deeper fills anticipate within the northern and eastern portions of the site. We recommend that fill placement and rough grading of the entire site be performed as early as possible in the construction schedule (4 to 6 weeks or more in advance of final grading or building construction) so as to limit post construction settlements. If the site has been prepared in accordance with the requirements noted in **Earthwork**, the following design parameters are applicable for shallow foundations.

### **Design Parameters – Compressive Loads**

Item	Description
Maximum Net Allowable Bearing Pressure <sup>1, 2</sup>	2,500 psf
Required Bearing Stratum <sup>3</sup>	Stable native soils and/or compacted Structural Fill placed upon stable native soil.

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Item	Description
Minimum Foundation Dimonstruct	Columns: 30 inches
Minimum Foundation Dimensions	Continuous: 18 inches
Ultimate Passive Resistance <sup>4</sup> (equivalent fluid pressures)	390 pcf (compacted Structural Fill)
Ultimate Coefficient of Sliding Friction <sup>5</sup>	0.45 (Footing on compacted Structural Fill)
Minimum Embedment below	Exterior footings in unheated areas: 48 inches
Finished Grade <sup>6</sup>	Exterior footings in heated areas: 48 inches
Finished Grade	Interior footings in heated areas: 18 inches
Estimated Total Settlement from Structural Loads <sup>2</sup>	Less than about 1 inch
Estimated Differential Settlement <sup>2, 7</sup>	About 2/3 of total settlement

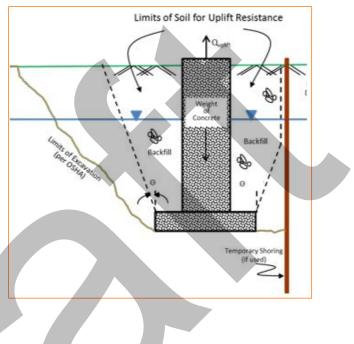
- The maximum net allowable bearing pressure is the pressure in excess of the minimum surrounding overburden pressure at the footing base elevation. An appropriate factor of safety has been applied. These bearing pressures can be increased by 1/3 for transient loads unless those loads have been factored to account for transient conditions. Values assume that exterior grades are no steeper than 20% within 10 feet of structure.
- 2. Values provided are for maximum loads noted in **Project Description**. The settlements should occur relatively quickly as construction is completed and each load increment is applied.
- 3. The bearing grades should be prepared per the recommendations presented below in the Foundation Construction Considerations. If groundwater seepage occurs, a minimum six-inch thick base of clean crushed stone placed over a geotextile fabric should be provided to establish a more uniform and stable base for construction and to assist in dewatering. The stone should be an ASTM C33 Blend 57 aggregate.
- 4. Use of passive earth pressures require the sides of the excavation for the spread footing foundation to be nearly vertical and the concrete placed neat against these vertical faces or that the footing forms be removed and compacted Structural Fill be placed against the vertical footing face. The Structural Fill must extend out and up from the base of the foundation at an angle of at least 60 degrees from vertical for the passive case.
- 5. Can be used to compute sliding resistance where foundations are placed on suitable soil/materials. Should be neglected for foundations subject to net uplift conditions.
- 6. Embedment necessary to minimize the effects of frost and/or seasonal water content variations. For sloping ground, maintain depth below the lowest adjacent exterior grade within 5 horizontal feet of the structure. Interior footings in heated areas may be seated at the 24-inch depth if allowed by local building codes..
- 7. Differential settlements are as measured over a span of 50 feet.

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### **Design Parameters - Uplift Loads**

Uplift resistance of spread footings can be developed from the effective weight of the footing and the overlying soils. As illustrated on the subsequent figure, the effective weight of the soil prism defined by diagonal planes extending up from the top of the perimeter of the foundation to the ground surface at an angle,  $\theta$ , of 20 degrees from the vertical can be included in uplift resistance. The maximum allowable uplift capacity should be taken as a sum of the effective weight of soil plus the dead weight of the foundation, divided by an appropriate factor of safety. A maximum total unit weight of 110 pcf should be used for the backfill. This unit weight should be reduced to 50 pcf for portions of the backfill or natural soils below the groundwater elevation.



#### **Foundation Construction Considerations**

The foundations may be seated on imported structural fill placed over the native soils after removal of all unsuitable materials that may be found. Any large cobbles and/or boulders encountered beneath the proposed foundations at the bearing grade elevation should be removed from the bearing surface, as necessary to prevent hard points, and then backfilled with properly compacted Structural Fill. If over-excavation is required beneath the foundations to remove unsuitable material, the excavation should extend horizontally beyond each side of the foundation a distance equal to at least one-half the depth of the undercut below the final bearing grade elevation. Replacement material should meet the specification and compaction guidelines for structural fill as outlined herein.

Excavation to foundation bearing grades should be performed with a smooth blade bucket. If groundwater seepage occurs, a minimum six-inch thick base of clean crushed stone placed over a geotextile fabric should be provided to establish a more uniform and stable base for construction and to assist in dewatering. The stone should be an ASTM C33 Blend 57 aggregate.

All final bearing grades should be relatively firm, stable, and free of loose soil, mud, water and frost. The Geotechnical Engineer should approve the condition of the foundation bearing grades immediately prior to placement of reinforcing steel and concrete.

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# SEISMIC CONSIDERATIONS

The seismic design requirements for buildings and other structures are based on Seismic Design Category. Seismic site class is required to determine the Seismic Design Category for a structure, in accordance with Section 1613 Earthquake Loads of the 2020 Building Code of New York State, which refer to Chapter 20 of ASCE 7.

Based on the properties of subsurface materials encountered at the site, it is our opinion that the **Seismic Site Classification** for the site is **E**. Subsurface explorations at the site were extended to a maximum depth of 35 feet. The properties of materials below the bottom of the deepest boring at the site to a depth of 100 feet were estimated based on our experience and knowledge of geologic conditions of the general area. If a more precise seismic site classification is desired, additional deeper borings or geophysical testing may be performed to confirm the conditions below the deepest current boring depth.

# **FLOOR SLABS**

Design parameters for floor slabs assume the requirements for **Earthwork** have been followed. Special attention should be given to positive drainage away from the structure and positive drainage of the aggregate base beneath the floor slab.

### **Floor Slab Design Parameters**

Item	Description
Floor Slab Support <sup>1</sup>	Minimum 12 inches of Aggregate Base material compacted to at least 95% of Modified Proctor (ASTM D 1557) placed directly upon proofrolled stable on- site subgrade soils.
Estimated Modulus of Subgrade Reaction <sup>2</sup>	100 pounds per square inch per inch (psi/in) for point loads
	be structurally independent of building footings or walls to reduce the possibility of floor d by differential movements between the slab and foundation.

2. Modulus of subgrade reaction is an estimated value based upon our experience with the subgrade condition, the requirements noted in Earthwork, and the floor slab support as noted in this table. It is provided for point loads. For large area loads the modulus of subgrade reaction would be lower.

The use of a vapor retarder should be considered beneath concrete slabs on grade covered with wood, tile, carpet, or other moisture sensitive or impervious coverings, or when the slab will support equipment sensitive to moisture. When conditions warrant the use of a vapor retarder, the slab designer should refer to ACI 302 and/or ACI 360 for procedures and cautions regarding the use and placement of a vapor retarder.

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Saw-cut control joints should be placed in the slab to help control the location and extent of cracking. For additional recommendations refer to the ACI Design Manual. Joints or cracks should be sealed with a water-proof, non-extruding compressible compound specifically recommended for heavy duty concrete pavement and wet environments.

Where floor slabs are tied to perimeter walls or turn-down slabs to meet structural or other construction objectives, our experience indicates differential movement between the walls and slabs will likely be observed in adjacent slab expansion joints or floor slab cracks beyond the length of the structural dowels. The Structural Engineer should account for potential differential settlement through use of sufficient control joints, appropriate reinforcing or other means.

#### **Floor Slab Construction Considerations**

Finished subgrade within and for at least 10 feet beyond the floor slab should be protected from traffic, rutting, or other disturbance and maintained in a relatively moist condition until floor slabs are constructed. If the subgrade should become damaged or desiccated prior to construction of floor slabs, the affected material should be removed, and Structural Fill should be added to replace the resulting excavation. Final conditioning of the finished subgrade should be performed immediately prior to placement of the floor slab support course.

The Geotechnical Engineer should approve the condition of the floor slab subgrades immediately prior to placement of the floor slab support course, reinforcing steel and concrete. Attention should be paid to high traffic areas that were rutted and disturbed earlier, and to areas where backfilled trenches are located.

# PAVEMENTS

### **General Pavement Comments**

Pavement designs are provided for the traffic conditions and pavement life conditions as noted in **Project Description** and in the following sections of this report. A critical aspect of pavement performance is site preparation. Pavement designs, noted in this section, must be applied to the site, which has been prepared as recommended in the **Earthwork** section.

### **Pavement Design Parameters**

Pavement designs were based on *AASHTO Guide for Design of Pavement Structures (1993)* and our experience with similar projects. The thickness of each course is a function of subgrade strength, traffic, design life, serviceability factors, and frost susceptibility.

A subgrade CBR of 3 was used for the AC pavement designs, and a modulus of subgrade reaction of 100 pci was use for the PCC pavement designs. The values were empirically derived based

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upon our experience with the on-site soils and our understanding of the quality of the subgrade as prescribed by the **Site Preparation** conditions as outlined in **Earthwork**.

### **Pavement Section Thicknesses**

Frost susceptibility is a major factor in the overall pavement section thickness. The total pavement structural sections presented in this report are based also upon the expected depth of freeze, which for the project site is anticipated at 48 inches.

The following tables provide options for Asphaltic Concrete and for Portland Cement Sections:

	Asphaltic Concrete D	esign
	Thickness (inches)	
Layer	Light Duty <sup>1</sup>	Heavy Duty <sup>1</sup>
Asphalt Top Course <sup>2</sup>	1.5	1.5
Asphalt Binder Course <sup>2</sup>	2.5	3.5
Aggregate Base Course <sup>2</sup>	9.0	9.0
1. See Project Description	on for more specifics regarding paver	nent type.
<ol> <li>All materials should r Specifications.</li> </ol>	neet the current NYSDOT Depart	ment of Transportation (NYSDOT) Standard

- Asphalt Top Course NYSDOT Standard Specification Section 402 for Type 12.5 mm
- Asphalt Binder Course NYSDOT Standard Specifications for Type 19 mm Binder Course
- Aggregate Base Course NYSDOT Standard Specifications for Type 2 Subbase Course, Item No. 304.12

	Portland Cement Concrete Design					
Thickness (inches)						
	Layer	Light Duty <sup>2,3</sup>	Heavy Duty <sup>2,3,4</sup>			
	PCC <sup>1</sup>	6.0	8.0			
	Aggregate Base <sup>1</sup>	9.0	9.0			

1. All materials should meet the current State, County, and City Department of Transportation (NYSDOT) Standard Specifications for Highway and Bridge Construction.

- The concrete should be air entrained and have a minimum compressive strength of 4,000 psi after 28 days of laboratory curing per ASTM C-31. Refer to NYSDOT Section 501 – Portland Cement Concrete for material specifications.
- Aggregate Base Course, NYSDOT Section 304 for Type 2 Subbase Course, Item No. 304.12
- 2. Proper joint spacing will be required to prevent excessive slab curling and shrinkage cracking. Joints should be sealed to prevent entry of foreign material and doweled where necessary for load transfer.

of the pavement.

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Portland Cement Concrete Design		
	Thickness (inches)	
Layer	Light Duty <sup>2,3</sup>	Heavy Duty <sup>2,3,4</sup>
3. Where practical, we recommend early-entry cutting of crack-control joints in PCC pavements. Cutting of t concrete in its "green" state typically reduces the potential for micro-cracking of the pavements prior to the crac control joints being formed, compared to cutting the joints after the concrete has fully set. Micro-cracking pavements may lead to crack formation in locations other than the sawed joints, and/or reduction of fatigue l		

4. In areas of anticipated heavy traffic, fire trucks, delivery trucks, or concentrated loads (e.g. dumpster pads), and areas with repeated turning or maneuvering of heavy vehicles.

The estimated pavement sections provided in this report are minimums for the assumed design criteria, and as such, periodic maintenance should be expected. Areas for parking of heavy vehicles, concentrated turn areas, and start/stop maneuvers could require thicker pavement sections. Edge restraints (i.e. concrete curbs or aggregate shoulders) should be planned along curves and areas of maneuvering vehicles. A maintenance program that includes surface sealing, joint cleaning and sealing, and timely repair of cracks and deteriorated areas will increase the pavement's service life. As an option, thicker sections could be constructed to decrease future maintenance.

### **Temporary Construction Access Roadways**

The recommended pavement sections are not designed to support heavy construction traffic which may require thicker sections. The contractor should construct temporary haul routes and construction roadways onsite as appropriate for the weather conditions and the equipment in use, with consideration to the soil conditions encountered in specific areas.

### **Pavement Drainage**

Pavements should be sloped to provide rapid drainage of surface water. Water allowed to pond on or adjacent to the pavements could saturate the subgrade and contribute to premature pavement deterioration. In addition, the pavement subgrade should be graded to provide positive drainage within the granular base section. Appropriate sub-drainage or connection to a suitable daylight outlet should be provided to remove water from the granular subbase. Subdrains (if any) should be sloped to provide positive gravity drainage to reliable discharge points. Periodic maintenance of subdrains is required for long-term proper performance.

Openings in pavements, such as decorative landscaped areas, are sources for water infiltration into surrounding pavement systems. Water can collect in the islands and migrate into the surrounding subgrade soils thereby degrading support of the pavement. This is especially applicable for islands with raised concrete curbs, irrigated foliage, and low permeability near-surface soils. The civil design for the pavements with these conditions should include features to

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restrict or to collect and discharge excess water from the islands. Examples of features are edge drains connected to the storm water collection system, longitudinal subdrains, or other suitable outlet and impermeable barriers preventing lateral migration of water such as a cutoff wall installed to a depth below the pavement structure.

### **Pavement Maintenance**

All pavements require periodic care, and preventive maintenance should be planned and provided for through an on-going pavement management program. Maintenance activities are intended to slow the rate of pavement deterioration and to preserve the pavement investment. Maintenance consists of both localized maintenance (e.g., crack and joint sealing and patching) and global maintenance (e.g., surface sealing). Settlement of pavements due to consolidation of the existing fills may also occur and require periodic maintenance.

## **FROST CONSIDERATIONS**

Frost may penetrate beneath sidewalks and pavements and cause them to heave, and resulting displacements may be differential, particularly where sidewalks and pavements meet building doorways and along curbs. To limit heave and the creation of such uneven joints to generally tolerable magnitudes for most winters, a 16-inch thick base of ASTM C33 Blend 57 crushed stone should be placed beneath sensitive sidewalk or pavement areas, along with an underdrain to relieve any collected waters.

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## **GENERAL COMMENTS**

Our analysis and opinions are based upon our understanding of the project, the geotechnical conditions in the area, and the data obtained from our site exploration. Natural variations will occur between exploration point locations or due to the modifying effects of construction or weather. The nature and extent of such variations may not become evident until during or after construction. Terracon should be retained as the Geotechnical Engineer, where noted in this report, to provide observation and testing services during pertinent construction phases. If variations appear, we can provide further evaluation and supplemental recommendations. If variations are noted in the absence of our observation and testing services on-site, we should be immediately notified so that we can provide evaluation and supplemental recommendations.

Our Scope of Services does not include either specifically or by implication any environmental or biological (e.g., mold, fungi, bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential for such contamination or pollution, other studies should be undertaken.

Our services and any correspondence or collaboration through this system are intended for the sole benefit and exclusive use of our client for specific application to the project discussed and are accomplished in accordance with generally accepted geotechnical engineering practices with no third-party beneficiaries intended. Any third-party access to services or correspondence is solely for information purposes to support the services provided by Terracon to our client. Reliance upon the services and any work product is limited to our client, and is not intended for third parties. Any use or reliance of the provided information by third parties is done solely at their own risk. No warranties, either express or implied, are intended or made.

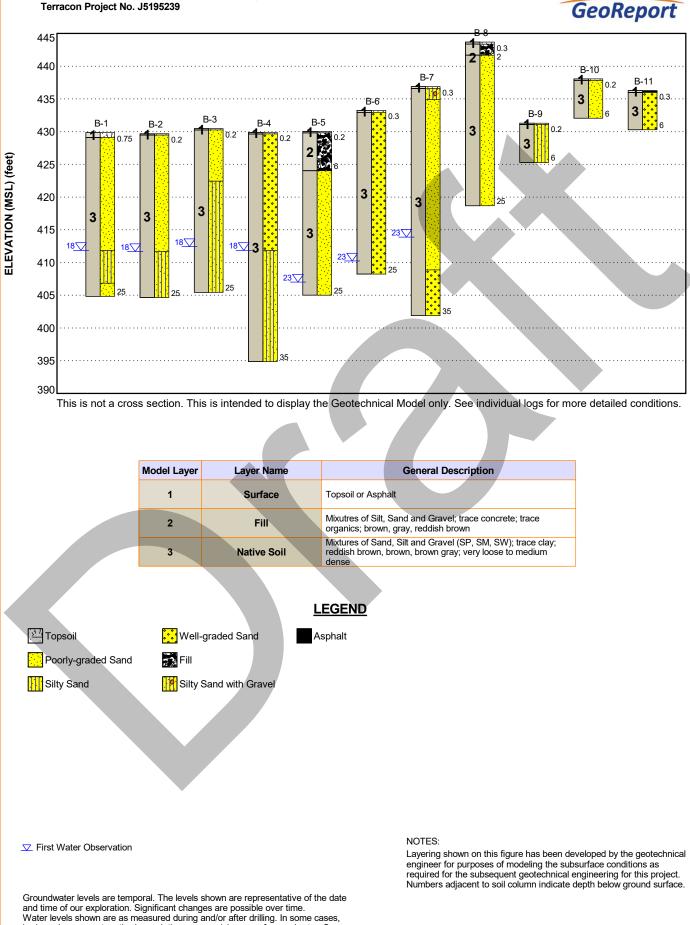
Site characteristics as provided are for design purposes and not to estimate excavation cost. Any use of our report in that regard is done at the sole risk of the excavating cost estimator as there may be variations on the site that are not apparent in the data that could significantly impact excavation cost. Any parties charged with estimating excavation costs should seek their own site characterization for specific purposes to obtain the specific level of detail necessary for costing. Site safety, and cost estimating including, excavation support, and dewatering requirements/design are the responsibility of others. If changes in the nature, design, or location of the project are planned, our conclusions and recommendations shall not be considered valid unless we review the changes and either verify or modify our conclusions in writing.



### **Contents:**

GeoModel (2 pages)

#### GEOMODEL Marsh Road Townhouses E Town of Perinton, New York Terracon Project No. J5195239



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boring advancement methods mask the presence/absence of groundwater. See individual logs for details.

#### GEOMODEL Marsh Road Townhouses Town of Perinton, New York Terracon Project No. J5195239

individual logs for details.

GeoReport 460 TP-2 0.75 3 455 TP-3 450 0.75 TP-1 TP-4 1 134 0.3 0.5 ELEVATION (MSL) (feet) TP-6 3 1 .1. 0.8 3 3 445 3 6.5 6.5 440 TP-10 TP-7 0.7 1 0.5 TP-5 TP-8 0.25 435 3 TP-9 3 2 0.25 TP-11 3 3 3 0.2 430 3 425 This is not a cross section. This is intended to display the Geotechnical Model only. See individual logs for more detailed conditions. Model Layer **General Description** Layer Name 1 Surface Topsoil or Asphalt Mixutres of Silt, Sand and Gravel; trace concrete; trace 2 Fill organics; brown, gray, reddish brown Mixtures of Sand, Silt and Gravel (SP, SM, SW); trace clay; reddish brown, brown, brown gray; very loose to medium 3 Native Soil dense LEGEND Topsoil Fill 💦 Poorly-graded Sand Sandy Silt Silty Sand with Gravel Silty Sand Asphalt NOTES: ✓ First Water Observation Layering shown on this figure has been developed by the geotechnical engineer for purposes of modeling the subsurface conditions as required for the subsequent geotechnical engineering for this project. Numbers adjacent to soil column indicate depth below ground surface. Groundwater levels are temporal. The levels shown are representative of the date and time of our exploration. Significant changes are possible over time. Water levels shown are as measured during and/or after drilling. In some cases, boring advancement methods mask the presence/absence of groundwater. See

lerracon



Responsive Resourceful Reliable



# **EXPLORATION AND TESTING PROCEDURES**

### **Field Exploration**

The following borings where completed for the current geotechnical investigation.

Number of Borings	Boring Depth (feet)	Location	
8 (B-1 through B-8)	25 to 35	3-story building areas	
3 (B-9 through B-11)	6	Pavement areas	
7 (TP-2, TP-4 through TP-9)	6 to 7	Townhouse areas	
1 (TP-1)	6.5	Pavement area	
1 (TP-3)	6	Walking path to the canal	
1 (TP-10)	6	Clubhouse area	
1 (TP-11)	6	3-story building area	

**Boring Layout and Elevations:** Terracon personnel provided the boring layout. Coordinates were obtained with a handheld GPS unit (estimated horizontal accuracy of about  $\pm 15$  feet) and boring elevations were provided from Others. Test pits elevations were estimated from the Site Plan dated September 16, 2020. If elevations and a more precise boring layout are desired, we recommend borings be surveyed following completion of fieldwork.

**Subsurface Exploration Procedures:** We advanced the borings with a truck-mounted rotary drill rig using continuous hollow stem flight augers. Split-spoon samples were obtained at depths as shown in the boring logs. In the split-barrel sampling procedure, a standard 2-inch outer diameter split-barrel sampling spoon is driven into the ground by a 140-pound automatic hammer falling a distance of 30 inches. The number of blows required to advance the sampling spoon the middle 12 inches of a normal 24-inch penetration is recorded as the Standard Penetration Test (SPT) resistance value. The SPT resistance values, also referred to as N-values, are indicated on the boring logs at the test depths. We observed and recorded groundwater levels during drilling and sampling. For safety purposes, all borings were backfilled with auger cuttings after their completion.

The sampling depths, penetration distances, and other sampling information was recorded on the field exploration logs. Representative samples were placed in appropriate containers and taken to our soil laboratory for testing and classification by a Geotechnical Engineer. Our exploration team prepared field boring logs as part of the drilling operations. These field logs included visual classifications of the materials encountered during drilling and our interpretation of the subsurface conditions between samples. Final boring logs were prepared from the field logs. Based on the material's texture and plasticity, we described and classified the soil samples in accordance with

Burgundy Basin Redevelopment Town of Perinton, Monroe County, New York July 29, 2021 Terracon Project No. J5195239



the Unified Soil Classification System. The final boring logs represent the Geotechnical Engineer's interpretation of the field logs and include modifications based on observations and tests of the samples in our laboratory.

Test pits were excavated by Others using a small excavator with a bucket width of about 24 inches. An engineer from Terracon observed the excavation of the test pits and logged subsurface conditions at each test pit location. At completion the test pits were backfilled with the excavated soils.

#### Laboratory Testing

The project engineer reviewed the field data and assigned laboratory tests to understand the engineering properties of the various soil strata, as necessary, for this project. Procedural standards noted below are for reference to methodology in general. In some cases, variations to methods were applied because of local practice or professional judgment. Standards noted below include reference to other, related standards. Such references are not necessarily applicable to describe the specific test performed.

ASTM D422 Standard Test Method for Particle-Size Analysis of Soils

The laboratory testing program included visual identification of soil samples by an engineer or geologist. Based on the material's texture and plasticity, we described and classified the soil samples in accordance with the Unified Soil Classification System.

# SITE LOCATION AND EXPLORATION PLANS

#### **Contents:**

Site Location Exploration Plan with Aerial Image Exploration Plan with Project Overlay

Note: All attachments are one page unless noted above.

#### SITE LOCATION

Burgundy Basin Redevelopment Town of Perinton, Monroe County, New York July 29, 2021 Terracon Project No. J5195239



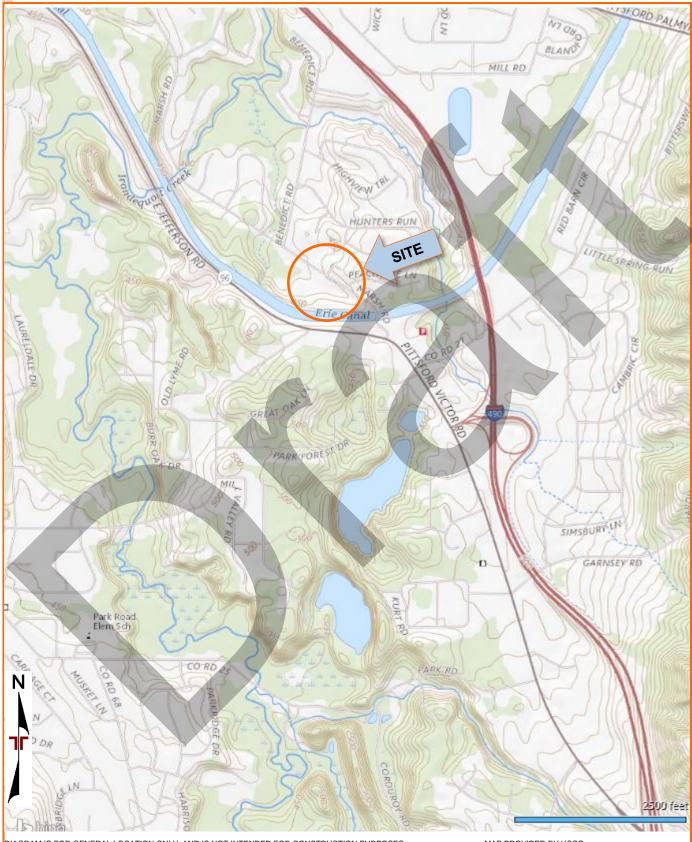


DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY USGS

#### **EXPLORATION PLAN WITH AERIAL IMAGE**

Burgundy Basin Redevelopment 
Town of Perinton, Monroe County, New York July 29, 2021 
Terracon Project No. J5195239

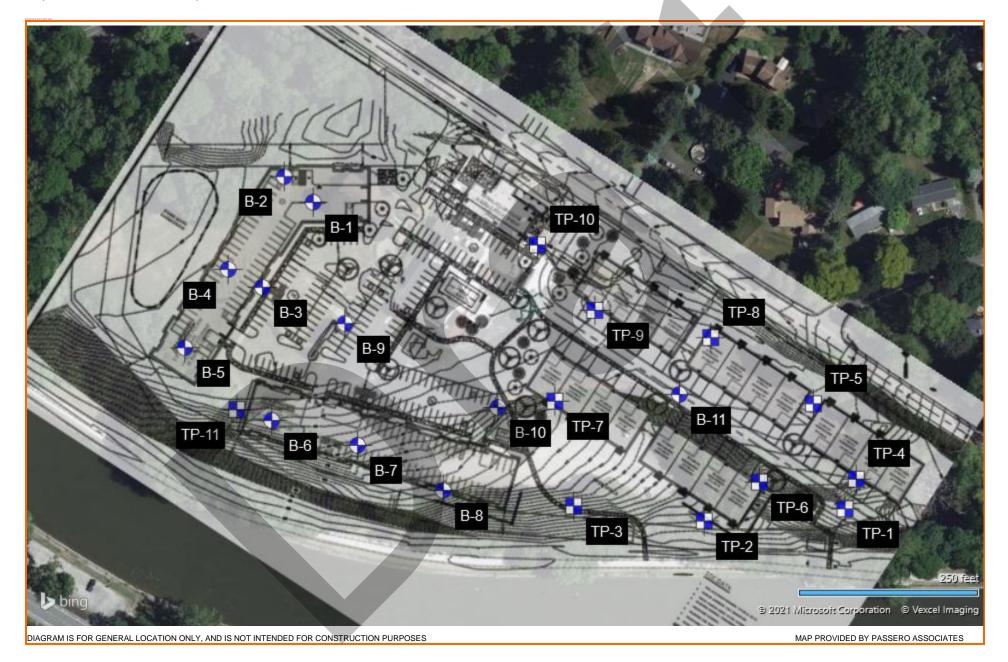




#### **EXPLORATION PLAN WITH PROJECT OVERLAY**

Burgundy Basin Redevelopment Town of Perinton, Monroe County, New York July 29, 2021 Terracon Project No. J5195239





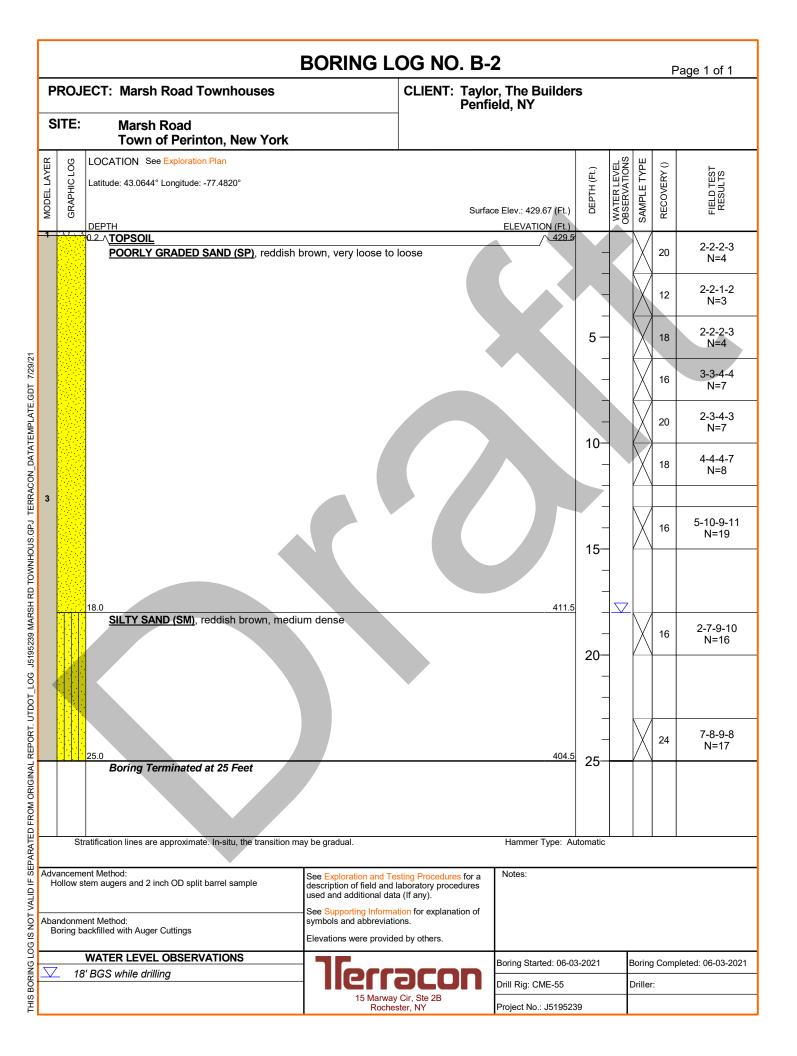
# **EXPLORATION RESULTS**

#### **Contents:**

Boring Logs (11 pages) Test Pit Logs (11 pages) Test Pit Photo Log (3 pages) Grain-size Distribution

Note: All attachments are one page unless noted above.

				BORING L	OG NO.	B-1				F	Page 1 of 1
	P	ROJI	ECT: Marsh Road Townhouses		CLIENT: 1	aylor, The Builders Penfield, NY	5				
	S	ITE:	Marsh Road Town of Perinton, New York								
	MODEL LAYER	<b>GRAPHIC LOG</b>	LOCATION See Exploration Plan Latitude: 43.0643° Longitude: -77.4819° DEPTH			Surface Elev.: 429.85 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
	1	<u>x, 1</u> x, <u>x</u> ;		, brown, loose		429	_			16	3-4-5-4 N=9
									X	18	4-4-2-3 N=6
21							5-		X	16	2-3-2-2 N=5
E.GDT 7/29/							-		X	18	2-3-3-3 N=6
ATEMPLATE							- 10-		X	18	2-3-3-3 N=6
ACON_DAT							-		X	20	4-4-4-4 N=8
239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21	3						- - 15-	-	X	22	3-2-2-3 N=4
SH RD TOWNH			18.0			412	_				
95239 MAR			<u>SILTY SAND (SM)</u> , dark brown, medium	dense			- 20-		$\left \right\rangle$	22	4-5-5-6 N=10
DOT_LOG J51952						(07	20	-			
Report. U1			23.0 POORLY GRADED SAND (SP), dark brov 25.0	wn, medium dense		407	-	-	$\left \right\rangle$	24	1-5-8-10 N=13
THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG			Boring Terminated at 25 Feet				25–				
PARATE		Str	atification lines are approximate. In-situ, the transition mathematication in the second s	ay be gradual.		Hammer Type: Au	tomatic				
- VALID IF SE			nt Method: em augers and 2 inch OD split barrel sample	See Exploration and Te description of field and I used and additional data See Supporting Informa	aboratory procedu a (If any).	ures					
LON SI DI			ent Method: ackfilled with Auger Cuttings	symbols and abbreviation	ons.						
	$\bigtriangledown$		WATER LEVEL OBSERVATIONS 'BGS while drilling	Terr	<b>JCO</b>	Boring Started: 06-04	-2021				oleted: 06-04-2021
THIS BC				15 Marway	Cir, Ste 2B ster, NY	Drill Rig: CME-55 Project No.: J519523	9		Driller	-	



		I	BORING L	OG NO. B-3					F	Page 1 of 1
Ρ	ROJ	ECT: Marsh Road Townhouses		CLIENT: Taylor, Penfiel	The Builder	S				2
S	ITE:	Marsh Road Town of Perinton, New York								
MODEL LAYER	<b>GRAPHIC LOG</b>	LOCATION See Exploration Plan Latitude: 43.0640° Longitude: -77.4822° DEPTH			Elev.: 430.45 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.2 \ <u>TOPSOIL</u> POORLY GRADED SAND (SP), reddish b	prown, very loose to		430.5			X	20	1-4-5-4 N=9
								X	18	5-4-6-4 N=10
						5 — _		X	20	2-3-4-3 N=7
		8.0 <u>SILTY SAND (SM)</u> , trace clay, reddish bro	own, very loose to lo	ose	422.5	-		X	15	2-1-1-2 N=2
		, , , , , , , , , , , , , , , , ,				- 10-		$\left\langle \right\rangle$	18	2-1-2-4 N=3
3								Д	18	4-4-5-4 N=9
						- - 15-		X	20	2-3-4-4 N=7
						-				1-1-4-4
								Å	15	N=5
		25.0			405.5	-		X	15	1-2-3-4 N=5
		Boring Terminated at 25 Feet				25–				
	Sti	atification lines are approximate. In-situ, the transition ma	y be gradual.		Hammer Type: Au	tomatic				
		ent Method: tem augers and 2 inch OD split barrel sample	See Exploration and Tex description of field and I used and additional data	aboratory procedures a (If any).	Notes:					
		ent Method: ackfilled with Auger Cuttings	See Supporting Informa symbols and abbreviation Elevations were provide	ons.						
		WATER LEVEL OBSERVATIONS		В	Boring Started: 06-03	3-2021	E	Boring	Com	oleted: 06-03-2021
	_ 18	' BGS while drilling	IIerr	acon 🖥	Drill Rig: CME-55		[	Driller	:	
			15 Marway Roches	Cir, Ste 2B ster, NY P	Project No.: J519523	9				

		I	BORING L	OG NO. B-4	4				F	Page 1 of 2
Pl	Roji	ECT: Marsh Road Townhouses		CLIENT: Taylo Penfie	r, The Builders eld. NY	5				
S	ITE:	Marsh Road Town of Perinton, New York			,					
MODEL LAYER	<b>GRAPHIC LOG</b>	LOCATION See Exploration Plan Latitude: 43.0641° Longitude: -77.4823° DEPTH		Surfac	e Elev.: 429.86 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1			eddish brown, very lo	oose to medium dens				X	18	1-3-5-5 N=8
								X	20	5-4-6-4 N=10
						5 —		$\square$	18	2-4-5-5 N=9
						-		X	20	3-1-3-2 N=4
						- 10-		X	15	2-1-1-1 N=2
						_		X	18	2-2-3-3 N=5
3						-		X	20	3-5-5-5 N=10
						15— _				
• • •			to medium dense		412	_				3-5-7-5
						_ 20—		Å	15	N=12
						_				
						- 25-		X	18	4-5-6-7 N=11
						2J 				
	Str	auncauon lines are approximate. In-situ, the transition ma	y de gradual.		Hammer Type: Aut	omatic				
			description of field and l used and additional data	aboratory procedures a (If any).	Notes:					
			symbols and abbreviation	ons.						
$\overline{\nabla}$					Boring Started: 06-03	-2021	E	Boring	Com	oleted: 06-03-2021
	. 18	טיש wrine unining	15 Marway	Cir, Ste 2B	Drill Rig: CME-55 Project No.: J5195239	 2		Driller	:	
	S MODEL LAYER	SITE: MODEL LAVER MODEL LAVER CAPAPHIC LOCAL Str Advanceme Hollow st	PROJECT: Marsh Road Town of Perinton, New York         BUT       LOCATION See Exploration Plan Latitude: 43.0641° Longitude: -77.4823°         DEPTH       0.2 \ TOPSOIL WELL GRADED SAND (SW), trace silt, re         18.0       SILTY SAND (SM), reddish brown, loose	PROJECT: Marsh Road Town of Perinton, New York         Interview         Interview <t< th=""><td>PROJECT: Marsh Road Townhouses       CLIENT: Taylo Penflat         SITE: Marsh Road Town of Penflotn, New York       Client Traylo Penflat         Identified and Town of Penflotn See Exploration Plan       Surfac         Latitude: 43.0641* Longitude: -77.4823*       Surfac         DPPTH       Surfac         VELL GRADED SAND (SW), trace silt, reddish brown, very loose to medium dense         Surfac       Surfac         Surfac       Surfac</td><td>Perifieid, NY         SITE: Marsh Road Town of Perinton, New York         Image: Status of Colspan="2"&gt;Surface Status of Colspan="2"&gt;Surfac</td><td>PROJECT:       Marsh Road Town of Perinton, New York       CLIENT:       Taylor, The Builders         SITE:       Marsh Road Town of Perinton, New York      </td><td>PROJECT:       Marsh Road Town of Perinton, New York       CLIENT:       Taylor, The Builders         SITE:       Marsh Road Town of Perinton, New York       (1900)       (1900)       (1900)         Surface Env: 402 BPL:       Surface Env: 402 BPL:       (1900)       (1900)       (1900)         DEPT:       Surface Env: 402 BPL:       (1900)       (1900)       (1900)       (1900)       (1900)         DEPT:       Surface Env: 402 BPL:       (1900)       (1000)       <td< td=""><td>PROJECT: Marsh Road Town of Perinton, New York       CLIENT: Taylor, The Builders Perifield, NY         STE::::::::::::::::::::::::::::::::::::</td><td>PROJECT: Marsh Road Townhouses       CLENT: Taylor, The Builders         STE::::::::::::::::::::::::::::::::::::</td></td<></td></t<>	PROJECT: Marsh Road Townhouses       CLIENT: Taylo Penflat         SITE: Marsh Road Town of Penflotn, New York       Client Traylo Penflat         Identified and Town of Penflotn See Exploration Plan       Surfac         Latitude: 43.0641* Longitude: -77.4823*       Surfac         DPPTH       Surfac         VELL GRADED SAND (SW), trace silt, reddish brown, very loose to medium dense         Surfac       Surfac         Surfac       Surfac	Perifieid, NY         SITE: Marsh Road Town of Perinton, New York         Image: Status of Colspan="2">Surface Status of Colspan="2">Surfac	PROJECT:       Marsh Road Town of Perinton, New York       CLIENT:       Taylor, The Builders         SITE:       Marsh Road Town of Perinton, New York	PROJECT:       Marsh Road Town of Perinton, New York       CLIENT:       Taylor, The Builders         SITE:       Marsh Road Town of Perinton, New York       (1900)       (1900)       (1900)         Surface Env: 402 BPL:       Surface Env: 402 BPL:       (1900)       (1900)       (1900)         DEPT:       Surface Env: 402 BPL:       (1900)       (1900)       (1900)       (1900)       (1900)         DEPT:       Surface Env: 402 BPL:       (1900)       (1000) <td< td=""><td>PROJECT: Marsh Road Town of Perinton, New York       CLIENT: Taylor, The Builders Perifield, NY         STE::::::::::::::::::::::::::::::::::::</td><td>PROJECT: Marsh Road Townhouses       CLENT: Taylor, The Builders         STE::::::::::::::::::::::::::::::::::::</td></td<>	PROJECT: Marsh Road Town of Perinton, New York       CLIENT: Taylor, The Builders Perifield, NY         STE::::::::::::::::::::::::::::::::::::	PROJECT: Marsh Road Townhouses       CLENT: Taylor, The Builders         STE::::::::::::::::::::::::::::::::::::

			E	BORING LO	OG NO	). B-4					F	Page 2 of 2
	Ρ	ROJE	ECT: Marsh Road Townhouses		CLIENT:	Taylor,	The Builders d, NY	5				-
	S	TE:	Marsh Road Town of Perinton, New York			T enner	u, N1					
	MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0641° Longitude: -77.4823° DEPTH				Elev.: 429.86 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
			SILTY SAND (SM), reddish brown, loose t	o medium dense <i>(c</i>	ontinued)			20		ig	12	1-1-3-5 N=4
	3							30-				
7/29/21			35.0				395	25		ig	20	1-1-3-4 N=4
THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5155239 MARSH RD TOWNHOUS GPJ TERRACON_DATATEMPLATE.GDT 7/29/21			Boring Terminated at 35 Feet					35				
ARATED F		Str	atification lines are approximate. In-situ, the transition may	/ be gradual.			Hammer Type: Au	tomatic				
S IS NOT VALID IF SEP	H Aba	ollow st	em augers and 2 inch OD spilt barrel sample	See Exploration and Tes description of field and I used and additional data See Supporting Informa symbols and abbreviatio Elevations were provide	aboratory proce a (If any). tion for explana ons.	edures	Notes:					
IG LOC	<u> </u>		WATER LEVEL OBSERVATIONS			В	oring Started: 06-03	-2021	E	Boring	I Com	oleted: 06-03-2021
BORIN		. 18	BGS while drilling		900		rill Rig: CME-55			Driller	:	
THIS				15 Marway Roches	Cir, Ste 2B ster, NY	Pi	roject No.: J519523	9				

			BORING L	OG NO. B-	5				F	Page 1 of 1
Р	ROJI	ECT: Marsh Road Townhouses		CLIENT: Taylo Penfi	r, The Builders eld, NY	3				
S	SITE:	Marsh Road Town of Perinton, New York			,					
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0638° Longitude: -77.4826° DEPTH		Surfac	e Elev.: 430.02 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
_1_		0.2.∧ <u>TOPSOIL</u> <u>FILL - SILTY SAND</u> , reddish brown, cor	tains pieces of concr	ete	430	_		X	20	1-2-1-2 N=3
2								$\left \right\rangle$	6	1-8-7-7 N=15
		6.0			424	5 -		$\left  \right\rangle$	20	3-6-5-4 N=11
		POORLY GRADED SAND (SP), trace sil	t, reddish brown, loos	e to medium dense		-		igwedge	15	3-2-2-2 N=4
						- 10-		$\left \right\rangle$	24	3-2-1-1 N=3
						-		X	18	4-4-4-4 N=8
3						- - 15-		X	15	2-3-2-2 N=5
3						_				
						20-		$\left \right\rangle$	24	2-3-4-3 N=7
						-				
						-	$\bigtriangledown$	$\setminus$	12	1-1-1-3 N=2
Adv H Abaa		25.0 Boring Terminated at 25 Feet			405	25-				
	Str	atification lines are approximate. In-situ, the transition m	ay be gradual.		Hammer Type: Aut	omatic				
Adv F		ent Method: tem augers and 2 inch OD split barrel sample	See Exploration and Te description of field and I used and additional data	aboratory procedures	Notes:					
Aba B		ent Method: ackfilled with Auger Cuttings	<ul> <li>See Supporting Informa symbols and abbreviation</li> <li>Elevations were provide</li> </ul>	ons.						
$\overline{}$		WATER LEVEL OBSERVATIONS			Boring Started: 06-03	-2021	В	Boring	I Comp	bleted: 06-03-2021
	_ 23	' BGS while drilling			Drill Rig: CME-55		۵	Driller	:	
				Cir, Ste 2B ster, NY	Project No.: J5195239	9				

	_		I	BORING L	OG NO	. B-6				F	Page 1 of 1
	P	ROJI	ECT: Marsh Road Townhouses		CLIENT:	Taylor, The Builde Penfield, NY	rs				
	SI	ITE:	Marsh Road Town of Perinton, New York								
	MUDEL LAYER	<b>GRAPHIC LOG</b>	LOCATION See Exploration Plan Latitude: 43.0635° Longitude: -77.4821° DEPTH			Surface Elev.: 433.24 (Ft.) ELEVATION (Ft.)		WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
	1		0.3 ∧ <u>TOPSOIL</u> <u>WELL GRADED SAND (SW)</u> , reddish brov	wn, loose to medium	1 dense	43				13	7-5-5-6 N=10
	0 0 0 0 0 0 0								X	14	8-3-4-4 N=7
21	0 0 0 0						5-			16	3-3-3-3 N=6
GDI 7/29/	0 0 0 0 0						-			20	3-4-4-3 N=8
AIEMPLAIE	000000000000000000000000000000000000000						- 10-			19	3-3-3-3 N=6
ACON_DAI	0 0 0 0 0						-		X	18	2-3-4-4 N=7
US.GPJ TEKK	3						- - 15-	-		18	2-3-3-5 N=6
J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						-	-			
95239 MAK	0 0 0 0 0 0						20-			20	6-6-7-7 N=13
	0 0 0 0 0 0 0 0						-				
REPORT. UTD	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		25.0			40	- 8 05		X	16	4-4-6-8 N=10
THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG			Boring Terminated at 25 Feet				<u>°</u> 25–				
PARA IE		Str	atification lines are approximate. In-situ, the transition may	y be gradual.		Hammer Type: /	utomatic	1			
			nt Method: em augers and 2 inch OD split barrel sample	See Exploration and Ter description of field and I used and additional data	aboratory proce a (If any).	dures					
			ent Method: ackfilled with Auger Cuttings	See Supporting Informa symbols and abbreviation Elevations were provide	ons.	tion of					
	$\overline{}$		WATER LEVEL OBSERVATIONS			Boring Started: 06-	02-2021	E	Boring	g Com	oleted: 06-02-2021
BOR	~	3	' BGS while drilling			Drill Rig: CME-55		[	Driller	:	
SHE I				15 Marway Roches	or, Ste 28 ster, NY	Project No.: J5195	239				

		В	ORING L	OG NO. B-	7				F	Page 1 of 2
P	ROJ	ECT: Marsh Road Townhouses		CLIENT: Taylo Penfi	r, The Builder eld, NY	s				-
S	ITE:	Marsh Road Town of Perinton, New York								
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0634° Longitude: -77.4817° DEPTH		Surfac	ce Elev.: 436.88 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.3ـم <u>TOPSOIL</u> <u>SILTY SAND WITH GRAVEL (SM)</u> , reddish	brown, loose			-		X	16	3-4-4-5 N=8
		POORLY GRADED SAND (SP), reddish bro	wn, loose to medi	um dense	435				20	5-7-7-7 N=14
						5-		X	5	3-5-6-6 N≐11
						-		X	16	6-6-5-5 N=11
						- 10-		X	14	2-4-3-4 N=7
								X	16	4-4-4-4 N=8
3						-	-	$\left \right\rangle$	18	4-8-10-14 N=18
						15 <del>-</del> -	-			
						-	-	$\bigvee$	19	8-10-11-12 N=21
						20-	-			
						_	$\bigtriangledown$			4000
						_ 25–	-	Å	17	4-8-8-8 N=16
		28.0			409	-	-			
	Str	atification lines are approximate. In-situ, the transition may b	be gradual.		Hammer Type: Au	itomatic	1	L		
		us	sed and additional data		Notes:					
	oring ba	ent Method: sy ackfilled with Auger Cuttings El	ee Supporting Informa mbols and abbreviatione were provide							
$\overline{\nabla}$		WATER LEVEL OBSERVATIONS			Boring Started: 06-02	2-2021	E	Boring	Com	oleted: 06-02-2021
	23	' BGS while drilling		acon	Drill Rig: CME-55		[	Driller	:	
			15 Marway Roches	Cir, Ste 2B ster, NY	Project No.: J519523	39				

		E	BORING LO	OG NO	). B-7					F	Page 2 of 2
F	PROJ	ECT: Marsh Road Townhouses		CLIENT:	Taylor, Penfiel	The Builder d, NY	S				
ę	SITE:	Marsh Road Town of Perinton, New York									
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0634° Longitude: -77.4817° DEPTH				Elev.: 436.88 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
		WELL GRADED SAND (SW), reddish brow	<i>ı</i> n, medium dense				-		X	18	5-8-6-8 N=14
3							30-				
12/62//	•••••••					402	- 35-		X	20	4-6-8-10 N=14
		Boring Terminated at 35 Feet									
ALED FROM URIGINAL REPORT. ULUUI_LUUG J3	St	ratification lines are approximate. In-situ, the transition may	be gradual.			Hammer Type: Au	ıtomatic				
SEPAK PP	vancem	ent Method:	Poor Evaluation and T	ting Describe	for -	Notes:					
	Hollow s	tem augers and 2 inch OD split barrel sample du u ent Method: ackfilled with Auger Cuttings	See Exploration and Tes description of field and la used and additional data See Supporting Informat symbols and abbreviatio	aboratory proce a (If any). tion for explana ons.	edures						
י רספיי רספיי		WATER LEVEL OBSERVATIONS	Elevations were provide	-							
	_	BGS while drilling		9CO		oring Started: 06-02	2-2021				oleted: 06-02-2021
I HIS BC			15 Marway Roches	Cir, Ste 2B	-	rill Rig: CME-55 roject No.: J519523	39		Driller	•	

			BORING L	OG NO. E	3-8				F	Page 1 of 1
Р	ROJ	ECT: Marsh Road Townhouses		CLIENT: Tay Per	ylor, The Builder nfield, NY	S				
S	ITE:	Marsh Road Town of Perinton, New York								
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0632° Longitude: -77.4812° DEPTH		Su	urface Elev.: 443.67 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
2		0.3 ∧ <u>TOPSOIL</u> <u>FILL - WELL GRADED GRAVEL ,</u> trace 2.0	silt, dark brown, conta	ains organic matt	443.5	_		X	4	6-12-9-6 N=21
		POORLY GRADED SAND (SP), trace si	t, reddish brown, loos	se to medium der					2	7-3-3-2 N=6
						5 — _		X	13	5-4-3-3 N=7
						-			20	5-4-4-3 N=8
						- 10-		X	19	4-4-4-3 N=8
						_		X	22	4-4-4-4 N=8
3						-		X	20	4-4-4-4 N=8
						15 -				
						- - 20-		$\left \right $	18	5-11-9-6 N=20
		25.0			418.5	- 25-		$ig \$	20	3-3-4-4 N=7
		Boring Terminated at 25 Feet								
	St	ratification lines are approximate. In-situ, the transition n	nay be gradual.		Hammer Type: Au	tomatic				
		ent Method: tem augers and 2 inch OD split barrel sample	See Exploration and Te description of field and I used and additional data See Supporting Informa	a (If any).						
	loring b	ent Method: ackfilled with Auger Cuttings	symbols and abbreviation	ons.						
		WATER LEVEL OBSERVATIONS roundwater not encountered			Boring Started: 06-04	-2021	E	Boring	g Com	oleted: 06-04-2021
	G			ЭСОП	Drill Rig: CME-55		C	Driller	:	
			15 Marway Roches	Cir, Ste 2B ster, NY	Project No.: J519523	9				

			I	BORING L	OG NO. B-9	9			F	Page 1 of 1		
	P	roji	ECT: Marsh Road Townhouses		CLIENT: Taylo Penfie	r, The Builders eld, NY						
	S	ITE:	Marsh Road Town of Perinton, New York									
	MODEL LAYER	<b>GRAPHIC LOG</b>	LOCATION See Exploration Plan Latitude: 43.0638° Longitude: -77.4817° DEPTH		Surfac	e Elev.: 431.29 (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS		
	1		0.2 ∧ <u>TOPSOIL</u> <u>SILTY SAND (SM)</u> , light brown, loose to r	nedium dense		431		X	20	3-3-4-5 N=7		
	3						-	$\left  \right\rangle$	20	5-6-6-8 N=12		
			6.0			5	-	$\left \right\rangle$	18	6-6-8-9 N=14		
DT 7/29/21	•		Boring Terminated at 6 Feet			425.5						
MPLATE.G												
THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21												
TERRACO												
HOUS.GPJ												
RD TOWN												
39 MARSH												
G J519523												
					•							
REPORT. (												
ORIGINAL												
IED FROM		<u></u>										
PARA'		50	atification lines are approximate. In-situ, the transition ma	ay de graduar.		Hammer Type: Automat						
ALID IF SEI	\dva Ho	anceme ollow si	ent Method: tem augers and 2 inch OD split barrel sample	See Exploration and Te description of field and I used and additional data	aboratory procedures	Notes:						
IS NOT V	Abar Bo	ndonme oring ba	ent Method: ackfilled with Auger Cuttings	See Supporting Informa symbols and abbreviation Elevations were provide	ons.							
901			WATER LEVEL OBSERVATIONS			Poring Storted: 00.00.00		Borin	1 Com	platad: 06 02 2024		
SRING			oundwater not encountered	llerr	SCOD	Boring Started: 06-02-2021				pieteu. 00-02-2021		
IIS BC				15 Marway	Cir, Ste 2B	Drill Rig: CME-55		Boring Completed: 06-02-2021 Driller:				
Ξ					ster, NY	Project No.: J5195239						

		E	BORING LO	)g no. I	B-10				F	Page 1 of 1
Р	ROJ	ECT: Marsh Road Townhouses		CLIENT: T	aylor, The Builders enfield, NY	6				
S	SITE:	Marsh Road Town of Perinton, New York								
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0635° Longitude: -77.4809° DEPTH			Surface Elev.: 438.05 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
-1		0.2.∧ <u>TOPSOIL</u> POORLY GRADED SAND (SP), trace silt,	, reddish brown, loos	se	438			X	16	1-4-4-5 N=8
3								X	14	4-5-4-5 N=9
		6.0			432	5			18	3-4-3-3 N=7
		Boring Terminated at 6 Feet								
					Line Tree Ar					
	Sti	ratification lines are approximate. In-situ, the transition ma	ay be graduar.		Hammer Type: Au	lomatic				
Adv F	/anceme lollow s	ent Method: tem augers and 2 inch OD split barrel sample	See Exploration and Te description of field and I used and additional data	aboratory procedui	or a Notes: res					
		ent Method: ackfilled with Auger Cuttings	See Supporting Informa symbols and abbreviation Elevations were provide	ons.	n of					
		WATER LEVEL OBSERVATIONS	76		Boring Started: 06-02	-2021	E	Borina	Com	pleted: 06-02-2021
	Gr	roundwater not encountered	llerr	9 <b>CO</b> I	Drill Rig: CME-55			Driller		
				Cir, Ste 2B	Project No.: J519523	9				

		E	BORING LOG	NO. B-1	1				F	Page 1 of 1	
Р	ROJI	ECT: Marsh Road Townhouses	C	IENT: Taylo Penfie	r, The Builders eld, NY					_	
S	ITE:	Marsh Road Town of Perinton, New York									
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0636° Longitude: -77.4800° DEPTH		Surfac	e Elev.: 436.28 (Ft.) ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS	
1		0.3 <u>ASPHALT</u> <u>WELL GRADED SAND (SW)</u> , trace grave	el, red brown, loose to me	edium dense	436			$\left  \right $	14	10-8-7-7 N=15	
3								$\langle$	14	6-4-3-3 N=7	
					430.5	_ 5 —	ł	$\left  \right\rangle$	20	4-4-6-4 N=10	
Adv H Aba	Str	Boring Terminated at 6 Feet	ay be gradual.		Hammer Type: Auto	omatic					
Adv H		ent Method: tem augers and 2 inch OD split barrel sample	See Exploration and Testing description of field and labor	atory procedures	Notes:						
Aba B	Indonme Soring ba	ent Method: ackfilled with Auger Cuttings	used and additional data (If a See Supporting Information f symbols and abbreviations.	or explanation of							
⊢		WATER LEVEL OBSERVATIONS	Elevations were provided by								
┢		roundwater not encountered	lerra	COD	Boring Started: 06-02-2	2021				oleted: 06-02-2021	
			15 Marway Cir, Rochester,	Ste 2B	Drill Rig: CME-55 Project No.: J5195239		Driller:				

TEST PIT LOG NO. TP-1 Page 1 of 1									
Р	ROJ	ECT: Marsh Road Townhouses		CLIENT: Taylo Penfi	r, The Builders eld, NY				
S	SITE:	Marsh Road Town of Perinton, New York							
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0631° Longitude: -77.4791° DEPTH			Surface Elev.	: 448.55 (Ft.) VATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
3		0.3 <u>TOPSOIL</u> <u>SANDY SILT (ML)</u> , trace gravel, brown 6.5 <u>Test Pit Terminated at 6.5 Feet</u>				448.5	- - - 5 -		
<	Str	ratification lines are approximate. In-situ, the transition m	ay be gradual.						
		ent Method: vator Bucket	See Exploration and Te description of field and l used and additional data	sting Procedures for a aboratory procedures	Notes:				
Aba T	andonme Test Pit I	ent Method: backfilled with excavation soil upon completion.	See Supporting Informa symbols and abbreviation Elevations were provide	tion for explanation of ons.					
		WATER LEVEL OBSERVATIONS			Test Pit Started: 06-04-2021	Test Pit Comp	leted: 06	6-04-20	21
	Gr	oundwater not encountered	llerr	acon	Excavator:	Operator:			
	15 Marway Cir, Ste 2B Rochester, NY Project No.: J5195239								

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT\_LOG J5195239 MARSH RD TOWNHOUS GPJ TERRACON\_DATATEMPLATE.GDT 7/29/21

	TEST PIT LOG NO. TP-2 Page 1 of 1							
Р	ROJ	ECT: Marsh Road Townhouses	CLIENT: Taylo Penf	or, The Builders ield, NY				
S	ITE:	Marsh Road Town of Perinton, New York						
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0631° Longitude: -77.4799° DEPTH		Surface Elev.: 45	( 년년) 958.87 (Ft.) TION (Ft.)	WATER LEVEL OBSERVATIONS SAMPI F TYPF		
1		0.8 <u>TOPSOIL</u> <u>SILTY SAND (SM)</u> , trace gravel, gray b	prown		458 			
2 Aba	anceme 4" Exca	ratification lines are approximate. In-situ, the transition ent Method: wator Bucket ent Method: backfilled with excavation soil upon completion.	may be gradual.	Notes:				
		WATER LEVEL OBSERVATIONS roundwater not encountered	<b>Tierracon</b> 15 Marway Cir, Ste 2B Rochester, NY		est Pit Completed: ( perator:	)6-03-2021		

	TEST PIT LOG NO. TP-3 Page 1 of 1							
P	ROJ	ECT: Marsh Road Townhouses	CLIENT: Taylo Penfi	r, The Builders eld, NY	~			
S	SITE:	Marsh Road Town of Perinton, New York						
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0631° Longitude: -77.4805° DEPTH		Surface Elev.	: 450.22 (Ft.)	WATER LEVEL OBSERVATIONS SAMPLE TYPE		
3		6.0 Test Pit Terminated at 6 Feet			449.5	-		
	/anceme 24" Exca	ratification lines are approximate. In-situ, the transition ment Method: vator Bucket	ay be gradual. See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any). See Supporting Information for explanation of symbols and abbreviations. Elevations were provided by others.	Notes:				
		WATER LEVEL OBSERVATIONS			Test Pit Completed:	06-03-2021		
			15 Marway Cir, Ste 2B Rochester, NY	Excavator: Project No.: J5195239	Operator:			

	TEST PIT LOG NO. TP-4 Page 1 of 1							
Р	ROJ	ECT: Marsh Road Townhouses	CLIENT: Taylo Penfi	r, The Builders eld, NY				
S		Marsh Road Town of Perinton, New York						
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0633° Longitude: -77.4791° DEPTH		Approximate Surface Elev.: 448 ELEVA	.5 (Ft.) +/- TION (Ft.)	WATER LEVEL OBSERVATIONS		
3		<ul> <li><u>TOPSOIL</u></li> <li><u>POORLY GRADED SAND (SP)</u>, trace gra</li> <li>4.0</li> <li><u>SILTY SAND WITH GRAVEL (SM)</u>, brow</li> </ul>			<u>448+/-</u> 448.5+/- 5 -	-		
Adv		Test Pit Terminated at 6.5 Feet	ay be gradual.	Notes:				
Aba	ndonme	vator Bucket ent Method: packfilled with excavation soil upon completion.	description of field and laboratory procedures used and additional data (If any). See <u>Supporting Information</u> for explanation of symbols and abbreviations.					
			Elevations were interpolated from a topographic site plan.	ļ				
-		WATER LEVEL OBSERVATIONS roundwater not encountered	Jerracon		est Pit Completed:	06-04-202		
			15 Marway Cir, Ste 2B Rochester, NY	Excavator: Op Project No.: J5195239	perator:			

TEST PIT LOG NO. TP-5 Page 1 o								
Р	ROJI	ECT: Marsh Road Townhouses	CLIENT:	Taylor, The Builders Penfield, NY		<u> </u>		
S	SITE:	Marsh Road Town of Perinton, New York						
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0635° Longitude: -77.4793°		Approximate Surface Elev		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1	377	DEPTH 0.3 <u>ASPHALT</u> 0.6 FILL - SILTY SAND WITH GRAVEL, trac	oo ollt grov	ELE	EVATION (Ft.) 436+/- 435.5+//			-
3		<u>(FILL - SILLT SAND WITH GRAVEL</u> , trace gra	avel, brown			- - - 5 -		
•	Str	atification lines are approximate. In-situ, the transition m	av be gradual.					
Adv		ant Method:	1	for a Notes:				
2 Aba	4" Exca	ent Method: packfilled with excavation soil upon completion.	See Exploration and Testing Procedures description of field and laboratory proced used and additional data (If any). See Supporting Information for explanation symbols and abbreviations. Elevations were interpolated from a topog site plan.	on of				
		WATER LEVEL OBSERVATIONS roundwater not encountered		Test Pit Started: 06-04-2021	Test Pit Comp	leted: 0	6-04-2	.021
	9		15 Marway Cir, Ste 2B Rochester, NY	Project No.: J5195239	Operator:			

TEST PIT LOG NO. TP-6 Page 1 of 1							
PRO	JECT: Marsh Road Townhouses	CLIENT: Taylo Penfi	r, The Builders eld, NY				
SITE	Marsh Road Town of Perinton, New York						
MODEL LAYER GRAPHIC LOG			Approximate Surface Elev.:		DEPTH (Ft.) WATER LEVEL	OBSERVATIONS SAMPLE TYPE	
1 . <u>1 / 1/</u>			ELEV	/ATION (Ft.) 445+/-		-	
3	POORLY GRADED SAND (SP), brown 4.0 SILTY SAND (SM), brown gray			442+/-			
	Test Pit Terminated at 6 Feet			440+/-	5-		
ę	Stratification lines are approximate. In-situ, the transition m	ay be gradual.					
24" Ex Abandon	ment Method: cavator Bucket ment Method: it backfilled with excavation soil upon completion.	See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any). See Supporting Information for explanation of symbols and abbreviations. Elevations were interpolated from a topographic	Notes:				
	WATER LEVEL OBSERVATIONS		Test Pit Started: 06-04-2021	Test Pit Complete	ed: 06-0	4-2021	
(	Groundwater not encountered	15 Marway Cir, Ste 2B	Excavator:	Operator:			
		Rochester, NY	Project No.: J5195239				

	TEST PIT LOG NO. TP-7 Page 1 of 1							
Р	ROJ	ECT: Marsh Road Townhouses	CLIENT: Taylo Penfi	r, The Builders eld, NY				
S	SITE:	Marsh Road Town of Perinton, New York						
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0635° Longitude: -77.4806° DEPTH		Approximate Surface Elev.:	438 (Ft.) +/- /ATION (Ft.)	WATER LEVEL OBSERVATIONS SAMPLE TYPE		
1		6.0	ray		<u>437.5+/-</u> <u>432+/-</u> 5	-		
	anceme	ratification lines are approximate. In-situ, the transition ment Method:	ay be gradual. See Exploration and Testing Procedures for a description of field and laboratory procedures for a subject of the field and laboratory procedures and additional data (If any).	Notes:				
	est Pit I	ent Method: backfilled with excavation soil upon completion. WATER LEVEL OBSERVATIONS	symbols and abbreviations. Elevations were interpolated from a topographic site plan.					
		roundwater not encountered	lerracon		Test Pit Completed:	06-04-2021		
			15 Marway Cir, Ste 2B Rochester, NY	Project No.: J5195239	Operator:			

	TEST PIT LOG NO. TP-8 Page 1							of 1
P	ROJI	ECT: Marsh Road Townhouses		CLIENT: Taylo Penfi	r, The Builders eld, NY		<u> </u>	
S	SITE:	Marsh Road Town of Perinton, New York						
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0638° Longitude: -77.4798° DEPTH			Approximate Surface Elev. ELE	: 436 (Ft.) +/- VATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS
_1 _2		0.3. A <u>ASPHALT</u> FILL - SILTY SAND WITH GRAVEL , brov 2.0	wn			436+/-	_	
3		2.0 <u>POORLY GRADED SAND (SP)</u> , brown 7.0				434+/-	- - 5 - -	
Adv 2	Str	atification lines are approximate. In-situ, the transition ma	ay be gradual.					
Adv 2		ent Method: vator Bucket	See Exploration and Test description of field and la used and additional data	ooratory procedures (If any).	Notes:			
Aba T		ent Method: ackfilled with excavation soil upon completion.	See Supporting Information symbols and abbreviation Elevations were interpolation	S.				
í 		WATER LEVEL OBSERVATIONS			Test Pit Started: 06-04-2021	Test Pit Comp	leted: 06	6-04-202
	Gr	oundwater not encountered			Excavator:	Operator:		
			15 Marway 0 Rocheste		Project No.: J5195239			

	TEST PIT LOG NO. TP-9 Page 1						
Р	ROJI	ECT: Marsh Road Townhouses	CLIENT: Tayl Pent	or, The Builders ield, NY			
S	ITE:	Marsh Road Town of Perinton, New York					
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0639° Longitude: -77.4804° DEPTH		Approximate Surface Elev. ELE	(1) HLd=O : 434 (Ft.) +/- VATION (Ft.)	WATER LEVEL OBSERVATIONS SAMPLE TYPE	
3		0.3_∧ <u>ASPHALT</u> <u>POORLY GRADED SAND (SP)</u> , brown 6.0			<u>434+/</u> - - - - - - - - - - - - - - - - - - -		
2 Aba	anceme 4" Exca	ratification lines are approximate. In-situ, the transition r ent Method: wator Bucket	nay be gradual.	Notes:			
Т		backfilled with excavation soil upon completion. WATER LEVEL OBSERVATIONS	Elevations were interpolated from a topographic site plan.	+	Toot Dit Complete d. 00	03 2024	
		roundwater not encountered	<b>Tierracon</b> 15 Marway Cir, Ste 2B Rochester, NY	Test Pit Started: 06-03-2021 Excavator: Project No.: J5195239	Test Pit Completed: 06- Operator:	-03-2021	

	TEST PIT LOG NO. TP-10 Page 1 of						
F	ROJ	ECT: Marsh Road Townhouses	CLIENT: Taylo Penfi	r, The Builders eld, NY		_	
S	SITE:	Marsh Road Town of Perinton, New York					
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0641° Longitude: -77.4807°		Approximate Surface Elev.	: 438 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS SAMDI E TVDE
1		DEPTH 0.5 <b>ASPHALT</b>		ELE	VATION (Ft.) 437.5+/-		> 0 v
3		6.0	avel, brown		432+/-	- - - 5-	
	/anceme 24" Exca	Test Pit Terminated at 6 Feet	ay be gradual. See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any). See Supporting Information for explanation of symbols and abbreviations.	Notes:			
		packfilled with excavation soil upon completion.	Elevations were interpolated from a topographic site plan.				
		WATER LEVEL OBSERVATIONS oundwater not encountered		Test Pit Started: 06-03-2021	Test Pit Comple	eted: 06	-03-202
ROK	GI		Jlerracon	Excavator:	Operator:		
N H I			15 Marway Cir, Ste 2B Rochester, NY	Project No.: J5195239			

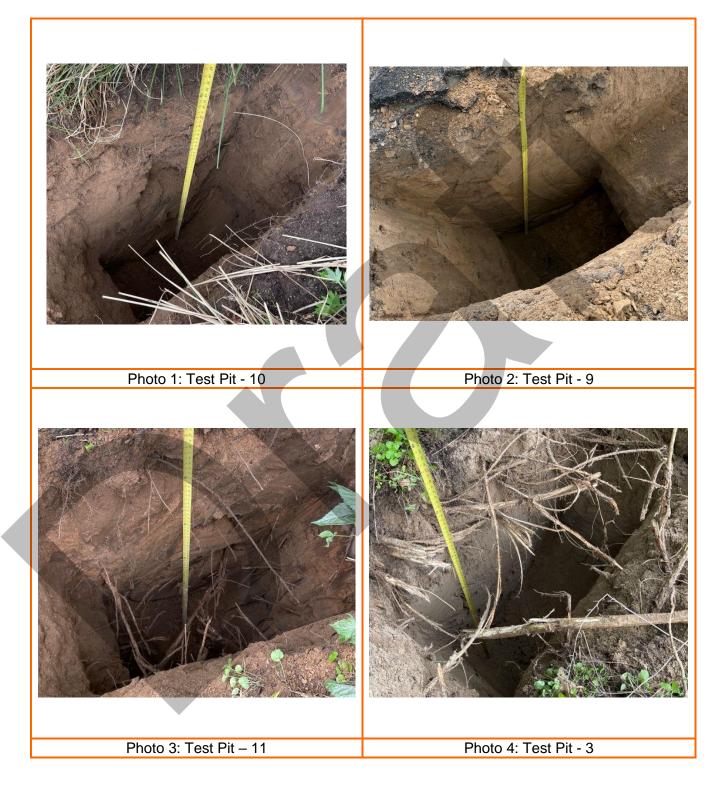
	TEST PIT LOG NO. TP-11 Page 1							of 1
Р	ROJI	ECT: Marsh Road Townhouses		CLIENT: Taylo Penfi	r, The Builders eld, NY		0	
S	SITE:	Marsh Road Town of Perinton, New York						
MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0635° Longitude: -77.4823° DEPTH				v.: 431.7 (Ft.) VATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS
3		0.2.∧ <u>TOPSOIL</u> <u>POORLY GRADED SAND (SP)</u> , brown 6.0				431.5		
	/anceme	Test Pit Terminated at 6 Feet	See Exploration and Te	sting Procedures for a	Notes:			
2 Aba T	andonme	vator Bucket ent Method: packfilled with excavation soil upon completion.	description of field and used and additional dat See Supporting Informa symbols and abbreviati Elevations were provide	laboratory procedures a (If any). Ition for explanation of ons.				
$\vdash$		WATER LEVEL OBSERVATIONS				Test Dit Car	Jot	2 00 000
		oundwater not encountered	ller	acon	Test Pit Started: 06-03-2021 Excavator:	Test Pit Comp	hered: 0	J-U3-2U2
			15 Marway	v Cir, Ste 2B ster, NY	Project No.: J5195239	Operator:		

### **TEST PIT PHOTO LOGS**



Marsh Rd Townhouses 🗌 Town of Perinton, NY Terracon Project No. J5195239

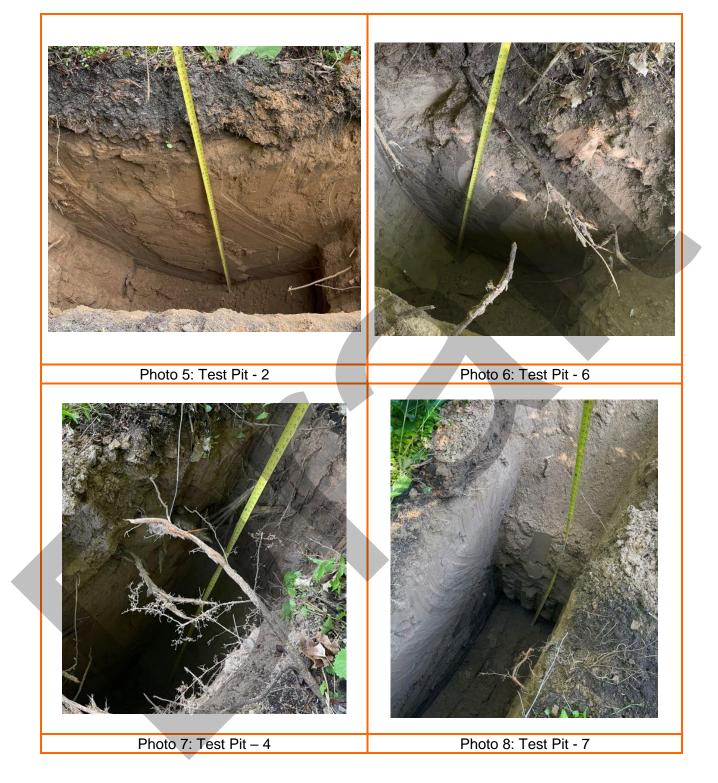
## **PHOTOGRAPHY LOG**



### **TEST PIT PHOTO LOGS**



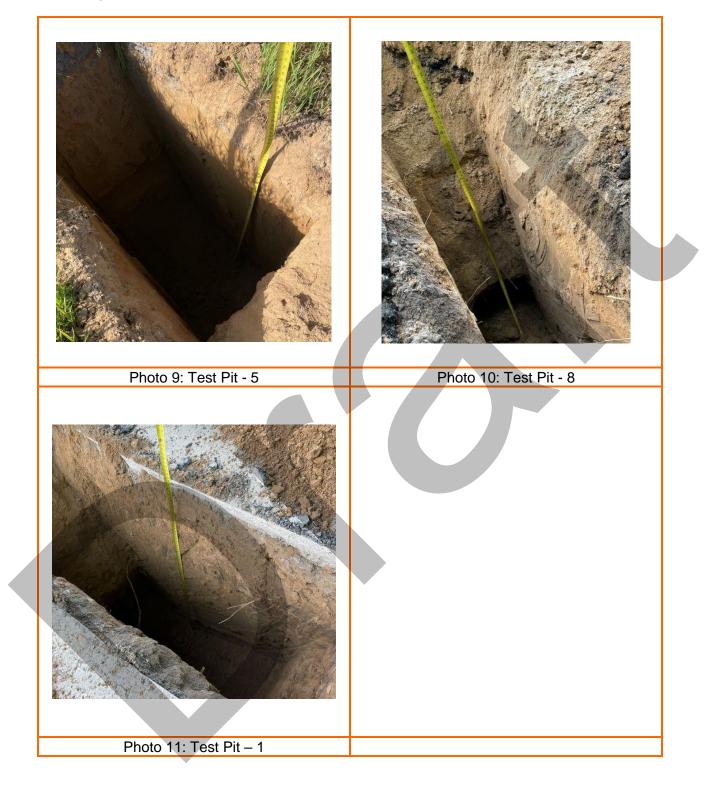
Marsh Rd Townhouses 🗌 Town of Perinton, NY Terracon Project No. J5195239



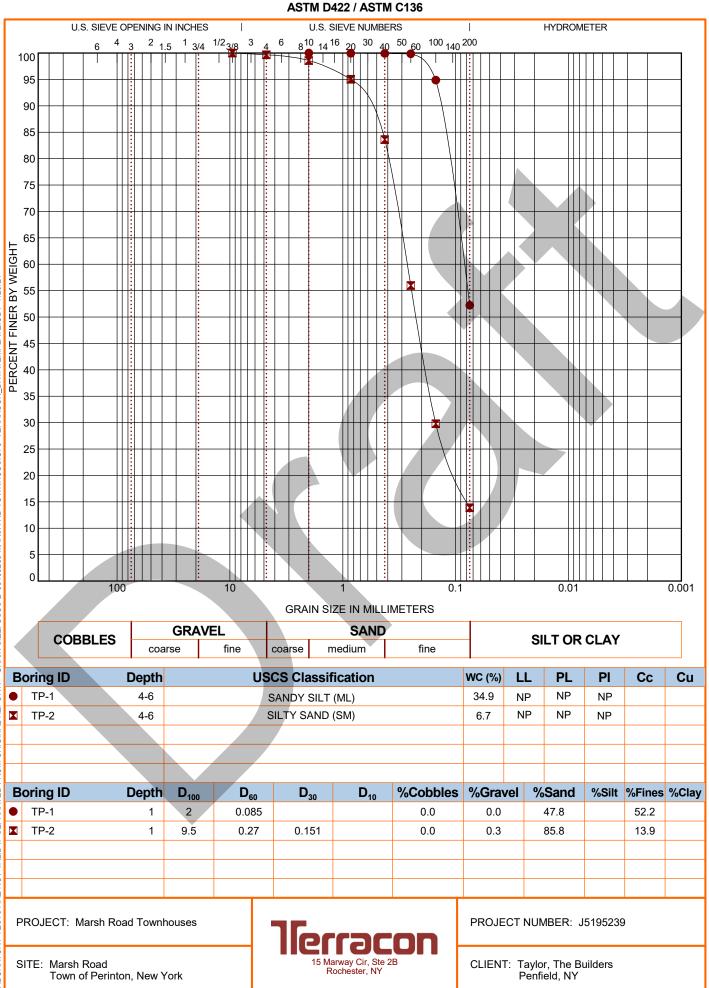
### **TEST PIT PHOTO LOGS**



Marsh Rd Townhouses 
Town of Perinton, NY
Terracon Project No. J5195239



## **GRAIN SIZE DISTRIBUTION**



GRAIN SIZE: USCS-2 J5195239 MARSH RD TOWNHOUS.GPJ TERRACON\_DATATEMPLATE.GDT 7/29/21 LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT.

## SUPPORTING INFORMATION

## **Contents:**

General Notes Unified Soil Classification System

Note: All attachments are one page unless noted above.

### **GENERAL NOTES** DESCRIPTION OF SYMBOLS AND ABBREVIATIONS Marsh Road Townhouses Town of Perinton. New Y



Marsh Road Townhouses Town of Perinton, New York Terracon Project No. J5195239

SAMPLING	WATER LEVEL	FIELD TESTS
	_── Water Initially Encountered	N Standard Penetration Test Resistance (Blows/Ft.)
Standard Penetration Test	_────────────────────────────────────	(HP) Hand Penetrometer
	Water Level After a Specified Period of Time	(T) Torvane
	Cave In Encountered	(DCP) Dynamic Cone Penetrometer
	Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur	UC Unconfined Compressive Strength
	over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level	(PID) Photo-Ionization Detector
	observations.	(OVA) Organic Vapor Analyzer

### DESCRIPTIVE SOIL CLASSIFICATION

Soil classification as noted on the soil boring logs is based Unified Soil Classification System. Where sufficient laboratory data exist to classify the soils consistent with ASTM D2487 "Classification of Soils for Engineering Purposes" this procedure is used. ASTM D2488 "Description and Identification of Soils (Visual-Manual Procedure)" is also used to classify the soils, particularly where insufficient laboratory data exist to classify the soils in accordance with ASTM D2487. In addition to USCS classification, coarse grained soils are classified on the basis of their in-place relative density, and fine-grained soils are classified on the basis of their consistency. See "Strength Terms" table below for details. The ASTM standards noted above are for reference to methodology in general. In some cases, variations to methods are applied as a result of local practice or professional judgment.

### LOCATION AND ELEVATION NOTES

Exploration point locations as shown on the Exploration Plan and as noted on the soil boring logs in the form of Latitude and Longitude are approximate. See Exploration and Testing Procedures in the report for the methods used to locate the exploration points for this project. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

STRENGTH TERMS							
(More than 50%	<b>OF COARSE-GRAINED SOILS</b> retained on No. 200 sieve.) Standard Penetration Resistance	CONSISTENCY OF FINE-GRAINED SOILS (50% or more passing the No. 200 sieve.) Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance					
Descriptive Term (Density)	Standard Penetration or N-Value Blows/Ft.	Descriptive Term (Consistency)	Unconfined Compressive Strength Qu, (tsf)	Standard Penetration or N-Value Blows/Ft.			
Very Loose	0 - 3	Very Soft	less than 0.25	0 - 1			
Loose	4 - 9	Soft	0.25 to 0.50	2 - 4			
Medium Dense	10 - 29	Medium Stiff	0.50 to 1.00	4 - 8			
Dense	30 - 50	Stiff	1.00 to 2.00	8 - 15			
Very Dense	> 50	Very Stiff	2.00 to 4.00	15 - 30			
		Hard	> 4.00	> 30			

### **RELEVANCE OF SOIL BORING LOG**

The soil boring logs contained within this document are intended for application to the project as described in this document. Use of these soil boring logs for any other purpose may not be appropriate.

## UNIFIED SOIL CLASSIFICATION SYSTEM

# Terracon GeoReport

Critoria for Assign	ia for Assigning Group Symbols and Group Names Using Laboratory Tests A				Soil Classification
Criteria for Assign	ing Group Symbols	and Group Names	S USING Laboratory Tests A	Group Symbol	Group Name <sup>B</sup>
		Clean Gravels:	$Cu \ge 4$ and $1 \le Cc \le 3^{E}$	GW	Well-graded gravel F
	Gravels: More than 50% of coarse fraction retained on No. 4 sieve	Less than 5% fines <sup>C</sup>	Cu < 4 and/or [Cc<1 or Cc>3.0] <sup>E</sup>	GP	Poorly graded gravel
		Gravels with Fines:	Fines classify as ML or MH	GM	Silty gravel F, G, H
Coarse-Grained Soils: More than 50% retained	Tetained on No. 4 Sieve	More than 12% fines <sup>C</sup>	Fines classify as CL or CH	GC	Clayey gravel <sup>F, G, H</sup>
on No. 200 sieve	Sands: 50% or more of coarse fraction passes No. 4 sieve	Clean Sands:	$Cu \ge 6$ and $1 \le Cc \le 3^{E}$	SW	Well-graded sand
		Less than 5% fines <sup>D</sup>	Cu < 6 and/or [Cc<1 or Cc>3.0]	SP	Poorly graded sand
		Sands with Fines:	Fines classify as ML or MH	SM	Silty sand G, H, I
		More than 12% fines <sup>D</sup>	Fines classify as CL or CH	SC	Clayey sand G, H, I
			PI > 7 and plots on or above "A"	CL	Lean clay <sup>K, L, M</sup>
	Silts and Clays:	Inorganic:	PI < 4 or plots below "A" line J	ML	Silt K, L, M
	Liquid limit less than 50	- ·	Liquid limit - oven dried		Organic clay K, L, M, I
Fine-Grained Soils:		Organic:	Liquid limit - not dried < 0.75	OL	Organic silt K, L, M, O
50% or more passes the			PI plots on or above "A" line	СН	Fat clay K, L, M
No. 200 sieve	Silts and Clays:	Inorganic:	PI plots below "A" line	MH	Elastic Silt K, L, M
	Liquid limit 50 or more	Organic:	Liquid limit - oven dried		Organic clay K, L, M, I
			Liquid limit - not dried < 0.75	ОН	Organic silt K, L, M, Q
Highly organic soils:	Primarilv	organic matter, dark in co		PT	Peat
Based on the material pa	assing the 3-inch (75-mm)	) sieve.	<sup>H</sup> If fines are organic, add "with orga	anic fines"	to group name.
gravel with silt, GW-GC graded gravel with silt, GW-GC Sands with 5 to 12% fine sand with silt, SW-SC we sand with silt, SP-SC point $Cu = D_{60}/D_{10}$ $Cc = D_{10}$	nd, add "with sand" to gro , use dual symbol GC-GI For classification soils and fine-gra	ay, GP-GM poorly el with clay. SW-SM well-graded SP-SM poorly graded y. bup name. M, or SC-SM. of fine-grained ined fraction	<ul> <li>K If soil contains 15 to 29% plus No. gravel," whichever is predominan</li> <li>L If soil contains ≥ 30% plus No. 20 "sandy" to group name.</li> <li>M If soil contains ≥ 30% plus No. 20 "gravelly" to group name.</li> <li>N PI ≥ 4 and plots on or above "A" I</li> <li>O PI &lt; 4 or plots below "A" line.</li> <li>P I plots on or above "A" line.</li> <li>Q PI plots below "A" line.</li> </ul>	t. 10 predom 10, predom	inantly sand, add
40 30 20 10 7 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Equation of "U" - line Vertical at LL=16 to F then PI=0.9 (LL-8)		OUT LINE OUT ON CHOTON MH or OH		

### LIQUID LIMIT (LL)



August 23, 2023

Taylor, The Builders 2570 Baird Road Penfield, New York 12203

Attn: Mr. Karl Schuler P: (585) 248 6000 E: Karl@buildtaylor.com

Re: Geotechnical Data Report Burgundy Basin Redevelopment – Infiltration Testing 1361 Marsh Road Pittsford, New York Terracon Project No. J5195239

Dear Mr. Schuler:

At your request infiltration testing for the proposed Burgundy Basin Redevelopment at 1361 Marsh Road in the town of Pittsford, New York was conducted on August 17, 2023.

Our scope of services included performing infiltration testing at each location at a depths of four to six feet below existing ground elevations. The approximate locations of the test borings are shown on the attached Exploration Plan. The infiltration test sheets, and double ring infiltrometer data sheets are attached at the end of this report.

The test boring locations were established in the field by Passero Associates and Taylor, The Builders Representatives. Notes on each location and their respective movements are provided in the table below and are also represented on the attached exploration plan. At each location a test hole was dug with an excavator to a depth slightly shallower than the desired test depth and finished by hand to remove any disturbed soils.

Test Location	Location Description
INF-1	Moved to South of Inf-2. Ground surface appears slightly lower than Inf-2.
INF-2	As Staked by Passero Associates, Ground Surface Elevation of 427.26.
INF-3	Moved west into grass. Slightly lower than original location.
INF-4	Moved south and east to grass by small retaining wall.
INF-5	Moved slightly south. Slightly lower than original marked location.

### Infiltration Data Report

Burgundy Basin Redevelopment | Pittsford, Monroe County, New York August 23, 2023 | Terracon Project No. J5195239



Field percolation tests were conducted at each location at 5 to 6 feet below the ground surface elevations. Percolation testing was completed in general accordance with procedures presented in Section B.4.b Percolation testing of the 2014 New York State Design Standards for Intermediate Sized Wastewater Treatment System released by the New York State Department of Environmental Conservation (NYSDEC).

Field infiltration tests were also conducted using a double ring infiltrometer. The results are summarized in the table below with the full data provided as an attachment.

Test	Double Ring NYSDEC Percolation Infiltration Test				
Test Location	Test Depth (ft) <sup>1</sup>	Infiltration Rate (in/hr)	Test Depth (ft) <sup>1</sup>	Percolation Time (min) <sup>2</sup>	Soil Description
INF-1	4	4.0	5	±2.1 min	Well Graded Sand (SM), trace silt
INF-2	5	19.8	6	±1 min	Poorly Graded Sand (SP), trace silt
INF-3	4	10.0	5	±1.7 min	Well Graded Sand (SM), trace silt
INF-4	4	13.8	5	±1.3 min	Poorly Graded Sand (SP), trace silt
INF-5	4	3.2	5	±4.1 min	Well Graded Sand (SM), trace silt

1. Test depth as measured from original ground surface to plane of infiltration.

2. Result in minutes for a water elevation change from 6" to 5" above the bottom of the test hole.

The attached photo log shows the typical testing setup and soil type.

We appreciate the opportunity to be of continued service on this project. Please contact us at your convenience if you have questions.

Sincerely, Terracon Consultants, Inc.

Tyler Wooden Staff Engineer Michele Fiorillo Department Manager

### Attachments:

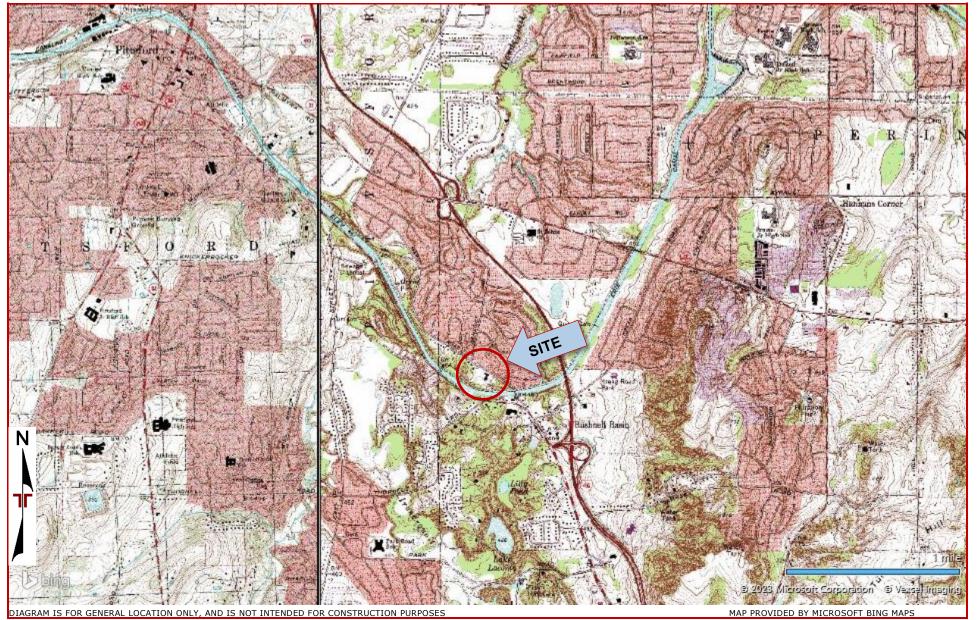
Site Location and Exploration Plans (2 pages) Photo Log Double Ring Infiltration Test Data Percolation Test Data

Explore with us

#### **Geotechnical Data Report**

Burgundy Basin Redevelopment – Infiltration Testing | Pittsford, Monroe County, New York Terracon Project No. J5195239

## **Site Location**



Facilities | Environmental | Geotechnical | Materials



### Geotechnical Data Report

Burgundy Basin Redevelopment – Infiltration Testing | Pittsford, Monroe County, New York Terracon Project No. J5195239



## **Exploration Plan**

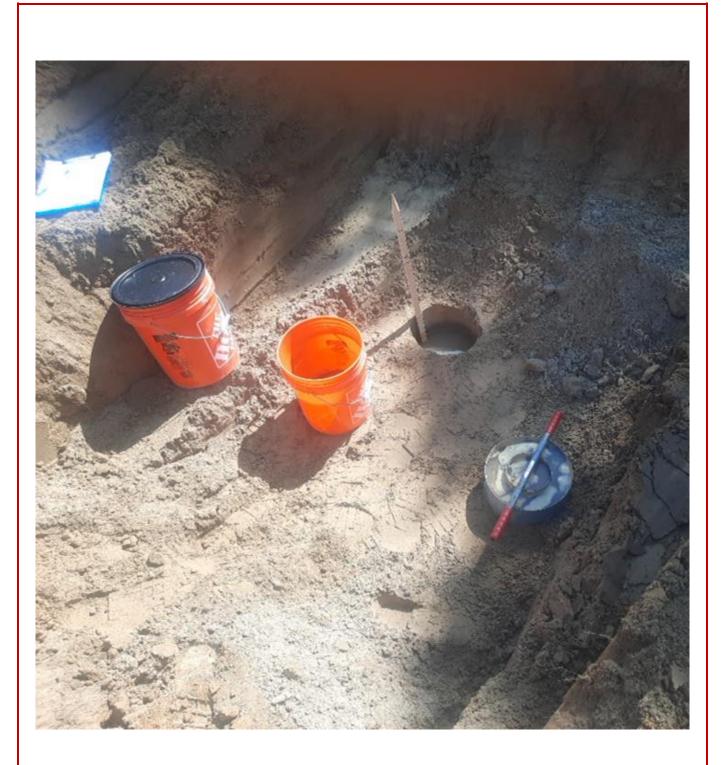


### **Geotechnical Data Report**

Burgundy Basin Redevelopment – Infiltration Testing | Pittsford, New York Terracon Project No. J5195239



## **Photography Log**



**Photo 1:** Typical set-up with percolation test in the upper section of the photo and the double ring infiltration test shown in the lower right.

# **Double Ring Infiltration Test Data**



Project:Burgundy Basin Redevelopment - Infiltration TestingWeather:Sunny, 76 Degrees Fahrenheit

 Terracon Project No.: J5195239

 Tester :
 Tyler Wooden

 Test Date:
 8/17/2023

Test Location	Test Depth	Soil Description	Trial Number	Water Drop (inches)	Elapsed Time (minutes)	Infiltration Rate (inches/hour)
			1	1.1	15	4.40
INF-1	4 feet below	Brown Well Graded Sand	2	1	15	4.00
	surface	(SW), trace silt	3	1	15	4.00
	sonace	(SW), have sh	4	1	15	4.00
			Tł	ne final (stabilized) i	nfiltration rate is 4.0	inches/hour
			1	2	6 min, 3 sec.	19.8
	5 feet below	Drawn Daarby Cradad Sand	2	2.0	6 min, 5 sec.	19.7
INF-2	surface	Brown Poorly Graded Sand (SP), trace silt	3	2.0	6 min, 1 sec.	19.9
	sonace	(SF), frace sin	4	2	6 min, 3 sec.	19.8
			Th	e final (stabilized) ir	nfiltration rate is 19.8	inches/ hour
			1	3.0	15	12.0
	4 feet below surface		2	2.9	15	11.6
INF-3			3	2.5	15	10.0
			4	2.5	15	10.0
			5	2.5	15	10.0
			Th	e final (stabilized) i	nfiltration rate is 10.0	inches/hour
			1	3.8	15	15.2
	4 feet below		2	3.6	15	14.4
			3	3.5	15	14.0
INF-4	surface		4	2.4	10	14.4
	Jonace		5	2.3	10	13.8
			6	2.3	10	13.8
			Th	e final (stabilized) i	nfiltration rate is 13.8	inches/hour
			1	0.8	15	3.20
	4 feet below	Brown Well Graded Sand	2	0.8	15	3.20
INF-5	surface	(SW), trace silt	3	0.8	15	3.20
	SULICE		4	0.8	15	3.20
	The final (stabilized) infiltration rate is 3.2 inches/hour					
Testing was c	onducted based o	n the procedures otlined in the Tu	urf-Tec Interna	ational Manual for t	he IN8-W Infiltration	ring.

(see instructions on reverse side)

Development Site: Burgundy Basin Redevelopment

(T/V/C): Pittsford, New York County: Monroe

Date: <u>8/17/2023</u>

\_\_\_\_\_ Tests Conducted By: \_\_\_\_\_\_ Tyler Wooden

Weather Conditions: \_\_\_\_\_\_ 76 Degrees Fahrenheit

Test	Test Hole	1.4	Cail Duella Decovintion and	Duccestring				Percola	tion Test		
Hole No.	Depth (inches)	Lot No.	Soil Profile Description and Groundwater Depth (if identified)	Presoaking Date & Time	Time	1	2	3	4	5	6
	5 feet t bottom c hole fro	f	Brown Well Graded Sand (SW), trace silt	N/A	End						
1	ground surface.			N/A	Begin						
		1			Result	1 min 37 sec	2 min 1 sec		2 min 5 sec		2 min 3 sec
	5 feet t bottom o hole fro	of	Brown Poorly Graded Sand (SP), Trace Silt		End						
2	ground s			N/A	Begin						
					Result	36 sec	50 sec	56 sec	58 sec	57 sec	
	5 feet bottom hole fr	of	Brown Well Graded Sand (SW), trace silt		End						
3	ground surface			N/A	Begin						
					Result	1 min 32 sec	1 min 37 sec	1 min 38 sec	1 min 40 sec	1 min 39 sec	1 min 40 sec
	5 feet bottom hole fro	of	Brown Poorly Graded Sand (SP), trace silt		End						
4	ground face.			N/A	Begin						
					Result	1 min 5 sec	1 min 12 sec	1 min 18 sec	1 min 19 sec	1 min 18 sec	1 min 18 sec
	5 feet t bottom c hole fro	f	Brown Well Graded Sand (SW), trace silt		End						
5	ground s			N/A	Begin						
					Result	3 min 2 sec	3 min 28 sec	4 min	4 min 5 sec	4 min 3 sec	
					End						
					Begin						
					Result						

Begin time, end time, and result in minutes for a water elevation change from 6" to 5" above the bottom of the test hole.

# 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:		
Project Location (describe, and attach a general location map):		
Brief Description of Proposed Action (include purpose or need):		
Name of Applicant/Sponsor:	Telephone:	
	E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Project Contact (if not same as sponsor; give name and title/role):	Telephone:	I
	E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):	Telephone:	I
	E-Mail:	
Address:		
City/PO:	State:	Zip Code:

# **B.** Government Approvals

B. Government Approvals, Funding, or Sponsorship.	("Funding"	'includes grants,	loans, tax rel	lief, and any c	other forms	of financial
assistance.)						

Government	Entity	If Yes: Identify Agency and Approval(s) Required		ation Date or projected)
a. City Counsel, Town Boa or Village Board of Trus				
b. City, Town or Village Planning Board or Comm	□ Yes □ No nission			
c. City, Town or Village Zoning Board of	□ Yes □ No Appeals			
d. Other local agencies	$\Box$ Yes $\Box$ No			
e. County agencies	$\Box$ Yes $\Box$ No			
f. Regional agencies	$\Box$ Yes $\Box$ No			
g. State agencies	$\Box$ Yes $\Box$ No			
h. Federal agencies	$\Box$ Yes $\Box$ No			
<ul><li>i. Coastal Resources.</li><li><i>i</i>. Is the project site with</li></ul>	nin a Coastal Area, o	or the waterfront area of a Designated Inland Water	rway?	□ Yes □ No
<i>ii</i> . Is the project site loca <i>iii</i> . Is the project site with	•	with an approved Local Waterfront Revitalization Hazard Area?	Program?	□ Yes □ No □ Yes □ No

# C. Planning and Zoning

C.1. Planning and zoning actions.	
<ul> <li>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?</li> <li>If Yes, complete sections C, F and G.</li> <li>If No, proceed to question C.2 and complete all remaining sections and questions in Part 1</li> </ul>	□ Yes □ No
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
<ul> <li>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?)</li> <li>If Yes, identify the plan(s):</li> </ul>	□ Yes □ No
<ul> <li>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?</li> <li>If Yes, identify the plan(s):</li> </ul>	□ Yes □ No

C.3. Zoning	
a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. If Yes, what is the zoning classification(s) including any applicable overlay district?	□ Yes □ No
b. Is the use permitted or allowed by a special or conditional use permit?	□ Yes □ No
<ul><li>c. Is a zoning change requested as part of the proposed action?</li><li>If Yes,</li><li><i>i</i>. What is the proposed new zoning for the site?</li></ul>	□ Yes □ No
C.4. Existing community services.	
a. In what school district is the project site located?	
b. What police or other public protection forces serve the project site?	
c. Which fire protection and emergency medical services serve the project site?	
d. What parks serve the project site?	

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#### **D.** Project Details n 1. Pr А, d Potential De

L

D.1. Proposed and Potential Development	
a. What is the general nature of the proposed action (e.g., residential, industrial, components)?	al, commercial, recreational; if mixed, include all
b. a. Total acreage of the site of the proposed action?	acres
	acres
c. Total acreage (project site and any contiguous properties) owned	
or controlled by the applicant or project sponsor?	acres
c. Is the proposed action an expansion of an existing project or use?	$\Box$ Yes $\Box$ No
<i>i</i> . If Yes, what is the approximate percentage of the proposed expansion and	
d. Is the proposed action a subdivision, or does it include a subdivision?	$\Box$ Yes $\Box$ No
If Yes,	
<i>i</i> . Purpose or type of subdivision? (e.g., residential, industrial, commercial;	if mixed, specify types)
<i>ii.</i> Is a cluster/conservation layout proposed?	□ Yes □ No
<i>iii</i> . Number of lots proposed?	
<i>iv</i> . Minimum and maximum proposed lot sizes? Minimum M	laximum
e. Will the proposed action be constructed in multiple phases?	$\Box$ Yes $\Box$ No
<i>i</i> . If No, anticipated period of construction:	months
<i>ii</i> . If Yes:	
• Total number of phases anticipated	
• Anticipated commencement date of phase 1 (including demolition)	
<ul> <li>Anticipated completion date of final phase</li> </ul>	monthyear
Generally describe connections or relationships among phases, inclu	
determine timing or duration of future phases:	

1 0	et include new resid				$\Box$ Yes $\Box$ No
If Yes, show num	bers of units propo				
	One Family	<u>Two Family</u>	<u>Three</u> Family	Multiple Family (four or more)	
Initial Phase					
At completion					
of all phases					
g Doos the prop	sad action include	now non residentie	al construction (inclu	ding expansions)?	$\Box$ Yes $\Box$ No
If Yes,	osed action menude	new non-residentia	a construction (mere	iding expansions):	
/	of structures				
ii. Dimensions (	in feet) of largest p	roposed structure:	height;	width; andlength	
iii. Approximate	extent of building	space to be heated	or cooled:	square feet	
h. Does the prope	osed action include	construction or oth	er activities that wil	l result in the impoundment of any	□ Yes □ No
				agoon or other storage?	
If Yes,		11 57		6 6	
<i>i</i> . Purpose of the	e impoundment:			□ Ground water □ Surface water strear	
<i>ii</i> . If a water imp	oundment, the prin	cipal source of the	water:	□ Ground water □ Surface water stream	ns $\Box$ Other specify:
<i>iii</i> . If other than w	vater, identify the ty	ype of impounded/	contained liquids and	d their source.	
<i>iv</i> . Approximate	size of the propose	d impoundment.	Volume:	million gallons; surface area:	acres
v. Dimensions o	of the proposed dam	or impounding str	ucture:	height; length	uoros
				ructure (e.g., earth fill, rock, wood, conc	erete):
D.2. Project Op	erations				
a. Does the prope	osed action include	any excavation, mi	ning, or dredging, d	uring construction, operations, or both?	□ Yes □ No
		ation, grading or in	stallation of utilities	or foundations where all excavated	
materials will r	emain onsite)				
If Yes:					
i. What is the pu	irpose of the excava	ation or dredging?			
				o be removed from the site?	
	hat duration of time			ged, and plans to use, manage or dispose	of them
<i>III.</i> Describe natu			e excavated of dieds	ged, and plans to use, manage of dispose	e of mem.
iv. Will there be	onsite dewatering	or processing of ex	cavated materials?		$\Box$ Yes $\Box$ No
If yes, descri	be				
<i>v</i> . What is the to	otal area to be dredg	ged or excavated?		acres	
		•		acres	
			or dredging?	feet	- 37 - 37
	avation require blas				$\Box$ Yes $\Box$ No
ix. Summarize sit	e reclamation goals	s and plan:			
h Would the pro-	nosed action cause	or result in alteration	on of increase or do	crease in size of, or encroachment	□ Yes □ No
			ch or adjacent area?		
If Yes:		eay, morenne, bed	in or adjuctin area.		
	vetland or waterbod	ly which would be	affected (by name, w	vater index number, wetland map numb	er or geographic

<i>ii.</i> Describe how the proposed action would affect that waterbody alteration of channels, banks and shorelines. Indicate extent of		
<i>iii.</i> Will the proposed action cause or result in disturbance to bottor If Yes, describe:	n sediments?	Yes □ No
iv. Will the proposed action cause or result in the destruction or re	moval of aquatic vegetation?	$\Box$ Yes $\Box$ No
If Yes:		
<ul> <li>acres of aquatic vegetation proposed to be removed:</li> <li>expected acreage of aquatic vegetation remaining after pro-</li> </ul>		
<ul> <li>expected acreage of aquatic vegetation remaining after pro- purpose of proposed removal (e.g. beach clearing, invasiv)</li> </ul>		
pulpose of proposed removal (e.g. beach clearing, invasiv		
proposed method of plant removal:		
• if chemical/herbicide treatment will be used, specify produ	uct(s):	
v. Describe any proposed reclamation/mitigation following disturb	Dance:	
	The proposed project will have a minimal	
c. Will the proposed action use, or create a new demand for water? If Yes:	The proposed project will have a minimal increase in demand over the previous use.	$\Box$ Yes $\Box$ No
<i>i</i> . Total anticipated water usage/demand per day:	gallons/day	
<i>ii.</i> Will the proposed action obtain water from an existing public v		□ Yes □ No
If Yes:		
Name of district or service area:		
• Does the existing public water supply have capacity to ser	ve the proposal?	$\Box$ Yes $\Box$ No
• Is the project site in the existing district?		$\Box$ Yes $\Box$ No
• Is expansion of the district needed?		$\Box$ Yes $\Box$ No
• Do existing lines serve the project site?		$\Box$ Yes $\Box$ No
iii. Will line extension within an existing district be necessary to suff Yes:	ipply the project?	$\Box$ Yes $\Box$ No
• Describe extensions or capacity expansions proposed to see	erve this project:	
Source(s) of supply for the district:		
<i>iv.</i> Is a new water supply district or service area proposed to be for ff, Yes:	rmed to serve the project site?	□ Yes □ No
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 prov	vide water supply for the project:	
<i>vi</i> . If water supply will be from wells (public or private), what is the	e maximum pumping capacity: gallon	s/minute.
d. Will the proposed action generate liquid wastes?		$\Box$ Yes $\Box$ No
If Yes:		
<i>i</i> . Total anticipated liquid waste generation per day:		. 1
<i>ii.</i> Nature of liquid wastes to be generated (e.g., sanitary wastewat approximate volumes or proportions of each):		
<i>iii.</i> Will the proposed action use any existing public wastewater treated	atment facilities?	□ Yes □ No
If Yes:		
Name of wastewater treatment plant to be used:		
Name of district:		
<ul> <li>Does the existing wastewater treatment plant have capacit</li> <li>Is the project site in the existing district?</li> </ul>	y to serve the project?	□ Yes □ No □ Yes □ No
<ul><li> Is the project site in the existing district?</li><li> Is expansion of the district needed?</li></ul>		$\Box$ Yes $\Box$ No $\Box$ Yes $\Box$ No
- is expansion of the district needed?		$\square$ 1 es $\square$ NO

• Do existing sewer lines serve the project site?	$\Box$ Yes $\Box$ No
• Will a line extension within an existing district be necessary to serve the project?	$\Box$ Yes $\Box$ No
If Yes:	
Describe extensions or capacity expansions proposed to serve this project:	
<i>iv.</i> 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 speci	fying proposed
receiving water (name and classification if surface discharge or describe subsurface disposal plans):	
<i>vi</i> . Describe any plans or designs to capture, recycle or reuse liquid waste:	
<i>w</i> . Describe any plans of designs to capture, recycle of reuse inquiti waste.	· · · · · · · · · · · · · · · · · · ·
e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point	$\Box$ Yes $\Box$ No
sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point	
source (i.e. sheet flow) during construction or post construction?	
If Yes:	
<i>i</i> . How much impervious surface will the project create in relation to total size of project parcel?	
Square feet or acres (impervious surface) Square feet or acres (parcel size)	
<i>ii.</i> Describe types of new point sources	
<i>u</i> . Describe types of new point sources.	
iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent pr	operties.
groundwater, on-site surface water or off-site surface waters)?	1 /
If to surface waters, identify receiving water bodies or wetlands:	
• Will stormwater runoff flow to adjacent properties?	$\Box \operatorname{Yes} \Box \operatorname{No}$
<i>iv.</i> Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?	
f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel	$\Box$ Yes $\Box$ No
combustion, waste incineration, or other processes or operations?	
If Yes, identify: <i>i</i> . Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)	
<i>i</i> . Mobile sources during project operations (e.g., neavy equipment, neet of derivery vehicles)	
<i>ii.</i> 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)	
	- X/ - X
g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit,	$\Box$ Yes $\Box$ No
or Federal Clean Air Act Title IV or Title V Permit?	
If Yes: <i>i</i> Is the project site located in an Air quality non-attainment area? (Area routingly or periodically fails to most	
<i>i</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)	$\Box$ Yes $\Box$ No
ambient air quality standards for all or some parts of the year) <i>ii.</i> In addition to emissions as calculated in the application, the project will generate:	
Tons/year (short tons) of Carbon Dioxide (CO <sub>2</sub> )	
•Tons/year (short tons) of Nitrous Oxide (N <sub>2</sub> O)	
•Tons/year (short tons) of Perfluorocarbons (PFCs)	
•Tons/year (short tons) of Sulfur Hexafluoride (SF <sub>6</sub> )	
<ul> <li>Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)</li> <li>Tons/year (short tons) of Hazardous Air Pollutants (HAPs)</li> </ul>	

<ul> <li>h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)?</li> <li>If Yes:</li> </ul>	□ Yes □ No
<ul> <li><i>i</i>. Estimate methane generation in tons/year (metric):</li></ul>	enerate heat or
<ul> <li>Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations?</li> <li>If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):</li> </ul>	□ Yes □ No
<ul> <li>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? Burgundy Basin generated 500 +/- peak AM &amp; PM trips. Th use project is projected to generate 160+- trips during AM an <i>i</i>. When is the peak traffic expected (Check all that apply): □ Morning □ Evening □ Weekend □ Randomly between hours of to</li> <li><i>ii.</i> For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks)</li> </ul>	e proposed mixed- id PM peak times.
<ul> <li><i>iii.</i> Parking spaces: Existing Proposed Net increase/decrease</li> <li><i>iv.</i> Does the proposed action include any shared use parking? shared use between commercial and residential</li> <li><i>v.</i> If the proposed action includes any modification of existing roads, creation of new roads or change in existing a</li> <li><i>vi.</i> Are public/private transportation service(s) or facilities available within ½ mile of the proposed site?</li> <li><i>vii</i> Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles?</li> <li><i>viii</i>. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes?</li> </ul>	Yes No
<ul> <li>k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy?</li> <li>If Yes: <ul> <li><i>i</i>. Estimate annual electricity demand during operation of the proposed action:</li> <li><i>ii</i>. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/lo other):</li> <li><i>iii</i>. Will the proposed action require a new, or an upgrade, to an existing substation?</li> </ul> </li> </ul>	□ Yes □ No
1. Hours of operation. Answer all items which apply. <i>i</i> . During Construction:         • Monday - Friday:         • Saturday:         • Sunday:         • Holidays:	

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both?	$\Box$ Yes $\Box$ No
If yes:	
<i>i</i> . Provide details including sources, time of day and duration:	
<i>ii.</i> Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? Describe:	$\Box$ Yes $\Box$ No
n. Will the proposed action have outdoor lighting?	$\Box$ Yes $\Box$ No
If yes: <i>i</i> . Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:	
<i>ii.</i> Will proposed action remove existing natural barriers that could act as a light barrier or screen?	□ Yes □ No
Describe:	
	□ Yes □ No
o. Does the proposed action have the potential to produce odors for more than one hour per day? 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)	□ Yes □ No
or chemical products 185 gallons in above ground storage or any amount in underground storage?	105 110
If Yes: <i>i</i> . Product(s) to be stored	
<i>ii.</i> Volume(s) per unit time (e.g., month, year)	
<i>iii.</i> Generally, describe the proposed storage facilities:	
q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides,	□ Yes □ No
insecticides) during construction or operation?	
If Yes: <i>i</i> . Describe proposed treatment(s):	
<i>ii.</i> Will the proposed action use Integrated Pest Management Practices? r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal	$\Box Yes \Box No$ $\Box Yes \Box No$
of solid waste (excluding hazardous materials)?	
If Yes: <i>i</i> . Describe any solid waste(s) to be generated during construction or operation of the facility:	
Construction: tons per (unit of time)	
• Operation : tons per (unit of time) <i>ii.</i> Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waster	
Construction:	
• Operation:	
<i>iii.</i> Proposed disposal methods/facilities for solid waste generated on-site:	
• Construction:	
Operation:	

s. Does the proposed action include construction or modification of a solid waste management facility?
<ul> <li><i>i</i>. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities):</li> </ul>
<i>ii.</i> Anticipated rate of disposal/processing:
• Tons/month, if transfer or other non-combustion/thermal treatment, or
• Tons/hour, if combustion or thermal treatment
<i>iii.</i> If landfill, anticipated site life: years
t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous $\Box$ Yes $\Box$ No waste?
If Yes:
<i>i</i> . Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility:
<i>ii.</i> Generally describe processes or activities involving hazardous wastes or constituents:
<i>iii</i> . Specify amount to be handled or generated tons/month
<i>iv.</i> 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? $\Box$ Yes $\Box$ 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			
	project site. lential (suburban) □ Rura (specify):		
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			
Forested			
• Meadows, grasslands or brushlands (non- agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
Other     Describe:			

c. Is the project site presently used by members of the community for public recreation? <i>i</i> . If Yes: explain:	$\Box$ Yes $\Box$ No
<ul> <li>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?</li> <li>If Yes,</li> <li><i>i</i>. Identify Facilities:</li> </ul>	□ Yes □ No
e. Does the project site contain an existing dam? Erie Canal embankment If Yes:	□ Yes □ No
<i>i</i> . Dimensions of the dam and impoundment:	
• Dam height: feet	
Dam length: feet	
<ul> <li>Surface area:acres</li> <li>Volume impounded:gallons OR acre-feet</li> </ul>	
<i>ii.</i> Dam's existing hazard classification:	
<i>iii.</i> Provide date and summarize results of last inspection:	
<i>iii.</i> 1 to vide date and summarize results of fast 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 facil If Yes:	□ Yes □ No lity?
<i>i</i> . Has the facility been formally closed?	□ Yes □ No
If yes, cite sources/documentation:	
<i>ii.</i> Describe the location of the project site relative to the boundaries of the solid waste management facility:	
<i>iii</i> . 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? If Yes:	□ Yes □ No
<i>i.</i> Describe waste(s) handled and waste management activities, including approximate time when activities occurre	ed:
<ul> <li>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?</li> <li>If Yes:</li> </ul>	□ Yes □ No
<i>i</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):	
<ul> <li>□ Yes – Environmental Site Remediation database</li> <li>□ Neither database</li> <li>Provide DEC ID number(s):</li> </ul>	
<i>ii</i> . If site has been subject of RCRA corrective activities, describe control measures:	
<i>iii.</i> Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? If yes, provide DEC ID number(s):	□ Yes □ No
<i>iv.</i> If yes to (i), (ii) or (iii) above, describe current status of site(s):	

v. Is the project site subject to an institutional control limiting property uses?	$\Box$ Yes $\Box$ No
If yes, DEC site ID number:	
Describe the type of institutional control (e.g., deed restriction or easement):	
<ul> <li>Describe any use limitations:</li></ul>	
<ul> <li>Will the project affect the institutional or engineering controls in place?</li> </ul>	□ Yes □ No
• Explain:	
E.2. Natural Resources On or Near Project Site	
a. What is the average depth to bedrock on the project site? feet	
b. Are there bedrock outcroppings on the project site?	$\Box$ Yes $\Box$ No
If Yes, what proportion of the site is comprised of bedrock outcroppings?%	
c. Predominant soil type(s) present on project site:	%
	%
	%
d. What is the average depth to the water table on the project site? Average: feet	
e. Drainage status of project site soils:  Well Drained: % of site	
□ Moderately Well Drained:% of site	
□ Poorly Drained% of site	
Improvide the proportion of proposed action site with slopes:       Improvide the proposed action site with slopeside the proprovide the proposed action site with slopeside the pr	
□ 10-15%:% of sit	
$\Box$ 15% or greater:% of sit	e
g. Are there any unique geologic features on the project site?	$\Box$ Yes $\Box$ No
If Yes, describe:	
h. Surface water features.	
<i>i</i> . Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers,	$\Box$ Yes $\Box$ No
ponds or lakes)?	
<i>ii.</i> Do any wetlands or other waterbodies adjoin the project site? If Yes to either <i>i</i> or <i>ii</i> , continue. If No, skip to E.2.i.	$\Box$ Yes $\Box$ No
<i>iii.</i> Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal,	$\Box$ Yes $\Box$ No
state or local agency?	
<i>iv.</i> For each identified regulated wetland and waterbody on the project site, provide the following inform	nation:
Streams: Name Classification	
Lakes or Ponds: Name Classification	l
Wetlands: Name Approximate     Wetland No. (if regulated by DEC)	Size
<ul> <li>Wetland No. (if regulated by DEC)</li></ul>	ed $\Box$ Yes $\Box$ No
waterbodies?	
If yes, name of impaired water body/bodies and basis for listing as impaired:	
i. Is the project site in a designated Floodway?	$\Box$ Yes $\Box$ No
j. Is the project site in the 100-year Floodplain?	$\Box$ Yes $\Box$ No
k. Is the project site in the 500-year Floodplain?	$\Box$ Yes $\Box$ No
l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer?	$\Box$ Yes $\Box$ No
If Yes: <i>i</i> . Name of aquifer: Irondogenesee Aquifer, see map	

m. Identify the predominant wildlife species that occupy or use the project site:	
In Identify the predominant when especies that occupy of use the project site.	
n. Does the project site contain a designated significant natural community?	$\Box$ Yes $\Box$ No
If Yes:	
<i>i</i> . Describe the habitat/community (composition, function, and basis for designation):	
ii Course(a) of description or evaluation.	
<i>ii</i> . Source(s) of description or evaluation:	
Currently: acres     Following completion of project as proposed: acres	
Gain or loss (indicate + or -):	
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?
If Yes:	
<i>i.</i> Species and listing (endangered or threatened):	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of	$\Box$ Yes $\Box$ No
special concern?	
If Yes:	
i. Species and listing:	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing?	$\Box$ Yes $\Box$ 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	$\Box$ Yes $\Box$ No
Agriculture and Markets Law, Article 25-AA, Section 303 and 304?	
If Yes, provide county plus district name/number:	
b. Are agricultural lands consisting of highly productive soils present?	$\Box$ Yes $\Box$ No
<i>i.</i> If Yes: acreage(s) on project site?	
<i>ii.</i> Source(s) of soil rating(s):	
	□ Yes □ No
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark?	$\Box$ Yes $\Box$ No
If Yes:	
<i>i</i> . Nature of the natural landmark:	
<i>ii.</i> 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?	$\Box$ Yes $\Box$ No
If Yes:	
<i>i.</i> CEA name:	
<i>ii.</i> Basis for designation:	
iii. Designating agency and date:	

<ul> <li>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 Commission Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.</li> <li><i>i</i>. Nature of historic/archaeological resource:  <ul> <li>Archaeological Site</li> <li>Historic Building or District</li> <li><i>ii</i>. Name:</li></ul></li></ul>	
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
<ul> <li>g. Have additional archaeological or historic site(s) or resources been identified on the project site?</li> <li>If Yes: <ul> <li><i>i</i>. Describe possible resource(s):</li> <li><i>ii</i>. Basis for identification:</li> </ul> </li> </ul>	□ Yes □ No
<ul> <li>h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?</li> <li>If Yes: <ul> <li><i>i</i>. Identify resource:</li> <li><i>ii</i>. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or etc.):</li> </ul> </li> </ul>	□ Yes □ No scenic byway,
<i>iii.</i> Distance between project and resource: miles.	
<ul> <li>i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?</li> <li>If Yes: <ul> <li>i. Identify the name of the river and its designation:</li> </ul> </li> </ul>	□ Yes □ No
ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	$\Box$ Yes $\Box$ No

# F. Additional Information

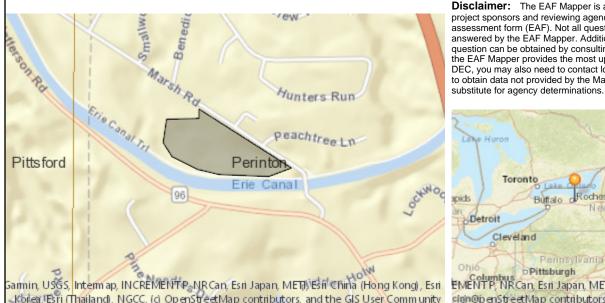
Attach any additional information which may be needed to clarify your project.

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	Date
On behalf of Basin Development LLC	
Signature	Title



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a



Koles, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

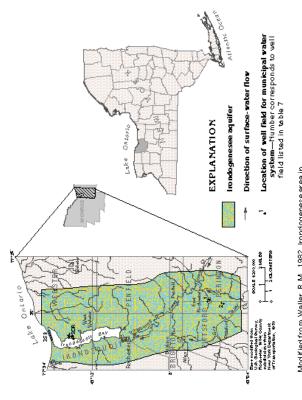
EMENTP, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri clon@penStreetMap contributors, and the GIS User Community

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas:West Erie Canal Corridor
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]	No
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.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.I. [Aquifers]	Yes
E.2.I. [Aquifer Names]	Principal Aquifer, Primary Aquifer
E.2.n. [Natural Communities]	No

E.2.o. [Endangered or Threatened Species]	No
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]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Richardson's Tavern, New York State Barge Canal Historic District
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

# Irondogenesee Aquifer [Back][Home][Up][Next]

Valley Fill Aquifers: The Irondogenesee aquifer is typical of valley-fill glacial aquifers deposited by meltwater streams that flowed toward the glacial ice in lowland valleys that were either partly or completely inundated later by large freshwater lakes; fine-grained glacial-lake sediments were deposited, at least partly, over the coarse-grained outwash that composes the aquifers.

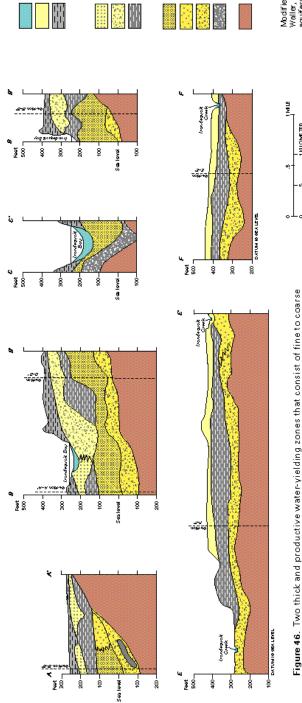


Mod filed from Waller, R.M., 1982, Irondogenese area in Waller, R.M., and Finch, A.J., eds., Atlas of eleven selected aquifers in New York: U.S. Geological Survey Water-Resources Investigations Open-File Report 82–553, 255 p. Figure 43. The Irondogenesee aquifer underlies Irondequoit Creek and Irondequoit Bay, which drain into Lake Ontario.

Table 8. Fresh ground-water withdrawals from the Irondogenesee aquifer during 1985 totaled about 4.3 million gallons per day

Source: New York State Department of Hea Mi, 1981, unpublicated data from New Work State Department of Health and U.S. Geological Survey]
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Fresh goundwater withdrawals (million gallons per day)		2.0	4	1.6		rson .l	Total 43
Source of ground water supply	Munic ipal water systems	<ol> <li>East Rochester (three wells)</li> </ol>	<ol><li>Parsford (two wells)</li></ol>	<ol> <li>Webser (Sand Bar and Dewat Road well fields)</li> </ol>	Private wells	Home use of 100 gallons per person	per day is assumed



sand and gravel (outwash deposits) that are separated by clay, silt, and very fine to fine sand (glacial-lake and outwash deposits) form the Irondogenesee aquifer. The areal extent of the lower water-vielding zone is greater than that of the upper water-vielding zone. The lines of section are shown in figure 45.

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# **EXPLANATION**

lay
marl, organic muck, and clay
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Outwash deposits-Sand and gravel

**Younger glactal-take deposits--**Clay, silt, and very fine to fine sand

# Younger outwash deposits-Upper permeable zone

Fine to medium sand

Coarse sand and gravel

Older glacial-lake deposits-Clay, silt, and very fine to fine sand

Older outwash deposits-Lower permeable zone

Very finesand	Fine to medium sand	
	5	N.

Coarse sand and gravel

Till—Unsorted and unstratified clay, silt, sand, gravel, cobbles, and boulders

Bedrock-Interbedded dolomite, sandstone, and shale

Modified from Waller, R.M., 1982, Irondogenese area in Waller, F.M., and Finch, J.J. etc., Allas of eleven stee bed aquifers in New York: U.S. Geological Survey Water-Resources Investigations Open-File Report 82–852, 255 p.

# Full Environmental Assessment FormPart 2 - Identification of Potential Project Impacts

Project : Date :

**Part 2 is to be completed by the lead agency.** Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

# **Tips for completing Part 2:**

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "Yes" to a numbered question, please complete all the questions that follow in that section.
- If you answer "No" to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

# 1. Impact on Land

-	<b>r</b> ···· · · ·			
	Proposed action may involve construction on, or physical alteration of,	$\Box$ NO	$\Box$ YES	
	the land surface of the proposed site. (See Part 1. D.1)			
	If "Yes", answer questions a - j. If "No", move on to Section 2.			

Relevant No, or Moderate Approximately 5% of the property involves slopes 15% or greater, which is a Part I small to large man made area adjacent to the overflow parking area. This area will be **Ouestion**(s) impact impact may regarded and stabilized to minimize erosion. may occur occur a. The proposed action may involve construction on land where depth to water table is E2d less than 3 feet. E2f П b. The proposed action may involve construction on slopes of 15% or greater. E2a П П c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface. D2a d. The proposed action may involve the excavation and removal of more than 1,000 tons П П of natural material. D1e e. The proposed action may involve construction that continues for more than one year П П or in multiple phases. D2e, D2q П f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides). B1i п П g. The proposed action is, or may be, located within a Coastal Erosion hazard area. П П h. Other impacts:

The proposed action may result in the modification or destruction of, or inhib access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) <i>If "Yes", answer questions a - c. If "No", move on to Section 3.</i>	□ NO		YES
ij ies , unswer questions a c. ij ivo , move on to section 5.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached:	E2g		
<ul> <li>b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark.</li> <li>Specific feature:</li></ul>	E3c		
c. Other impacts:			
<ul> <li>3. Impacts on Surface Water</li> <li>The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)</li> <li>If "Yes", answer questions a - l. If "No", move on to Section 4.</li> </ul>	□ NC		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h		
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b		
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a		
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.	E2h		
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h		
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c		
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d		
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.	D2e		
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h		
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h		
k. The proposed action may require the construction of new, or expansion of existing,	D1a, D2d		

1. Other impacts:					
<ul> <li>4. Impact on groundwater The proposed action may result in new or additional use of ground water, or □ NO □ YES may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) If "Yes", answer questions a - h. If "No", move on to Section 5.</li></ul>					
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur		
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c				
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source:	D2c				
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c				
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E21				
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h				
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l				
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c				
h. Other impacts:					

<ul> <li>5. Impact on Flooding The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) If "Yes", answer questions a - g. If "No", move on to Section 6. </li> </ul>	□ NO		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i		
b. The proposed action may result in development within a 100 year floodplain.	E2j		
c. The proposed action may result in development within a 500 year floodplain.	E2k		
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e		
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k		
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e		

g. Other impacts:			
<ul> <li>6. Impacts on Air</li> <li>The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) If "Yes", answer questions a - f. If "No", move on to Section 7.</li> </ul>	□ NO		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: <ol> <li>More than 1000 tons/year of carbon dioxide (CO<sub>2</sub>)</li> <li>More than 3.5 tons/year of nitrous oxide (N<sub>2</sub>O)</li> <li>More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)</li> <li>More than .045 tons/year of sulfur hexafluoride (SF<sub>6</sub>)</li> <li>More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions</li> <li>vi. 43 tons/year or more of methane</li> </ol> </li> </ul>	D2g D2g D2g D2g D2g D2g D2h		
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g		
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g		
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g		
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s		
f. Other impacts:			

7. Impact on Plants and Animals The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. mq.) If "Yes", answer questions a - j. If "No", move on to Section 8.		□ NO	□ YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o		
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o		
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p		
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p		

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source:	E2n	
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source:	E1b	
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	
j. Other impacts:		

<b>8. Impact on Agricultural Resources</b> The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) <i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i>		□ NO	□ YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.</li> </ul>	E2c, E3b		
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb		
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b		
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a		
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b		
<li>f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.</li>	C2c, C3, D2c, D2d		
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c		
h. Other impacts:			

<ul> <li>9. Impact on Aesthetic Resources The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) If "Yes", answer questions a - g. If "No", go to Section 10. </li> </ul>		) 🗆	YES
The property is adjacent to the Erie Canal, which is listed on the State and National Register of Historic Places, and it is a National Landmark. A public accessible trail runs along the edge of the canal. The proposed Action will be visible from the Erie Canal.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h		
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b		
<ul><li>c. The proposed action may be visible from publicly accessible vantage points:</li><li>i. Seasonally (e.g., screened by summer foliage, but visible during other seasons)</li><li>ii. Year round</li></ul>	E3h		
<ul><li>d. The situation or activity in which viewers are engaged while viewing the proposed action is:</li><li>i. Routine travel by residents, including travel to and from work</li><li>ii. Recreational or tourism based activities</li></ul>	E3h E2q, E1c		
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h		
<ul> <li>f. There are similar projects visible within the following distance of the proposed project:</li> <li>0-1/2 mile</li> <li>½ -3 mile</li> <li>3-5 mile</li> <li>5+ mile</li> </ul>	D1a, E1a, D1f, D1g		
g. Other impacts:			

<ul> <li>10. Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) If "Yes", answer questions a - e. If "No", go to Section 11.</li></ul>		) 🗆	YES
Richardson's Canal House, 1474 Marsh Road is approximately 500 feet to the southwest on the other side of the Erie Canal. The proposed Action is not visible from Richardson's Canal House. NYS Barge Canal Historic District (Erie Canal) is a National Landmark.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical 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.	E3e		
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f		
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source:	E3g		

d. Other impacts:			
If any of the above (a-d) are answered "Moderate to large impact may e. occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f		
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b		
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3		
<ul> <li>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. (See Part 1. C.2.c, E.1.c., E.2.q.) If "Yes", answer questions a - e. If "No", go to Section 12.</li></ul>	□ N(	0 🗆	YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p		
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q		
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q		
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c		
e. Other impacts:			
<ul> <li>12. Impact on Critical Environmental Areas The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d) If "Yes", answer questions a - c. If "No", go to Section 13.</li></ul>		0 🗆	YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d		
<ul><li>a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.</li><li>b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.</li></ul>	E3d E3d		

<b>13. Impact on Transportation</b> The proposed action may result in a change to existing transportation systems	s. 🗆 N(		YES
(See Part 1. D.2.j)			115
If "Yes", answer questions a - f. If "No", go to Section 14.	Relevant Part I Question(s)	No, or small impact	Moderate to large impact may
a. Projected traffic increase may exceed capacity of existing road network.	D2j	may occur	occur
<ul><li>b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.</li></ul>	D2j		
c. The proposed action will degrade existing transit access.	D2j		
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j		
e. The proposed action may alter the present pattern of movement of people or goods.	D2j		
f. Other impacts:			
<b>14. Impact on Energy</b> The proposed action may cause an increase in the use of any form of energy.         □ NO         □ YES         (See Part 1. D.2.k)			
If "Yes", answer questions a - e. If "No", go to Section 15.	Relevant	No, or	Moderate
	Part I Question(s)	small impact may occur	to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k		
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k		
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k		
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g		
e. Other Impacts:			
<b>15. Impact on Noise, Odor, and Light</b> The proposed action may result in an increase in noise, odors, or outdoor ligh	ting. 🗆 NC		YES
(See Part 1. D.2.m., n., and o.) If "Yes", answer questions a - f. If "No", go to Section 16.			
(See Part 1. D.2.m., n., and o.) If "Yes", answer questions a - f. If "No", go to Section 16.	Relevant	No, or	Moderate
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
	Part I	small impact	to large impact may
If "Yes", answer questions a - f. If "No", go to Section 16.         a. The proposed action may produce sound above noise levels established by local	Part I Question(s)	small impact may occur	to large impact may occur

d. The proposed action may result in light shining onto adjoining properties.	D2n	
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	
f. Other impacts:		

<b>16. Impact on Human Health</b> The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. ar <i>If "Yes", answer questions a - m. If "No", go to Section 17.</i>	□ No nd h.)	0 🛛	YES
	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d		
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h		
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h		
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h		
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h		
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t		
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f		
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f		
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s		
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h		
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g		
1. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r		
m. Other impacts:			

17. Consistency with Community Plans			<b>7</b> 50
The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.)	$\Box$ NO $\Box$ YES		ES
If "Yes", answer questions a - h. If "No", go to Section 18.			1
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b		
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2		
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3		
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2		
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.	C3, D1c, D1d, D1f, D1d, Elb		
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j		
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a		
h. Other:			
<ul> <li>18. Consistency with Community Character</li> <li>The proposed project is inconsistent with the existing community character.</li> <li>(See Part 1. C.2, C.3, D.2, E.3)</li> <li>If "Yes", answer questions a - g. If "No", proceed to Part 3.</li> </ul>	□ NO	ΠY	ΈS
If Tes , unswer questions a - g. If No , proceed to Fart 5.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g		occui
b. The proposed action may create a demand for additional community services (e.g.	C4		
schools, police and fire)			
	C2, C3, D1f D1g, E1a		
schools, police and fire)c. The proposed action may displace affordable or low-income housing in an area where	C2, C3, D1f		
<ul> <li>schools, police and fire)</li> <li>c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.</li> <li>d. The proposed action may interfere with the use or enjoyment of officially recognized</li> </ul>	C2, C3, D1f D1g, E1a		
<ul> <li>schools, police and fire)</li> <li>c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.</li> <li>d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.</li> <li>e. The proposed action is inconsistent with the predominant architectural scale and</li> </ul>	C2, C3, D1f D1g, E1a C2, E3		

# Lori Stid

From:	Lori Stid
Sent:	Monday, August 7, 2023 11:56 AM
То:	Janelle Reed; Alex Winner; Ciaran Hanna; Dave Belaskas; Meredith Stockman-Broadbent; Seana Sartori
Cc:	Antonelli Craig ; Brasley Jim ; Chris Mueller; Edward J. Bradford; Eric Williams; Greg Gulick; Greg Holtz; Greg Seigfred; Jason Kennedy; Joe LaFay; Judy Curtin; Karen Kosten; Maureen Nix; Mike Doser; Norm Gardner; Rob Kozarits; Sandra Neu ; Lori Stid; Eric Williams; Joan Rainis; Kenneth Rainis; Lori Stid; Mark Gaul ; Merton Edwards; Richard Slattery ; Sherri Hamilton; Theresa G. Jeane; Wagner Barbara; Wagner Barbara – work
Subject:	TB - SUP - Burgundy Basin - 1361 Marsh Road - Clock stopped

From: David Cox <dcox@passero.com>
Sent: Monday, August 7, 2023 11:38 AM
To: Lori Stid <lStid@perinton.org>
Subject: FW: Burgundy Basin - 1361 Marsh Road - Perinton Conservation Board comments

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

Lori,

I did respond on August 3<sup>rd</sup> that stopping the clock was fine. See below.

Sincerely, David Cox, PE, MBA Senior Associate | Civil Dept Manager Direct: 585-760-8579 dcox@passero.com

From: David Cox
Sent: Thursday, August 3, 2023 10:41 AM
To: Lori Stid <<u>lStid@perinton.org</u>>
Subject: RE: Burgundy Basin - 1361 Marsh Road - Perinton Conservation Board comments

Lori,

Yes stop the clock until we are able to respond to these comments.

Sincerely, David Cox, PE, MBA Senior Associate | Civil Dept Manager Direct: 585-760-8579 dcox@passero.com From: Lori Stid <<u>lStid@perinton.org</u>>
Sent: Wednesday, July 26, 2023 11:58 AM
To: David Cox <<u>dcox@passero.com</u>>
Cc: Lori Stid <<u>lStid@perinton.org</u>>
Subject: Burgundy Basin - 1361 Marsh Road - Perinton Conservation Board comments

# EXTERNAL

Dave,

Attached please find comments from the Perinton Conservation Board regarding proposed TB SUP - 1361 Marsh Road.

At this time, please advise if you are stopping the clock on this request.

Thanks!

Lori Stid Director of Volunteer Boards Liaison Conservation Board & Sustainability Advisory Board Assistant to Town Attorney Town of Perinton 1350 Turk Hill Road Fairport, NY 14450 tel – 585-223-0770 & fax 585-223-3629 Istid@perinton.org

Pending Requests - Properties Under Review Overall Board Meeting Schedule – Applications before Boards Fee Schedule Volunteer Board Information Government Information Town Code https://perinton.org/about/ https://finditinfairport.com/ Perinton Alert Services System – sign up https://perinton.org/newsletters/ - sign up



From: David Cox <<u>dcox@passero.com</u>> Sent: Monday, July 24, 2023 9:00 AM To: Lori Stid <<u>lStid@perinton.org</u>> Subject: Burgundy Basin

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

Lori,

We agree to stop the SEQR clock on Burgundy Basin from when we receive the Conservation Board comments until we are able to provide written responses to their comments.

Thanks,

Sincerely, David Cox, PE, MBA Senior Associate | Civil Dept Manager

# PASSERO ASSOCIATES

242 West Main Street, Suite 100 Rochester, NY 14614 Phone: 585-325-1000 Direct: 585-760-8579 dcox@passero.com

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# PASSERO

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July 26, 2023

Mr. David Cox, PE

Civil Department Manager



Passero Associates 242 West Main Street Suite 100 Rochester, NY 14614

REF: Burgundy Basin Redevelopment Project 1361 Marsh Road Perinton Conservation Board Comments

Dear Mr. Cox:

As discussed at the July 18th Conservation Board meeting, the Perinton Conservation Board (PCB) has several concerns that will need to be addressed prior to making an environmental recommendation to the Town Board regarding the requested Special Use Permit for the Burgundy Basin Redevelopment Project. Our overall concerns are as follows:

# 1. EAF Submittal

The PCB has reviewed the EAF submitted for this project and has the following comments:

# Part I Question C.2.a. Adopted land use plans:

Second line should be checked 'yes', since the 2021 Perinton Comprehensive Plan contains specific language regarding recommendations for the properties along the Erie Canal (See page 59, proposed Erie Canal Scenic and Cultural Conservation Corridor (ECSCCC) 'overlay' district with 200' corridor. To address this, the following specific elements of the ECSCCC should be incorporated and expounded on in EAF Part III, (as noted on page 59):

- Applications in the corridor should receive a higher level of review and public engagement.

- NYS Barge Canal earthen embankment integrity program.
- . Work in proximity to the embankment must take steps to prevent erosion.

# Part I Question C.3 a Zoning:

The response should include reference to the ECSCCC 'overlay district' that the Town is presently codifying.

# Part I Question D.2.j. Project Operations:

Comparison to past Burgundy Basin traffic is appropriate to use as a reference for alternative uses on this site. However, this section should be updated to reflect present traffic levels, since the Burgundy Basin has not been in operation for some time. As such, a 'Yes' response with details would be more appropriate.

# Part I Question E.1.e Site and Setting of Proposed Actions:

Project is adjacent to an embankment section of the NYS Barge Canal. These areas are considered a dam structure by NYSCC. 'Yes' should be checked and information added.

Part I Question E. 3.d Designated Public Resources On or Near Project Site:

'Bushnell's Basin Sluice Gate Dam' is considered a State regulated high hazard dam (State ID 045-6012). Please confirm whether or not this facility meets the NYSDEC criteria for a Critical Environmental Area. If so, additional input will be required in Part II Question 12 Impact on Critical Environmental Areas.

#### Part II Question 3 Impacts on Surface water:

'Yes' should be checked and an impact determination assessed for item d (Construction near NYS Barge Canal) and item h (Proposed action may cause erosion).

# Part II Question 5 Impact on Flooding:

'Yes' should be checked and an impact determination assessed for item f (NYS Barge Canal (high hazard dam) is adjacent to property).

# Part II Question 9 Impact on Aesthetic Resources:

'Yes' should be checked and an impact determination assessed for items a-c (The proposed action which includes 3.5-story buildings will be visible from the hamlet of Bushnell's Basin and the Historic NYS Barge Canal.)

# Part II Question 10 Impact on Historic and Archeological Resources:

'Yes should be checked and an impact determination assessed for items a (proposed action will be contiguous to the NYS Barge Canal and b (SHPO will provide a letter indicating no impact).

# Part II Question 13 Impact on Transportation:

'Yes' should be checked and an impact determination assessed for item d. A Traffic study should be completed that will assess project impact(s) on Marsh Rd, including its one lane bridge for both pedestrians and vehicles.

# Part II Question 18 Consistency with Community Character

'Yes' should be checked and an impact determination assessed for items f and g (the proposed action involves the construction of multiple 3.5 story structures, which is not consistent with adjacent single story structures.

# 2. Traffic Study

As part of the Traffic Impact Study being coordinated with the Town Engineer, Monroe County Department of Transportation and New York State Department of Transportation (TIS scope being provided separately by Town Engineer), please also include the following:

- Comparison of Marsh Road single-lane bridge to the Baird Road railroad single lane underpass. Both County roadways have (or are proposed to have) increased traffic density due to recent development projects.
  - a. Will the 'S' configuration on the approach to the single-lane Marsh Rd bridge have more or less of a traffic impact to adjoining road network by adding the proposed 189 dwelling units compared to the 'linear' approach at the Baird Rd underpass?
  - **b.** Would a traffic signal system on the bridge that "rested on green" for the northbound approach (Rt. 96 side) and changed when southbound vehicles approached be effective in mitigating poor sight distance conditions?
  - c. Can a walkway be provided along Marsh Rd to promote safety of the anticipated pedestrian increase resulting from this project?
  - d. Is there any mitigation proposed for the one lane bridge to improve safety of pedestrians and cyclists?

# 3. Hydrologic Study and Hydraulic Analysis

The site as it currently operates has no stormwater management facility, and generally drains from east to west, towards the canal spillway (i.e. Bushnell's Basin Sluice Gate). This spillway is well defined between the canal and the south side of Marsh Rd. However, as it continues north of Marsh Rd towards Irondequoit Creek, the channel loses its definition and becomes part of the rear yard swales of homes on Benedict Rd and Smallwood Dr.

As such, the PCB would like the proposed project to carefully evaluate the stormwater runoff currently directed to this facility (verified with visual observations during heavy rain events). To ensure no impact will occur to those residents north of Marsh Rd. the goal of the proposed project should be to attenuate all storm events with on-site infiltration type stormwater management facilities, minimizing or, if possible, eliminating runoff towards this spillway corridor. The specific details of the hydraulic analysis can be coordinated with the Town Engineer.

# 4. Geotechnical Study

A geotechnical study shall be conducted that confirms the site's hydrologic soil composition and suitability for infiltration as requested in the hydraulic analysis requested. Furthermore, maintaining the integrity of the Erie Canal embankment along this entire property is of critical importance. The geotechnical study should provide adequate evidence that the proposed development footprint (e.g. building foundations, grading, parking lot, canal trail connections, etc) will have no negative impact on the embankment integrity or safety of downstream residents. The specific details of the geotechnical study can be coordinated with the Town Engineer,

For the Perinton Conservation Board,

Rainis

Kenneth G. Rainis Chairman



**TOWN OF PERINTON** 1350 TURK HILL ROAD. FAIRPORT, NEW YORK 14450-8796 (585) 223-0770, Fax: (585) 223-3629, www.perinton.org

# **Owner Authorization to Make Application**

I, Karl Schuler, Basin Development LLC

\_, authorize

(print owner name legibly)

Passero Associates/David Cox, PE

(applicant/engineer name & company name)

to act as my agent to make application(s) to the Town of Perinton for the purpose of

Special Use Permit and Site Plan Approval

(site plan/subdivision/change of use, etc.)

for the property that I own located at <u>1361 Marsh Road (179.05-4-10.12)</u> (179.05-4-10.11)

8/7/23

Date

form date - 3/29/12



April 4, 2023

Town of Perinton Attn: Supervisor Hanna Town Board 1350 Turk Hill Road Fairport, NY 14450 RECEIVED APR 062023 TOWN OF PERINTON

2023-0005

### Re: The Burgundy Basin 1361 Marsh Road (179.05-4-10.12 and 179.05-10-11) Letter of Intent – Special Use Permit

Dear Supervisor Hanna:

On behalf of our client, Basin Landing Partners, we respectfully submit a special use permit to allow a mixed-use development at 1361 Marsh Road, for consideration by the Town Board at their next available meeting, as the property is greater than 1 acre. The proposed project is the redevelopment of the Burgundy Basin property for mixed-use consisting of apartments, for sale townhomes, and retail.

#### **Existing Conditions**

The Burgundy Basin site is +/- 11.3 acres and includes two parcels (currently in process to combine into one property, administratively) located on the south side of Marsh Road between Routes 96 to the south and 31 to the north. The Erie Canal and Erie Canal Heritage Trail run along the rear property line, across from the hamlet of Bushnell's Basin, and there is a single-family residential community located opposite Marsh Road. The Erie Canal path is over 30 feet higher than the Burgundy Basin property. As a result of the slope, the first floor of the buildings sit well below the canal path elevation.

Marsh Road is two lanes wide, with an historic one-lane bridge that traverses the Erie Canal not more than 1/8 mile away. There are no sidewalks, curbs, or gutters on the entire stretch of Marsh Road or in the residential community across the street, and runoff from the street is conveyed to the roadside swales and ditches.

The Erie Canal is listed on the State and National Registers of Historic Places, and it is also a National Landmark. Great care will be given to protect and provide public access to this community asset.

### **Comprehensive Plan**

The current zoning classification, CO Commercial, permits uses such as banks, medical offices, hotels and motels, and drive-through facilities as-of-right. Uses such as movie theaters and auditoriums, vehicle sales, gas stations, dry-cleaning plants, mini warehouse and mixed uses are permissible by special permit.

The permitted and specially permitted uses in the CO district are vehicle-centric, which tends to be less multi-modal friendly, and can contribute to traffic congestion, as well as pedestrian/vehicular conflicts. See attached for the CO regulations.

The Burgundy Basin property is the only CO zoned property on Marsh Road, which has served the event venue well for over six decades. However, this zoning district acts as a barrier between the residential community to the east and the Erie Canal and path to the west, and it allows for a host of uses that are not compatible with the neighboring residential character of the neighborhood.

The Special Use permit is requested to facilitate redevelopment of the site with a mixeduse development consisting of apartments, townhomes, and small-scale retail sales and service. The proposed project will result in less traffic and less impact on the neighbors compared to a other commercial uses listed above. The proposed for sale townhomes along Marsh Road provide a better residential feel and look than commercial properties. They also provide a better transition from single family to for sale townhomes to multifamily apartments. The site will be bicycle and pedestrian friendly and will encourage public access and use of the canal path by providing a designated public parking area.

An added benefit is the significant reduction in traffic from other CO uses. The Burgundy Basin events began and ended at the same time generating 500+ vehicles. Traffic modeling for as-of-right development with hotels, retail, and restaurants generated similar traffic during peak times (+/-499 vehicle trips).

The proposed apartment/townhouse and retail development has an hourly peak of 39 AM trips and 60 PM trips.

The proposed project is less auto-oriented, more pedestrian-friendly, and offers a parkonce opportunity to visit multiple locations in a single visit. The granting of the special use permit is in conformance with the policy areas, goals and objectives of the Town of Perinton Comprehensive Plan Update (2021), as follows:

#### Policy Area 1, Land Use & Community Character:

The Town of Perinton maintains land use patterns preserving the residential nature of the community, retaining open landscapes, protecting environmental systems, and allowing commercial and employment centers to thrive.

**Goal 1** – Protect the long-term viability of residential areas in the Town.

- Promote infill development of single-, two- and multi-family residential homes in character and scale within existing neighborhoods, where feasible through zoning code updates. We are providing for sale townhomes and multi-family residential options.
- The project will also extend public sanitary sewers down Benedict Rd bringing public sewers to many residences in the neighborhood.

**Goal 2** – Encourage the development of a range of housing types enhancing access and choice to support a diverse and inclusive population.

• Promote the installation of amenities and retention of open spaces within new housing developments to support individuals, families, and children. We are providing for sale townhomes and multi-family options to support the diverse population.

**Goal 4** – Encourage development in mixed-use areas to improve walkable access to services and commerce.

• Review and implement zoning amendments to encourage a greater mix of uses, such as commercial and residential development, in areas depicted in the Future Land Use Plan. The proposed project with direct access to the canal path provides walkable and bikeable access to many areas.

#### Policy Area 3, Quality of Life & Healthy Living:

The Town of Perinton provides healthy living opportunities to its residents, regardless of age or ability, through its unique interconnected park network and access to healthcare services. The Town prioritizes recreational programming and amenities to enhance resident quality of life and create spaces for visitors to enjoy.

Goal 6 – Enhance recreational access to the Erie Canal for all residents and visitors.

• Encourage the installation of small craft boat launches, such as kayaks and canoes, at regular intervals along the Erie Canal to create a unique experience for users. The proposed project is proposing direct access to the canal path as well as a kayak launch to the Erie Canal.

### State Environmental Quality Review (SEQR)

The Erie Canal is listed on the State and National Register of Historic Places (2014) and it is a National Landmark (2017). In accordance with sections 617.4(b)(9) and (10) of the SEQR regulations, any Unlisted action that exceeds 25% of any threshold for Type I actions established in section 617.4, occurring wholly or partially within, or substantially contiguous to any site listed on the State and National Register of Historic Place, or which is a National Landmark, respectively, is a Type I Action. The thresholds are set forth in Section Part 617.4(b), and include:

- (3) the granting of a zoning change, at the request of an applicant, for an action that meets or exceeds one or more of the thresholds given elsewhere in this list; and
- (5) construction or new residential units that meet or exceed the following threshold:

(iii), in a city, town or village having a population of 150,000 persons or less, 200 units to be connected to existing community or public water and sewage systems including sewage treatment works.

Note: The population of the Town of Perinton is 46,462 at the 2010 census. 25% of 200 units = 50 units. Therefore, because this project exceeds the threshold of 50 units, it is a Type I action. Therefore, the Town must seek designation of a lead agency by the various involved agencies, so that a coordinated SEQR review can be conducted.

In support of our application attached please find enclosed:

- (12) Letters of Intent (1 Original, 11 Copies)
- (12) Applications/forms (1 Original, 11 Copies)
- (12) Long EAF Part 1, Part 2, and Part 3 (1 Original, 11 Copies)
- (12) Concept site plan (1 Original, 11 Copies)
- (12) Previous Concept Plans, Sections and Aerial Photo (1 Original, 11 Copies)
- (12) Building elevations/rendering & photos (1 Original, 11 Copies)
- (12) Traffic Generation information (1 Original, 11 Copies)
- (1) Fee of \$150.00

We look forward to presenting the petition to obtain a Special Use Permit from theTown Board meeting scheduled for the next available meeting. Please do not hesitate to contact me at <u>dcox@passero.com</u> or 585-325-1000.

Sincerely,

David Cox, PE, MBA Senior Associate | Civil Department Manager



#### TOWN OF PERINTON

1350 TURK HILL ROAD. FAIRPORT, NEW YORK 14450-8796 (585) 223-0770, Fax: (585) 223-3629, www.perinton.org

3,0005 NUMBER FEE \$ \$150.00 (verify fee with staff) MEETING DATE April 12, 2023

RECEIVED

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TOWN OF PERINTON

#### **APPLICATION FORM -SPECIAL USE PERMIT**

#### **Instructions to Applicant**

- 1. Submit original and 11 (eleven) copies of this application. Type or print. If this is an administrative renewal, only one copy of all documentation is required. Please verify with Zoning Board of Appeals (ZBA) Secretary or Director of Buildings & Codes.
- 2. Submit original and 11 (eleven) copies of Letter of intent (detailed explanation of request).
- 3. Submit survey of property (full sized) with 11 copies marked up to show request.
- 4. Please review Procedures for filing an application to appear before ZBA, SUP Application Requirements, Instructions for Customary Home Occupations (if applicable), Instructions for Temporary Activity Permit (if applicable), Instructions for keeping of bees, chickens & other animals (if applicable).
- 5. An EAF may be required. (In most cases, an EAF is not required, please verify with Zoning Board of Appeals (ZBA) Secretary or Director of Buildings & Codes. If an EAF is required, it may be obtained from Link to Short EAF & Long EAF parts 1, 2 & 3

#### APPLICANT 1.

	Name_Karl Schuler, Basin Landing Partners	Phone	
	Street& Number 105 Despatch Drive, Suite A	City East Rochester, NY	Zip14445
	Interest in Property: OwnerLessee	Other	
2.	OWNER (if other than applicant)		
	Name	Phone	
	Street& Number	City	Zip
3.	ATTORNEY (If represented)		
	Name_ Alan Knauf, Knauf Shaw LLP	Phone	
	Street& Number 1400 Crossroads Bldg. 2 State S	St. City Rochester, NY	Zip <u>14614</u>
4.	INTEREST: Does any officer or employee of the	e State of New York, County of	Monroe, or Town of

Perinton have any interest in the owner/applicant or the subject property?

1

Х Yes No

If yes, who?

Name N/A Address

INTEREST (explain):

- LOCATION: Street Address or Legal Description (subdivision and lot number) 1361 Marsh Road (179.05-4-10.1 and 179.05-10.11)
- 6. SIZE OF PARCEL: <u>11.26 Acres (490,626 SF)</u>
- 7. PRESENT USE OF PROPERTY: Event Center
- 8. ZONING DISTRICT: CO-Commercial TAX ACCOUNT # 179.05-4-10.12 and 179.05-10.11

#### 9. Describe specifically the nature of your request:

Special Use Permit for the property at 1361 Marsh Road for a Mixed-Use

redevelopment of the property with senior apartments for sale, townhomes, and a small-scale retail restaurant space.

# 10. Describe the location, use and size of structures and other land use within 100 feet of the boundaries of the subject property:

On the subject property is The Burgundy Basin Event Center, +/- 30,000 square feet. The Erie Canal and Erie Canal Heritage Trail both run along the rear of the Burgundy Basin property. Across Marsh Road to the East is a single-family community, to the West of the site is the Hamlet of Bushnell's Basin.

**11.** The criteria used by the Zoning Board of Appeals of the Town of Perinton are set forth in Section 208-54 of the Zoning Law. Special Use Permits can only be granted where the proposed is already a permitted use, but requires Zoning Board approval. That approval can only be given when the applicant offers proof that his proposed use will not violate any of the following factors:

A. You must show that your proposal will be in harmony with the general purpose and intent of the Zoning Ordinance of the Town of Perinton, considering the location, magnitude of the use, the nature and intensity of the operations involved in or conducted in connection with it, and the size of the subject property with respect to the streets giving access to the subject property.

10/22/19

Will your proposed use be detrim	iental t	o the r	neighborhood	due to location? No X Yes
The nature or magnitude of use?	No_	Х	Yes	
Inadequate access to property?	No_	Х	Yes	*Refer to the Letter of Intent
If yes to any of above, explain ho	w it w	ill be c	letrimental.	If effect can be lessened in some manner,
explain how: <u>N/A</u>				

B. Will your proposed use tend to depreciate adjacent property or alter or be detrimental to the character of the neighborhood? No X Yes If yes, explain how it will be detrimental. If effect can be lessened in some manner, explain how:

I certify that the information supplied on this application is complete and accurate, and that the project described, if approved, will be completed and the premises used as stipulated in this request.

Signature of Applicant:

Printed name of Applicant Karl Schuler, Basin Landing Partners

Property Owner (If other than applicant)

I have read and familiarized myself with the contents of this application and do hereby consent to its submission and processing.

Signature of property owner	Date
Printed Name of property owner	

10/22/19



**TOWN OF PERINTON** 1350 TURK HILL ROAD. FAIRPORT, NEW YORK 14450-8796 (585) 223-0770, Fax: (585) 223-3629, www.perinton.org

## **Owner Authorization to Make Application**

I, Karl Schuler, Basin Landing Partners

\_, authorize

(print owner name legibly)

Passero Associates/David Cox, PE

(applicant/engineer name & company name)

to act as my agent to make application(s) to the Town of Perinton for the purpose of

**Rezone Application** 

(site plan/subdivision/change of use, etc.)

for the property that I own located at <u>1361 Marsh Road</u> (179.05-4-10.12)

Signature

Date

form date - 3/29/12

#### 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:		
Project Location (describe, and attach a general location map):		
Brief Description of Proposed Action (include purpose or need):		
Name of Applicant/Sponsor:	Telephone:	
	E-Mail:	
Address:		
	State:	Zin Cala
City/PO:	State:	Zip Code:
Project Contact (if not same as sponsor; give name and title/role):	Telephone:	
	E-Mail:	
Address:		
City/PO:	State:	Zip Code:
	T 1 1	
Property Owner (if not same as sponsor):	Telephone:	
	E-Mail:	
Address:		
City/PO:	State:	Zip Code:

#### **B.** Government Approvals

B. Government Approvals, Funding, or Sponsorship.	("Funding"	' includes grants,	loans, tay	x relief, and any	y other forms	of financial
assistance.)						

Government	Entity	If Yes: Identify Agency and Approval(s) Required		ation Date or projected)
a. City Counsel, Town Boa or Village Board of Trus				
b. City, Town or Village Planning Board or Comm	□ Yes □ No nission			
c. City, Town or Village Zoning Board of	□ Yes □ No Appeals			
d. Other local agencies	$\Box$ Yes $\Box$ No			
e. County agencies	$\Box$ Yes $\Box$ No			
f. Regional agencies	$\Box$ Yes $\Box$ No			
g. State agencies	$\Box$ Yes $\Box$ No			
h. Federal agencies	$\Box$ Yes $\Box$ No			
<ul><li>i. Coastal Resources.</li><li><i>i</i>. Is the project site with</li></ul>	nin a Coastal Area, c	or the waterfront area of a Designated Inland Water	rway?	□ Yes □ No
<i>ii</i> . Is the project site loca <i>iii</i> . Is the project site with		with an approved Local Waterfront Revitalization Hazard Area?	Program?	□ Yes □ No □ Yes □ No

#### C. Planning and Zoning

C.1. Planning and zoning actions.	
<ul> <li>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?</li> <li>If Yes, complete sections C, F and G.</li> <li>If No, proceed to question C.2 and complete all remaining sections and questions in Part 1</li> </ul>	□ Yes □ No
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
<ul> <li>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?)</li> <li>If Yes, identify the plan(s):</li> </ul>	□ Yes □ No
<ul> <li>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?</li> <li>If Yes, identify the plan(s):</li> </ul>	□ Yes □ No

<ul> <li>a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance.</li> <li>If Yes, what is the zoning classification(s) including any applicable overlay district?</li> </ul>	□ Yes □ No
b. Is the use permitted or allowed by a special or conditional use permit?	□ Yes □ No
<ul><li>c. Is a zoning change requested as part of the proposed action?</li><li>If Yes,</li><li><i>i</i>. What is the proposed new zoning for the site?</li></ul>	□ Yes □ No
C.4. Existing community services.	
a. In what school district is the project site located?	
b. What police or other public protection forces serve the project site?	
c. Which fire protection and emergency medical services serve the project site?	

### D. Project Details

#### D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial components)?	, commercial, recreational; if mixed, include all
b. a. Total acreage of the site of the proposed action?	acres
b. Total acreage to be physically disturbed?	acres
c. Total acreage (project site and any contiguous properties) owned	
or controlled by the applicant or project sponsor?	acres
c. Is the proposed action an expansion of an existing project or use?	$\Box$ Yes $\Box$ No
<i>i</i> . If Yes, what is the approximate percentage of the proposed expansion and square feet)? % Units:	identify the units (e.g., acres, miles, housing units,
d. Is the proposed action a subdivision, or does it include a subdivision?	$\Box$ Yes $\Box$ No
If Yes,	
<i>i</i> . Purpose or type of subdivision? (e.g., residential, industrial, commercial; if	mixed, specify types)
<i>ii.</i> Is a cluster/conservation layout proposed?	$\Box$ Yes $\Box$ No
iii. Number of lots proposed?	
iv. Minimum and maximum proposed lot sizes? Minimum Max	ximum
e. Will the proposed action be constructed in multiple phases?	$\Box$ Yes $\Box$ No
<i>i</i> . If No, anticipated period of construction:	months
<i>ii</i> . If Yes:	
<ul> <li>Total number of phases anticipated</li> </ul>	
• Anticipated commencement date of phase 1 (including demolition)	month year
Anticipated completion date of final phase	monthyear
<ul> <li>Generally describe connections or relationships among phases, includid determine timing or duration of future phases:</li> </ul>	ing any contingencies where progress of one phase may

	ct include new resid				□ Yes □ No
If Yes, show num	nbers of units prope				
	One Family	<u>Two</u> Family	Three Family	Multiple Family (four or more)	
Initial Phase					
At completion					
of all phases					
	1 1 1	• 1 .•	1	1:	- 1/ - 1/
<b>U</b> 1 1	osed action include	new non-residentia	l construction (inclu	iding expansions)?	$\Box$ Yes $\Box$ No
If Yes,	r of structures				
<i>i</i> . Total number	(in feet) of largest n	roposed structure	height.	width; andlength	
<i>iii</i> . Approximate	e extent of building	space to be heated	or cooled:	viaui, and lengur	
				l result in the impoundment of any	□ Yes □ No
				agoon or other storage?	$\Box$ Yes $\Box$ No
If Yes,	is creation of a wate	a suppry, reservoir,	polid, lake, waste la	igoon of other storage?	
	e impoundment:				
<i>ii.</i> If a water imp	oundment, the prin	cipal source of the	water:	□ Ground water □ Surface water strea	ms $\Box$ Other specify:
	· 1	1			1 5
<i>iii</i> . If other than y	water, identify the t	ype of impounded/o	contained liquids and	d their source.	
iv Approximate	size of the propose	d impoundment	Volume	million gallons: surface area:	acres
v Dimensions of	of the proposed dam	or impounding str	ucture:	million gallons; surface area: height; length	
vi. Construction	method/materials	for the proposed da	m or impounding st	ructure (e.g., earth fill, rock, wood, con	crete):
		1 1	1 8		)
D.2. Project Op	perations				
a. Does the prop	osed action include	any excavation, mi	ning, or dredging, d	uring construction, operations, or both?	$\square$ Yes $\square$ No
				or foundations where all excavated	
materials will					
If Yes:					
<i>i</i> .What is the p	urpose of the excava	ation or dredging?		o be removed from the site?	
ii. How much ma	aterial (including ro	ck, earth, sediments	s, etc.) is proposed t	o be removed from the site?	
<ul> <li>Volume</li> </ul>	(specify tons or cu	bic yards):			
• Over w	hat duration of time	?			
iii. Describe natu	re and characteristi	cs of materials to b	e excavated or dredg	ged, and plans to use, manage or dispos	e of them.
					· · · · · · · · · · · · · · · · · · ·
iv. Will there be	e onsite dewatering	or processing of ex	cavated materials?		□ Yes □ No
v. What is the to	otal area to be dredg	ged or excavated?		acres	
vi. What is the n	naximum area to be	worked at any one	time?	acres	
			or dredging?	feet	
	avation require blas				$\Box$ Yes $\Box$ No
<i>ix</i> . Summarize si	te reclamation goals	s and plan:			
					· · · · · · · · · · · · · · · · · · ·
					· · · · · · · · · · · · · · · · · · ·
1 337 11.1	1 (*	1, 1 1,	<u> </u>		
b. Would the pro	posed action cause	or result in alteration	on of, increase or de ch or adjacent area?	crease in size of, or encroachment	$\Box$ Yes $\Box$ No
Into any exist If Yes:	ing wenand, waterb	ouy, shoreline, bea	en or aujacent area?		
	vetland or waterbod	ly which would be	affected (by name w	vater index number, wetland map numb	per or geographic
				vater index number, wettand map nume	

<i>i.</i> Will the proposed action cause or result in disturbance to bottom sediments? If Yes, describe:	Yes □ No
v. Will the proposed action cause or result in the destruction or removal of aquatic vegetation?	$\Box$ Yes $\Box$ No
If Yes:	
<ul> <li>acres of aquatic vegetation proposed to be removed:</li> <li>expected acreage of aquatic vegetation remaining after project completion:</li> </ul>	
<ul> <li>expected acreage of aquatic vegetation remaining after project completion:</li> <li>purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):</li> </ul>	
• proposed method of plant removal:	
if chemical/herbicide treatment will be used, specify product(s):	
Describe any proposed reclamation/mitigation following disturbance:	
Will the proposed action use, or create a new demand for water? The proposed project will have a minimal increase in demand over the previous use.	□ Yes □ No
<i>i</i> . Total anticipated water usage/demand per day: gallons/day	
<i>i</i> . Will the proposed action obtain water from an existing public water supply?	$\Box$ Yes $\Box$ No
Yes:	
Name of district or service area:	
• Does the existing public water supply have capacity to serve the proposal?	$\Box$ Yes $\Box$ No
• Is the project site in the existing district?	$\Box$ Yes $\Box$ No
• Is expansion of the district needed?	$\Box$ Yes $\Box$ No
• Do existing lines serve the project site?	$\Box$ Yes $\Box$ No
<i>ii.</i> Will line extension within an existing district be necessary to supply the project?	$\Box$ Yes $\Box$ No
<ul> <li>• Describe extensions or capacity expansions proposed to serve this project:</li></ul>	
Source(s) of supply for the district:	
<i>v</i> . Is a new water supply district or service area proposed to be formed to serve the project site? , Yes:	□ Yes □ No
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:	
<i>i</i> . If water supply will be from wells (public or private), what is the maximum pumping capacity: gallons	s/minute.
Will the proposed action generate liquid wastes?	$\Box$ Yes $\Box$ No
Yes:	
. Total anticipated liquid waste generation per day: gallons/day <i>i</i> . Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all compo	
approximate volumes or proportions of each):	
. Will the proposed action use any existing public wastewater treatment facilities?	□ Yes □ No
If Yes:	
• Nome of westervision treatment along to be used.	
<ul> <li>Name of wastewater treatment plant to be used:</li> <li>Name of district:</li> </ul>	
Name of district:	□ Yes □ No
	□ Yes □ No □ 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?	$\Box$ Yes $\Box$ No
If Yes:	100 100
Describe extensions or capacity expansions proposed to serve this project:	
<i>iv.</i> Will a new wastewater (sewage) treatment district be formed to serve the project site?	$\Box$ Yes $\Box$ No
If Yes:	
Applicant/sponsor for new district:	
Date application submitted or anticipated:	
<ul> <li>What is the receiving water for the wastewater discharge?</li> <li>v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including species</li> </ul>	
<i>v.</i> If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specire receiving water (name and classification if surface discharge or describe subsurface disposal plans):	ifying proposed
<i>vi</i> . 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	□ Yes □ No
sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction?	
If Yes: <i>i</i> . How much impervious surface will the project create in relation to total size of project parcel?	
Square feet or acres (impervious surface) Square feet or acres (parcel size)	
<i>ii.</i> Describe types of new point sources.	
<i>iii.</i> Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent pr groundwater, on-site surface water or off-site surface waters)?	roperties,
If to surface waters, identify receiving water bodies or wetlands:	
• Will stormwater runoff flow to adjacent properties?	$\Box$ Yes $\Box$ No
<i>iv.</i> Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?	
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?	$\Box$ Yes $\Box$ No
If Yes, identify:	
<i>i</i> . Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)	
<i>ii.</i> Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)	
<i>iii.</i> 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
<ul><li>If Yes:</li><li><i>i</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)</li></ul>	□ Yes □ No
<ul> <li>ii. In addition to emissions as calculated in the application, the project will generate:</li> <li>Tons/year (short tons) of Carbon Dioxide (CO<sub>2</sub>)</li> </ul>	
<ul> <li>Tons/year (short tons) of Nitrous Oxide (N<sub>2</sub>O)</li> </ul>	
<ul> <li>Tons/year (short tons) of Perfluorocarbons (PFCs)</li> </ul>	
<ul> <li>Tons/year (short tons) of Sulfur Hexafluoride (SF<sub>6</sub>)</li> </ul>	
<ul> <li>Tons/year (short tons) of Suffur Hexandoride (SF<sub>6</sub>)</li> <li>Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)</li> </ul>	
<ul> <li>Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)</li> <li>Tons/year (short tons) of Hazardous Air Pollutants (HAPs)</li> </ul>	
• I ons/year (short tons) of mazardous Air Pollutants (HAPS)	

<ul> <li>h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)?</li> <li>If Yes:</li> </ul>	□ Yes □ No
<i>i</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 gene	rate heat or
electricity, flaring):	
	□ Yes □ No
quarry or landfill operations? If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):	
If Tes. Describe operations and nature of emissions (e.g., dieser exhaust, fock 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? Burgundy Basin generated 500 +/- peak AM & PM trips. The p	$\neg$ Yes $\Box$ No
If Yes: Use project is projected to generate 50+/- trips during AM and I	PM peak times.
<i>i</i> . When is the peak traffic expected (Check all that apply):	-
$\Box$ Randomly between hours of to <i>ii.</i> For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks):	
ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks):	
iii. Parking spaces: Existing Proposed Net increase/decrease	
<i>iv.</i> Does the proposed action include any shared use parking? Public parking for access to the Canal path	
v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing acc	cess, describe:
<i>vi.</i> Are public/private transportation service(s) or facilities available within ½ mile of the proposed site?	□ Yes □ No
	□ Yes □ No
or other alternative fueled vehicles?	_ 11 _ 11
	□ Yes □ No
pedestrian or bicycle routes?	
	□ Yes □ No
for energy? If Yes:	
<i>i</i> . Estimate annual electricity demand during operation of the proposed action:	
. Estimate annual electricity demand during operation of the proposed action.	
ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/loca	al utility, or
other):	
<i>iii.</i> Will the proposed action require a new, or an upgrade, to an existing substation?	□ Yes □ No
l. Hours of operation. Answer all items which apply.	
<i>i</i> . During Construction: <i>ii</i> . During Operations:	
Monday - Friday:      Monday - Friday:	
Saturday:      Saturday:	
Sunday:      Sunday:	
Holidays:      Holidays:	

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction,	$\Box$ Yes $\Box$ No
operation, or both? If yes:	
<i>i</i> . Provide details including sources, time of day and duration:	
<i>ii.</i> Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? Describe:	$\Box$ Yes $\Box$ No
n. Will the proposed action have outdoor lighting?	□ Yes □ No
If yes:	
<i>i</i> . Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:	
<i>ii.</i> Will proposed action remove existing natural barriers that could act as a light barrier or screen?	$\Box$ Yes $\Box$ No
Describe:	
o. Does the proposed action have the potential to produce odors for more than one hour per day?	$\Box$ Yes $\Box$ 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)	□ Yes □ No
or chemical products 185 gallons in above ground storage or any amount in underground storage?	
If Yes:	
<i>i</i> . Product(s) to be stored	
<i>iii.</i> Generally, describe the proposed storage facilities:	
q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides,	□ Yes □No
insecticides) during construction or operation?	
If Yes: <i>i</i> . Describe proposed treatment(s):	
i. Describe proposed ireauneni(s).	
	······
<i>ii.</i> 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	□ Yes □ No
of solid waste (excluding hazardous materials)?	
If Yes: <i>i</i> . Describe any solid waste(s) to be generated during construction or operation of the facility:	
Construction: tons per(unit of time)	
Operation : tons per (unit of time)	
ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:	
Construction:	
Operation:	
iii. Proposed disposal methods/facilities for solid waste generated on-site:	
Construction:	
Operation:	

	□ Yes □ No
If Yes:	1011
<i>i</i> . Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, la other disposed estivities):	indfill, or
other disposal activities): <i>ii</i> . Anticipated rate of disposal/processing:	<u> </u>
Tons/month, if transfer or other non-combustion/thermal treatment, or	
Tons/hour, if combustion or thermal treatment	
<i>iii</i> . 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?	$\Box$ Yes $\Box$ No
If Yes:	
<i>i</i> . Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility:	
<i>ii.</i> Generally describe processes or activities involving hazardous wastes or constituents:	······
	· · · · · · · · · · · · · · · · · · ·
<i>iii</i> . Specify amount to be handled or generated tons/month	
<i>iv.</i> Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents:	
, · · · · · · · · · · · · · · · · · · ·	$\Box$ Yes $\Box$ 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:	
In No. desende proposed management of any nazardous wastes which will not be sent to a nazardous waste facility.	
E. Site and Setting of Proposed Action	
E.1. Land uses on and surrounding the project site	

a. Existing la	nd uses.
----------------	----------

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

🗆 Urban	Industrial	🗆 Con

mmercial □ Residential (suburban)

□ Forest □ Agriculture □ Aquatic

□ Rural (non-farm) □ Other (specify): \_\_\_\_

*ii*. If mix of uses, generally describe:

b. Land uses and covertypes on the project site. Land use or Current Acreage After Change (Acres +/-) Covertype Acreage Project Completion Roads, buildings, and other paved or impervious • surfaces Forested • Meadows, grasslands or brushlands (non-• agricultural, including abandoned agricultural) Agricultural ٠ (includes active orchards, field, greenhouse etc.) Surface water features • (lakes, ponds, streams, rivers, etc.) Wetlands (freshwater or tidal) • Non-vegetated (bare rock, earth or fill) • • Other Describe:

<ul><li>c. Is the project site presently used by members of the community for public recreation?</li><li><i>i.</i> If Yes: explain:</li></ul>	□ Yes □ No
<ul> <li>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?</li> <li>If Yes, <ul> <li>i. Identify Facilities:</li> </ul> </li> </ul>	□ Yes □ No
<ul><li>e. Does the project site contain an existing dam?</li><li>If Yes:</li><li><i>i</i>. Dimensions of the dam and impoundment:</li></ul>	□ Yes □ No
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 facil If Yes:	□ Yes □ No ity?
<i>i</i> . Has the facility been formally closed?	$\Box$ Yes $\Box$ No
• If yes, cite sources/documentation:	
<i>n</i> . Describe the location of the project site relative to the boundaries of the solid waste management facility:	
<i>iii</i> . 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? If Yes:	□ Yes □ No
<i>i</i> . Describe waste(s) handled and waste management activities, including approximate time when activities occurre	ed:
<ul> <li>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?</li> <li>If Yes:</li> </ul>	□ Yes □ No
<i>i</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
<ul> <li>□ Yes – Spills Incidents database</li> <li>□ Yes – Environmental Site Remediation database</li> <li>□ Neither database</li> <li>□ Provide DEC ID number(s):</li> <li>□ Provide DEC ID number(s):</li> </ul>	
<i>ii.</i> If site has been subject of RCRA corrective activities, describe control measures:	
<i>iii</i> . Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? If yes, provide DEC ID number(s):	□ Yes □ No
<i>iv.</i> If yes to (i), (ii) or (iii) above, describe current status of site(s):	

<i>v</i> . Is the project site subject to an institutional control limiting property uses?	□ Yes □ No
<ul> <li>If yes, DEC site ID number:</li></ul>	
Describe the type of institutional control (e.g., deed restriction or easement):	
<ul> <li>Describe any use limitations:</li> <li>Describe any engineering controls:</li> </ul>	
<ul> <li>Will the project affect the institutional or engineering controls in place?</li> </ul>	□ Yes □ No
• Explain:	
E.2. Natural Resources On or Near Project Site	
•	feet
b. Are there bedrock outcroppings on the project site?	□ Yes □ No
If Yes, what proportion of the site is comprised of bedrock outcroppings?	%
c. Predominant soil type(s) present on project site:	%
c. redominant son type(s) present on project site.	
	%
d. What is the average depth to the water table on the project site? Average: feet	
e. Drainage status of project site soils:  Well Drained: % of site	
□ Moderately Well Drained: % of site	
□ Poorly Drained % of site	
f. Approximate proportion of proposed action site with slopes: $\Box$ 0-10%:	% of site
□ 10-15%:	% of site
$\Box$ 15% or greater:	% of site
g. Are there any unique geologic features on the project site?	$\Box$ Yes $\Box$ No
If Yes, describe:	
h. Surface water features.	
i. Does any portion of the project site contain wetlands or other waterbodies (including strea	ms, rivers, $\Box$ Yes $\Box$ No
ponds or lakes)?	
<i>ii.</i> Do any wetlands or other waterbodies adjoin the project site? If Yes to either <i>i</i> or <i>ii</i> , continue. If No, skip to E.2.i.	$\Box$ Yes $\Box$ No
<i>iii.</i> Are any of the wetlands or waterbodies within or adjoining the project site regulated by a	nv federal. □ Yes □ No
state or local agency?	
<i>iv.</i> For each identified regulated wetland and waterbody on the project site, provide the follo	wing information:
• Streams: Name C	lassification
Lakes or Ponds: Name C     Wetlands: Name A	assification
Wetlands: Name A	pproximate Size
<ul> <li>Wetland No. (if regulated by DEC)</li> <li>v. Are any of the above water bodies listed in the most recent compilation of NYS water qua</li> </ul>	lity-impaired □ Yes □ No
waterbodies?	
If yes, name of impaired water body/bodies and basis for listing as impaired:	
i. Is the project site in a designated Floodway?	$\Box$ Yes $\Box$ No
j. Is the project site in the 100-year Floodplain?	$\Box$ Yes $\Box$ No
k. Is the project site in the 500-year Floodplain?	$\Box$ Yes $\Box$ No
l. Is the project site located over, or immediately adjoining, a primary, principal or sole source	e aquifer? □ Yes □ No
If Yes: <i>i</i> Name of aquifer: <i>i</i> Name of aquifer:	
<i>i</i> . Name of aquifer:	

m. Identify the predominant wildlife species that occupy or use the project sit	to.	
m. Identify the predominant whome species that occupy of use the project sh		<u> </u>
		<u> </u>
n. Does the project site contain a designated significant natural community?		□ Yes □ No
If Yes:		
<i>i</i> . Describe the habitat/community (composition, function, and basis for desi	gnation).	
i. Deserve the habital community (composition, function, and basis for desi		
<i>ii.</i> Source(s) of description or evaluation:		
<i>iii.</i> Extent of community/habitat:		
Currently:	acres	
Following completion of project as proposed:		
<ul> <li>Gain or loss (indicate + or -):</li> </ul>	acres	
• Gain of loss (indicate + of -).		
<ul> <li>o. Does project site contain any species of plant or animal that is listed by the endangered or threatened, or does it contain any areas identified as habitat f If Yes:</li> <li><i>i.</i> Species and listing (endangered or threatened):</li> </ul>	or an endangered or threatened spec	
i. Species and listing (challgered of threatened)		
		_ XI _ XI
p. Does the project site contain any species of plant or animal that is listed by	VNYS as rare, or as a species of	$\Box$ Yes $\Box$ No
special concern?		
If Yes:		
<i>i</i> . Species and listing:		
q. Is the project site or adjoining area currently used for hunting, trapping, fish	ning or shell fishing?	$\Box$ Yes $\Box$ No
If yes, give a brief description of how the proposed action may affect that uses		
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 d	istrict certified pursuant to	$\Box$ Yes $\Box$ No
Agriculture and Markets Law, Article 25-AA, Section 303 and 304?	Partanet of the partanet of	
If Yes, provide county plus district name/number:		
b. Are agricultural lands consisting of highly productive soils present?		$\Box$ Yes $\Box$ No
<i>i.</i> If Yes: acreage(s) on project site?		
<i>ii.</i> Source(s) of soil rating(s):		· · · · · · · · · · · · · · · · · · ·
c. Does the project site contain all or part of, or is it substantially contiguous		□ Yes □ No
Natural Landmark?	to, a registered National	
If Yes:		
<i>i</i> . Nature of the natural landmark:	Geological Feature	
<i>ii.</i> Provide brief description of landmark, including values behind designation	an and approximate size/extent:	
·		
d. Is the project site located in or does it adjoin a state listed Critical Environm	nental Area?	$\Box$ Yes $\Box$ No
If Yes:		
<i>i</i> . CEA name:		
<i>ii.</i> Basis for designation:		
iii. Designating agency and date:		

<ul> <li>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 Commission Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.</li> <li><i>i</i>. Nature of historic/archaeological resource:  <ul> <li>Archaeological Site</li> <li>Historic Building or District</li> </ul> </li> <li><i>ii</i>. Name:</li></ul>	
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
<ul> <li>g. Have additional archaeological or historic site(s) or resources been identified on the project site?</li> <li>If Yes: <ul> <li><i>i</i>. Describe possible resource(s):</li> <li><i>ii</i>. Basis for identification:</li> </ul> </li> </ul>	□ Yes □ No
<ul> <li>h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?</li> <li>If Yes: <ul> <li><i>i</i>. Identify resource:</li> <li><i>ii</i>. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or etc.):</li> </ul> </li> </ul>	□ Yes □ No scenic byway,
etc.):	
<ul> <li>i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?</li> <li>If Yes: <ul> <li>i. Identify the name of the river and its designation:</li> </ul> </li> </ul>	□ Yes □ No
ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	$\Box$ Yes $\Box$ 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	Date
On behalf of Basin Development LLC	
Signature	Title



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a



Koley, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

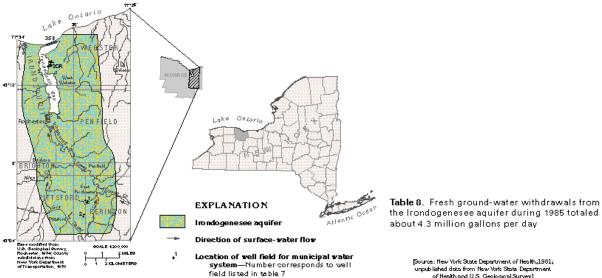
EMENTP, NRCan, Esri Japan, METT, Esri China (Hong Kong), Esri clon@penStreetMap contributors, and the GIS User Community

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas:West Erie Canal Corridor
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]	No
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.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.I. [Aquifers]	Yes
E.2.I. [Aquifer Names]	Principal Aquifer, Primary Aquifer
E.2.n. [Natural Communities]	No

E.2.o. [Endangered or Threatened Species]	No
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]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Richardson's Tavern, New York State Barge Canal Historic District
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

## **Irondogenesee Aquifer**

[Back] [Home] [Up] [Next] Valley Fill Aquifers: The Irondogenesee aquifer is typical of valley-fill glacial aquifers deposited by meltwater streams that flowed toward the glacial ice in lowland valleys that were either partly or completely inundated later by large freshwater lakes; fine-grained glacial-lake sediments were deposited, at least partly, over the coarse-grained outwash that composes the aquifers.



Modified from Waller, R.M., 1982, Irondogenese area in Waller, R.M., and Finch, A.J., eds., Atlas of eleven selected aquifers in New York: U.S. Geological Survey Water-Resources Investigations Open-File Report 82-553, 255 p.

Figure 43. The Irondogenesee aquifer underlies Iron dequoit Creek and Iron dequoit Bay, which drain into Lake Ontario.

the Irondogenesee aquifer during 1985 totaled

Source: New York State Department of Health,1981; unpublished data from New York State Department of Health and U.S. Geological Survey]
Eresh anound wat

Source of ground -water supply	Fresh ground-water withdrawals (million gallons per day)
Munic ips I water systems	
1. East Rochester (three wells)	0.7
<ol><li>Pitsford (two wells)</li></ol>	.4
3. Webster (Sand Barand Dewitt Road well fields)	3.1
Private wells	
Home use of 100 gallons per person per day is assumed	.1
	Total 43

#### Irondogenesee Aquifer

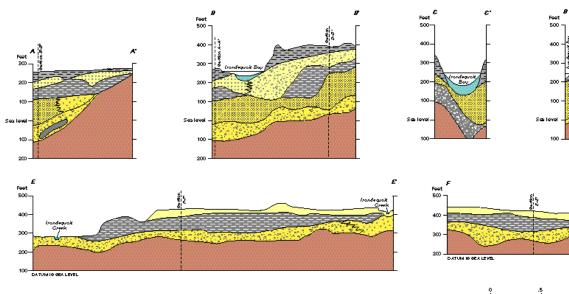
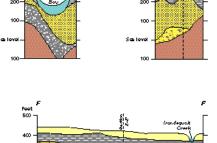
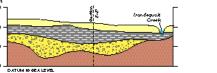


Figure 46. Two thick and productive water-yielding zones that consist of fine to coarse sand and gravel (outwash deposits) that are separated by clay, silt, and very fine to fine sand (glacial-lake and outwash deposits) form the Irondogenesee aquifer. The areal extent of the lower water-yielding zone is greater than that of the upper water-yielding zone. The lines of section are shown in figure 45.







COALE GREATLY EXAG

#### **EXPLANATION** Organic-enriched deposits-Peat, marl, organic muck, and clay Outwash deposits—Sand and gravel -----Younger glacial-lake deposits-Clay, silt, and very fine to fine sand Younger outwash deposits—Upper permeable zone Fine to medium sand Coarse sand and gravel Older glacial-lake deposits-Clay, silt, and very fine to fine sand Older outwash deposits-Lower permeable zone Very fine sand Fine to medium sand Coarse sand and gravel Till—Unsorted and unstratified clay, silt, sand, gravel, cobbles, and boulders Bedrock-Interbedded dolomite, sandstone, and shale

Modified from Waller, R.M., 1982, Irondogenese area in Waller, R.M., and Finch, A.J., eds., Atlas of eleven selected aquifers in New York: U.S. Geological Survey Water-Resources Investigations Open-File Report 82-553, 255 p.

#### Full Environmental Assessment Form Part 2 - Identification of Potential Project Impacts

Project : Date :

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency and the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

#### **Tips for completing Part 2:**

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2. •
- If you answer "Yes" to a numbered question, please complete all the questions that follow in that section. •
- If you answer "No" to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts. •
- Answer the question in a reasonable manner considering the scale and context of the project.

<ol> <li>Impact on Land         Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)         If "Yes", answer questions a - j. If "No", move on to Section 2.     </li> </ol>	□ NO	• •	YES
Approximately 5% of the property involves slopes 15% or greater, which is a man made area adjacent to the overflow parking area. This area will be regarded and stabilized to minimize erosion.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d		
b. The proposed action may involve construction on slopes of 15% or greater.	E2f		
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a		
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a		
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e		
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q		
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	Bli		

h. Other impacts:

The proposed action may result in the modification or destruction of, or inhib access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) If "Yes", answer questions a - c. If "No", move on to Section 3.	□ NO		YES
ij ies , unswer questions a c. ij ivo , move on to section 5.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached:	E2g		
<ul> <li>b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark.</li> <li>Specific feature:</li></ul>	E3c		
c. Other impacts:			
<ul> <li>3. Impacts on Surface Water</li> <li>The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)</li> <li>If "Yes", answer questions a - l. If "No", move on to Section 4.</li> </ul>	□ NC	• •	YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h		
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b		
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a		
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.	E2h		
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h		
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c		
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d		
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.	D2e		
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h		
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h		
k. The proposed action may require the construction of new, or expansion of existing,	D1a, D2d		

1. Other impacts:			
<ul> <li>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 aquifu (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) If "Yes", answer questions a - h. If "No", move on to Section 5.</li></ul>	1		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c		
<ul> <li>b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source:</li></ul>	D2c		
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c		
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E21		
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h		
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l		
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c		
h. Other impacts:			

<ul> <li>5. Impact on Flooding The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) If "Yes", answer questions a - g. If "No", move on to Section 6. </li> </ul>	□ NO		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i		
b. The proposed action may result in development within a 100 year floodplain.	E2j		
c. The proposed action may result in development within a 500 year floodplain.	E2k		
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e		
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k		
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	Ele		

g. Other impacts:			
<ul> <li>6. Impacts on Air The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) If "Yes", answer questions a - f. If "No", move on to Section 7. </li> </ul>	□ NO		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: <ol> <li>More than 1000 tons/year of carbon dioxide (CO<sub>2</sub>)</li> <li>More than 3.5 tons/year of nitrous oxide (N<sub>2</sub>O)</li> <li>More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)</li> <li>More than .045 tons/year of sulfur hexafluoride (SF<sub>6</sub>)</li> <li>More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions</li> <li>vi. 43 tons/year or more of methane</li> </ol> </li> </ul>	D2g D2g D2g D2g D2g D2g D2h		
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g		
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g		
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g		
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s		
f. Other impacts:			

<ul> <li>The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. mq.)</li> <li>If "Yes", answer questions a - j. If "No", move on to Section 8.</li> </ul>		□ NO	□ YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o		
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o		
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p		
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p		

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source:	E2n	
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source:	E1b	
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	
j. Other impacts:		

8. Impact on Agricultural Resources The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) If "Yes", answer questions a - h. If "No", move on to Section 9.		□ NO	□ YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b		
<ul> <li>b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).</li> </ul>	E1a, Elb		
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b		
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a		
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b		
<li>f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.</li>	C2c, C3, D2c, D2d		
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c		
h. Other impacts:			

<ul> <li>9. Impact on Aesthetic Resources The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) If "Yes", answer questions a - g. If "No", go to Section 10. </li> </ul>			YES
The property is adjacent to the Erie Canal, which is listed on the State and National Register of Historic Places, and it is a National Landmark. A public accessible trail runs along the edge of the canal. The proposed Action will be visible from the Erie Canal.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h		
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b		
<ul><li>c. The proposed action may be visible from publicly accessible vantage points:</li><li>i. Seasonally (e.g., screened by summer foliage, but visible during other seasons)</li><li>ii. Year round</li></ul>	E3h		
<ul><li>d. The situation or activity in which viewers are engaged while viewing the proposed action is:</li><li>i. Routine travel by residents, including travel to and from work</li><li>ii. Recreational or tourism based activities</li></ul>	E3h E2q, E1c		
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h		
<ul> <li>f. There are similar projects visible within the following distance of the proposed project:</li> <li>0-1/2 mile</li> <li>½ -3 mile</li> <li>3-5 mile</li> <li>5+ mile</li> </ul>	D1a, E1a, D1f, D1g		
g. Other impacts:			
10 Import on Historia and Anabadagical Desenvors			

<ul> <li>10. Impact on Historic and Archeological Resources         The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)         If "Yes", answer questions a - e. If "No", go to Section 11.     </li> </ul>		) 🗆	YES
Richardson's Canal House, 1474 Marsh Road is approximately 500 feet to the southwest on the other side of the Erie Canal. The proposed Action is not visible from Richardson's Canal House. NYS Barge Canal Historic District (Erie Canal) is a National Landmark.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical 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.</li> </ul>	E3e		
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f		
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source:	E3g		

E3e, E3g, E3f		
E3e, E3f, E3g, E1a, E1b		
E3e, E3f, E3g, E3h, C2, C3		
□ N0	o 🗆	YES
Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
D2e, E1b E2h, E2m, E2o, E2n, E2p		
C2a, E1c, C2c, E2q		
C2a, C2c E1c, E2q		
C2c, E1c		
	D D	YES
Relevant	No, or	Moderate
Part I Question(s)	small impact may occur	to large impact may occur
	impact	impact may
Question(s)	impact may occur	impact may occur
	E3f E3e, E3f, E3g, E1a, E1b E3e, E3f, E3g, E3h, C2, C3 □ No Relevant Part I Question(s) D2e, E1b E2h, E2m, E2o, E2n, E2p C2a, E1c, C2c, E2q C2c, E1c	E3f $\Box$ E3e, E3f, E3g, E1a, E1b $\Box$ E3e, E3f, E3g, E3h, C2, C3 $\Box$ $\Box$ NO $\Box$ $\Box$ NO $\Box$ $\Box$ NO $\Box$ $\Box$ NO $\Box$ $\Box$ NO $\Box$ $\Box$ NO, or small impact may occurD2e, E1b E2h, E2m, E2o, E2n, E2p $\Box$ C2a, E1c, C2c, E2q $\Box$ C2a, C2c E1c, E2q $\Box$ C2c, E1c $\Box$

<ul> <li>13. Impact on Transportation The proposed action may result in a change to existing transportation systems (See Part 1. D.2.j) If "Yes", answer questions a - f. If "No", go to Section 14. </li> </ul>	s. 🗆 No		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j		
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j		
c. The proposed action will degrade existing transit access.	D2j		
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j		
e. The proposed action may alter the present pattern of movement of people or goods.	D2j		
f. Other impacts:			
<b>14. Impact on Energy</b> The proposed action may cause an increase in the use of any form of energy. (See Part 1. D.2.k) <i>If "Yes", answer questions a - e. If "No", go to Section 15.</i>			YES
	Relevant Part I	No, or small	Moderate to large
	Question(s)	impact may occur	impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.		impact	impact may
<ul> <li>a. The proposed action will require a new, or an upgrade to an existing, substation.</li> <li>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> </ul>	Question(s)	impact may occur	impact may occur
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a	Question(s) D2k D1f,	impact may occur	impact may occur
<ul> <li>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> <li>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</li> <li>d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.</li> </ul>	Question(s) D2k D1f, D1q, D2k	impact may occur	impact may occur
<ul> <li>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> <li>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</li> <li>d. The proposed action may involve heating and/or cooling of more than 100,000 square</li> </ul>	Question(s) D2k D1f, D1q, D2k D2k	impact may occur	impact may occur
<ul> <li>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> <li>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</li> <li>d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.</li> </ul>	Question(s) D2k D1f, D1q, D2k D2k	impact may occur	impact may occur
<ul> <li>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> <li>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</li> <li>d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.</li> </ul>	Question(s)D2kD1f, D1q, D2kD2kD1g	impact may occur	impact may occur
<ul> <li>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> <li>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</li> <li>d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.</li> <li>e. Other Impacts:</li></ul>	Question(s) D2k D1f, D1q, D2k D2k D1g ting. □ NC Relevant Part I Question(s)	impact may occur	impact may occur
<ul> <li>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> <li>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</li> <li>d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.</li> <li>e. Other Impacts:</li></ul>	Question(s) D2k D1f, D1q, D2k D2k D2k D1g ting. □ NC Relevant Part I	impact may occur	impact may occur
<ul> <li>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> <li>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</li> <li>d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.</li> <li>e. Other Impacts:</li></ul>	Question(s) D2k D1f, D1q, D2k D2k D1g ting. □ NC Relevant Part I Question(s)	impact may occur	impact may occur

d. The proposed action may result in light shining onto adjoining properties.	D2n	
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	
f. Other impacts:		

<b>16. Impact on Human Health</b> The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. ar <i>If "Yes", answer questions a - m. If "No", go to Section 17.</i>	□ No nd h.)		YES
	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	Eld		
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h		
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h		
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	Elg, Elh		
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	Elg, Elh		
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t		
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f		
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f		
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s		
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h		
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g		
1. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r		
m. Other impacts:			

17. Consistency with Community Plans			
The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.)	□ NO	□ Y	ΎES
If "Yes", answer questions a - h. If "No", go to Section 18.			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b		
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2		
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3		
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2		
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.	C3, D1c, D1d, D1f, D1d, Elb		
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j		
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a		
h. Other:			
<ul> <li>18. Consistency with Community Character The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3)</li> <li>If "Yas" answer questions a gravity for the first of the part 3</li> </ul>	□ NO		/ES
The proposed project is inconsistent with the existing community character.	Relevant Part I Question(s)	No, or small impact may occur	TES Moderate to large impact may occur
The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3)	Relevant Part I	No, or small impact	Moderate to large impact may
The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) <i>If "Yes", answer questions a - g. If "No", proceed to Part 3.</i> a. The proposed action may replace or eliminate existing facilities, structures, or areas	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) If "Yes", answer questions a - g. If "No", proceed to Part 3.</li> <li>a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.</li> <li>b. The proposed action may create a demand for additional community services (e.g.</li> </ul>	Relevant Part I Question(s) E3e, E3f, E3g	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) If "Yes", answer questions a - g. If "No", proceed to Part 3.</li> <li>a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.</li> <li>b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)</li> <li>c. The proposed action may displace affordable or low-income housing in an area where</li> </ul>	Relevant Part I Question(s)E3e, E3f, E3gC4C2, C3, D1f	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) If "Yes", answer questions a - g. If "No", proceed to Part 3.</li> <li>a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.</li> <li>b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)</li> <li>c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.</li> <li>d. The proposed action may interfere with the use or enjoyment of officially recognized</li> </ul>	Relevant Part I Question(s)E3e, E3f, E3gC4C2, C3, D1f D1g, E1a	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) If "Yes", answer questions a - g. If "No", proceed to Part 3.</li> <li>a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.</li> <li>b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)</li> <li>c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.</li> <li>d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.</li> <li>e. The proposed action is inconsistent with the predominant architectural scale and</li> </ul>	Relevant Part I Question(s)E3e, E3f, E3gC4C2, C3, D1f D1g, E1aC2, E3	No, or small impact may occur	Moderate to large impact may occur

## Full Environmental Assessment Form Part 3 - Evaluation of the Magnitude and Importance of Project Impacts and Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

## **Reasons Supporting This Determination:**

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

Determination of Significance - Type 1 and Unlisted Actions						
SEQR Status:	□ Type 1	□ Unlisted				
Identify portions of EAF of	completed for this Project:	□ Part 1	D Part 2	□ Part 3		

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the

\_\_\_\_as lead agency that:

Date:

Date:

	A.	This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact		
statement need not be prepared. Accordingly, this negative declaration is issued.				
	В.	Although this project could have a significant adverse impact on the environment, that impact will be avoided or		
sub	stant	ially mitigated because of the following conditions which will be required by the lead agency:		

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

 $\Box$  C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action:

Name of Lead Agency:

Name of Responsible Officer in Lead Agency:

Title of Responsible Officer:

Signature of Responsible Officer in Lead Agency:

Signature of Preparer (if different from Responsible Officer)

## For Further Information:

Contact Person:

Address:

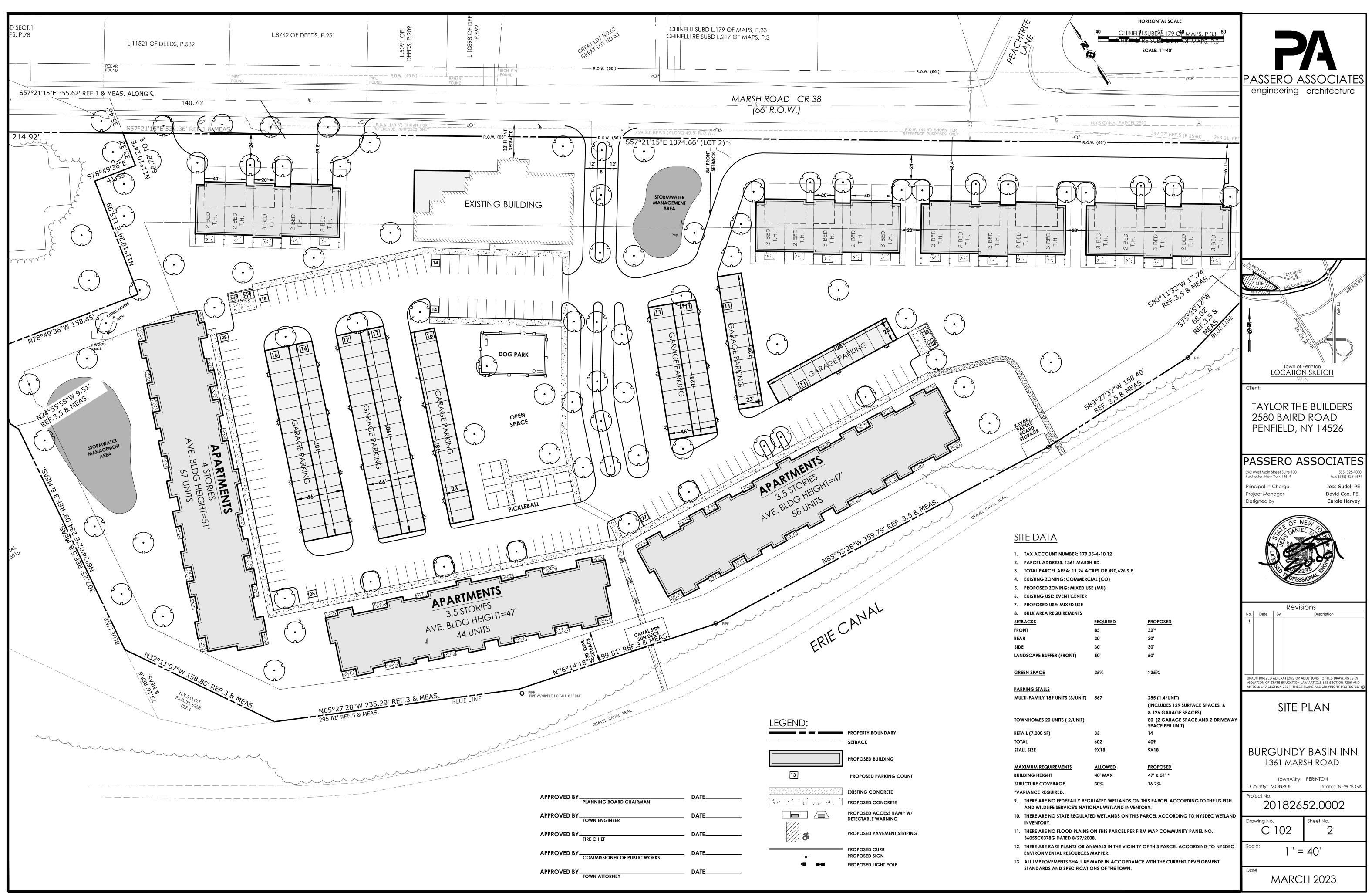
Telephone Number:

E-mail:

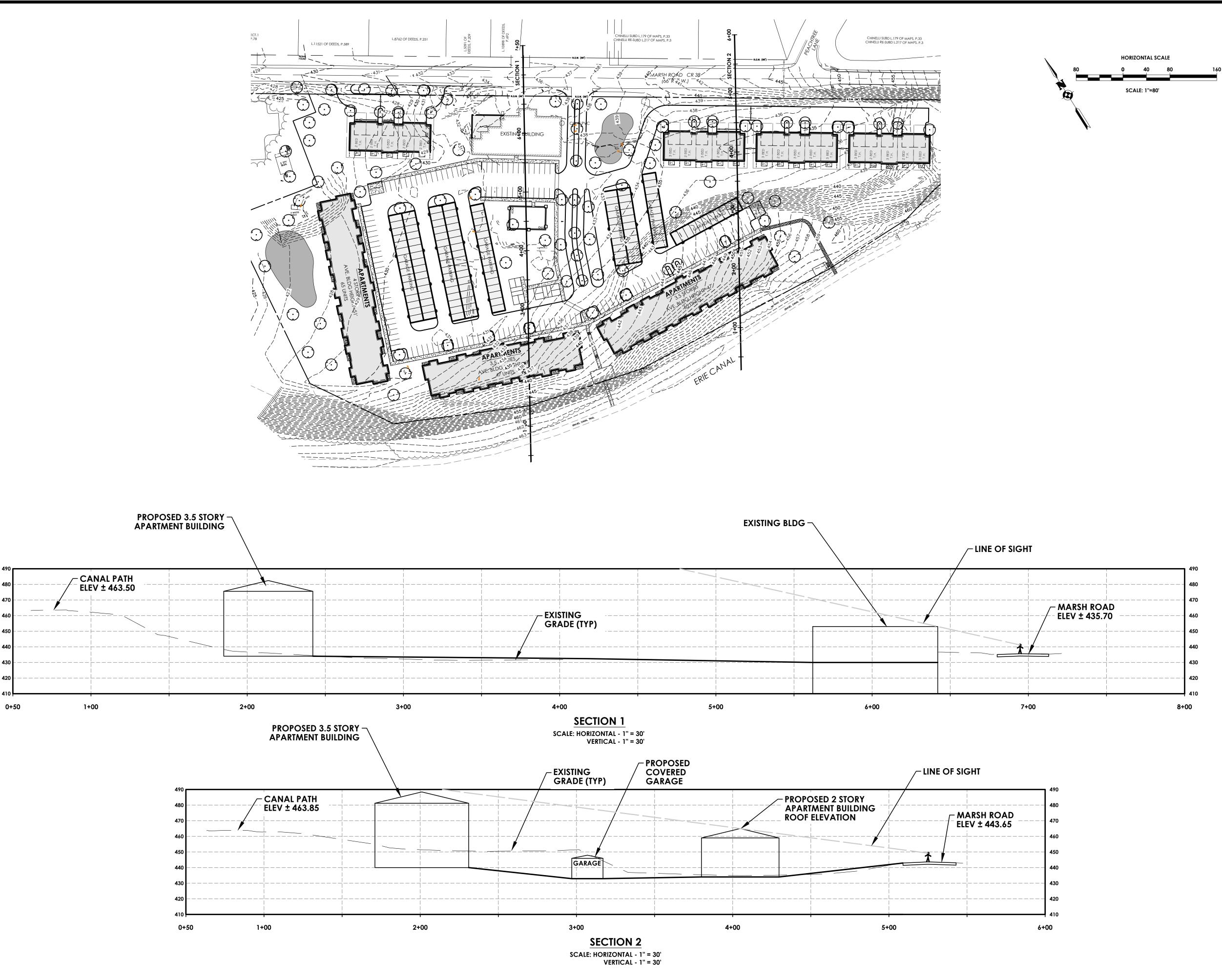
## For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of) Other involved agencies (if any) Applicant (if any)

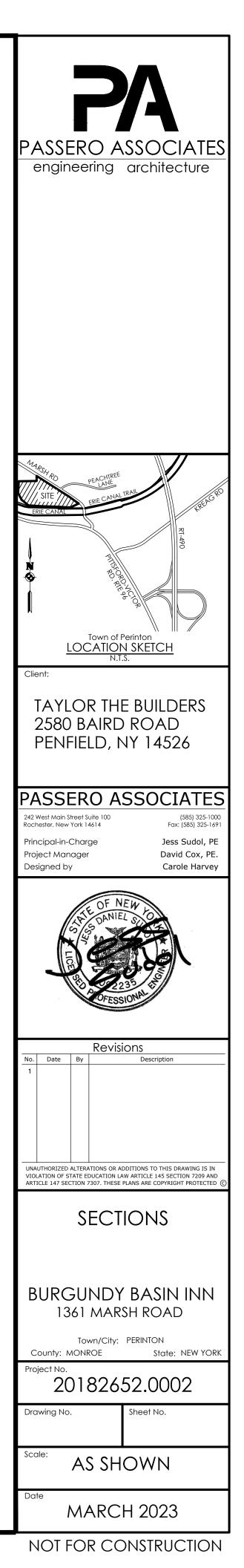
Environmental Notice Bulletin: <u>http://www.dec.ny.gov/enb/enb.html</u>



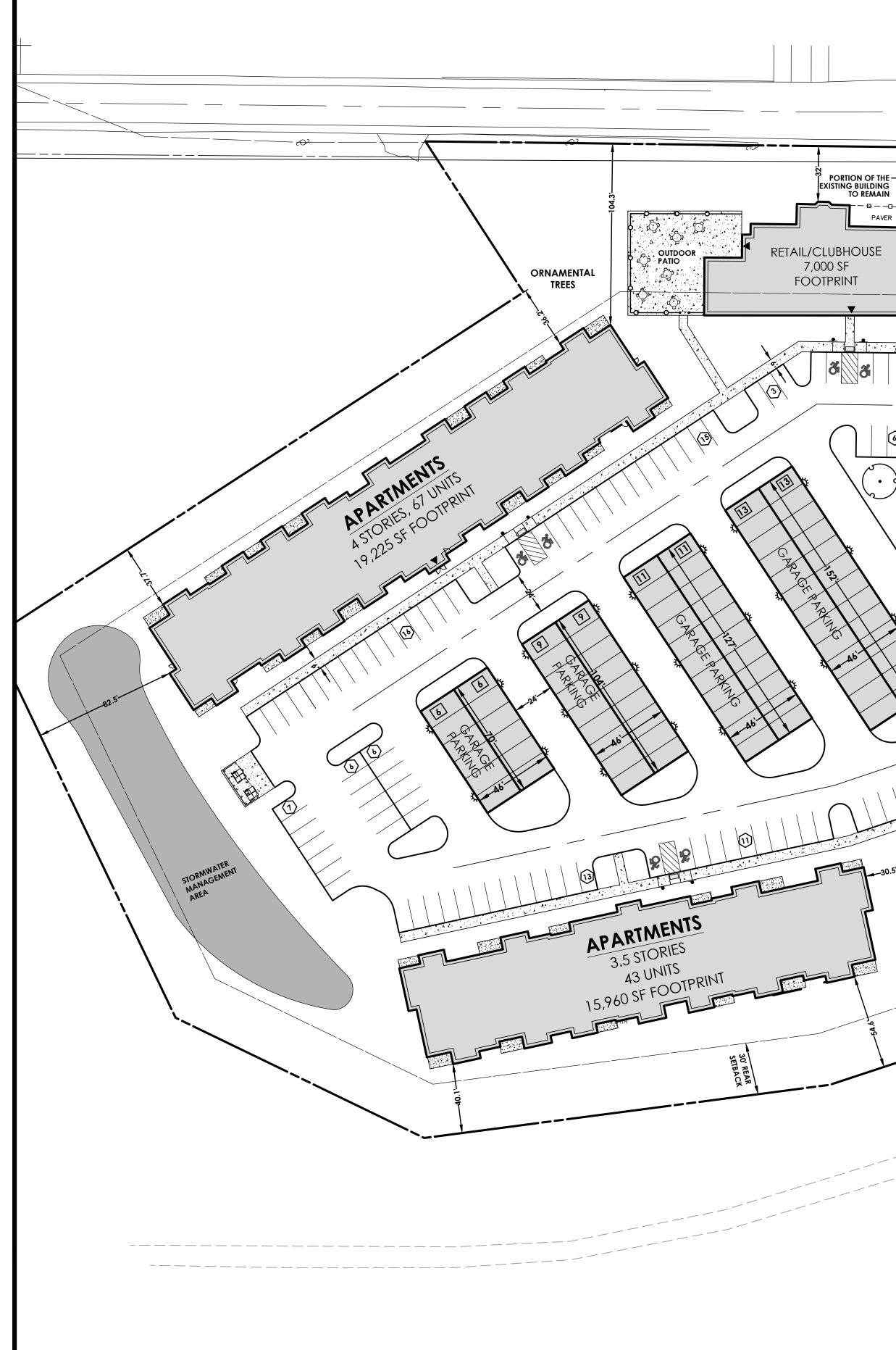
\PROJECTS-NEW\2018\20182652\20182652.0002\DRAWINGS\ENGINEERING\20182652.0002\_CONCEPT 8 02.14.23.DWG 3/21/2023 4:52 PM David Co



1	490
	480
MARSH ROAD	470
LEV ± 435.70	460
   	450
	440
	430
	420
	410
	0.00







## PREVIOUS PLAN

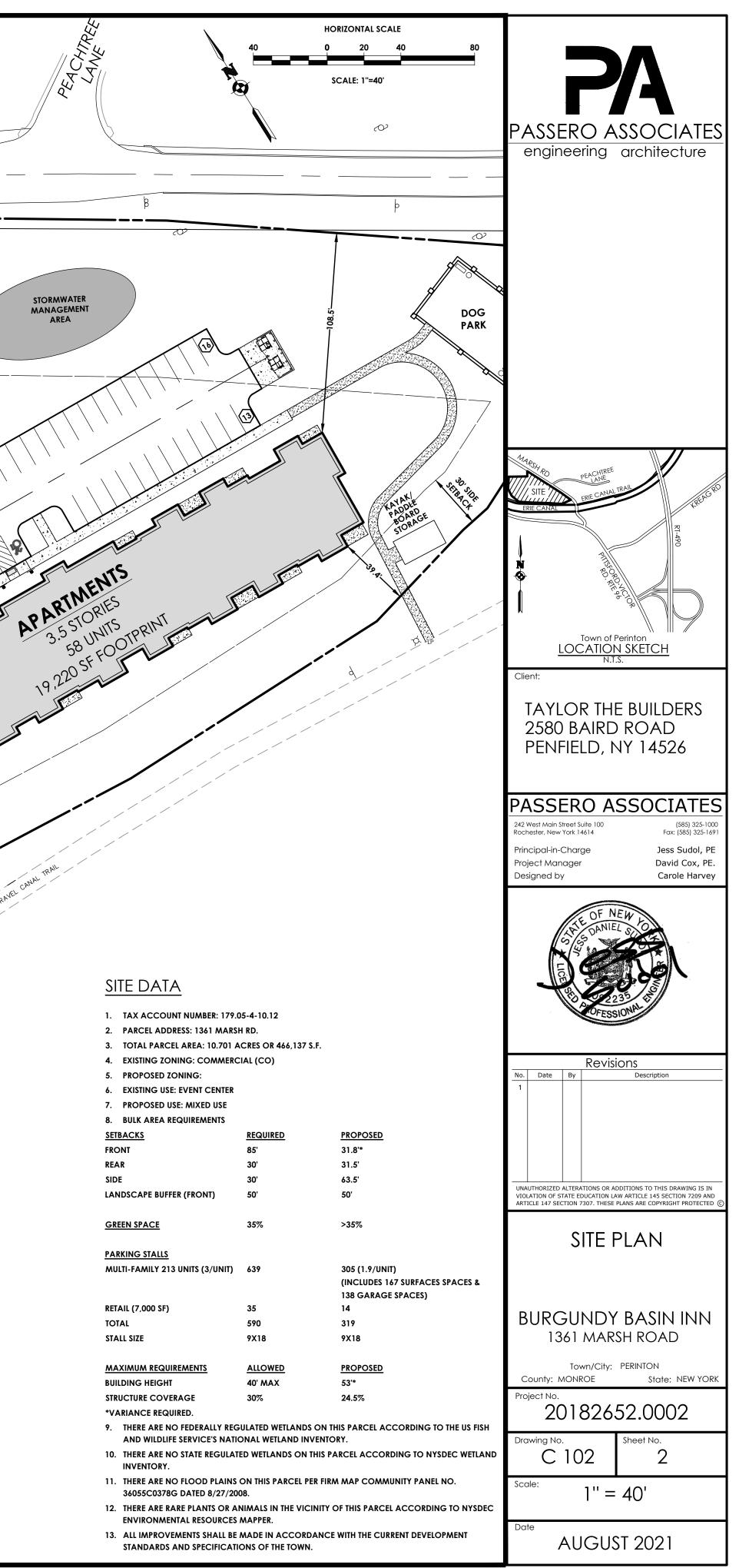
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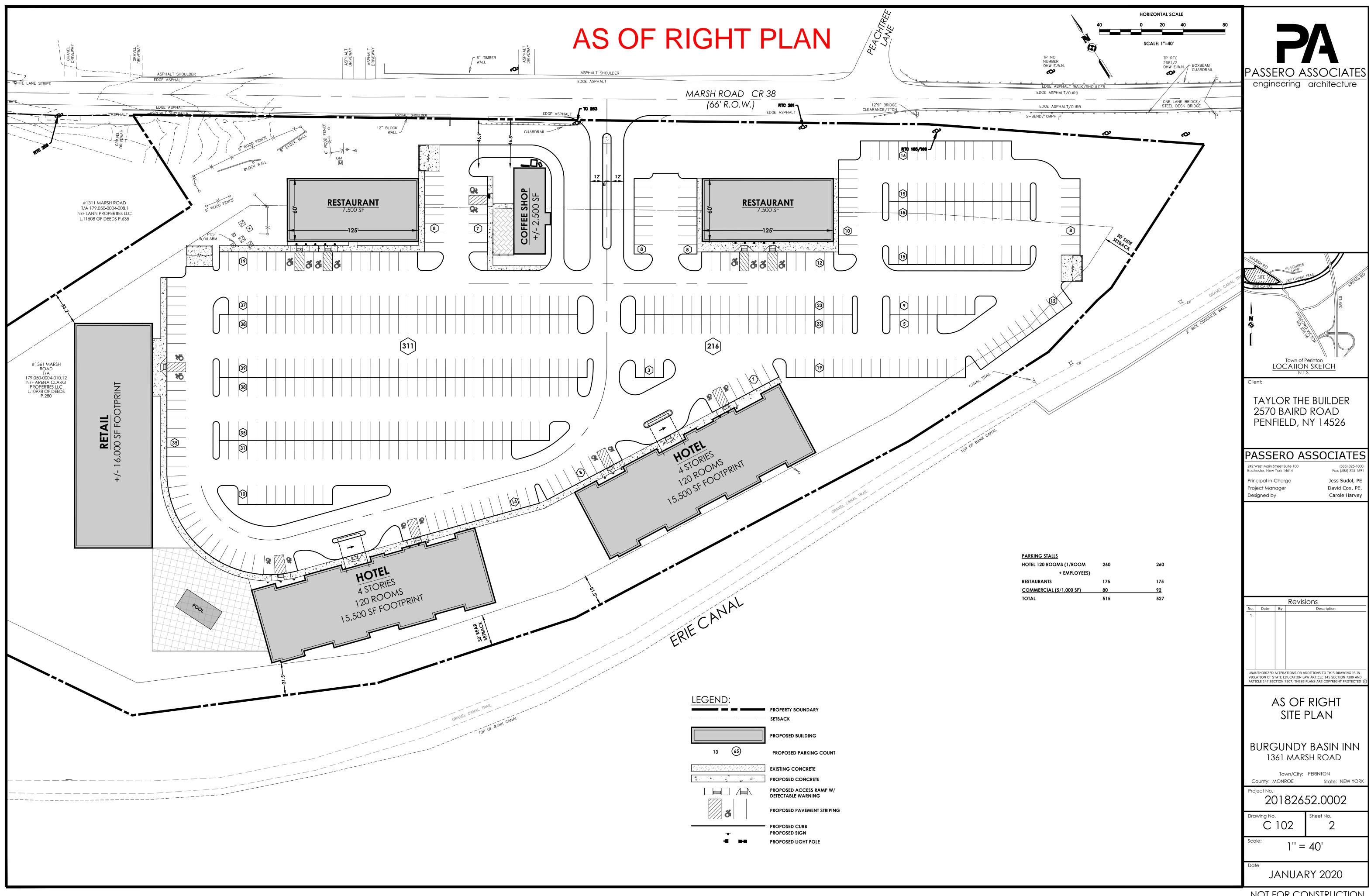
MARSH ROAD CR 38 (66' R.O.W.)

- 96	RENTS STORIES 5 STORIES 43 UNITS 43 UNITS 60 SF FOOTPRINT		CANALSIDE CANALSIDE CSUN DECK
		ERIECAN	A
GRAVEL CANAL TRAIL		<u>LEGEND</u> :	PROPERTY BOUNDARY SETBACK
		13 65	PROPOSED BUILDING PROPOSED PARKING COUNT
APPROVED BY PLANNING BOARD CHAIRMAN	DATE	4	EXISTING CONCRETE
	DATE		PROPOSED CONCRETE PROPOSED ACCESS RAMP W/
TOWN ENGINEER			DETECTABLE WARNING
APPROVED BY	DATE	ð	PROPOSED PAVEMENT STRIPING
	DATE		PROPOSED CURB PROPOSED SIGN
	DATE		PROPOSED LIGHT POLE
TOWN ATTORNEY			

PAVER PATIO

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# BASIN LANDING APARTMENTS

















# BASIN LANDING APARTMENTS

