

Appendix A
Comments Received on DEIS

LIST OF ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE DGEIS¹

TOWN BOARDS, STAFF, COMMITTEES, AND CONSULTANTS

1. Barbara DiGiacinto, Councilman, oral comments delivered on July 28, 2021, September 9, 2021, and September 22, 2021 (DiGiacinto_001, DiGiacinto_010, DiGiacinto_016)
2. Jose Berra, Councilman, oral comments delivered on July 28, 2021 and September 9, 2021 (Berra_002, Berra_009)
3. Saleem Hussain, Councilman, oral comments delivered on July 28, 2021, September 9, 2021, and September 22, 2021 (Hussain_003, Hussain_012, Hussain_015)
4. Barry Reiter, Councilman, oral comments delivered on July 28, 2021, September 9, 2021, and September 22, 2021 (Reiter_004, Reiter_011, Reiter_017)
5. Michael Schiliro, Chairman, oral comments delivered on September 9, 2021 and September 22, 2021 (Schiliro_008, Schiliro_014)
6. Adam R. Kaufman, AICP, Director of Planning, Town of North Castle, written comments received on September 13, 2021 (Kaufman_TNC_022)
7. Roland A. Baroni, Town Attorney, oral comments delivered on July 28, 2021 and September 22, 2021 (Baroni_005, Baroni_018)
8. Jane Black, Conservation Board, oral comments delivered on July 28, 2021 (Black_CB_006)
9. Jane Black and John Krupa, Co-Chairs, Conservation Board, written comments received on September 30, 2021 (Black_Krupa_CB_024)
10. Michael A Galante, Director of Traffic, Hardesty & Hanover, LLC, written comments received on September 27, 2021 (Galante_H&H_021)
11. Keri A. Kazak, Chair, Open Space Committee, written comments received on October 12, 2021 (Kazak_OSC_026)
12. Joseph M. Cermele and John Kellard, Kellard Sessions Consulting, written comments received on October 27, 2021 (Cermele_Kellard_KS_027)

ORGANIZATIONS AND BUSINESSES

13. Anthony Veneziano, Esquire, speaking on behalf of Airport Campus I-IV LLC, oral comments delivered on July 28, 2021 (Veneziano_007)
14. Jen Lamia, Superintendent of Schools, Byram Hills School District, written comments received on July 23, 2021 (Lamia_BHSD_019)
15. Norma V. Drummond, Commissioner, Westchester County Planning Board, written comments received on September 28, 2021 (Drummond_WCPB_020)
16. Donald W. Lake, Jr., PE CPESC, CPSWQ, on behalf of the Watershed Inspector General, written comments received on September 29, 2021 (Lake_WIG_023)
17. Daniel M. Richmond, Zarin & Steinmetz, written comments received October 7, 2021 (Richmond_Z&S_025)

GENERAL PUBLIC

18. Edward Woodyard, oral comments delivered on September 9, 2021 (Woodyard_013)

¹ Citations in parentheses refer to internal comment tracking annotations.

ORGANIZATIONS



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DATE: September 30, 2021

MEMO TO: Michael Schiliro, Supervisor
 & Town Board Members

FROM: Jane Black, Co-Chair
 John Krupa, Co-Chairman
 Conservation Board

RE: Airport Campus
 DEIS- Comments

In response to a referral from the Town Board, the Conservation Board offers the following comments to address the Board's concerns regarding the Airport Campus proposal as presented in the DEIS. We are particularly concerned with the proposal's density, which we believe is greater than the site can handle environmentally. A second significant concern is with the project's height; the visual impact of a seven story apartment building is not in keeping with the character of our town. The building's height is too great to be successfully mitigated by the landscaped berm along King Street and any additional tree planting. Additionally, we are concerned with the removal of approximately 6 acres of woodland and 368 trees and the resultant impact in wildlife and open space. While the Board recognizes a need to modify the zoning due to vacancies in office space on the site and in the area, we are unanimous in our belief that the proposed density and visual impact of the project are not beneficial to the town. As the Westchester County Planning Board states in its initial review of the project: "we must also acknowledge that the strategy of placing large amounts of new development in relatively remote locations runs counter to the County Planning Board's long-range planning policies ... which call for directing growth towards existing downtown centers." The intense amount of residential development will lead to more car trips to obtain services and a resultant negative effect on the local environment.

Wetlands

As reported in the DEIS, there is minimal wetland impact caused by this project. There is a 0.25 acre wetland area in the Southwest corner of the project site. The 100 foot wetland buffer area associated with this 0.25 acre wetland covers approximately 1.8 acres within the project site. The present plan calls for no direct disturbance of the wetland itself and minor disturbance in the buffer area. The disturbance in the buffer area is identified as an "Emergency Gravel Access Drive" which is noted to result in 0.19 acres of disturbance.

The Conservation Board request is that a Wetland Permit for this disturbance is sought in accordance with Town requirements and a plan with details for 2-1 mitigation be submitted to the Conservation Board for review, comment and ultimate approval.

Visual Resources and Community Character

As stated in the June 23, 2021, DEIS and DGEIS (1.D.11, pg. 1-23, 1-24), "It is noted that the Lead Agency [North Castle Town Board] is not expressing an opinion on the applicant's visibility analysis at this time nor is it presenting its opinion on whether or not the Proposed Action would have a significant adverse visual impact". The North Castle Conservation Board unequivocally believes that the Proposed Action will have a significant adverse visual impact, for the Proposed Action neither complements nor represents the aesthetic and community character of the Town of North Castle. The Conservation Board also believes that the applicant has underplayed the visual impact that this Proposed Action will have.

According to the applicant, "From south... [the Proposed Action will be] moderately visible during leaf-off condition" and, also, "The views that are available would only be visible for a few seconds while driving along King Street". As that the Proposed Action will be sited on a rise in the topography and as that no trees on the property will be as tall as the height of the Proposed Action, these assertions seem improbable, and the Conservation Board challenges these assertions (the applicant's own 3D renderings seem to contradict these statements as well). The Conservation Board recommends that the Town Board insist on more studies as to the visual impact of the Proposed Action, perhaps including the flying of balloons at the height of the proposed construction (even in leaf-on conditions).

The applicant also states that "[The Proposed Action] is proposed to minimize and mitigate potential visual impacts... The new multi-family building and town homes would be designed to approximately relate to the character of the area". As that the Town of North Castle has no buildings as tall as what is being proposed, it is impossible that such buildings are in the "character of the area". The Conservation Board recommends the Lead Agency seek the advice of the North Castle Architectural Review Board (the Board which most often determines if a building is in character with others in the community), instead of accepting the applicant's opinion as fact.

Many residents of North Castle have fled the skyscrapers of New York City to plant roots in this bucolic community. The Town Board of North Castle has a responsibility to its residents to keep North Castle the serene, suburban setting that we know it to be, and to not let fall the first domino of tall, unsightly buildings. If this project were to move forward as proposed, our community character and visual resources will be forevermore, irrevocably changed for the worse.

History

North Castle has a long and storied history. Siwanoy People (one of the largest subdivision of Wappinger People) thrived in this area for at least 3,000 years. (Maybe as many as 10,000 years). European settlers have been here for nearly 400 years having “purchased” this land from its native inhabitants on several occasions, starting in 1640. For hundreds of years there have been Native American artifacts uncovered in Armonk, and several museums have sent specialists specifically to this area to study the native inhabitants way of life-one of the most notable being the American Museum of Natural History in 1900-1901. Since the departure of Native Americans, much significant history has happened here. In, at least one amateurs historian’s opinion, it could even be the place where Revolutionary War started to turn in the favor of the Patriots, for this was the furthest point the Americans were pushed before the English refused to pursue the rebels into the easily defended highlands of North Castle. The British retreated and Americans pursued them- all the way across the Delaware River. After crossing the Delaware, things finally started going better for George Washington and the rest as they say.... is “history”.

History is more delicate than you’d think; it’s often easily forgotten. “Based on available information, this project [Airport Campus] is in a archaeologically sensitive area” states Philip Parazio of New York State Parks, Recreation and Historic Preservation in a memo sent to the North Castle Town Board on September 26, 2018. In this memo, he recommends “A 36 CFR 61 qualified archeologist should be retained to undertake the Phase 1 survey.” The Conservation Board is aware that a Survey “1A” was undertaken. We believe that more studies are necessary (“1B”) before moving forward with this project.

In the “Full Environmental Assessment Form” (part of the SEQR review), section 10, the following items were checked off by the Lead Agency (North Castle Town Board).

In Section 10- “The Proposed Action may occur in or adjacent to a historic or archaeological resource” – The answer: “YES”.

In Section 10B – “The Proposed Action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archeological sites in the New York State Historic Preservation Office (SHPO) archeological site inventory”. Answer: “Moderate to large impact may occur”.

Given the Town Board recognizes the historical significance of the site; the Conservation Board recommends that all appropriate studies and actions have been taken for the correct archeological handling of this site. The Conservation Board would like the Town Board to take action to preserve and protect archaeologically important sites within the Town of North Castle. “A nation that forgets its past has no future”- Winston Churchill.

Vegetation and Wildlife

The applicant states that approximately 6 acres, or 28 percent, of mixed upland forest/field cover would be removed. The applicant contends that this removal would not have an adverse environmental impact due to the low quality of the existing habitat.

However, the Conservation Board sees this as a substantial disturbance that, combined with the density and visibility of the project, will negatively impact the environment. The applicant also proposes removing 368 trees. Although the applicant proposes planting 451 new trees, the scientific community argues that the preservation of existing mature trees plays a vital role in combating climate change. A less dense project with a smaller amount of tree removal would be beneficial to the environment. In addition, the Conservation Board would like to see that any approved project site plan disallow the use of fertilizers, pesticides and fungicides.

It was noted in the DEIS that the direct and indirect disturbances to vegetation, wildlife, and the environmental impacts due to the significant loss of trees are still unknown. Impacts to high-quality habitat for wildlife, specifically the Indiana bat, Northern long-eared bat and bald eagle to name a few, have been identified as areas of concern, as these have been listed as the threatened or endangered species in this area of the Kensico waterways.

Noise

The Town of North Castle Noise Control Law, Chapter 210 of the Municipal Code of North Castle, prevents “any loud, unnecessary or unusual noise or any noise which annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others within the Town of North Castle., New York”.

New York State Department of Environmental Conservation NYSDEC has published a policy and guidance document, Assessing and Mitigating Noise Impacts (DEP-001-1, February 2, 2001), which presents noise impact assessment methods, identifies thresholds for significant impacts, and discusses potential avoidance and mitigative measures to reduce or eliminate noise impacts.

New York State Department of Environmental Conservation guidance document sets forth thresholds that can be used in determining whether noise increases due to a project may constitute a significant adverse impact, noting that these thresholds should be viewed as guidelines subject to adjustment as appropriate for the specific circumstances.

Given historic use of the property, occupied for many years by MBIA and the private homes on the northern section of the property, the proposed development on the site is consistent with prior usage.

The Conservation Board's concern with noise is less about the noise generated by the new development than about the impact of existing airport noise on the residences, particularly the proposed seven story apartment building. Any development adjacent to an airport – especially a mixed-development project like this that is subject to constant air traffic noise- begs heightened scrutiny by the reviewing Boards.

FYI: The BelleFair housing development community in Rye Brook, NY experienced noise issues (private residential units) and widespread complaints that contributed to the creation of consumer protection case law in New York State brought forward by the former Attorney General Robert Abrams (1979-1993). These heightened building code standards for noise mitigation, pertaining to residential unit sales offerings, should be reviewed for the purposed of consumer protection of future buyers of new private homes on the Airport Campus development.

Water Usage

Based on the Conservation Board's review and understanding of the available background material related to water usage and supply, we do not believe that the proposed project can proceed as currently proposed. In particular, the Conservation Board believes that this project cannot proceed until:

- It has been conclusively determined that on-site wells can provide 100% of the water required for residential and commercial use, irrigation, and fire protection. This determination has not yet been made/completed, and/or.
- Plans are submitted, reviewed and approved for connecting this project to Town or other water sources. We do not believe that such plans have been submitted.

The Conservation Board's assessment of water/usage/supply is based largely on two memos submitted by Adam Kaufman, Town Planner, to the North Castle Town Board. Specifically”.

- In his December 14, 2020, memo, Adam Kaufman noted that: “While numerous wells can be installed to meet the project withdrawal requirements, if groundwater recharge is not sufficient to meet the demand, the system will fall short of supplying the project. “In conclusion, the present water study is not sufficient to render a conclusion of safe water supply available.”
- In his June 3, 2021, memo, Adam Kaufman noted that: “The present wells which were tested and designated for permanent development are not anticipated to be sufficient to supply the proposed project.” And, while Mr. Kaufman's memo continued by stating that “The report, however, recommends mitigating the shortfall by drilling an additional well on-site in the future: we are not aware that testing for these additional wells have been completed.

Until the applicant can assure the Conservation Board and the Town Board that an adequate supply of water will be available, we do not believe that this project as currently proposed can proceed.

Air Quality

Based on the Conservation Board's review and understanding of the available background material related to air quality, we do not believe that the proposed project can proceed in its current form. In particular, in section 1.D.15. of the DEIS, the applicant indicates that the proposed project:

“Has the potential to impact ambient air quality from stationary sources (i.e., fossil fuel-fired HVAC equipment) and from mobile sources (i.e., traffic generated by the Proposed Project).”

And the applicant continues:

“It is the applicant’s opinion that there would be no potential for significant adverse air quality impacts from the emission of nitrogen dioxide, sulfur dioxide, and particulate matter in connection with the Proposed Projects HVAC systems.”

The applicant further continues by explaining that:

“In addition to air quality impacts generated by stationary sources, the Proposed Project would result in Project-generated traffic that would affect traffic conditions within the area of the site.”

Related to traffic-related pollution, the applicant concludes by stating that, based on several analyses that they had completed:

“It is the applicant’s opinion that Project –generated traffic would not result in a significant air quality impact.”

Until the applicant can provide the Conservation Board with an independent, professional evaluation of the proposed project’s impact on air quality (i.e., an assessment that is not based on the applicant’s opinion), the Conservation Board does not believe that this project can proceed.

Runoff on Kensico Waterways

Given its immediate proximity to a major source of drinking water for Westchester County and New York City, the concern for wetland protection and the capture and treatment of water runoff are two of many concerns regarding this project.

The proposed disturbance to the Airport Campus is among the most intensive land-use proposals ever to come before the Town of North Castle. Even the significant impact and disturbance of the nearby Swiss Re parcel pales in our opinion.

The proposed usage of the site, with a significantly greater proposed footprint to expand what is now existing office building to also include a hotel, multi-family and a single-family residential proposed development, warrants continued study.

Members of the North Castle Conservation Board look forward to a site walk accompanied by aligned as well as independent experts to review the proposed development in greater detail.

Areas of Concern Include (but not limited to):

- Potential impacts from site clearing activities, including tree removal and remediation plans.
- Maximum residential buildout potential for the project for the project site and its resultant impacts and disturbances.
- Buffers to neighboring properties and the on-site wetland and conservation easement area.
- Subject to review and concurrence: The Town of North Castle regulates a 100-foot wetland adjacent area buffer resulting in approximately 1.81 acres of Town-regulated buffer on the Project Site. The total wetland and buffer area on the Project Site is 2.06 acres (5.4 percent of the site).
- Sedimentation disturbance within the 100-foot buffer area described above would occur in a previously disturbed area approximately 70 feet from the delineated wetland boundary.
- Increased chemical concentrations, including fertilizer and pesticide use, assumes safe applications when applied in accordance with manufactures guidelines. This raises issues and concerns due to the multiple tenancy and ownership entities of the proposed project.
- It was noted that no specific proposal is being made at this time to effectuate the “maximum hypothetical development” of “the sites” in question.

Trees/Plantings & Pesticides, Insecticides and Fungicides

This proposed project is one of the most ambitious projects the Town of North Castle has ever experienced. If approved and built to completion, it will have huge impact, not only on the surrounding environment, but the Town of North Castle and the Byram Hills School District.

The following comments examine the proposed preliminary landscape plan, including the use of related materials and procedures along with some recommendations and suggestions. The focus of this report is not to highlight the negative impacts of the project but to encourage the applicant to focus on environmentally favorable planning. As extensive as this project is, with potentially negative environmental effects, it can also produce some positive effects.

The planet is warming. There are more extreme weather events. Animal, plant, bird, and insects are disappearing. Most of us have experienced and have seen these changes.

The largest water consuming “crop” is not corn or soybeans. It is turf/grass. By reducing the area of the turf, and planting more native trees, shrubs, and flowering plants, the positive impact is multifaceted. First, less water for turf means more available water for other purposes, including wildlife. Fewer chemicals such as fertilizers, herbicides, pesticides, and fungicides will be used. Less need for gas powered lawn care equipment means less gas, less exhaust, (air pollution), and less noise (pollution). Less turf reduces maintenance mowing, thatching, aerifying, and that in turn lowers labor costs for the property owner. This will also reduce chemical applications on the turf, reducing the possibility of chemicals leaching into the wells and possibly the reservoir.

A reduced grass area gives the property owner the opportunity to increase the size of planting beds, creating “islands” of trees, shrubs, and perennials beyond what is proposed. The proposed tree rows can be enhanced with a more diverse variety of native trees, shrubs, and perennials. The increased plantings can provide shade, impede soil erosion, aid water absorption and retention, inhibit excessive runoff and flooding, enhance air quality, provide a natural habitat for wildlife, and add to the aesthetic quality of the property. Once established, rooted and growing, these plantings require very little care. Trimming, deadheading, feeding, etc. generally are done two to three times per year, depending upon the species, and are far less costly than regular turf maintenance. The cost of these added plantings would be off-set multi-fold, over time, by the reduced costs of turf maintenance.

Suggestions of varieties of native trees and shrubs include common names: shadblow, American holly, sweetbay magnolia, chokecherry, viburnum (some varieties), chokeberry, sweetshrub, buttonbush, summersweet, arctic fire red, and arctic fire yellow dogwood, red rover dogwood, bottlebush, inkberry, winterberry, sweetspire, blueberry juniper, mountain laurel, ninebark, beach plum, and rosebay rhododendron. There is also an extensive variety of native ferns, ornamental grasses and flowering perennials.

In Chapter 6, Part D- Mitigation Measures for the proposed project (DEIS), it is stated “The applicant’s schematic landscaping plan includes retaining and revegetating areas within the development with native species”. Detailed in the preliminary landscape plan/schedule are four (4) plant species that are NOT native; Rutgers dogwood, sycamore, white fir, and Colorado blue spruce.

The preliminary landscape plan also proposes a “thick” concentration of plantings of evergreens and some deciduous trees along the King Street border of the property, primarily for screening and noise mitigation.

Calculating the median, mature width of the proposed trees to be planted along the King Street wall, i.e., the trees proposed to be planted next to each other, is over 1,300 linear feet. The distance between the corner of Cooney Hill Road and to the approximate end of the planting is less than 1,000 feet.

Including the trees that are proposed in the staggered row behind the “front” row, these plantings will grow into each other, crowding each other’s growth and preventing them from reaching their mature size and aesthetic beauty.

Another proposed project mitigation measure is stated: “Elimination and Minimization of Fertilizer, Pesticide, Herbicide, Fungicide and other chemical concentrations through avoidance and containment, respectively”. The Board requests that the Applicant define and detail what is being eliminated, including where, on what, and what the applied alternatives are, if any. Even if the property owner adheres to the minimal use of chemicals, the usage must be recorded. Included in the record should be what is used, what it is used for, what is it used on, how much is used, when is it applied, and who applied it.

The use of organic fertilizers, pesticides, and fungicides on vegetation is a strongly recommended alternative to chemicals. Herbicides are a different story. Chemical herbicides are far more effective. However, the Board does not support the use of Glyphosate based herbicides (aka round-up).

Referring to the six (6) acres of vegetation to be removed for new construction, the Board would like to see a list of removed plants when the project reaches site plan stage. All Tree of Heaven plants should be removed.

The Conservation Board also recommends replacing all the proposed concrete walkways with pervious materials.

In closing, the Conservation Board would like to emphasize our concerns, particularly with the height, density, and visual impact of the proposed project in its current form. While we acknowledge the necessity of rezoning and redeveloping the former MBIA site, we respectfully request the Town Board, as Lead Agency, scale back the height and density of the proposed project to lessen the environmental impacts of this very large development on the Town of North Castle and the relatively small hamlet of Armonk.

JB/JK/JAM

cc:Roland Baroni, Esq. Alison Simon, Town Clerk
Adam Kaufman, Town Planner Kerri Kazak, Open Space Chair
John Kellard, Kellard Sessions Consulting Conservation Board

MEMORANDUM

TO: North Castle Town Board

CC: North Castle Planning Board

FROM: Joseph M. Cermele, P.E., CFM
 John Kellard, P.E. 
 Kellard Sessions Consulting
 Consulting Town Engineers

DATE: October 27, 2021

RE: DGEIS Review
 Airport Campus
 113 King Street

As requested, Kellard Sessions Consulting has reviewed the DEIS and plans submitted in conjunction with the above-referenced project. The applicant is proposing to redevelop a 38-acre parcel by redeveloping the northernmost existing office building into a hotel, the construction of a new, 5-story, 149-unit, multi-family building with a parking garage, the construction of 22 townhouse units and the reoccupation of the southernmost existing office building with office tenants. The 38-acre property is located in the Designated Office Business 20A (DOB-20A) Zoning District. The applicant has petitioned the Town Board for text amendments to the provisions of the DOB-20A Zoning Ordinance to permit residential and hotel uses via Special Permit.

Our comments are outlined below.

Chapter 8: Stormwater

Appendix E-1 Preliminary Stormwater Pollution Prevention Plan

Appendix E-2 Erosion and Sediment Control Plan

1. The project site is situated within the Kensico Reservoir Basin, a New York City Watershed area. As such, the project will be required to comply with regulations from the NYCDEP, NYSDEC and the Town of North Castle. The NYCDEP has acknowledged the prior approval of the Stormwater Pollution Prevention Plan (SWPPP) issued in June 2005 and has compared the prior approved plan to the current proposal. The NYCDEP has indicated that the project will be reviewed as an amendment to the original approval, requiring that all newly proposed impervious surfaces be captured and treated and receive appropriate runoff reduction. The appliance will be required to

revise the plans and SWPPP as may be needed, to obtain the amended approval. In addition to approval by the NYCDEP, the plan will require coverage under the NYSDEC SPDES General Permit, GP-0-20-001, for Stormwater Discharges from Construction Activity as well as demonstrate compliance with Chapter 267, Stormwater Management of the Town Code. The owner will be required to file a Notice of Intent (NOI) with the NYSDEC to obtain the above-mentioned General Permit. The SWPPP should include a draft copy of the NOI for review.

2. As part of the stormwater management system, the SWPPP proposes the use of several approved stormwater practices and green infrastructure practices to provide quality and quantity controls including vegetated swales, several bioretention areas, a wet pond, an extended detention basin, green roof, permeable pavers and infiltration systems with hydrodynamic separators for pre-treatment.
 - a. The plans should include planting plans for each of the vegetated stormwater treatment systems including species, size and quantities of each planting material.
 - b. The plans should include construction details and cross-sections of the various practices, as appropriate, to support the provided sizing calculations and demonstrate compliance with the design guidelines and specifications.

Chapter 9: Utilities

Appendix F-1: 72 Hour Pumping Test Report

Appendix F-2: Sanitary Sewer Calculations

Water Supply:

1. Average daily water demand for the project is estimated to be 58,600 gpd. The estimate does not include irrigation supply which will be supplied from the on-site pond or fire supply which would be stored within tanks at the multi-family building.

NYS Regulations require that a well supply serving a water system be able to supply twice the average daily demand with the best producing well out of service. Water supply for the project is proposed from four (4) existing on-site wells (Wells 3, 6, 7 and 8), which range between 620 – 760 feet deep. The applicant performed a 72-hour pump test of the four (4) on-site wells servicing the project. The combined well yield of the test was 108.5 gpm, however, with the best well out of service, the combined yield of the remaining wells is 68.5 gpm or 98,640 gpd. The proposed project requires a combined yield of 117,200 gpd (58,600 gpd x 2 = 117,200 gpd). A deficit of 18,560 gpd or 12.9 gpm.

The applicant notes within the report two (2) options available to obtain the required supply. Should the project be approved as presently proposed, the applicant will need to develop and test the additional supply.

2. Laboratory results of water quality testing of the four (4) proposed supply wells for the project have not yet been provided.
3. The DGEIS estimates the total water supply to service full development of all rezoned parcels to be 146,300 gpd. This would require the development of 292,600 gpd of well supply with the best wells on each parcel not included. The ability of the rezoned parcels to support the required supply for the complete district has not been analyzed within the report.
4. Although pumping tests were performed for the on-site wells, it is important to understand whether the aquifer can be replenished during drought conditions at a rate which can support the project, as well as support the rezoned parcels.

The April 5, 2021 submission of the Draft EIS included an evaluation of the aquifer. The watershed utilized within the applicant's evaluation did not follow the surface contours of the area and appeared significantly larger than our estimate. The applicant noted their evaluation included a combination of analytical tools useful for water resource planning. Our comments at that time requested that the applicant provide the backup data to support their assessment. Instead of providing the requested data, the aquifer evaluation was removed for the report.

The previous report expanded the watershed to 282.2 acres encompassing portions of the reservoir, lands down gradient of the project site and portions of Citigroup and Swiss Re properties. The report estimated a drought year recharge of 118,740 gpd well below the 146,300 gpd required for all parcels included within the rezoning, a 27,560 gpd deficit. The applicant should substantiate the recharge expected at the project site and also the expected recharge for the proposed rezoned parcels.

Sanitary Sewer:

1. The applicant has examined the existing sanitary sewer infrastructure servicing the project site and parcels to be rezoned. Wastewater demand was estimated and utilized in determination of the necessary improvements to the existing sanitary sewer infrastructure. The study reveals that no modifications are required to the Town or County collection system or force mains to service the project.

Pump Station #2 at King Street and #3 at New King Street will require upgrades to meet present Health Department regulations. Work would include modifications to the wet wells and new pumps at each pumping station.

2. Average daily flows for office space were changed between the project calculations provided herein and the previous calculations within the Engineering Report used when the sewer system was originally approved and constructed. Previous values used a flow per square feet for office space while the new calculations use a flow per employee, resulting in significantly lower flow values. This is an acceptable method of determining average daily flows by the Health Department when the employee population can be pre-determined. The applicant also used a multiplier of 3.39 when converting average daily flow to peak hourly flows. The standard acceptable by the Health Department is 4.0. Peak flow values should be corrected.
3. The daily flow report included within Appendix F-2 provides a total daily flow per day between 11/13/2018 – 12/6/2018 and includes the corresponding daily rainfall totals. It is evident from the report that flows are higher during periods of significant rainfall events. The applicant should examine inflow and infiltration of the existing system in an effort to reduce such unwanted flows. Such a study would be appropriate during the site plan review phase of the project.

As additional information becomes available, we will continue our review. It is noted that an itemized response to all comments will facilitate completeness and efficiency of review.

DOCUMENTS REVIEWED, PREPARED BY AKRF, DATED SEPTEMBER 30, 2021:

- Draft Environmental Impact Statement (DEIS) & Draft Generic Environmental Impact Statement (DGEIS) Report and Appendices

JK/JMC/dc



Westchester County Planning Board Referral Review

Pursuant to Section 239 L, M and N of the General Municipal Law and
Section 277.61 of the County Administrative Code

George Latimer
County Executive

September 28, 2021

Adam R. Kaufman AICP, Director of Planning
Town of North Castle
15 Bedford Road
Armonk, NY 10504

**County Planning Board Referral File NOC 21-007 – Airport Campus, 113 King Street
Zoning Text Amendment and Site Plan Approval
Draft Generic Environmental Impact Statement and Draft Environmental Impact Statement**

Dear Mr. Kaufman:

The Westchester County Planning Board has received a draft generic environmental impact statement (DGEIS) (dated June 24, 2021) related to a petition to amend the text of the North Castle Zoning Ordinance to permit hotel and residential uses by special permit in the Designed Office Business - DOB-20A zoning district, subject to certain requirements. In particular, hotel uses would be permitted only through the conversion of existing office space. Residential uses would be permitted through the conversion of existing office space at a ratio of 1 square foot to 1 square foot. Residential uses would also be permitted through the conversion of unbuilt allocations of office spaces that have a site plan approved by the Town at a ratio of 1 square foot of office to 1.25 square feet of residential. In addition, medical office is also proposed to be added as a principal permitted use in this district.

The submitted materials also include a draft environmental impact statement (DEIS) (dated June 24, 2021) that is specific to the redevelopment of the 38-acre former MBIA campus located at 113 King Street (NYS Route 120) (SBLs 118.02-1-1 and 113.04-1-13 and 14) which would require site plan and special permit approvals if the new zoning regulations are approved. The proposed development program for this site includes:

- Conversion of a 161,000 square foot office building into a 125-room hotel
- Construction of a new five-story, 149-unit multi-family building with 331 structured parking spaces
- Construction of 22 townhouses
- Continuation of an existing 100,000 square foot office building to be marketed to office tenants
- Affordable affirmatively furthering fair housing (AFFH) units would be provided in accordance with existing zoning.

The MBIA site currently has existing site plan approvals in place to allow for the construction of an additional 165,000 square feet of office space, 53,000 square feet of amenity space, a 20,000 square foot meeting house and a 1,000 space parking structure on the site. The proposed application would replace these previously approved plans.

We have reviewed this matter under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and we have the following comments:

1. Recommendation for disapproval of residential development.

While the County Planning Board is generally supportive of the redevelopment of vacant office campuses with non-office uses, the subject site is not suitable for residential development. While the continuation of office space on the site along with a hotel use may be acceptable for this property, we recommend the Town not approve residential uses on this site for the following reasons:

a. Proximity to Westchester County Airport

We disagree with the DEIS’s conclusion that airport-related noise will not be an issue for the future residents who would live on this site. While the DEIS references noise contours to make this assessment, we point out that the contours were developed in 1999 and 2005 and have yet to be updated. The County is undertaking a new Airport Master Plan which will contain a new series of contours. This master planning effort has also called attention to the large number of noise complaints the County already receives from residents in Purchase and Armonk. In light of these ongoing findings, we are opposed to the construction of any full-time residential uses this close to the Airport, especially at this scale.

b. High-density residential uses in remote areas

The concept of placing large amounts of new development in relatively remote locations runs contrary to the County Planning Board’s long-range planning policies set forth in *Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning*, adopted by the Board on May 6, 2008, amended January 5, 2010, and its recommended strategies set forth in *Patterns for Westchester: The Land and the People*, adopted December 5, 1995, which call for directing growth towards existing downtown centers. In this case, the applicant is contemplating a five-story, 149-unit multi-family building. Typically, higher density apartment buildings of this size are placed closer to public transit, shopping, and services so that more people can avail themselves of the shorter traveling distances. Placing multi-family buildings in low-density areas further from services would necessitate that more people would have to make longer automobile trips for all of their daily needs. The 331 parking spaces that the applicant proposes (more than two spaces per apartment unit) provides an insight into the scale of this automobile dependency.

c. Traffic and parking impacts

The DEIS acknowledges that the placement of a high-density apartment building in this isolated location could add to cumulative traffic and parking impacts in the Armonk hamlet. While the DEIS discusses a potential community benefit agreement that could assist with the construction of more parking in the hamlet, a better solution would be for the Town to focus on creating more residential development that is walkable to the Armonk hamlet.

The Wampus River and the Byram River are both County streams that flow through the Armonk hamlet just north of their confluence. The County Planning Board and the County Department of Public Works and Transportation have consistently advised the Town against the overdevelopment of new impervious surfaces near these waterways which are prone to downstream flooding. As our region continues to experience more frequent and intense rain storms that have resulted from climate change, we are opposed to the concept of building more parking lots within this sensitive area to accommodate the parking demands created by irresponsible residential development.

2. Equitable and safe access for pedestrians and transit passengers.

We note that the site plan shows sidewalks and paths within the interior of the site, connecting the various buildings. However the site plan does not contain pedestrian connections between the site's buildings and King Street or Cooney Hill Road. Connections between the buildings and road frontages is an important consideration, especially due to the location of a Bee-Line bus stop located at the intersection of the site's driveway and King Street. The lack of a pedestrian connection along this driveway creates an unsafe and unequitable environment for those needing to access jobs or services on the site using Bee-Line buses. This will be especially problematic if medical offices are considered for the site since transit services are often used by patients seeking access to medical appointments. The Town should not approve the site plan for any mixed-use development on this site without this basic and essential form of access.

3. Bicycle mobility.

As new regulations are being considered for the DOB-20A district, we encourage the Town to consider the role of bicycle mobility in developments across all DOB-20A zoned sites and their proximity to the intersection of King Street and Route 22. Both roads are popular with cyclists, which is recognized by the Town's Comprehensive Plan which discusses a vision of a multi-use path along the Route 22 corridor. We recommend the proposed zoning amendments and site plan account for this and consider how bicycle mobility and access can be provided internally within each campus as well as beyond, with potential connections to adjacent properties that create a larger network of mobility that can include both King Street and Route 22. We point out that Plainsboro Township, New Jersey has had some successes with office campus conversions that have included new multi-use path segments that ultimately became part of a larger network. We encourage North Castle to think similarly about how the reinvention of these campuses can be leveraged to expand non-motorized transportation.

4. County sewer impacts.

While the DEIS includes a discussion regarding the need for nearby pump stations to be upgraded to current standards, the document did not include the reduction of inflow and infiltration (I&I) from the existing infrastructure as a mitigation measure to offset the increase in flow that the development would add to the Blind Brook Sewer District.

The final EIS must include a discussion regarding the County Department of Environmental Facilities' policy requiring the applicant to identify mitigation measures that will offset the projected increase in flow through I&I at a ratio of three for one. In particular, the FEIS should provide specific details on how implementation of these improvements is to be accomplished. For example, will the applicant be required to place funds into a dedicated account for I&I work based on a per gallon cost of removal of flow through I&I? How will I&I projects be identified? Who will conduct the work and in what timeframe?

The County Planning Board further recommends that the Town implement a program that requires inspection of sewer laterals from private structures for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the Town to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector.

5. NYS DOT review.

King Street (NYS Route 120) is a State highway. The Town should forward a copy of the application to NYS DOT to identify any required permits for the proposed project and to evaluate potential traffic impacts to King Street.

6. Kensico Reservoir protection.

The site is adjacent to the Kensico Reservoir. The proposed development will entail site disturbance during construction and will result in the creation of new impervious building and parking lot surfaces. Components of the site development may be subject to compliance with the New York City Department of Environmental Protection (NYC DEP) *Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and its Sources*, including the preparation of a Stormwater Pollution Prevention Plan. Therefore, erosion and sediment control and stormwater runoff water quality protection - both during and after construction - are of critical importance.

7. Recycling.

The applicant should verify that sufficient space will be available to store recyclables under the County recycling program which includes plastics numbered 1 through 7. County regulations for plastic recycling may be found at: <http://environment.westchestergov.com>. The Town should also be aware that Westchester County has reporting requirements for waste management for businesses with more than 100 employees.

8. Green building technology and electric vehicle parking.

We appreciate the applicant's proposed use of permeable pavement, and the extensive use of bioretention and other aboveground stormwater management techniques. We encourage the Town to work with the applicant to include as much further green or sustainable building technology into the development as

**Referral File No. NOC 21-007 – Airport Campus, 113 King Street
Draft Environmental Impact Statement and Draft Generic Environmental Impact Statement**

September 28, 2021

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possible. In addition, the Town and the applicant should give consideration towards the provision of electric vehicle parking capabilities as well as charging facilities for electric bicycles.

Please inform us of the Town's decision so that we can make it a part of the record.

Thank you for calling this matter to our attention.

Respectfully,
WESTCHESTER COUNTY PLANNING BOARD

By:



Norma V. Drummond
Commissioner

NVD/MV

cc: Anne Darelus, NYS Department of Transportation, Region 8
Christopher Lee, NYS Department of Transportation, Region 8
Cynthia Garcia, Bureau of Water Supply, SEQR Coordination Section, NYC DEP



September 27, 2021

Mr. Adam R. Kaufman, AICP
Director of Planning
Town of North Castle
17 Bedford Road
Armonk, New York 10504

Subject: Draft Environmental Impact Statement (DEIS) – Substantive Traffic Review – Airport Campus Redevelopment, 113 King Street, Armonk, New York

Dear Mr. Kaufman:

As requested, we have reviewed the Traffic and Transportation Section of the Draft Environmental Impact Statement (DEIS), Chapter 10 dated June 23, 2021 and Appendix G-1 (Traffic Impact Study) dated March 5, 2021, for Substantive Comments.

Project Understanding

Currently there are two office buildings on the site consisting of 100,000 square feet and 161,000 square feet. The Applicant is proposing to maintain the existing 100,000 square-foot office building, converting the existing 161,000 square-foot office building to a 125-room hotel, constructing a 149-unit apartment building and 22 townhouse units to be located on the west side of NYS Route 120 (King Street). Site access will be maintained via an existing full-movement access drive to NYS Route 120 (King Street), opposite American Lane for the office building, hotel and apartments, while a full-movement access drive is proposed to Cooney Hill Road for the townhouses.

If the two existing office buildings were to be occupied it would generate a total of 303, 152 and 300 vehicle trip ends during the weekday morning, weekday midday and weekday afternoon peak hours, respectively. The proposed new hotel, apartments and townhouses, with the existing office building to remain, are estimated to generate a total of 253, 137 and 285 vehicle trip ends during the weekday morning, weekday midday and weekday afternoon peak hours, respectively. The proposed development is estimated to have a net decrease in total site traffic of 50, 16 and 15 vehicle trip ends during the weekday morning, weekday midday and weekday afternoon peak hours, respectively. Below is a table summarizing the change in Development Program as provided in the Applicant's Traffic Study.

LAND USE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS		
		Weekday Morning	Weekday Midday	Weekday Afternoon
1) Total Existing Office Buildings	Enter	261	76	47
	Exit	<u>42</u>	<u>76</u>	<u>253</u>
	Total	303	152	300
2) Total Proposed Multi-Use Development	Enter	153	68	117
	Exit	<u>100</u>	<u>68</u>	<u>168</u>
	Total	253	136	285
Net Change (2-1)	Enter	-108	-8	70
	Exit	<u>58</u>	<u>-8</u>	<u>-85</u>
	Total	-50	-16	-15

TRAFFIC AND TRANSPORTATION [Chapter 10 and Appendix G]

Based on this review the following Substantive comments are provided:

1. Pages 10-3 and 10-4 – Chapter 10.B.4, Appendix G-1 – Section E and Figures 2 through 4-A (Existing Traffic Volumes): Existing traffic volumes are reasonable acceptable and are prior to COVID-19 Pandemic conditions.
2. Pages 10-4 and 10-5 – Chapter 10.C. Appendix G-1 – Section F and Figures 5 through 23-A (No-Build Traffic Volumes): The future 2024 no-build traffic volumes included an annual growth rate of one percent, included seven other developments, and reoccupancy of 50% of Swiss Re and of the two site office buildings and is reasonably acceptable.
3. Page 10-6 – Chapter 10.D.1.a., Appendix G-1, Section H and Figures 24 through 31-A (Site Traffic Distribution): The site traffic distribution used in Figure 24 for the Hotel and Apartments arrivals is incorrect, as it has all volumes using the Cooney Hill Road access drive and the directional distribution is incorrect when compared to the departure distribution. Figure 24-A is correct.

The site traffic distribution used in Figure 30 for the Townhouses arrivals is incorrect, as it has all volumes using the NYS Route 120 access drive and the directional distribution is incorrect when compared to the departure distribution. Figure 30-A is correct.
4. Pages 10-5 through 10-7 – Chapter 10.D.1.a., Appendix G-1, Section G and Figures 32 through 40-A (Site Traffic Generation): The errors found in the distribution figures were not carried over into the site traffic generation figures. The site traffic generation and assignment figures are appropriate. On Page 10-6, paragraph below Table 10-1, during the weekday morning peak hour there are 108 few trips entering, not 103 trips.
5. Page 10-7 – Chapter 10.D.1.a., Appendix G-1, Section I and Figures 41 through 43-A (Build Traffic Volumes): Build traffic volumes are reasonably acceptable.

6. Pages 10-7 through 10-17 – Chapter 10.D.2., Appendix G-1, Section K and Tables 3 and 4 (Capacity Analysis): Based on a review of the Synchro Files below are the following technical comments:
- a) NYS Route 120 at Swiss Re/IBM Access Drives – The southbound right turn channelized lane should have been set to free not permitted in the timing settings; however, this improves the operations for the southbound right turn lane, southbound approach and intersection overall Levels of Service. The phasing does not match the timing plan; however, this was done to provide the HCM 6th Edition results required by NYSDOT and is acceptable.
 - b) NYS Route 120 at American Lane South/113 King Street Driveway – The phasing does not match the timing plan; however, this was completed to provide the HCM 6th Edition results required by NYSDOT and is acceptable. Based on our field visit, the northbound left turn protected arrow into the site was never activated and possibly the detection is not working.
 - c) NYS Route 120 at Gateway Lane – The phasing does not match the timing plan; however, this was completed to provide the HCM 6th Edition results required by NYSDOT and is acceptable. The Phase 5 split should have been 45 seconds during the weekday morning peak hour; however, this does not change the results of the analysis.
 - d) NYS Route 22 at Broadway/Sir John’s Plaza – The phasing does not match the timing plan; however, this will not change the results of the analysis.
 - e) NYS Route 22 at Central Westchester Expressway/Reservoir Road/Church Street – Based on a field visit, the eastbound approach should be a left turn only and shared left/through/right lane.

Based on our review of the capacity tables, there are a few minor needed corrections. At the intersection of NYS Route 22 and North Broadway/Sir John’s Plaza, the intersection overall Level of Service during weekday morning peak hour for the build conditions with DEP Improvements should have been “B” not “C.” At the intersection of NYS Route 22 and Central Westchester Expressway & Reservoir Road/Church Street, the intersection overall Level of Service during weekday afternoon peak hour for the existing conditions should have been “E” not “D.”

7. Page 10-18 – Chapter 10.D.7 and Figure 10-2 and Appendix G-1, Section L (Stopping Sight Distance (SSD) Analysis): The requirements for SSD should be adjusted for approach grades, as Cooney Hill Road has a downhill grade from east to west. Also, the profiles should have an object height of 2.0 feet at the site driveway, not 3.5 feet as shown. Also, based on a field visit, there is a concern with limited sight distance exiting Cooney Hill Road onto NYS Route 120 (King Street) in both directions. The Applicant should provide an ISD analysis for this intersection and offer any mitigation to improve ISD based on required standards.
8. Page 10-19 – Chapter 10.E (Mitigation): Based on a review, the Applicant provided possible timing changes to the intersection of NYS Route 120 at Gateway Lane during the weekday afternoon peak hour. Based on the results of the analysis, there is a significant impact to the southbound lane group

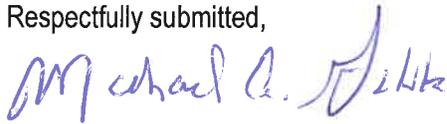
Mr. Adam R. Kaufman, AICP

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September 27, 2021

Each of these comments will need to be addressed in the Final Environmental Impact Statement (FEIS). Significant traffic impacts and existing traffic delays should be addressed through mitigation, where feasible. All mitigation recommendations will require a review and approval by the New York State Department of Transportation (NYSDOT).

Respectfully submitted,



Michael A. Galante
Director of Traffic
Hardesty & Hanover, LLC

** No total site traffic figures provided

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TOWN OF NORTH CASTLE
WESTCHESTER COUNTY
17 Bedford Road
Armonk, New York 10504-1898

PLANNING DEPARTMENT
Adam R. Kaufman, AICP
Director of Planning

Telephone: (914) 273-3542
Fax: (914) 273-3554
www.northcastleny.com

To: North Castle Town Board

Date: September 13, 2021

Subject: **Airport Campus – Substantive Review of Draft Environmental Impact Statement (DEIS) [#18-019]**

As requested, we have completed our substantive review of the Draft Environmental Impact Statement (DEIS) for the above-captioned project, which was accepted by the Town Board on June 23, 2021. Based upon our review of this document and associated plans, we offer the following comments for your consideration:

1. Residential Density. The Applicant is proposing significant changes to the DOB-20A Zoning District to permit hotel, single family homes, two-family homes, senior citizen housing and assisted living facilities in an existing office district. Specifically, the draft local law grants a 1:1 office space conversion to hotel uses and a 1:1.25 office space conversion to residential uses. In addition, the draft zoning law would provide a 25% and 50% density bonus to assisted living uses. While the 2018 Comprehensive Plan recommends changes of use in this district to permit hotel and residential uses, the plan also notes that residential uses should be at an appropriate scale. The proposed zoning changes would permit approximately 500 new residential units at the Airport Campus site and 250 units at the SwissRe site. The Town Board will need to determine whether the proposed amount of new residential development would be appropriate in the DOB-20A Zoning District. The Applicant should provide the rationale for requesting the proposed residential density on the property. In addition, the Applicant should provide the rationale for the proposed residential and assisted living bonus densities.
2. Density. The maximum permitted FAR in the DOB-20A Zoning District is 0.15. It is recommended that the maximum resulting density after the DOB-20A zoning revisions not exceed that amount. The Applicant should describe the maximum potential FAR in the DOB-20A after the zoning changes. If in excess of 0.15, the Lead Agency will need to determine whether the proposed local law would should be revised.

3. Zoning Text Complexity. The proposed zoning amendments are overly complex, will be difficult to administer and difficult for the Lead Agency to fully evaluate as presented. It is strongly recommended that the text be revised with an aim to simplify the DOB-20A regulations. Particular attention should be given to eliminating density bonus provisions, setbacks based upon use and height maximums based upon use, where possible.

4. Permitted Uses. The Applicant is proposing significant changes to the DOB-20A Zoning District to permit hotel, single family homes, two-family homes, senior citizen housing and assisted living facilities in an existing office district. In addition to permitting the conversion of existing and fully approved office space to residential uses, the draft local law also permits the construction of the following new permitted principal uses:
 - Medical offices
 - Hotels
 - Multifamily, townhouse, single-family , and two-family dwellings
 - Senior citizen housing
 - Assisted living facilities

In an effort to spur occupancy of existing vacant office space, there is a clear rationale to permit other compatible uses including residential. However, the rationale for also permitting new multifamily, townhouse, single-family, two-family dwellings and senior citizen housing as new permitted principal uses is less clear. The Applicant should provide such rationale to the Lead Agency.

It seems that the permitted uses for hotel, multifamily, townhouse, single-family, and two-family & senior citizen housing should note that these uses are permitted only under the office conversion provisions of Section 355-40(X)(2)&(3) of the Town Code. Specifically, the Lead Agency should give consideration to permitting a wide array of uses that would permit the conversion of existing vacant office space, but prohibit the transfer of existing unbuilt office to new residential multifamily. Unbuilt portions of the property could be rezoned back to single family residential as that was the zoning in place prior to the current DOB-20A zoning.

5. Zoning & Height. The proposed modifications to the DOB-20A district's dimensional regulations would increase the maximum allowable building height from 3 stories and 45 feet, to 85 feet for multifamily buildings. This increase in height would permit the construction of a multifamily building that could be as much as 40 feet taller than currently permitted office buildings. This increase in height will be discernable from locations where the building can be observed, such as from NYS Route 120. The Applicant should provide the rationale for permitting the proposed additional height on the property. The Town Board may wish to limit the maximum permitted height of buildings in the DOB-20A Zoning District to minimize these impacts.
6. Visual Impacts. Generally, the NYS Route 120 corridor is defined by heavily wooded frontages and rising topography. The Lead Agency will need to determine whether the visual impacts of the proposed action are acceptable. If not, the Applicant may wish to provide additional mitigation measures including the relocation of the multifamily building, providing larger setbacks, reducing building height, or providing additional screening.
7. Setbacks. The existing DOB-20A zoning setbacks are the same as the OB and OB-H Zoning District and are the largest of any zoning district in the Town. The proposed action would reduce the front yard setback from 150' to 65' for multifamily buildings and 200' for townhouses (57% reduction in setback & 33% increase in setback), the side yard setback from 300' to 60' (80% reduction in setback) and the rear yard setback from 300' to 80' for multifamily buildings (73% reduction in setback). The proposed reductions in setbacks may create significant visual impacts from NYS Route 120 and surrounding properties. The Applicant should provide the rationale for permitting the proposed reductions in setback.
8. Building Coverage. The existing DOB-20A zoning building coverage regulations are the same as the OB and OB-H Zoning District. The proposed action would increase the maximum permitted amount of building coverage from 10% to 15% (50% increase in building coverage). The proposed increase in building coverage would permit additional density on the site, as well as create additional impervious surfaces within the DOB-20A Zoning District. The Applicant should provide the rationale for permitting the proposed increase in maximum permitted building coverage.

9. Cumulative Impacts. This project, along with other proposed projects near the Armonk Hamlet, may create unacceptable traffic, parking and congestion impacts within the hamlet area. The Town has recently completed the Armonk Parking Study. Part of the report notes that “a 20% increase in downtown activity, for example, generated by the new near downtown households and hotel rooms, would result in peak-hour occupancy measures closer to the low-end of the model projections – 577 parked cars, compared to the model projection of 574 parked cars. Such a dramatically positive response to these new developments, in terms of increased downtown shopping, dining, and other activity, would utilize about 86% of the existing supply.

In a well-managed system, this is an optimal balance of demand/supply efficiency. This suggests that there is significant capacity to accommodate increased downtown activity, particularly with the implementation of parking management strategies outlined in this report.

As more downtown and near downtown development continues, however, the Town may want to plan for supply expansions to accommodate peak parking demand of closer to high-end of the model projections -- 663 parked vehicles – which would suggest an optimal, well-managed supply of 730-765 spaces.”

Given the recommendations of the report, the Lead Agency will begin planning for expanded parking in the Armonk hamlet. The Applicant should indicate whether consideration would be given to contributing toward this goal as part of a Community Benefits Agreement.

10. Parking. It is noted that each parking space is required to be accessible. It is not clear whether the proposed 4 off-street parking spaces for each residential Townhome will be accessible. If the garage spaces are inaccessible when cars are parked in the driveway spaces, only two spaces could be counted in that scenario. In addition, the Applicant is proposing to share required parking between the office and hotel. Since hotel parking would be required during typical office occupancy, the Applicant should further explain the rationale for the proposed shared parking arrangement.

11. Bus Stop. The Applicant should depict on the plans and describe a bus stop along NYS Route 120 or Cooney Hill Road. The proposed bus stop should be located in a convenient, and safe, location for students and families. It should be noted, that it is the Lead Agency's understanding that the Byram Hills Central School District will only make bus stops on public roads.
12. Fire Protection. The Fire Department has raised serious concerns regarding the project. Specifically, the Department noted that a ladder truck would be necessary to provide adequate fire protection. Additionally, the Department noted that the project will add additional call volume without providing an adequate number of new volunteers to staff the Department. The Applicant should further describe how the Fire Department's concerns will be addressed.
13. Climate Change. The FEIS should include a discussion of measures to avoid or reduce both an action's impacts on climate change and associated impacts due to the effects of climate change such as sea level rise and flooding pursuant to Section 617.9(b)(5)(iii) of SEQRA.
14. Archeology. It is recommended that the Applicant complete Phase 1B archeological field testing so that results can be incorporated into the Environmental Findings to be prepared by the Lead Agency.
15. Noise. While the proposed new residential development would not be located inside of the 65 DNL threshold for significant aircraft noise exposure, the development is within the 60 DNL contour. The Applicant has stated that standard construction methods would provide at least 20 dBA of sound attenuation. The Applicant should evaluate whether enhanced construction could further reduce noise impacts. Given the proposed residential location near the County Airport, maximum practical reduction of noise impacts would appear to be warranted.

16. Wildlife. The Northeast Bald Eagle Project Screening Form link referenced in the DEIS is not correct. The correct link should be provided in the FEIS. The form appears to be located here:

https://www.fws.gov/northeast/pafo/pdf/NE_Bald-Eagle_Project-Screening-Form_rev20200416.pdf

The Applicant should complete the form and submit the form to the Lead Agency as part of the FEIS.

* * * * *

Once all of the written comments have been submitted, responses to all substantive comments will need to be included in a Final Environmental Impact Statement (FEIS). This document is typically prepared by the Applicant and then submitted to the Town Board, as the Lead Agency, for its review. Once accepted as complete, the Town Board will need to prepare a Notice of Completion, which will be filed and published together with the FEIS. After the FEIS is filed, public comments may be submitted to the Town Board for consideration. Finally, the Town Board will need to prepare a Findings Statement with respect to the proposed project, potential environmental impacts and proposed mitigation measures. This step must precede the Town Board's determination on the zoning changes as well as any actions to be taken by the Planning Board on the environmental permits site plan applications.

Adam R. Kaufman, AICP
Director of Planning

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17 Bedford Road
Armonk, New York 10504

Date: October 12, 2021

To: Michael Schiliro, Supervisor
& Town Board Members

CC: Adam R. Kaufman, AICP
Director of Planning

From: Kerri A. Kazak, Chair
Open Space Committee

Re: Airport Campus - Comments on DEIS

The Open Space Committee appreciates this opportunity to comment on the DEIS for Airport Campus. The Committee stands in full agreement and support of the Conservation Board's submission dated September 30, 2021. As the Conservation Board's analysis of the DEIS / GEIS is so comprehensive, this memo highlights just a few items.

I. Expert Guidance Should Be Followed

The Town has received guidance and comments from experts in their respective fields on this project beginning in 2018. Because we do not want the voices of these experts to be lost in the deluge of papers submitted by the Applicant, we highlight the advice and opinions of these experts below and urge the Town Board to follow their advice.

A. September 28, 2021 Letter from Westchester County Planning Board Commissioner

- *Recommendation for disapproval of residential development* for the following reasons:
 - Proximity to Westchester County Airport: the County Planning Board is “opposed to the construction of any full-time residential uses this close to the Airport, especially at this scale.”
 - High-density residential uses in remote areas: “runs contrary to the County Planning Board’s long-range planning policies set forth in *Westchester 2025*.” Note: The County Planning Board also stated this in its letter to the Town dated 10/2/18.
 - Traffic and parking impacts: “The County Planning Board and County Department of Public Works and Transportation have consistently advised the Town against the overdevelopment of new impervious surfaces near” the confluence of the

Wampus River and Byram River “which are prone to downstream flooding.” The County Planning Board is “opposed to the concept of building more parking lots within this sensitive area to accommodate the parking demands created by irresponsible residential development.”

- Kensico Reservoir Protection
 - “The site is adjacent to the Kensico Reservoir...erosions and sediment control and stormwater runoff water quality protection - both during and after construction - are of critical importance.”

B. September 29, 2021 Letter from NYS Watershed Inspector General

- This letter thoroughly details the errors and omissions in the Applicant’s DEIS Preliminary Stormwater Pollution Prevention Plan and concludes that “A significant amount of additional work must be provided before the PSWPPP would be considered complete.”

C. October 4, 2018 Letter from NYS Watershed Inspector General

- The Applicant should employ more recent and accurate climate data.
- “At its closest, the Kensico Reservoir is approximately 500 feet away” from the Project site. “This reservoir typically supplies drinking water to 8 million people each day.”
- “Ensuring water quality in the Kensico Reservoir is of the utmost concern because it is a terminal reservoir -- the last stop before the water is distributed to consumers.”
- “Development in close proximity to the Kensico Reservoir is expected to increase discharges of polluted stormwater.”
- “One very important method for protecting the watershed of an unfiltered water supply system is...preservation of land in its natural undeveloped state.”

D. September 26, 2018 Letter from NYS Office of Historic Preservation

- “This project is in an archaeologically sensitive area. Therefore, OPRHP recommends that a Phase I archaeological survey is warranted for all portions of the project that will involve ground disturbance...”
 - DEIS 14.B.2. “While a Phase I Archaeological Survey typically includes a combination of documentary research (i.e. ‘Phase 1A’) and field testing (i.e. ‘Phase 1B’), this report summarizes the results of” a Phase 1A Study only.
 - DEIS 14.B.2.a.”As documented in the Phase 1A Study, multiple Native American sites used for short- and long-term occupation were previously reported in the vicinity of Rye Pond, which was historically located a short distance to the south of the Project. It is therefore highly likely that some Native American activity occurred on the more level portions of the Project Site.”

- DEIS 14.C.2. “It was recommended that the Phase 1B testing be implemented in the northern portion of the Project Site once the Applicant is prepared to seek site plan approval from the Town...”

E. August 28, 2019 Letter from NYS Office of Historic Preservation

- “We recommend Phase 1B testing of the northern portion of the project property.”
 - Town Director of Planning Adam Kaufman (9/13/21 Memo) recommends Applicant complete Phase 1B testing.

II. Proposed Zoning Change Runs Counter to Town and County Planning

The Open Space Committee supports the introduction of other uses on the DOB-20A parcels but does not support the Applicant’s current zoning proposal as the resulting density and scale is contrary to Town and County planning. We recommend that the Applicant propose a zoning change whose density and scale will result in buildings that embrace, not destroy, the special sense of place, that is Armonk.

A. Density

- The DEIS and GEIS demonstrate that under the Applicant’s proposed zoning change the maximum development potential for the project site is 500 residential units and 250 residential units on the nearby Swiss Re property. Such density is completely out of character in our town, and contradicts both Town and County Planning.
 - Recent letter from County Planning Commissioner notes that residential development of this density runs counter to the County’s planning policies.
 - Recent memo from Town Director of Planning Kaufman (9/13/21) states that the Town’s 2018 Comprehensive Plan “notes that residential uses should be at an appropriate scale.”
 - Adam Kaufman’s recent memo also recommends “that the maximum resulting density after the DOB-20A zoning revision” not exceed the maximum permitted FAR of 0.15 which is what is currently allowed under the town code for DOB-20A.

B. Height

- Applicant’s proposed zoning change will increase the maximum allowable building height for multifamily buildings to 85 feet.
 - The Town Director of Planning states that the proposed zoning will allow multifamily buildings that could be 40 feet taller than currently permitted office buildings and that “this increase in height will be discernible from locations where the building can be observed, such as from NYS Route 120.”
 - Section 4.4 of the Town Comprehensive Plan states that for the DOB-20A zone, in particular Swiss Re and former MBIA campus, the Town should explore

allowing for an introduction of residential uses, at a scale comparable to surrounding land use patterns. The zoning change that the Applicant proposes allows for land use that is most definitely not comparable to the surrounding land use patterns and therefore contrary to the Town Comprehensive Plan.

C. Open Space

- The Town Planner's memo of 9/13/21 notes that the Applicant's proposed zoning change will increase the maximum permitted amount of building coverage from 10% to 15% resulting in a 50% increase in building coverage. "The proposed increase in building coverage will permit additional density on the site, as well as create additional impervious surfaces..."
- Additional density decreases important open space.
 - While the project site is already developed, there remains an important swath of open space that provides necessary protection to the Kensico Reservoir, provides wildlife habitat, and serves as an important wildlife corridor. A zoning change that will allow a 50% increase in building coverage will endanger all of these things and is strongly advised against.

D. Climate Change

- There can be no doubt that climate change is impacting our community. One obvious impact is the increased intensity and frequency of storms and the resulting flooding from these storms.
- The NYS Watershed Inspector General cites the importance of using recent and accurate climate data when conducting environmental impact statements and preparing stormwater management plans.
- The Westchester County Planning Commissioner urges the Town to avoid "irresponsible residential development" in sensitive areas and to avoid the "overdevelopment of new impervious surfaces" near "waterways which are prone to downstream flooding."
- The Town Board as Lead Agency has a duty to consider the impacts of climate change on our Town and an obligation to mitigate those impacts when evaluating and approving new developments, and zoning changes. The experts have clearly stated that the proposed Airport Campus project will exacerbate the impacts of climate change. Their advice must be followed.

E. Water Quality

- Both the County Planning Commissioner and NYS Watershed Inspector General have emphasized that given the proximity of the project site to the Kensico Reservoir, protection of the water quality "are of critical importance."

**Airport Campus
Town of North Castle, Westchester County, NY**

**Review of a Draft Generic Environmental Impact Statement (DGEIS) and a
Preliminary Stormwater Pollution Prevention Plan (PSWPPP)**

May 3, 2021

**Prepared by: JMC, Armonk, New York, for
Owner: Airport Campus I-V LLC, Pound Ridge, New York**

**By: Donald W. Lake, Jr. PE CPESC, CPSWQ,
on behalf of the Watershed Inspector General**

September 29 2021

The Airport Campus Project Background

The proposed Airport Campus Project (“Project”) will redevelop a 38-acre parcel, with approximately 10 acres of impervious surface, at 113 King Street in the Town of New Castle. At its closest, the Kensico Reservoir is approximately 500 feet away from the Project. In addition, there are two wetlands on site. Wastewater from the proposed project will be sent to the North Castle Wastewater Treatment Plant. The Office of the Watershed Inspector General (WIG), submitted scoping comments for the environmental impact statement for this Project on October 5, 2018.

This property was previously occupied by two office buildings and owned by MBIA. The proposed Project will include a 5-story, 151-unit, multi-family residential building (with affordable housing), 22 townhouses, an 80-room hotel and office space.

The documents reviewed here include the DGEIS, dated June 8, 2021, and 17 Preliminary SWPPP Design Engineering drawings (most are dated April 22, 2021). The extensive DGEIS contains the Preliminary Stormwater Pollution Prevention Plan (PSWPPP) beginning on page 441. The PSWPPP has an origination date of March 20, 2020, and shows revisions dated September 17, 2020, February 18, 2021, and April 22, 2021. The PSWPPP contains 1,164 pages with Appendices A through N, plus Appendix E-1.

Stormwater Management

1. Northeast Regional Climate Center (NRCC) meteorological data was paired with rainfall distribution data for Westchester County to evaluate water quantity. However, no supporting data is presented in Appendix A, Hydrology Existing Condition, to validate the assigned runoff curve numbers for the drainage areas to the design points and design lines. This information needs to be included in Appendix A.

2. The time of concentration (T_c) is defined as the time required for a drop of water to travel from the most hydrologically remote point in a sub-catchment to the outlet. An accurate T_c is necessary to assure that excessive or erosive flows do not impact downstream reaches. Beginning on page 22/195 (page 519 DGEIS), the T_c is calculated using the unpaved coefficient for shallow concentrated flow (SCF). This out-of-date calculation is a remnant from Technical Release 55 (TR55) and should not be used for developing existing condition runoff discharges. (Pond Pack also appears to have this embedded into their hydrology calculations.) Technical Release 20 (TR20), HydroCAD, or another more flexible model should be used to calculate the T_c , applying the unpaved coefficient for SCF. According to the U.S. Department of Agriculture National Resources Conservation Service's National Engineering Handbook, Section 4, Hydrology, Figure 15.2, there are coefficients for 9 different land cover surfaces for SCF or overland flow. TR55 only allows a "Paved" or "Unpaved" surface, which due to high velocity factors, shorten the T_c resulting in a prediction of higher existing condition runoff discharges rates and false peak discharges. Appropriate coefficients need to be used in all drainage area calculations. T_c concentrations need to be re-tabulated and the results need to be re-analyzed.
3. A Pollutant Load Assessment (PLA) was included in the PSWPPP. Although comprehensive, the PLA utilized data for loading rates and pollutant removal efficiencies that are over 25 years old. The 2018 "East of Hudson Watershed Corporation Stormwater Retrofit Project Design Manual Project Years 6-10" (<https://eohwc.org/wp-content/uploads/2018/02/SRP-DesignManual-Yr-6-10.pdf>), includes DEC event mean concentrations and assigned pollutant removal performance ratings for specific stormwater management practices. The PLA reviewed here needs to be updated using the East of Hudson Watershed Corporation values.
4. Page 1346/1852 of the DGEIS, Appendix F of the PSWPPP, provides a porous pavement worksheet and presents calculations for "permeable interlocking concrete pavers" (PICP). However, PICP do not act like porous pavement (PP). PICP only allows infiltration at the joints, whereas PP allows water to infiltrate across its whole surface. For this reason, PICP are generally assigned a runoff curve number based on the open area of the joint versus the entire pavement area. These pavers need to be re-evaluated to demonstrate their ability to allow water to pass through to the porous drainage layer beneath the paver blocks.
5. Recent research has shown that many stormwater treatment practices can export higher concentrations of total phosphorus (TP) than are present in their influent. Results published in the International Best Management Practices (BMP) Database: 2020 Summary Statistics, https://www.waterrf.org/system/files/resource/2020-11/DRPT-4968_0.pdf show that bioretention cells, grass strips and bioswales can export as much as 39.5% higher event mean concentrations (EMC) of TP. Grass roofs can also increase these values even higher if not properly designed. The final design

of the soil/media mix should ensure that no increase in TP load will result from the practice.

6. No stormwater management practice (SMP) details were presented as part of the PSWPPP submittal. These details and associated drawings must be provided to assure compliance with all criteria and permit obligations.

Erosion & Sediment Control and Design Drawings

7. No erosion and sediment control (ESC) details were presented in the PSWPPP design drawings. These details, which provide pertinent data and dimensions, must be added to the SWPPP to assure compliance with the General Permit (GP-0-20-001).
8. A note needs to be added to the PSWPPP on drawing C-401 addressing how and where waste material from clearing and grubbing operations will be disposed.
9. Two subsurface infiltration systems (SSISs) need to be added to drawings C-100 and C-101.
10. Three SSISs need to be added to drawing C-201.
11. On drawing C-202, all 3:1 constructed slopes are required to be labeled and covered with a rolled erosion control product (RECP) as part of the proposed site stabilization. These slopes should also be designated and shaded in the erosion and sediment control plan sheets C-401 and C-402.
12. Generally, a disturbance limit boundary of at least 15 feet beyond the actual grading limits is shown on site plans. This 15-foot buffer allows for several field activities, such as stripping of topsoil for slopes, equipment movement, and maintenance of required erosion and sediment control practices. For the Project, it appears the disturbed limit shown on the drawings is right at the edge of the proposed completed work and does not allow for supplemental construction activity. These boundary limits need to be expanded to accommodate and support the proposed field work.
13. On drawing C-401, the concrete truck washout station needs to be relocated from the west swale, out of the watercourse and away from the catch basin.
14. For the sediment trap and sediment basin located on drawings C-401 and C-402 respectively, the drainage area and sediment volumes must be shown on the drawings.
15. Stone check dams need to be placed on the plan view on drawing C-401, as noted in Note #9, Multifamily Phase Sequence. The numbering order for the general Notes column needs to be corrected. In addition, the Sequence Notes call for the topsoil stockpiles to be covered. The PSWPPP needs to specify the type of cover material to be used, such as seed and mulch or plastic sheeting.

16. On drawing C-402 the soil stockpile area is shown outside the disturbed area limit. This needs to be corrected.

17. No wetlands are to be disturbed at the Project site. However, according to drawing C-302, small portions of two wetland buffer areas are proposed for development. The combined sum of the disturbed wetland buffer areas at both locations is about 2,800 square feet or 0.06 acres. After examining the Grading Plans, C-201 and C-202, these wetland buffer disturbances appear to be difficult to change and seem reasonable for their water quality benefits.

Summary

A significant amount of additional work must be provided before the PSWPPP would be considered complete. The design details provided in the PSWPPP for stormwater quantity control, water quality management, runoff reduction requirements and erosion and sediment control practices must be added to the design drawings to “connect the dots” and ensure that the site will meet all the required stormwater management criteria and function as designed.



BYRAM HILLS SCHOOL DISTRICT
 10 Tripp Lane, Armonk, New York 10504
 914-273-4082, Ext. 5910 Fax: 914-273-2516

Jen Lamia, Ed.D.
Superintendent of Schools

To: The North Castle Town Board
 Re: Airport Campus Public Comment

Date: July 23, 2021

Airport Campus I-V LLC (“Applicant”) set out to assess the potential environmental impact of the redevelopment of the 113 King Street site (“Project Site”), also known as Airport Campus or the former MBIA offices. Upon receipt of the draft summary of the impact of the Project, I sent a letter from the Byram Hills School District (“District”) to Peter Feroe, AICP, on June 8, 2020. The letter to Peter Feroe emphasized the District’s concern that the number of public school age children may be underestimated in the draft report and that the potential fiscal impacts to the District could be substantial.

The State Environmental Quality Review / Notice of Completion of Draft Environmental Impact Statement recently received by the District and issued on June 24, 2021 continues to state the Applicant’s opinion that, “the Proposed Project would not result in a significant adverse impact on the District”.

The District requests that the Town Board consider District concerns that the proposed approval of a new 151 unit multi-family building and 22 townhouse unit will likely generate more than the estimated 27 school-aged children, the cost of which will not be offset by net new tax revenue identified by the Applicant as associated with the Proposed Project (\$291,870). It is the District’s opinion that a burden of additional cost will be borne by existing taxpayers in the school community based upon the number of students resulting from this project and the inability of the proposed new tax revenue to meet those fiscal needs.

The Byram Hills School District requests that the Town Board consider the impact of this proposed project on the District and community taxpayers based on the data points identified below:

1. Methodologies Used by the Applicant to Estimate Number of School-Aged Students

a. Rutger’s Multiplier Method

The Applicant utilized the Rutger’s Multiplier Method ([2018 - https://bloustein.rutgers.edu/wp-content/uploads/2015/03/NJDM-updated-2018.pdf](https://bloustein.rutgers.edu/wp-content/uploads/2015/03/NJDM-updated-2018.pdf)) for estimating the potential school aged children, which is based on Census data from **2000** and based on housing prices from **2005**. The Rutgers Multiplier Method is often criticized for its ability to be used as a unilateral tool across different towns and states to estimate the number of school age students anywhere in the nation over any number of years.

The Rutgers Multiplier used by the Applicant to determine PSAC (Public School Age Children) for 1 bedroom units = .07; two bedroom units = .16 (for multifamily dwellings); and three bedroom units = .28

Table 12-4

Proposed Project – Estimated Public School Age Children: Rutgers Method

Type of Unit	Number of Units	Multiplier	Public School Age Children
MULTIFAMILY BUILDING			
1-BR 5+ Units – Rent*	39	0.07	2.7
2-BR 5+ Units – Rent**	110	0.16	17.6
TOTAL	149		20.3
TOWNHOMES			
3-BR Single-Family Attached***	22	0.28	6.2
TOTAL	171		26.5

Note: Bedroom (BR)
Sources:
 * Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 1 BR; More than \$1,000
 ** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 2 BR; More than \$1,100
 *** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); Single-Family Attached, 3 BR; More than \$269,500

The Multiplier Method used accounted for a projected number of only 27 students from up to 151 rental units (39 one-bedroom and 110 two-bedroom units) and 22 three-bedroom single family attached townhomes. The District does not identify this multiplier as a reliable method for estimating the number of potential students from the Project. It is important to note that the same multiplier would be used in determining PSAC in areas as different as New York City, Buffalo, and Westchester.

b. Case Study Method of Estimated School Age Children

The Applicant also included a *Case Study Method of Estimated School Age Children* from Westchester to support the number of students predicted using the Rutgers Multiplier Method.

Table 12-5

Proposed Project – Estimated Public School Age Children: Case Study Method

Development	Unit Mix	School District	No. of Students Enrolled*	Total No. of Units	Ratio	Ratio Applied to Proposed Multifamily Building
125 Parkway Road (Avalon)	1-BR, 2-BR, and 3-BR units	Bronxville	31	110	0.282**	42
15 Kensington Road (Villa BVX)	1-BR, 2-BR, and 3-BR units	Bronxville	4	53	0.076	11
300 Columbus Avenue (The Avenue at Crestwood)	41 Studio, 6 1-BR units	Eastchester Union Free	2	47	0.043	6
55 First Street (Marbury Corners)	55 Condos and 6 Lofts	Pelham Union Free	4	61	0.066	10
64 Midland Place (Quarry Place)	1-BR, 2-BR, and 2-BR + Den	Tuckahoe Union Free	4	108	0.037	6
746 Mamaroneck Avenue (Avalon Willow)	1-BR, 2-BR, and 3-BR units	Mamaroneck Union Free	14	227	0.060	9
Total			59	606	0.097	14.4

Notes:
 *Based on average enrollment of 2015–2016 through 2018–2019 school years, where available.
 ** Ratio inflated due to the number of three-bedroom rental units within the Avalon building. As supported by the Rutgers CUPR multipliers (see **Table 12-4**), three-bedroom units can be expected to have a greater number of school age children. The Proposed Project does not include any three-bedroom rental units.
 Bedroom (BR)
 Square Feet (SF)
Sources:
 Bronxville School District; Eastchester Union Free School District; Pelham Union Free School District; Tuckahoe Union Free School District; and Mamaroneck Union Free School District;
www.apartments.com, <http://theavenueatcrestwood.com/>, www.trulia.com, https://gdcllc.com/portfolio_item/marbury-corners/, <https://quarryplaceattuckahoe.com/find-your-apartment/>, <http://www.trinityassociatesllc.com/our-projects/>

The District is concerned about the use of the Case Study as a fair estimate for predicting numbers of public school age children in Byram Hills.

- The *2015 ESI Demographic Multipliers Report of 2017* shared at the National Planning Conference on Demographic Multipliers cautions that, “SAC (School Age Children) multipliers generated by local surveys of recent developments can be misleading. These surveys reflect conditions of a very small sample of developments. Because of aging, the snapshot data becomes obsolete once the student cohorts shift upward.” (<https://econsultsolutions.com/wp-content/uploads/2018/04/NY.pdf>).
- The District wonders if the numbers in the Case Study are further misleading as the Applicant notes that the numbers of students enrolled in the Case Study Method was, “Based on average enrollment of 2015-2016 to 2018-2019 school years, **where available,**” indicating that the information presented may not be complete.
- The information from the case study is also inclusive of school years starting from 2015 to 2018, which may now be outdated data for Westchester considering that city dwellers with children have been moving to the suburbs in large numbers as a result of the pandemic.
- The case study projections show the total number of units and the total number of students enrolled as inconsistent, indicating that these numbers may not be valid for comparison. For example, Bronxville yielded 31 students to 110 units while Mamaroneck only yielded 14 students to 227 units in 1, 2, and 3 bedroom units.
- It is unclear if these units are located in similar settings, which may have affected the disparate numbers produced.
- There are many townhome and condominium units within Armonk proper that could have been studied more recently to more accurately portray the number of students living in those units and in the town where the proposed Project is located.
- The towns cited above are in southern Westchester where there is generally a large stock of multifamily housing. This proposed Project would be more unique for Armonk, which could render these comparisons less relevant and comparable.

2. Projected Enrollment

The Applicant stated that enrollment in the District was at 2,300 students in the 2018-2019 school year and expected to see a decline based on a Demographer Report from the District. The Applicant cited the Superintendent that the peak of 2,818 students in the past had our schools at capacity. Due to recent home sales, likely as a result of the pandemic, the District has already enrolled 2,316 students for 2021-2022, which is 69 students above what was predicted in the Demographer’s Report. Those numbers do not yet represent the additional dozens of students we have traditionally registered throughout the summer. Enrollment is no longer declining, and with the renewed housing market activity, it is increasing. It is important to note that the peak of 2,818 was reached with the existing footprint of housing stock within our District, and it is certainly possible that we reach that number again at some point in the future. We believe that a lack of housing turnover has depressed these numbers, and turnover has increased during the pandemic with the current trend of families moving out of more densely populated areas.

Year	Estimated Enrollment	Current Actual Enrollment
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2021-2022	2,247	2,316
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The District has had to add two new sections of kindergarten since June 2021 due to increased enrollment and may have to add a section of grade 2 before September if there are more entrants. Kindergarten, 1st grade and 2nd grade are currently at capacity before additional teachers and aides need to be employed.

3. Projected Costs to the District

It is the District’s concern that the proposed Project will have a greater impact on the resources of the District than indicated in *The State Environmental Quality Review / Notice of Completion of Draft Environmental Impact Statement* and that the projected costs to the District will not be covered by the estimated net new tax revenue identified in the report.

The Applicant indicates:

Applying the per pupil programmatic cost (net of state aid and other revenues) of \$26,282 to the new students projected by the two methods utilized (20 from the case study multiplier method and 27 from the Rutgers multiplier method) results in a potential annual additional cost to the BHCD District ranging from \$525,640 to \$709,614. It is important to note, however, that the per pupil programmatic cost to the school district is likely much higher than the actual marginal cost of adding students to the district. Specifically, the largest portions of the District’s programmatic budget are salaries and employee benefits (65 percent). As described above, it is unlikely that the Proposed Project would require the District to hire more teachers or other staff. Therefore, it is likely that the actual cost to the district of an additional student would be approximately 35 percent of the total programmatic cost, or \$183,974 to \$248,365 per year. These figures can be compared to the estimated \$291,870 increase in property tax revenues that the District would receive annually from the Proposed Project as documented in Chapter 13, “Fiscal and Market Impacts,” when compared to the existing tax revenue generated by the Project Site.

The Applicant assumes that additional students will not result in additional teachers and staff, which is only possible if all students are spread between all grade levels and that students do not require special education services. Even then, some sections may have to be increased (as indicated in our current K, 1, 2 enrollment numbers). New buses would also need to be purchased (at least 2), and 2 full time drivers and monitors hired with benefits as there would be a minimum of 8 school runs anticipated to or from Airport Campus daily, including late buses at the middle and high schools.

The District also asks the Town Board to consider that there are other proposed housing development projects in process in the District. The needs of the District for the Proposed Project would far exceed the estimated \$291,870 increase in property tax revenues received and identified below from the Applicant’s report. The District is concerned that the current taxpayers will be impacted by an enrollment increase.

Table 13-9
Estimated Property Tax Revenue

Taxing Jurisdiction	Existing Tax Payments	Estimated Tax Payment with Proposed Project¹	Net New Tax Revenue
Town of North Castle	\$194,275	\$264,890	\$70,615
Byram Hills Central School District	\$802,991	\$1,094,861	\$291,870
Town of North Castle Special Districts	\$72,505	\$91,273	\$18,768
Westchester County	\$160,885	\$219,362	\$58,477
Total	\$1,230,656	\$1,670,386	\$439,730³

Notes:

- ¹ Estimated tax payments are for the purpose of environmental review and are not binding. Actual tax levy would be determined by the Town of North Castle Assessor.
- ² Total Special District taxes include Fire District #2, Ambulance District #2, Blind Brook Sewer District, and Sewer District #3. The increase in taxes to Sewer District #3 from the Proposed Project cannot be calculated as this payment varies by parcel. For the purposes of a conservative analysis, the estimate of Special Districts taxes for the Proposed Project assumes that the taxes paid to Sewer District #3 would be equal to the existing taxes, though it is likely that taxes would increase.
- ³ Total shown does not reflect hotel occupancy taxes estimated at \$158,000 annually (refer to Section 13.C.4)

Source: Westchester County Property Tax Rates

4. Impact of Zoning Changes to Neighboring Commercial Properties

There are additional commercial properties located within the BHCS D that are currently zoned for commercial use in the same area as the Project. According to the Zoning Petition of 2018 submitted by Veneziano & Associates, "The subject site was rezoned DOB-20A, **together with Swiss Re and CitiGroup**, to promote low density, environmentally sensitive development along the watershed." (file:///Users/jlamia/Desktop/airport_campus_113_king_street_zoning_petition_6-5-18_2.pdf). Should the Project be approved for changed zoning at 113 King Street, the District wonders about the potential for the other commercial properties to make a similar request, particularly since the other properties would now be in a mixed-use zoning area.

Conclusion

In summary, the District opinion is that the Applicant is underestimating the number of students for the Project which will require additional teachers, staff, buses and drivers/monitors to account for students living at the Airport Campus location. The projected costs will not be offset by the anticipated new net tax revenue of only \$291,870. The District is also concerned that students from other projects proposed to the town and a turnover of home sales due to the pandemic may already potentially bring the District enrollment to its limit. I hope that this information is helpful to you.

Thank you,



Jen Lamia, Ed.D.



Daniel M. Richmond
dmrichmond@zarin-steinmetz.com

October 7, 2021

Via Electronic Mail (akaufman@northcastleny.com)

Adam Kaufman, AICP
Director of Planning
Town of North Castle
Annex Building
17 Bedford Road
Armonk, NY 10504

***Re: Comments on Draft Environmental Impact Statement (“DEIS”)
for the Proposed Airport Campus Redevelopment***

Dear Mr. Kaufman:

As you will recall, this firm, together with the engineering and planning firm Sam Schwartz, represents Swiss Re America Holding Corporation, and its respective affiliates (collectively, “Swiss Re”) in connection with the various Airport Campus entities’ proposed Zoning Code Amendments and development proposal for the Airport Campus Property. Swiss Re owns property, located at 175 King Street, adjacent to the Airport Campus Property.

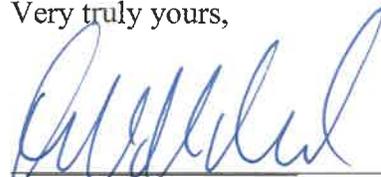
While Swiss Re is generally supportive of the Airport Campus initiative, it remains concerned about the impact of the proposed rezoning on water supply and water quality. Based on analysis of water demand on the Swiss Re site completed by Swiss Re, the maximum water usage for the building and cooling tower for the existing Phase 1 Building on its property was recorded to be approximately 54,000 gallons per day (“gpd”). In addition, Swiss Re has the ability, and previously received approval for another similar building on its property, which could have equivalent demands as the Phase 1 Building. As such, the potential level of water usage on the Swiss Re property appears significantly greater than the estimated volume of 13,740 gpd that would be projected using the New York State Design Standards for Intermediate Sized Wastewater Treatment Systems, (2014), as reported in the Airport Campus DEIS.

In connection with this, Swiss Re would be pleased to participate in future discussions on water demand and supply, including future discussions with the County of Westchester and the Town of North Castle on alternative measures beyond on-site well water to

meet future water demand, including extension of public water supply facilities along King Street.

Swiss Re appreciates your Board's attention to this process, and hopes that it will take the comments herein in the constructive spirit in which they are intended. If Swiss Re can provide any additional information, or answer any questions which would assist your Board in evaluating the pending applications, please do not hesitate to contact us at any time.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Daniel M. Richmond", written over a horizontal line.

Daniel M. Richmond

cc: John Clifford,
Head of Corporate Real Estate & Services Americas
Swiss Re Management (US) Corporation
Nanette Bourne &
Jim Brown
Sam Schwartz Consulting
Supervisor Michael Schiliro and the
Honorable Members of the Town Board of the
Roland Baroni, Esq.
Anthony Veneziano, Esq.

TRANSCRIPTS

TOWN OF: TOWN OF NORTH CASTLE
COUNTY: COUNTY OF WESTCHESTER

-----x

TOWN OF NORTH CASTLE PUBLIC HEARING

RE: AIRPORT CAMPUS DEVELOPMENT

113 KING STREET, ARMONK, NEW YORK

-----x

15 Bedford Road
Armonk, New York
July 28, 2021
7:45 p.m.

P U B L I C H E A R I N G

PATCHEN STENO SERVICES LLC
Pamela Grimaldi, RPR, CRR, CLR
72 Centre Avenue
New Rochelle, New York 10801
(914) 684-0201
reporters@patchensteno.com

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A P P E A R A N C E S:

COUNCILMAN	BARBARA DiGIACINTO
COUNCILMAN	JOSÉ BERRA
COUNCILMAN	SALEEM HUSSAIN
COUNCILMAN	BARRY REITER

ROLAND A. BARONI, TOWN ATTORNEY
 KEVIN HAY, TOWN ADMINISTRATOR
 ADAM KAUFMAN, DIRECTOR OF PLANNING
 ALISON SIMON, TOWN CLERK

ALSO PRESENT:
 Anthony Veneziano, Esq.
 Aaron Werner, AICP, AKRF
 Andrew Ostrander, AIA, Perkins & Eastman
 Jane Black, Conservation Board

1 COUNCILMAN DiGIACINTO: So we have
2 public -- two public hearings concurrently,
3 because they apply to the same applicant.
4 So I'm going to read them both.

5 And then, Alison, I'll ask you for
6 any correspondence.

7 A, opportunity to provide comment on
8 the Draft Environmental Impact Statement
9 DEIS, and Draft Generic Impact Statement,
10 DGEIS, prepared in connection with the
11 proposed Airport Campus Development, 113
12 King Street, Armonk; and B, consider a local
13 law to amend the code of the Town of North
14 Castle, Chapter 355, entitled, Zoning with
15 respect to the designed office building 20A
16 DOB-20A zoning district regarding the
17 proposed Airport Campus Development at 113
18 King Street, Armonk.

19 Alison, do you have any --

20 Oh, I should first open a public
21 hearing.

22 MS. SIMON: Yes.

23 COUNCILMAN DiGIACINTO: So I need a
24 motion to open the public hearing.

25 MR. REITER: I make that motion.

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COUNCILMAN HUSSAIN: I second.

COUNCILMAN DiGIACINTO: All in favor?

(The motion was unanimously passed.)

COUNCILMAN DiGIACINTO: Alison, do you have any public correspondence?

MS. SIMON: I do. The notices of the public hearing, the affidavit of posting calling for the public hearing, affidavits of publication from The Journal News calling for the public hearing, certificates denoting mailing of notices of this hearing to adjacent property owners.

At the June 23, 2021 town board meeting, the town board accepted the Draft Environmental Impact Statement, DEIS, and the Draft Generic Impact Environmental Statement, dated June 23, 2021 as complete, and established a comment period until September 30, 2021.

The Notice of Completion of the accepted DEIS and DGEIS dated June 24, 2021 was sent to all involved and interested agencies, and we have the proposed local law for consideration.

COUNCILMAN DiGIACINTO: Okay. Thank

1 you.

2 I'm just going to share some facts
3 about the -- both the topics of the public
4 hearing. And then, Roland, I would ask you,
5 if you don't mind, to go over the process.

6 The Airport Campus is the former MBIA
7 property. And if you were at the reservoir
8 and you turn right at the traffic light to
9 go up King Street, I would say maybe
10 approximately two miles you would find the
11 former MBIA Airport Campus on your right.
12 It's approximately 38 acres. As has been
13 mentioned, it is zoned DOB-20A, Designed
14 Office Business district, and this
15 business -- this district does not permit
16 residential, it does not permit hotel use.
17 It is a business district.

18 North Castle has three other
19 properties that are zoned DOB 20-A: Swiss
20 Re, which is 127 acres, and Citigroup, which
21 is 26 acres. So it's a very significant
22 application we have before us because it
23 does apply to a total of three parcels on
24 King Street. And I think that in terms of
25 the -- the impact we have to look at it

1 very, very carefully.

2 The Airport Campus has on site
3 presently -- and please correct me if I make
4 any errors -- two vacant three-story
5 buildings that are approximately 261,000
6 square feet, 328 parking spaces, a
7 three-story parking garage with 316 spaces,
8 and an 1820s farmhouse.

9 And I believe I asked this question
10 before. The farmhouse is not landmarked; is
11 that correct?

12 MR. VENEZIANO: No.

13 COUNCILMAN DIGIACINTO: It is not.

14 Also important to keep in mind with
15 this application that in 2003/2004 the North
16 Castle town board and the North Castle
17 planning board approved on the MBIA
18 property, which is now Airport Campus, an
19 office building that is 238,000 square feet,
20 a 20,000 square foot meeting house, and a
21 five-story parking garage with a thousand
22 parking spaces. Once again, those are
23 approved. They have not been built. But
24 it's my understanding that basically the
25 applicant could go for site plan approval;

1 is that correct?

2 MR. VENEZIANO: Yes.

3 COUNCILMAN DiGIACINTO: So that you
4 would not -- you would not have to come
5 before the town board. This is a total just
6 site plan approval.

7 So that is basically, you know, my
8 overview at this time.

9 And, Roland, if you would go over the
10 process, please.

11 MR. BARONI: Sure.

12 So tonight you're opening public
13 hearings on both the DEIS, which includes
14 the GEIS component, and the public hearing
15 on the zoning amendments. The fact that
16 you're opening the hearing on the DEIS means
17 that you've deemed it complete. The
18 applicant is studying in the DEIS
19 site-specific impacts to its property, and
20 in the generic environmental section, it's
21 giving a global view, because there's at
22 least one other property in that corridor
23 which could benefit from what you're
24 considering.

25 COUNCILMAN BERRA: Roland, when you

1 say "one other," didn't we just say there
2 are two because of Citibank?

3 MR. BARONI: Well, in order to
4 qualify, the way the zoning amendments are
5 structured, you have to have office space,
6 and they don't have office space at the
7 Citigroup site. So it's really I think just
8 the one other property that would currently
9 qualify for the zoning text amendments that
10 you're considering.

11 COUNCILMAN BERRA: Thank you for the
12 clarification.

13 MR. BARONI: So you'll likely adjourn
14 those public hearings tonight. And at some
15 future date you'll reopen the public
16 hearings. And when you feel that you've --
17 all the comments and questions from the
18 public have been exhausted, you'll likely
19 close the public hearing on the impact, the
20 Environmental Impact Statement, and that
21 will -- and you'll adjourn the public
22 hearing on the zoning, and that will allow
23 the applicant to go start preparing what's
24 called the Final Environmental Impact
25 Statement, which is the answers to all the

1 questions and comments which have been made
2 and asked.

3 And at some future date, you'll
4 reconvene that process once you deem the
5 FEIS complete, and then you'll reconvene the
6 zoning hearing at that point. You'll
7 consider findings, which will conclude the
8 environmental process. And then you'll be
9 free to consider the zoning amendments.

10 COUNCILMAN DiGIACINTO: Okay.
11 Roland, just in terms of -- I realize that
12 Citigroup does not have any office
13 buildings. It's more of a conference
14 center; is that correct?

15 MR. BARONI: It's a conference center
16 with accommodations.

17 COUNCILMAN DiGIACINTO: And yet it is
18 zoned the DOB-20A. So it's not
19 inconceivable that that parcel could ask to
20 be considered at a later date.

21 MR. BARONI: Right. But they would
22 have to convert what they have there to a
23 straight office use, which right now is not
24 thought to be likely.

25 COUNCILMAN DiGIACINTO: Right.

1 Exactly. All right. Thank you.

2 COUNCILMAN BERRA: And that would be
3 a two-step process: They would have to
4 convert to office and then go from there.

5 MR. BARONI: And occupy it, and then
6 it has to be vacant I think for a period of
7 two years or more.

8 COUNCILMAN DiGIACINTO: So it would
9 be a longshot.

10 COUNCILMAN BERRA: That would be an
11 expensive way to go.

12 MR. BARONI: Yeah, it's a longshot.

13 COUNCILMAN DiGIACINTO: Would you
14 like to do the presentation?

15 MR. VENEZIANO: Good evening. My
16 name's Tony Veneziano. I'm here on behalf
17 of Airport Campus 1, 2, 3, and 4.

18 Steve Weiss is a partner in the
19 project. He had an emergency with his mom,
20 so he couldn't be here. And Geoff Ringler,
21 who is the project manager, actually has the
22 virus, so he's probably watching.

23 So Barbara and Roland, most of what I
24 had here you just said. So Aaron Werner
25 from AKRF is going to present this program.

1 And let me just see. We have a stenographer
2 here, so at the end of this hearing -- it's
3 going to be adjourned. We talked about
4 adjourning it until September. And we will
5 provide responses in the FEIS to deal with
6 the questions we get tonight and at the next
7 hearing and in the record.

8 So one of the things you talked about
9 is this 500,000 square feet approved at the
10 site, roughly, the 261 and the 238, and
11 there's amenity space in the 20,000 square
12 feet. And the zoning is a conversion
13 formula, a conversion from office to hotel
14 or to multi-family, to residential.

15 The project has 100,000 square feet
16 of office space. It has a 125-room hotel.
17 The middle -- so the southern building will
18 remain an office. The middle building will
19 be converted to a hotel. Then there is --
20 let me see how many residences -- 149
21 multi-family units in five stories, I think
22 it's over two stories of parking. And then
23 there's 22 townhouses.

24 So this plan cuts across a number of
25 markets. It will receive well certain --

1 this client has the ability to develop all
2 of it, but we'll see if they bring in
3 certain other developers to do part of it.

4 I think that -- I think we should
5 have Aaron walk through the project, the
6 EIS, and then we can respond to any comments
7 if you'd like. I'm just going to -- you did
8 a very good job, Barbara, of laying out all
9 the facts. And I think we're good. If I
10 can remember anything, I'll come back up.

11 COUNCILMAN DiGIACINTO: Just for
12 clarification, the 140-unit apartment
13 building, is it actually seven stories?
14 Because the first two are parking.

15 MR. VENEZIANO: Yeah, I think so.

16 COUNCILMAN DiGIACINTO: So it's a
17 seven-story.

18 MR. VENEZIANO: One underground.

19 COUNCILMAN DiGIACINTO: One
20 underground and two above.

21 Thank you.

22 MR. WERNER: Good evening. I'm Aaron
23 Werner from AKRF. We prepared the EIS;
24 we're the primary author of it. We also
25 have a team of several consultants to help

1 the other technical aspects of it: GMC is
2 the site civil engineer who did the site
3 plans, development concept plans,
4 stormwater, all of the draining, et cetera;
5 Perkins Eastman is the architect; Provident
6 worked on the sewer analysis; Colliers is
7 the traffic; WSP is the water. And AKRF is
8 the primary author of the document.

9 Thank you for that overview because
10 you actually cut some of my slides out a
11 bit. But I will try to be brief.

12 Just to give a summary of how we got
13 here. It's been a little bit of a road.
14 September 12, 2018 is when the town board
15 declared lead agency and issued the pos dec.
16 We held scoping between that -- around
17 September 12 and October 26. The scope was
18 adopted March 13, 2019. And then we
19 submitted our first draft on March 20, 2020
20 for completeness review. That went on until
21 about recently, June 24 is when we got the
22 Notice of Completion, and we have the public
23 hearing tonight.

24 So as Roland said, next we prepare
25 the FEIS for final comments, and then

1 findings, ending the SEQRA process.

2 So here's a quick overview of the
3 site. You did a great job presenting it.
4 It's at 113 King Street. It's the former
5 MBIA site. To the west we have the
6 reservoir, which is the P watershed land.
7 We have Swiss Re to the north, Citigroup is
8 to the east, and state line with Connecticut
9 and Greenwich/American to the east as well.

10 So it's 38 acres, former MBIA campus.
11 There also was a former 17-lot subdivision
12 in the Cooney Hill area of the site, the
13 northern portion of the site. I don't think
14 that was mentioned yet.

15 So we have two vacant three-story
16 office buildings, about 261,000 square feet,
17 surface parking 328 spaces, roughly, a
18 three-story parking structure with 316
19 spaces. There's an accessory storage shed,
20 which is the farmhouse; it's not a landmark,
21 it's not a SHPO historic building. It's
22 vacant. It's been used as storage for the
23 office space when it was there. A
24 stormwater pond. And there's some remnants
25 of the outdoor amenities that were part of

1 the MBIA use.

2 As you touched on, there is currently
3 an approved expansion plan going back to
4 2003 which allows up to approximately
5 500,000 square feet and 1,000 additional
6 parking spaces within a five-story garage,
7 which is actually in a similar location, as
8 you'll see in the next slide, to our
9 proposed multi-family buildings.

10 These approvals are in effect today.
11 There actually is an approved site plan.
12 They could go for building permits. It's
13 been extended several times, but it's an
14 actively approved project.

15 So here's our proposal, which we have
16 identified as a Preliminary Development
17 Concept Plan. It's south and to the left of
18 this image. So we have reoccupancy of the
19 southern office building for office uses.
20 The northernmost office building would be
21 converted to a 125-room hotel. We have
22 additional surface parking to the south, and
23 that parking garage that's there will remain
24 as well. And we have new construction of
25 the five-story, approximately 78 feet tall

1 149-unit multi-family building, and the 22
2 townhomes to the north in Cooney Hill area.

3 So there's two layers of town
4 approval. I just wanted to point out we
5 have the town board obviously serving as
6 SEQRA lead agency to approve the zoning text
7 amendment to the DOB-20A, the Preliminary
8 Development Concept Plan, and the special
9 permit for hotel, multi-family, and
10 townhouse uses. And then after SEQRA
11 process it would be a site plan review, a
12 detailed site plan approval, subdivision
13 approval, wetland buffer and tree removal
14 plan reviewed by the planning board.

15 So just to touch on the proposed
16 zoning, it does implement certain
17 recommendations of the 2018 comprehensive
18 plan. It allows mix of uses within DOB-20A,
19 which is currently just an office district.
20 It allows residential and hotel uses by
21 special permit from the town board. And the
22 allowable density is determined by the
23 amount either of existing or approved but
24 unbuilt office space.

25 And there's also dimensional

1 requirements that are laid out in the local
2 law for those uses. And just for an
3 example, for existing office to residential,
4 it's a 1:1 conversion, and then a 1:1.25 for
5 approved but unbuilt office space to
6 residential. And also existing office can
7 be converted to hotel under the proposed
8 zoning.

9 So for the DEIS, we have -- it's a
10 two-layer environmental review: We have the
11 PDCP project, the proposed plan, which was
12 analyzed on a site-specific level for
13 environmental impacts with the proposed
14 zoning; then we have a generic look at what
15 could happen on the project site and Swiss
16 Re on a theoretical max build-out under the
17 current zoning.

18 So currently the project site is not
19 maximized with the proposed plan. So we
20 look at that plus what Swiss Re could build
21 with the applicable conversion ratios that
22 are in the proposed zoning. So each chapter
23 of the environmental review talks about the
24 project, and then at the end of each there's
25 a look at the implications of the overall

1 build-out. And, again, any future project
2 that would utilize this would have to go
3 through this process.

4 Here's a quick slide of just
5 everything the DEIS covers. A lot. This is
6 a few examples of how the project complies
7 with the comprehensive plan recommendation.
8 There's several citations specific to the
9 MBIA site. I'm not going to read each one,
10 but I have four up here with the page
11 numbers and the sections from the comp plan.
12 So we have specific references to MBIA; we
13 have references to infill residential
14 development; underutilized office campuses;
15 we have demand for hotel.

16 So I'm going to go over to a couple
17 of areas that were looked at in the EIS that
18 are important, I know, to the board and the
19 public.

20 For traffic, we did a full traffic
21 impact study in accordance with the scope.
22 We had 15 intersections. The conclusions
23 show that we would actually have fewer trips
24 than would be the case if those existing
25 office buildings on the site were occupied.

1 No significant adverse impacts. Even though
2 it wasn't a mitigation measure, there's
3 signal timing adjustments called out for
4 four study area intersections.

5 So we have some visual simulations
6 too. We have a view here from the American
7 Lane and King Street intersection; just note
8 that in all these visual sims. The
9 applicant is proposing heavy screening along
10 King Street in the form of conifer trees,
11 which will pretty much block the view. So
12 we have a leaf-on and leaf-off view, but
13 there really is no leaf-off view here with
14 the proposed grading. So as you'll see, we
15 have the leaf-off example -- it's a little
16 dry now. Do you have water? With the mask
17 on, it's really tough.

18 I'm trying to speed through this
19 because I know a lot of it was covered.

20 COUNCILMAN BERRA: Can I ask you a
21 question while you're waiting for that?

22 MR. WERNER: Sure.

23 COUNCILMAN BERRA: In terms of the
24 screening, how long would it take for that
25 to fill in? And you may not know the

1 answer.

2 MR. WERNER: Usually ten years,
3 roughly.

4 MAN IN GALLERY: They go in at 12 to
5 14 feet high and grow upwards of two feet a
6 year. So ten years would be the answer.

7 MR. WERNER: Yeah. So the leaf-off
8 image here is really just to show you what
9 is behind that buffer. You're not going to
10 be able to see the project.

11 So viewpoint 2 is about 800 feet
12 north of 1. Again, this reminder that for
13 visual impact in SEQRA, the DEC guidance
14 specifies publicly accessible vantage
15 points. In this case King Street is that
16 vantage point because there really is
17 nothing else around the site. And the
18 primary viewers of the property are going to
19 be driving 55 miles an hour on King Street.
20 So it's a very quick view, a very limited
21 view.

22 Okay. So we have several
23 alternatives. I'm going to run through them
24 real quick.

25 The currently approved office plan is

1 the no action we have identified as one
2 alternative. It's not responsive to market
3 conditions. It's not consistent with the
4 comp plan. It's been vacant for a long time
5 and the applicant has had a hard time
6 leasing it out. The visual character would
7 be similar to the proposed project, and it
8 would have more trips for traffic than the
9 office uses.

10 Then we have the existing site
11 conditions. Again not responsive to the
12 comp plan and more traffic trips.

13 We have two reduced height options, a
14 45-foot tall building for multi-family and a
15 67-feet, approximately, four-story option.
16 Same mix of uses as the project: Motel,
17 multi-family, townhomes. Slightly less
18 visibility from King Street with a little
19 bit shorter buildings.

20 COUNCILMAN BERRA: Would that
21 four-story also have two stories of parking
22 underneath it that would add and make it a
23 six-story, do you know?

24 MR. WERNER: I believe so.

25 COUNCILMAN BERRA: Because with the

1 heights you're saying, 67 on the four-story,
2 the five-story is 78.

3 MR. WERNER: Partially underground
4 parking.

5 COUNCILMAN BERRA: Right. One ground
6 parking -- underground parking, two stories
7 aboveground, and presumably four stories
8 built on top of that.

9 MR. OSTRANDER: Aaron, it would be
10 four stories of residential over two parking
11 with one --

12 COUNCILMAN DiGIACINTO: Excuse me.
13 We need you to come up to the microphone.
14 We get complaints when people speak from the
15 audience.

16 MR. WERNER: Andrew's the architect.

17 MR. OSTRANDER: I apologize.

18 COUNCILMAN DiGIACINTO: Thank you.

19 MR. OSTRANDER: The 967-foot height
20 is reflective of four stories of residential
21 over two parking levels and one underground.

22 COUNCILMAN BERRA: Thank you.

23 MR. WERNER: Okay. We have a static
24 density alternative. This is just a simple
25 1:1 conversion rather than the 1 to the 1.25

1 that we have in the proposed zoning. It
2 would be a less dense project, it would have
3 fewer public schoolchildren, there would be
4 less units, and it would also have a slight
5 decrease in impervious services when
6 compared to the project.

7 We have multi-family in Cooney Hill
8 alternative, which basically switches the
9 locations of the multi-family building and
10 townhomes. You would partially be able to
11 see the multi-family building we've
12 determined, very minimal view of the
13 roofline, from the King Street/American Lane
14 intersection, viewpoint 1, and a very
15 limited view of the townhomes along King
16 Street.

17 Again, this is just a quick summary
18 of these. There's a lot more text in the
19 EIS summary.

20 We have a senior living alternative,
21 we have less potential for schoolkids,
22 obviously, with senior housing, an increased
23 demand for EMS services and water and sewer,
24 but comparable traffic trips.

25 An increased townhouse density

1 alternative which would have no multi-family
2 building but 78 townhomes across the site,
3 which would result in more disturbance, more
4 need for access roads and stormwater needs,
5 but there would be slightly less public
6 schoolchildren.

7 And lastly, we did a combined
8 alternative, which combines the 45-foot
9 alternative and the static density, so you
10 have a shorter and less dense alternative,
11 similar -- again, similar to the mixed use
12 project, and it would result in more
13 impervious and more disturbance because
14 you're going shorter.

15 The last slide is just a quick view
16 of the DOB-20A existing parcels. As we've
17 discussed already, the Swiss Re parcel and
18 our site were the subject of the generic
19 Environmental Impact Statement component.
20 So overall, the EIS looks at a theoretical
21 build-out of about 750 units and an 80-room
22 hotel between the two sites.

23 For our next steps, we'll obviously
24 be looking to the public hearing and the
25 comments. We'll respond to those comments

1 at the next hearing. We understand that
2 period ends on September 30.

3 That's all I have.

4 COUNCILMAN BERRA: Barry, do you need
5 a glass of water?

6 COUNCILMAN REITER: I have it.
7 Thanks.

8 COUNCILMAN DiGIACINTO: Thank you
9 very much.

10 Board, would you like to comment?
11 Would you like to see if anyone in the
12 audience has comments? How would you like
13 to proceed?

14 COUNCILMAN REITER: Ask the audience.

15 COUNCILMAN DiGIACINTO: José?

16 COUNCILMAN BERRA: Whatever everybody
17 else wants.

18 COUNCILMAN DiGIACINTO: Is there
19 anyone in the audience that would like to
20 make a comment?

21 MS. SIMON: We have Jane Black on the
22 list.

23 COUNCILMAN DiGIACINTO: Okay. Jane?

24 MS. BLACK: Jane Black from the
25 Conservation Board. And I just have a

1 simple request. The Conservation Board
2 would -- is interested in requesting a
3 referral on this project so that we might
4 give our input. Mr. Jango (ph) pointed out,
5 it is in a critical environmental area, and
6 it is a site that is located on the Open
7 Space Index.

8 MR. KAUFMAN: They were sent the
9 Notice of Completion.

10 So you have it. You were sent a
11 Notice of Completion.

12 MS. BLACK: Well, we got a letter
13 originally --

14 COUNCILMAN DiGIACINTO: Excuse me.

15 Adam, would you mind coming to the
16 microphone? And then, Jane, if you need to
17 respond. Once again, we get complaints
18 where people cannot hear from the audience.

19 COUNCILMAN BERRA: Extremely valid
20 point.

21 MR. KAUFMAN: I was just telling Jane
22 that the Conservation Board was sent the
23 Notice of Completion and it noted the
24 comment period. So they have that referral
25 already.

1 MS. BLACK: Right. I think the
2 Conservation Board did get that. They were
3 just looking to give more formal input to
4 the town board.

5 COUNCILMAN BERRA: So you're
6 requesting a formal referral?

7 MS. BLACK: What's that?

8 COUNCILMAN BERRA: You're requesting
9 a formal referral as was done with Eagle
10 Ridge from the town board?

11 MS. BLACK: Well, we -- my cochair
12 told me he sent an email request. I can't
13 verify that. But we would just like to make
14 this as a request for a referral, as we did
15 with Eagle Ridge. I think basically the
16 same parameters apply to this project, being
17 on the Open Space Index.

18 COUNCILMAN DiGIACINTO: Roland, can
19 you just comment. I mean, is there a need
20 for a formal referral?

21 MR. BARONI: You know, it's harmless.
22 It doesn't do any -- it's very easy to do.
23 Just make the referral, and that allows the
24 Conservation Board to feel that they are
25 included in the process. I think that's

1 what they are asking for.

2 MS. BLACK: Yes.

3 COUNCILMAN DiGIACINTO: Is that
4 something that tonight we can ask?

5 MR. BARONI: Yes.

6 COUNCILMAN DiGIACINTO: Anyone else
7 in the audience?

8 All right. Board?

9 I'll start with Barry as a senior
10 member here.

11 MR. REITER: I have no comments
12 tonight. I'd like to reserve my time. I
13 know Mike's not here tonight, and he's an
14 integral part of this. So I'm going to
15 wait. I have reviewed the binder, pretty
16 comprehensively. I do have a lot of
17 questions and things to go over. But I'd
18 like to reserve that.

19 COUNCILMAN DiGIACINTO: Okay.

20 José?

21 COUNCILMAN BERRA: I agree with that
22 sentiment, basically, but I do want to ask
23 some bigger picture questions, if that's all
24 right.

25 COUNCILMAN DiGIACINTO: Of course.

1 COUNCILMAN BERRA: This won't take
2 too much time.

3 Yes. First, going over the
4 presentation, on slide 3, could you show me
5 where the bridge is? One thing I'm
6 concerned about is we were all looking at
7 visual impacts. And, Tony, when I walked
8 the property with you, what, a couple years
9 or so ago, and you were explaining to me.

10 I'm basically in support of this. I
11 think it's a good location, but, of course,
12 we've got to see density and how it's going
13 to be used. And people are very concerned
14 about visuals and environmental concerns.
15 So one of the concerns I have is how visible
16 those buildings are and the site is from the
17 bridge as you're driving up from -- going
18 north on Route 22.

19 MR. WERNER: It wasn't one of the
20 locations that the scope identified, so we
21 didn't look at it.

22 COUNCILMAN BERRA: Right. I'm just
23 wondering where it is there.

24 MR. VENEZIANO: Which bridge? The
25 684 bridge?

1 COUNCILMAN BERRA: No. The Route 22
2 bridge.

3 MR. KAUFMAN: It's on the other side
4 of the reservoir, José.

5 COUNCILMAN BERRA: That's what I'm
6 asking. So you can't see it?

7 MR. VENEZIANO: Route 22 is down here
8 (indicating), right, it's on the other end
9 of Swiss Re.

10 COUNCILMAN BERRA: Well, the other
11 part of 22 going down to White Plains.

12 MR. VENEZIANO: Yeah. But you can't
13 get here. You go 60 feet and then down --
14 you go up the hill and then down to come to
15 the site.

16 COUNCILMAN BERRA: Again, I'm talking
17 on this side. This is the south right here
18 (indicating).

19 MR. VENEZIANO: Here's 684.

20 COUNCILMAN BERRA: Right. And 22,
21 going from North White Plains.

22 MR. VENEZIANO: This is 120. Where's
23 22?

24 MS. SIMON: Over here (indicating).

25 MR. VENEZIANO: Right.

1 So you're confusing me. 22's up
2 there.

3 COUNCILMAN BERRA: No. 22 curves
4 around when you get to 120. As you're going
5 south, you make a left, then you take 22
6 south towards North White Plains and you go
7 over a bridge.

8 COUNCILMAN HUSSAIN: So if you look
9 at that Swiss Re -- where Swiss Re is
10 labeled, if you move your finger to the
11 left. Yeah, right. And if you continue off
12 the block.

13 MR. VENEZIANO: Up here?

14 COUNCILMAN HUSSAIN: No. That way.
15 To the left. And you go like maybe four
16 more inches on the scale, you actually hit
17 22, because it curves around.

18 MR. VENEZIANO: The bridge that goes
19 over the reservoir on 22?

20 COUNCILMAN DiGIACINTO: The rock hut,
21 you're talking about.

22 COUNCILMAN HUSSAIN: The bridge is
23 actually further down.

24 MR. VENEZIANO: It's far away. So I
25 would just say you can't see it. But we can

1 look at that. Is it the visual impact
2 issue?

3 COUNCILMAN BERRA: Yeah.

4 MR. VENEZIANO: I don't think you
5 come close to seeing this site. I know
6 exactly where you are. I used to fish -- I
7 mean, I know exactly where you are. I don't
8 think there's an impact there. It's a long
9 away way. And we're not this high up.

10 MR. WERNER: There's a grade change
11 too. The Swiss Re, the western end pretty
12 well slopes down. It's very unlikely.

13 MR. VENEZIANO: That's a good
14 observation.

15 MR. BARONI: I mean, you certainly
16 can study it as part of the FEIS, respond to
17 it.

18 MR. VENEZIANO: Sure.

19 COUNCILMAN BERRA: Another question
20 in terms of the presentation, on the generic
21 EIS, what's the maximum number of units in
22 one way or the other that could be built on
23 the Swiss Re? I think you said before, at
24 least implied, that it would allow more than
25 what was currently being proposed.

1 MR. WERNER: Last slide kind of
2 summarizes it. The last one.

3 COUNCILMAN BERRA: Slide 9. Not 19.
4 9.

5 When you were discussing the slide,
6 it was in connection with your discussion of
7 that slide. I think you were basically
8 saying, explicitly or implicitly, that there
9 could be greater density on the MBIA parcel.

10 MR. WERNER: There could be, yes.

11 COUNCILMAN BERRA: What's the maximum
12 that could be under that?

13 MR. WERNER: 500 units. So basically
14 it's -- the project site has 261,000 square
15 feet of existing office, 238,000 square feet
16 of approved and unbuilt office. So for the
17 existing 261, it's a 1:1 ratio. When you
18 add that to the 1:1.25 you get from the 238
19 improvement on build, it comes out to about
20 558,500 which we converted to about 500
21 units.

22 COUNCILMAN BERRA: Okay.

23 MR. WERNER: That's the maximum that
24 could happen on the project site under these
25 parameters.

1 COUNCILMAN DiGIACINTO: Excuse me.
2 And that would be then -- the project, then,
3 would be all residential?

4 MR. WERNER: Yes. And on the Swiss
5 Re site, there would be -- since it's
6 360,000 square feet of existing office, the
7 1:1 conversion of existing office, the
8 hotel/residential, comes out to an 80-room
9 hotel of about 110,000 square feet and
10 250,000 square feet of residential, so 250
11 units.

12 So in total -- and that's what the
13 last amount shows. 750. 500 units on our
14 site, 250 on Swiss Re, and an 80-room hotel
15 on Swiss Re.

16 MR. VENEZIANO: I was going to
17 mention this in my opening. So we're in
18 contact with Swiss Re. The partners speak.
19 We've met with them before, most recently
20 about the public order issue. And I'm in
21 touch with their attorney, who I spoke with
22 today, and I sent him a copy of the EIS too.

23 So their position is they just want
24 to even the playing field and sort of get
25 the ratio we have. And we have DEP's

1 approval along with our site plan for the
2 second -- that phase that's 238,000 square
3 feet, and they don't. And I did Swiss Re.
4 They are trying to use that second building
5 as if they have it approved, and that has a
6 preliminary site plan approval but no site
7 plan. So there's a real figure as to the
8 two or three years of pain that MBIA went
9 through, and probably a million, million and
10 a half dollars, to go through the planning
11 board and DEP to get those approvals. So
12 that's really where I think they sit.

13 COUNCILMAN BERRA: Right. One would
14 think that Swiss Re, though, would have the
15 financial wherewithal to pursue that without
16 blinking if they were interested.

17 MR. VENEZIANO: Yeah. No, I never
18 understood -- Sara Fox got the pilot
19 agreement from the state and I never heard a
20 word about Phase 2. I never heard one word
21 about the second building, the second
22 building there, the other 360,000 square
23 feet.

24 COUNCILMAN BERRA: Okay. And is
25 there some way, since it's a proposed change

1 in the law, to limit it so that you wouldn't
2 have the ability to have that many units and
3 Swiss Re wouldn't either?

4 MR. VENEZIANO: Why am I doing this?

5 COUNCILMAN BERRA: Well, because
6 there's -- there can be concerns -- there's
7 always some concerns about density to a
8 greater or lesser degree.

9 MR. VENEZIANO: You don't have to --
10 can you reduce the densities? Is that what
11 you're saying?

12 COUNCILMAN BERRA: Yeah. What the
13 law would allow for.

14 MR. VENEZIANO: Yeah. You can modify
15 the law.

16 MR. BARONI: It's your law.

17 COUNCILMAN DiGIACINTO: It's our law.

18 COUNCILMAN BERRA: I understand what
19 the -- I expect that would be the answer.
20 But I'm just trying to clarify.

21 MR. VENEZIANO: Yeah. That's fine.

22 COUNCILMAN BERRA: Okay. So I would
23 be interested in seeing what that law would
24 look like if it were going to be limited to
25 what you currently have, you know, the --

1 what you currently are proposing.

2 MR. VENEZIANO: Not the 1.25, the
3 1:1, that ratio?

4 COUNCILMAN BERRA: Whatever aspect of
5 it would be.

6 MR. VENEZIANO: Okay.

7 COUNCILMAN BERRA: You study those
8 laws, I think -- well, certainly for a
9 living, and in that way more than I do.

10 MR. VENEZIANO: Yep.

11 COUNCILMAN BERRA: Okay. In terms of
12 the traffic studies that were done, you're
13 saying that the traffic trips that would
14 arise under this would be less than -- and
15 it doesn't matter for now if you said based
16 on what currently is there if it were
17 occupied or what could be built there. I
18 get the basic question I have on that is
19 whether it would be at the same times,
20 because I think of office buildings --

21 MR. VENEZIANO: No.

22 COUNCILMAN BERRA: So it would be at
23 different times?

24 MR. VENEZIANO: Yeah. I'm just going
25 to just say there's a peak hour for an

1 office, and these uses are going to go
2 through the whole day, but they are going to
3 be at a lesser density -- you know, a lesser
4 impact. You have two cars per five minutes,
5 and, you know, you have 7:30 to quarter to
6 9:00 in the morning when MBIA was there. So
7 it would be more impactful, the office.

8 COUNCILMAN BERRA: So in some ways
9 they are countercyclical, which can be a
10 good thing with residential.

11 MR. VENEZIANO: Yeah. I think you're
12 going to find the traffic is going to be
13 spread out through the day more.

14 Am I right?

15 MR. WERNER: Yes. Traffic
16 consultant's not here tonight, but we can
17 have a formal response to that. But
18 basically the peak hours for office get way
19 more trips in the morning and the evening.

20 COUNCILMAN BERRA: Right, coming to
21 work, leaving for work.

22 MR. WERNER: Whereas the residential,
23 it's not as high and often -- it's a less --
24 the trip rate for residential is a lot less
25 than office.

1 COUNCILMAN BERRA: Roughly how long
2 is the frontage of Swiss Re? Any idea?
3 It's half a mile or something? Quarter of a
4 mile? It's long. Let's just say that.

5 MR. VENEZIANO: So it's from 22 to
6 Cooney Hill.

7 COUNCILMAN BERRA: So I would really
8 quibble with the point that you're going 55
9 miles an hour and you won't see it. Because
10 when you're going 55 miles an hour, you're
11 looking off into the distance. So just
12 because you're passing one part, and when
13 you're driving you hope your focus isn't
14 right on what's in front of you and just to
15 the side there and looking off into the
16 distance.

17 MR. VENEZIANO: So as you're driving
18 from 22 to 120 coming up the hill and going
19 down, there's a landscaped area, there's a
20 wall, there's more -- so there's quite a bit
21 there. If you want to see it and you're a
22 passenger, you can stare at it and you'll
23 see some nice buildings. But if you're
24 driving, you're going to be set a little
25 differently. You can't block it. There's a

1 lot of development. You're not going to not
2 see this. But even now you can't see -- I
3 mean you don't see these buildings unless
4 you stop at the driveway and look in.

5 MR. WERNER: The whole corridor is
6 pretty much -- the stone wall, heavily
7 planted, you know, tall trees along the
8 edge, buffers, that for this project are
9 going to remain and be enhanced, so...

10 COUNCILMAN BERRA: Okay.

11 MR. WERNER: Our opinion and the EIS
12 shows it's really not a visual impact.

13 COUNCILMAN BERRA: Just a few more.
14 This is stemming, again, from your
15 presentation, this last one, and then I'll
16 have a few other questions. I know it's
17 something that's been raised in scoping,
18 addressed in DEIS, but I am really, really
19 concerned about fire department access, not
20 in terms of being able to go in there, and
21 there's talk about an extra road, things
22 like that, but in terms of having the
23 equipment to get to the top of the building.
24 They don't currently have that equipment.
25 That's one of the reasons, aside from

1 visibility, why I was asking what the
2 four-story version was like, because it has
3 two additional stories underneath
4 aboveground. So I'm very concerned about
5 that, and also the strains on the man and
6 womanpower of the volunteer fire department
7 and at some point whether we just put too
8 much of a burden on them and can't have it
9 entirely volunteer fire department.

10 MR. VENEZIANO: So it's new
11 construction, it's probably sprinklered.
12 But the taller building, if you don't have a
13 hook and ladder that can get there, it's an
14 issue, it's a valid issue.

15 MR. WERNER: And we have -- the
16 community facilities analysis has a letter
17 included in the appendices from the fire
18 department speaking to that. And our
19 conclusions, you know, acknowledge that and
20 also state that the applicant is willing to,
21 you know, contribute a fair share to
22 something to address that.

23 COUNCILMAN DiGIACINTO: North White
24 Plains is the only fire district that has a
25 ladder truck, and they would -- their ladder

1 truck I'm sure wouldn't be sufficient for a
2 seven-story building.

3 COUNCILMAN BERRA: Right. And
4 proportionality, you have to look at it in a
5 couple different ways. Certainly if they
6 get a hook and ladder truck, that's
7 something they can use in other places, but
8 they wouldn't have to spend that money
9 otherwise. So you've got to look at what
10 projects they are acquiring it for and not
11 simply say, We're part of the fire district,
12 we'll pay our proportional share and that
13 will cover it. It could be a significant
14 fixed cost.

15 MR. VENEZIANO: How many fire trucks
16 are in the beautiful fire building over
17 here?

18 COUNCILMAN BERRA: I don't know
19 exactly, but probably six to eight.

20 MR. VENEZIANO: Fantastic. Okay.

21 COUNCILMAN BERRA: I'm interested in
22 the overall economics of this in some ways.
23 And I'm not telling you to do this, but I'm
24 guessing you did in some way. When we
25 looked at Eagle Ridge for the hotel, there

1 was a feasibility study that was provided.
2 And I think a lot of us -- a lot of people
3 generally have experience that, you know,
4 feasibility studies you might take with a
5 grain of salt given, you know, people are
6 hiring them and they look at it in certain
7 ways, not to say anything bad about
8 professionalism of people who spend their
9 lives and study doing this. But have you
10 done a feasibility study on the hotel here?

11 MR. WERNER: Yes. There's a market
12 study in the EIS for the whole project.

13 COUNCILMAN BERRA: And you referred
14 to the comp plan saying there's room for two
15 hotels, that was when we had La Quinta.
16 Presumably this will be at least a somewhat
17 greater grade than La Quinta was. But what
18 happens, Eagle Ridge goes ahead, they
19 actually build a hotel. Does that impact
20 you?

21 MR. VENEZIANO: You know, La Quinta
22 had the contract with all of the pilots and
23 stewardesses. And we're in a good location
24 near the airport. I would say a preferred
25 lo -- they should be maybe hitting different

1 markets a little bit. I haven't been
2 tracking the IBM deal. But this site should
3 work out pretty well for people that want to
4 travel.

5 COUNCILMAN BERRA: Okay. But the
6 study supports that for you and you've
7 looked at what happens if Eagle Ridge opens
8 up a nice hotel? I'm guessing you won't go
9 ahead with it unless you think the economics
10 work. But I'm just trying to probe a little
11 bit.

12 MR. WERNER: We do acknowledge the
13 Eagle Ridge project in several places in the
14 EIS. I can get back to you on that
15 question.

16 MR. BARONI: The purpose of the DEIS
17 is for the board and the public to ask
18 questions, but not to have a dialogue.
19 You're to ask your question, and then
20 they'll take that when they get the
21 stenographic record and they'll answer your
22 questions in the FEIS. That's the proper
23 way of going about it.

24 COUNCILMAN DiGIACINTO: Thank you,
25 Roland.

1 MR. BARONI: So ask as many questions
2 as you want, but the dialogue really doesn't
3 fit.

4 COUNCILMAN BERRA: That's fine, and
5 I'll respect that. It is improper to do it
6 that way, though?

7 MR. BARONI: Yeah, it's unusual to
8 have a dialogue back and forth. You're
9 supposed to ask your questions, the
10 applicant will note them, the
11 stenographers's got them, and then you'll
12 get an official response, and then you can
13 conclude whether or not it's adequate
14 enough. And if it's not adequate, then you
15 will never deem the FEIS a complete
16 document.

17 COUNCILMAN BERRA: So that's fine. I
18 can live with that. But unusual, not
19 prohibited?

20 MR. BARONI: It's contrary to the
21 SEQRA regs. But, you know, I don't think
22 "prohibited" is the correct word. I just
23 think it's incorrect.

24 COUNCILMAN BERRA: Okay. I'm
25 wondering, same way I'm wondering about the

1 demand for the hotel and the need for it,
2 the office space. You guys have been
3 trying -- the owners have been trying to
4 rent out the office space for some time.
5 I'd be curious to know -- and I'm sorry if
6 some of this is addressed already, but it's
7 hard to keep it all in mind, especially if
8 you look at multiple projects -- I'd be
9 interested in knowing what the use would be
10 of the office building, whether -- what type
11 of tenants, multiple tenants, single
12 tenants, still to be determined, and also to
13 know whether there have been studies done on
14 that, given the history of not being able
15 to --

16 MR. VENEZIANO: I mean, the studies.
17 MBIA tried to lease the place for six or
18 seven years before they left, and we've
19 owned it for five or six and there's no
20 tenants, so...

21 MR. BARONI: We're doing it again.

22 MR. VENEZIANO: Yeah. Okay.

23 MR. BARONI: Just reserve your
24 answers for the document.

25 MR. VENEZIANO: All right. We'll sit

1 down. I was just trying to accommodate the
2 question.

3 COUNCILMAN BERRA: That wasn't my
4 fault. Tony's just trying to be
5 constructive.

6 So thank you for that.

7 MR. VENEZIANO: We can have a chat.

8 COUNCILMAN BERRA: I have a
9 concern -- well, similar question for the
10 demand for the residential. You know, what
11 shows that it's feasible. I'd just like to
12 understand the overall economics, and that
13 projects are realistic. Not saying to what
14 degree, if any, that impacts the ultimate
15 decisions. But I'd like to understand the
16 big picture. And I think it's helpful for
17 people and our residents to know that.

18 One thing I've seen is that -- and
19 this is -- I can cite to page 1-5 in the
20 Executive Summary. This relates to -- don't
21 say anything this time, please. This
22 relates to the notion that -- what do you
23 call it, the Cooney Hill section? Where
24 there were 17 residences, and now the basic
25 proposal is to have 22 townhomes, and it

1 could expand beyond that, right?

2 It says here in the bottom paragraph
3 of the Executive Summary, Section 1.B.3 on
4 page 1-5, when it talks about the
5 conservation easement, it says, A portion of
6 the conservation easement area was to be
7 irrevocable in the form of a 50-foot deep,
8 approximately 1.95-acre strip of property
9 immediately adjacent to the DEP property.
10 The balance of the conservation easement
11 area (approximately six acres) was to be
12 revocable if two conditions were met as
13 follows: (i) MBIA has not constructed both
14 the proposed office building and the
15 associated parking structure. That seems
16 like it's met. And (ii), MBIA sells the
17 Cooney Hill lots to a third party for a
18 standalone development.

19 So what I have trouble seeing, and I
20 don't have obviously the whole agreement in
21 front of me, but -- it might be in here. I
22 forget if it is. MBIA sells the Cooney Hill
23 lot to a third party for standalone
24 development. It doesn't seem like MBIA sold
25 the Cooney Hill lots to a third party for a

1 standalone development. They sold both
2 pieces, and -- I don't know if you're
3 supposed to say anything but --

4 MR. BARONI: Tony, you've got to put
5 it in the FEIS.

6 MR. VENEZIANO: I know but I can
7 address -- this is wrong. It's not a --

8 MR. BARONI: But it's a question
9 that's adequately asked and you have to
10 respond to it. Because this is all going to
11 get lost. If you start answering now, you
12 won't put it in your document.

13 MR. VENEZIANO: I understand.

14 COUNCILMAN BERRA: And I've just got
15 a couple more, just jump through them.

16 It may be in there already, but a
17 sense of what the residential units will
18 sell or rent for, because one of the things
19 that's discussed, I think it was in the
20 presentation, is that it will help people
21 who can't afford a single-family home, and
22 some of the prices we're seeing both at
23 Eagle Ridge and some other places I don't
24 think helps those people.

25 I'm going to want to understand,

1 because I said before I think there are
2 inherent limitations in visualizations. I
3 don't think you've done a drive-by
4 visualization, but you have the other ones.
5 But, you know, professionals, I'm sure, know
6 that there are certain limits to them and
7 what they -- different factors are that go
8 into it and what they try to compensate for
9 or whatever. So if there's same way to get
10 input on that, it would be appreciated.

11 And then I also have been refining my
12 thinking on this thing, this aspect of it,
13 because sometimes we hear that an
14 applicant's baseline is what's been
15 approved, even though it hasn't been built.
16 Now, I've said numerous times I want our
17 businesses, our developers, to do well. But
18 our primary concern is what's good for the
19 town, and we want to understand that.

20 So the world changes. And Eagle
21 Ridge is an example. They were approved for
22 a 300-room hotel. They said, We can't build
23 it. So we've got to come here. And they
24 proposed that the baseline, out of a sense
25 of fairness, at least some people have said,

1 should be what they were approved for and go
2 from there.

3 Similarly, you're saying something
4 like that here, I believe. Not to put words
5 in your mouth. But, you know, if the world
6 changes for a property owner and they find
7 that they can't go ahead and feasibly build
8 what was approved, I would submit that it at
9 least merits consideration that as the world
10 evolves, as there's more buildings in town,
11 circumstances change, so you have COVID, you
12 know, all these crazy things that can
13 happen, you know, things can change for the
14 town in evaluating too. So I wouldn't just
15 automatically start with the base that, Hey,
16 what was there before, it's only fair that
17 we go there. The world changes. If it
18 changes for one party, reasonable that you
19 would say that it changes for the other
20 party as well.

21 And that's all I have for now.

22 COUNCILMAN DiGIACINTO: I'm going to
23 reserve my comments. I believe what
24 Councilman Reiter said earlier, I'd like to
25 wait until we have a full board and

1 Supervisor Shiliro is here. So I will wait
2 until our next meeting.

3 MR. BARONI: I just have a couple
4 comments after Saleem.

5 COUNCILMAN DiGIACINTO: I'm sorry. I
6 forgot.

7 COUNCILMAN HUSSAIN: No problem.

8 I actually just have one question and
9 then one comment.

10 The question was actually on I think
11 it's 13B1 in the document, is the market
12 assessment.

13 COUNCILMAN BERRA: What page is that?

14 COUNCILMAN HUSSAIN: It's -- what
15 page?

16 COUNCILMAN BERRA: If you don't know,
17 that's fine.

18 MR. BARONI: 13-1.

19 COUNCILMAN HUSSAIN: It would be
20 Section 13 under 1. I don't have page
21 numbers.

22 COUNCILMAN BERRA: Okay.

23 COUNCILMAN HUSSAIN: In that
24 section -- actually, let me read you one
25 part. It says, Currently North Castle has

1 one place of accommodation open to the
2 public, La Quinta.

3 I will stop reading now.

4 I think one thing that might be
5 useful is the demand equation is really
6 important here for us to understand. And
7 that's changed a ton the last two years. So
8 I'd just ask that you redo that section, you
9 know. Or provide commentary on top of that
10 section to indicate what changes exist, and
11 then what you think we should think about
12 given those changes, especially as it
13 relates to the alternate options that you
14 also looked at. Because I just need to make
15 sure I understand how it relates in terms of
16 that logic, you know, because a lot of the
17 base foundations of what you're proposing
18 rely on the demand that you expect. So
19 that's something we need to understand.

20 And then the only comment I was going
21 to make was right now, for me, I feel like
22 there's a lot of information here, and I'm
23 just in data collection mode.

24 So fully support, Jane, your comment.
25 Would love to do a formal referral and get

1 more and more viewpoints on what questions
2 we need to ask. And that's what I think we
3 need to do in the next few weeks.

4 That's it.

5 COUNCILMAN DiGIACINTO: Thank you.
6 Roland?

7 MR. BARONI: I just had a couple of
8 things.

9 In the Fiscal Impact section, it's
10 noted that Cider Mill/Whippoorwill
11 Hills/Whippoorwill Ridge comprise 100 units
12 approximately. It's more like 230. So that
13 should be corrected.

14 And then picking up on Saleem's
15 comment, yes, La Quinta is closed
16 permanently, and I think Arrowwood is as
17 well. So that should be more accurately
18 reflected in the FEIS.

19 And lastly, I didn't see any
20 reference in the document to affordable
21 housing, which also has to be complied with
22 under the model ordinance.

23 COUNCILMAN BERRA: Roland, can I ask
24 you another procedural question? I don't
25 object to it, but we have a stenographer

1 here. What purpose does a stenographer
2 serve in this given that things are
3 recording? Is it to have a more official
4 transcript?

5 MR. BARONI: She's accurately
6 reflecting your questions so that it can be
7 answered adequately in the FEIS. That's the
8 purpose.

9 COUNCILMAN BERRA: I would think
10 that's -- unless I'm not speaking well
11 enough into the microphone, which I'm making
12 a real effort to now. But in some ways it
13 seems like that's historical, because maybe
14 in the past we didn't record it. But it's
15 the way things are done.

16 MR. BARONI: Well, Eagle Ridge had a
17 stenographer present every time we had the
18 hearing on the environmental as well.

19 COUNCILMAN BERRA: I don't object to
20 it. I'm just a little bit curious.

21 MR. BARONI: That's the purpose,
22 though, so that your questions are
23 adequately --

24 MR. KAUFMAN: Just to clarify, José,
25 that is the record I'm going to use to

1 identify the questions that were asked. So,
2 you know, we can't watch the meeting to do
3 that, so we need an actual document.

4 COUNCILMAN BERRA: And then does
5 someone look at the transcript and make
6 sure --

7 MR. KAUFMAN: Yes. That's what I'm
8 saying.

9 COUNCILMAN BERRA: I mean, does
10 someone review it and say, I'm not sure it
11 said that?

12 MR. KAUFMAN: We have exactly --
13 that's why we have a stenographer, it's
14 exactly what's being said. Then we review
15 it, we categorize each comment, and we make
16 sure that it's incorporated into the FEIS.

17 COUNCILMAN BERRA: Thank you.

18 And since you charge by the word,
19 that probably helped.

20 MR. BARONI: That's all I have.

21 COUNCILMAN DiGIACINTO: All right.
22 Thank you.

23 All right. At this time if no one
24 has anything else to say, we could --

25 Tony, did you have anything else?

1 MR. VENEZIANO: No. You had
2 mentioned that you were going to adjourn the
3 hearings. And I just wanted -- we talked
4 about doing the first meeting in September.
5 And I don't know if you have a way of
6 noticing, if you just adjourn it without a
7 date certain, it becomes -- you have to have
8 another meeting to set the hearing, and that
9 would be a waste of a few weeks.

10 MR. BARONI: I believe it is being
11 adjourned to September. What I'm confused
12 about is the comment period that you list
13 may not coincide with what the lead agency
14 decides to do.

15 MR. VENEZIANO: So we can adjourn,
16 then.

17 MR. BARONI: That may be a later date
18 depending on when they close the public
19 hearing.

20 COUNCILMAN DiGIACINTO: So that's
21 obviously flexible, that September 30 date.

22 MR. BARONI: Oh, definitely. But the
23 hearing being -- the two hearings being
24 reconvened, that would be the first meeting
25 in September, is that what you're proposing?

1 MR. VENEZIANO: Yes.

2 MR. BARONI: I think that's what the
3 town would probably want to do.

4 COUNCILMAN DiGIACINTO: I would think
5 so. Okay.

6 Roland, so at this time we should --

7 MR. BARONI: Adjourn both public
8 hearings to that September date.

9 COUNCILMAN DiGIACINTO: And we also
10 want to make a formal request --

11 MR. BARONI: Formal referral to the
12 conservation board of the DEIS document.

13 COUNCILMAN DiGIACINTO: All right.
14 So I need a motion to adjourn both public
15 hearings.

16 COUNCILMAN HUSSAIN: I will make that
17 motion.

18 MR. REITER: Second.

19 COUNCILMAN DiGIACINTO: All in favor?

20 (The motion was unanimously passed.)

21 COUNCILMAN DiGIACINTO: And then I
22 need a motion to make a referral to the
23 conservation board.

24 COUNCILMAN BERRA: I'm sorry, do we
25 specify the date that we're adjourning it

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to?

MR. BARONI: The first meeting in
September.

COUNCILMAN BERRA: September 9.

COUNCILMAN DiGIACINTO: September 9?
Okay.

COUNCILMAN HUSSAIN: And I will make
the motion to refer.

COUNCILMAN BERRA: I'll second that.
And thank you for being here on
behalf of the Conservation Board, Jane.

COUNCILMAN DiGIACINTO: All in favor?
(The motion was unanimously passed.)

MR. VENEZIANO: Thank you very much.

(Time noted: 8:46 p.m.)

C E R T I F I C A T I O N

1
2
3 I, Pamela Grimaldi, Registered Professional
4 Reporter, Certified Realtime Reporter, and Certified
5 LiveNote Reporter, before whom this proceeding was
6 taken, do hereby state on the Record:

7 This to be a true and accurate transcript of
8 the aforesaid proceeding and that due to the
9 interaction in the spontaneous discourse of the
10 proceedings, dashes (--) have been used to indicate
11 pauses, changes in thought, and/or talk-overs; that
12 same is the proper method for a Court Reporter's
13 transcription of proceedings, and that the dashes (--)
14 do not indicate that words or phrases have been left
15 out of this transcript;

16 That any words and/or names which could not
17 be verified through reference material have been
18 denoted with the parenthetical "(ph)."

19
20
21 PAMELA GRIMALDI, RPR, CRR, CLR

22
23 Dated: **August 16, 2021**
24
25

COUNCILMAN BERRA: [68]
COUNCILMAN DIGIACINTO: [44]
COUNCILMAN HUSSAIN: [10] 4/1
 31/8 31/14 31/22 52/7 52/14 52/19
 52/23 58/16 59/7
COUNCILMAN REITER: [2] 25/6
 25/14
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TOWN OF: TOWN OF NORTH CASTLE
COUNTY: COUNTY OF WESTCHESTER

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TOWN OF NORTH CASTLE PUBLIC HEARING

RE: AIRPORT CAMPUS DEVELOPMENT

113 KING STREET, ARMONK, NEW YORK

-----x

15 Bedford Road
Armonk, New York
September 9, 2021
8:27 p.m.

P U B L I C H E A R I N G

PATCHEN STENO SERVICES LLC
Eunice Patchen
72 Centre Avenue
New Rochelle, New York 10801
(914) 684-0201
reporters@patchensteno.com

A P P E A R A N C E S :

CHAIRMAN	MICHAEL SCHILIRO
COUNCILMAN	BARBARA DiGIACINTO
COUNCILMAN	JOSÉ BERRA
COUNCILMAN	SALEEM HUSSAIN
COUNCILMAN	BARRY REITER

KEVIN HAY, TOWN ADMINISTRATOR
ADAM KAUFMAN, DIRECTOR OF PLANNING

ALISON SIMON, TOWN CLERK

1 SUPERVISOR SCHILIRO: So we have two
2 hearings. The first one is regarding 113
3 King Street, otherwise known as the former
4 MBIA property and then the Water District,
5 number 8 in New King Street. I just want to
6 ask a quick question, nobody is here for --
7 item Miscellaneous I, which is the late
8 addition regarding the Extension of the
9 Temporary Outdoor Dining, is anybody here
10 for that? Okay. In case I needed to move
11 it up. So let's start with the first public
12 hearing.

13 Reconvene the following public
14 hearings regarding the proposed Airport
15 Campus development, 113 King Street. First
16 is we are still open to provide comment on
17 the DEIS and DGEIS, and also to consider the
18 local law. Both of this will be adjourned
19 tonight, and the third is the receipt of
20 letter from Jen Lamia.

21 So could I have a motion to reconvene
22 that public hearing.

23 MR. BERRA: I make that motion.

24 MS. DIGIACINTO: Seconded.

25 SUPERVISOR SCHILIRO: All in favor.

1 MR. REITER: Aye.

2 MS. DIGIACINTO: Aye.

3 MR. BERRA: Aye.

4 MR. HUSSAIN: Aye.

5 SUPERVISOR SCHILIRO: And then a
6 motion to receive the letter from Jen Lamia,
7 Superintendent of Schools Byram Hills School
8 District.

9 MS. DIGIACINTO: I make that motion.

10 MR. HUSSAIN: Seconded.

11 SUPERVISOR SCHILIRO: All in favor?

12 MR. BERRA: Aye.

13 MS. DIGIACINTO: Aye.

14 MR. REITER: Aye.

15 SUPERVISOR SCHILIRO: Great.

16 Counselor.

17 THE CLERK: And the --

18 SUPERVISOR SCHILIRO: Oh, I'm sorry,
19 Alison. Correspondence, maybe one day I'll
20 learn.

21 THE CLERK: The correspondence was
22 received since -- this is the correspondence
23 that was received since the public hearing
24 was opened on July 28th. A letter from Jen
25 Lamia, Superintendent of Schools Byram Hills

1 School District, dated July 23, 2021; and
2 the proposed local law for consideration.

3 SUPERVISOR SCHILIRO: Great. Thank
4 you.

5 MR. VENEZIANO: Good evening. My
6 name is Tony Veneziano, I'm here on behalf
7 of Airport Campus to continue this hearing
8 on a -- to continue the environmental review
9 of our EISs.

10 At the last -- Steve Wise is here
11 with Jeff Wrangler. Steve's a partner and
12 Jeff and the project manager, Aaron Warner
13 is here from our environmental planner. So
14 at the last meeting we sort of got into it a
15 little bit of different questions back and
16 form and Roland actually had to tell us a
17 few times that the record is gonna look kind
18 of screwy, because it was an ongoing
19 dialogue between myself mostly and some
20 other people. So --

21 MR. WOODYARD: Can you speak louder,
22 please.

23 MR. VENEZIANO: Okay. So tonight we
24 are going to listen to the questions, since
25 the purpose of the hearing is to receive

1 public input.

2 SUPERVISOR SCHILIRO: Correct.

3 MR. VENEZIANO: So we'll allow your
4 Board to speak. We'll -- if you need us we
5 are right here and we can answer questions
6 and provide some guidance, but otherwise the
7 stenographer is over there so if anyone
8 comes up if they can provide their name and
9 address, whatever, that would be
10 appreciated. Okay?

11 SUPERVISOR SCHILIRO: Thanks Tony,
12 and to reiterate and I'm going ask Adam to
13 come up and say whatever I missed is exact
14 pretty much what you said, is this
15 opportunity at the DEIS level is to provide
16 feedback for the applicant and to provide
17 any questions and other things that may need
18 studied, and the stenographer is here to
19 take exactly what that is so there is a
20 record of it and if there is things that the
21 community or the Board feels needs to --
22 needs further study beyond what our
23 professionals may have said, that's what
24 this process is for. Do you want to add to
25 that? I didn't say it completely right.

1 MR. KAUFMAN: That's essentially
2 correct. What we are doing is having
3 comment on the DEIS document. So whatever
4 comment we receive from the Board, from
5 other involved agencies, which I expect
6 we'll get because the written comment period
7 is over until the end of September, and at
8 these hearings will be collected and then
9 will be responded to in a document called an
10 FEIS.

11 SUPERVISOR SCHILIRO: Right.

12 MR. KAUFMAN: And that's how we'll
13 get the answers.

14 SUPERVISOR SCHILIRO: Correct, and a
15 written form example is the letter from the
16 superintendent.

17 MR. KAUFMAN: Right. That's right.

18 SUPERVISOR SCHILIRO: With specific
19 concerns and questions, etc.

20 MR. KAUFMAN: Exactly. So we'll
21 break that communication down and all of
22 those points that are in that letter will be
23 responded to in the FEIS.

24 SUPERVISOR SCHILIRO: Correct. And
25 just to remind the public at home and

1 anybody here, this isn't the hearing that we
2 are determining the decision on the zoning,
3 this is still the study of the project.

4 THE SPEAKER: Both those hearings are
5 running concurrently.

6 SUPERVISOR SCHILIRO: And providing
7 comment on their study. They are, but --

8 MR. KAUFMAN: But essentially what I
9 anticipate is you'll close the hearing on
10 the DEIS tonight and wrap up the comment
11 period at the end of September. The
12 applicant will then start working on those
13 responses and then you'll adjourn the zoning
14 hearing until later.

15 SUPERVISOR SCHILIRO: And I am not
16 sure, we'll -- we may adjourn the DEIS
17 speeches because of the timing, but -- and
18 we are not restricted by the timing of
19 number of days, are we? As far as
20 adjourning or closing?

21 MR. KAUFMAN: There is no time limit
22 on the hearing necessarily.

23 SUPERVISOR SCHILIRO: Okay. Just
24 because for the community purposes you can
25 comment Tony, you know. We started this at

1 the end of July, obviously through August
2 people aren't really around and then we're
3 back, just hit Labor Day and schools just
4 started so we just want to give the right
5 opportunity to comment, that's all.

6 We know they can do a written
7 comment, but we just want to make sure that
8 there is a fair opportunity for people and
9 nobody feels that they didn't --

10 MS. DIGIACINTO: We rushed it.

11 SUPERVISOR SCHILIRO: -- yeah. So we
12 had talked about not opening the hearing
13 until now and so we are not trying to slow
14 it down, we just want to make sure we hear
15 from the public.

16 MR. VENEZIANO: So when we had that
17 conversation I indicated that over so many
18 decades of hearings up here, there aren't
19 many impacted neighbors. I think the school
20 board letter addresses one issue which could
21 be children coming out of this site.

22 So I rather close the hearing
23 tonight, but if it's going -- as long as
24 there is a meeting right after the 30th
25 where you could close it, that will be fine,

1 your first meeting in October or whatever.
2 And if there are a lot of comments, I think
3 Adam is right, it can go on for seven
4 months.

5 SUPERVISOR SCHILIRO: Our next
6 meeting is in 13-days.

7 MR. VENEZIANO: Okay, that's good.

8 SUPERVISOR SCHILIRO: So we can close
9 it tonight or the next meeting is the 22th
10 or something.

11 THE CLERK: September 22nd.

12 MR. VENEZIANO: Okay.

13 SUPERVISOR SCHILIRO: Okay, thank
14 you.

15 MR. BERRA: And Adam, on something
16 Adam said. Is it correct to say that you
17 referred to the DEIS and the FEIS but, in
18 fact, they were standing for Draft
19 Environmental Impact Statement and Final
20 Environmental Impact Statement for the
21 people who don't know the acronyms, but we
22 also have a Generic EIS. So it's gonna be
23 the same process for that.

24 MR. KAUFMAN: Yes, they are
25 essentially a combined document.

1 MR. BERRA: Thank you.

2 SUPERVISOR SCHILIRO: What I thought
3 I would do, if the Board is okay with it is,
4 does everybody want to hear from the public
5 first perhaps, and then we can make our
6 comments? Instead of them having listen to
7 us. So if anybody is here, I don't know if
8 we have a list Alison or if not.

9 THE CLERK: I one. I have Edward
10 Woodyard.

11 MR. WOODYARD: I just want to hear
12 what you have to say and then --

13 SUPERVISOR SCHILIRO: Oh, okay.
14 Anybody else that is here from the public
15 that doesn't want to wait to hear us? Okay.
16 So since we started with you before why
17 don't we start with Jose now and we'll work
18 our way this way.

19 MR. BERRA: Okay. I had made a
20 series of comments last time and I know that
21 those were taken down and there was a little
22 bit of back and forth. I understand, I
23 explained well why it is not desirable for
24 this process. So what I am gonna focus on,
25 I didn't have a chance to go back and look

1 at that, watch that meeting and see what I
2 covered, I didn't write my notes exactly.

3 So I am going to say a bunch of
4 comments for the next hearing in all
5 likelihood. But I think it is important to
6 comment on Jen Lamia's letter where -- it is
7 actually very well written and supported in
8 terms of how the figures that are being put
9 forth by the applicant may not be accurate,
10 and where, in fact, there could be a lot
11 more students coming out of this, and also
12 interestingly it is easy for somebody to
13 say, well, we have a cost per student, it's
14 easy to think this way, it's just pretty
15 natural that we have a cost per student of
16 such and such dollars. So I think the
17 numbers that are described in the
18 applicant's proposed -- submission, is
19 between 20 and 27. But what Jen points
20 really well, which is interesting for me is
21 that, it is not linear like that because it
22 is not evenly distributed and you can have
23 more kids in a certain age group that can
24 lead to hiring extra teachers and there
25 could be other cost that relate to it. So

1 it's not accurate to really -- you have to
2 be very careful in concluding how much the
3 extra cost it's gonna be for having all
4 those students.

5 And I think it is worth for
6 everybody, all interested parents to look at
7 it. She's also pointed out as I was saying
8 before how the numbers of students may well
9 not be accurate and that's one thing I
10 thought about before, I know I've raised it
11 before and I think there may have been some
12 sort of response to it, but I think it is
13 important that we go back in time.

14 Primarily for our community because
15 we know that the schools are very desirable
16 in this town and that's what attracts a lot
17 of people here. So maybe the standard
18 formulations may not be appropriate for us.
19 That's a point that Jen made in terms of
20 saying the standards that are being used are
21 the same in different localities, I think she
22 said, Buffalo, New York City and one other
23 place and you can well imagine all the
24 differences.

25 So I think one thing that might be

1 helpful to us is to request that we get some
2 sort of analysis that the developments that
3 are taking place here and maybe in
4 comparable localities, maybe we can figure
5 out which one those should be to see what
6 the anticipated number of additional
7 students were from a project and then see
8 what actual -- the actual numbers were in
9 the --

10 SUPERVISOR SCHILIRO: You are talking
11 about in our own town or in general?

12 MR. BERRA: Our own town
13 specifically, I would look at that. I would
14 look at Old Route 22 even, which are big
15 developments in numbers there, but also
16 looking at comparable localities and we can
17 figure out which one those should be. So I
18 think that would be important information
19 for us to --

20 SUPERVISOR SCHILIRO: What do you
21 neighboring? You mean neighboring
22 communities?

23 MR. BERRA: Yes, what I said?

24 SUPERVISOR SCHILIRO: No, I just want
25 to make sure I --

1 MR. BERRA: No, I --

2 SUPERVISOR SCHILIRO: Our community
3 and then sort of like communities.

4 MR. BERRA: Yes.

5 SUPERVISOR SCHILIRO: Okay, got it.
6 I agree.

7 MR. BERRA: So that could be very
8 useful to us. As I said before, and I will
9 go back and look at my comments from last
10 time so I don't duplicate them, but even
11 though I support this project I think it is
12 a good location, I think in a lot of ways
13 it's a better location for some aspects of
14 it then Eagle Ridge, it won't make the town
15 as crowded, but I think we have to -- the
16 people will be coming here but they won't be
17 right here. So I think that could be more
18 desirable.

19 I am concerned about the density of
20 it and I'm concerned about the height,
21 things that I've said all along and
22 particularly on one of the alternatives I
23 really am concerned about the possibility
24 that 52 townhomes will be considered there
25 at 22. I took a lot of comfort from the

1 fact that River Keeper and Natural Resources
2 defense counsel had reached an agreement
3 where that wouldn't be done and now I
4 understand the position is as it was
5 mentioned the last time, that the Deed
6 restriction on that part of it according to
7 the applicant isn't really something that
8 applies any longer and I question that,
9 whether that really should be the case. But
10 I will just point that, I think that's some
11 of the key concerns for me and there are a
12 number of others ones here too, but that's
13 all I will say for now.

14 SUPERVISOR SCHILIRO: Okay.

15 THE CLERK: I just also wanted to
16 point out, I was looking at the wrong list
17 and Matt Milim also signed up. I don't know
18 if you want to wait for everybody.

19 SUPERVISOR SCHILIRO: Matt, do you
20 want to wait? You can go if you want to
21 speak first.

22 MR. MILIM: I don't mind waiting. I
23 can go at the end. Thank you.

24 THE CLERK: Sorry about that.

25 MR. MILIM: No problem.

1 SUPERVISOR SCHILIRO: Okay, do you
2 have anything to add?

3 MS. DIGIACINTO: I do. I have quite
4 a few comments and I am going to start I
5 think with the same topic that Jose did, the
6 impact on the Byram Hills School District.
7 And I'm very, very concerned about the
8 impact, and I read very carefully Dr. Jen
9 Lamia's letter, she's the Superintendent of
10 schools, and I sort of used her letter to
11 motivate me to come up with and some of the
12 things, I'm going to be a little more
13 specific on some of the points that Jose
14 just raised.

15 My first point -- and this by the
16 way, this comes from Chapter 12, Community
17 Facilities I would think would be the
18 appropriate chapter. My first point is that
19 the record multiplier method, and I'm citing
20 from page 12-5 of Chapter 12, is based on
21 data for 2000 census and the 2005 housing
22 crisis and I really would like to see this
23 multiplier applied to current census and a
24 current housing crisis.

25 The -- I did a little research and

1 there is something that the applicant -- I
2 would like the applicant to look into, it is
3 using the public use micro data sample. And
4 this basically is data that you can almost
5 customize these projections in terms of
6 population, housing crisis costs, etc. I
7 think that would be really very, very useful
8 and it is my understanding that the data is
9 rather current. No, I haven't done this
10 myself, so I am just sharing what I read.

11 My second point is the -- "the case
12 study method of estimated school age
13 children, focused on schools located in
14 lower Westchester." And these districts are
15 not anywhere similar to the Byram Hills
16 School District. They used data base in
17 enrollment for 2015 and 2016, and 2018/19
18 and then it said where available. So I
19 question if the data is really as complete
20 as we would need.

21 We need complete enrollment data from
22 September 2015 up to and including September
23 2021 from school districts as Jose mentioned
24 before that are similar, you know, most
25 likely northern Westchester school

1 districts.

2 Number three, and this is what Jose
3 talked about generally. I would like the
4 applicant to provide a study of the number
5 of students residing in townhomes, in
6 condominiums located in Armonk, Whipporwill
7 Hills, including the MIUs, Whipporwill
8 Ridge, including the MIUs, Cider Mill and
9 Armonk Square, including the MIUs,
10 Whipporwill Commons, including MIUs,
11 Leisure Farm, approved Eagle Ridge,
12 including MIUs. 470 Main Street
13 Condominiums, including MIUs. Approved 16
14 units senior housing located on Route 28.

15 SUPERVISOR SCHILIRO: Route 128.

16 MS. DIGIACINTO: I'm sorry, Route
17 128. The study of these different
18 developments I would be very interested in
19 finding out what was the projected number of
20 school age children identified in the DEIS.
21 I would like to -- when each project was
22 completed all residential units sold, the
23 number of school age children enrolled in
24 the Byram Hills School District from these
25 developments.

1 MR. BERRA: And Barbara, you are in
2 agreement doing it year-by-year?

3 MS. DIGIACINTO: Yes, absolutely. To
4 date, meaning September 9th, 2021, the
5 actual number of school children in the
6 Byram Hills School District and I would like
7 that number compared for the last four years
8 in the Byram Hills School District.

9 And we already -- and I think this is
10 really interesting. This school year they
11 have 100 more children than projected and we
12 can't point to a brand new development. It
13 is existing housing that has been sold and
14 people are moving in with young families,
15 and as the supervisor said, Jose has said,
16 our town, you know, we don't have a train
17 station, we are not on the Long Island
18 sound, but we have one special school
19 district and really is a tremendous draw.
20 So again, enrollment is very important to
21 me.

22 Point number five, to provide data
23 obtained from the Byram Hills School
24 District of the estimated expenses for the
25 school district for the alternative plans in

1 Chapter 18 of the DEIS. The school
2 district's expenses should include but not
3 limited to cost per student to educate,
4 staffing, employee benefits, number of
5 sections, school buses and cost to operate
6 them, etc.

7 SUPERVISOR SCHILIRO: Barbara, could
8 you repeat how you started that, the first
9 line of that point you were just making?

10 MS. DIGIACINTO: Provided data
11 obtained from the Byram Hills School
12 District, the estimated expenses.

13 SUPERVISOR SCHILIRO: Estimated
14 expenses projected.

15 MS. DIGIACINTO: Yes, and for the
16 alternate plans in Chapter 18.

17 SUPERVISOR SCHILIRO: Right.

18 MS. DIGIACINTO: My point number six;
19 since the proposed legislation would allow
20 the entire 113 King Street parcel to become
21 100 percent residential, this too should be
22 included as an alternate therefore we need
23 the potential maximum number of residential
24 units, number of bedrooms, types of
25 residential units, projected number of

1 school children. And I think this is really
2 a very, very important point because the way
3 the proposed legislation that is proposed by
4 the applicant, this parcel, which I believe
5 is 36 acres could be 100 percent
6 residential.

7 Point number seven. If the town were
8 to rezone 113 King Street property, the
9 zoning amendment would apply to the
10 126 acres Swiss Re parcel. Please provide
11 the same data as requested above in number
12 six.

13 And finally --

14 SUPERVISOR SCHILIRO: So you are
15 asking for the same data as applied to Swiss
16 Re.

17 MS. DIGIACINTO: That's correct.

18 SUPERVISOR SCHILIRO: Okay.

19 MS. DIGIACINTO: And number eight,
20 and I think this is something that is very,
21 very important to anyone who resides in
22 North Castle, and Armonk, and Bedford,
23 Banksville and we are paying our school
24 taxes to the Byram Hills School District.
25 The proposed plan will provide the Byram

1 Hills School District with a net revenue of
2 \$291,870.

3 The Byram Hills School District has
4 expressed a concern in the quote that
5 Dr. Lamia made, "current tax payers will be
6 impacted by an enrollment increase." And
7 that's a very nice way of saying our school
8 taxes could increase and the -- we have many
9 people in this town that I fear would not be
10 able to stay here if that were the case.

11 So those are my comments in terms of
12 the school, I and started with the school
13 because that really is one of my most
14 important concerns. I am going to move on
15 to Chapter 13, which is Fiscal and Market
16 Impacts. And on page 13-5, if you would
17 please if you review this section which is
18 13B1C, Hotel Update, it cites La Quinta and
19 other hotels that are now closed so
20 obviously that should be updated and to
21 update the last paragraph dealing with Eagle
22 Ridge now that that has passed.

23 SUPERVISOR SCHILIRO: What was that?
24 B1C, did you say?

25 MS. DIGIACINTO: It's B1C.

1 SUPERVISOR SCHILIRO: Yeah.

2 MS. DIGIACINTO: And page 13, same
3 chapter 13, page 13-16, the final paragraph,
4 13E, cites in quotes, "Theoretical build out
5 for Airport Campus and Swiss Re, 750
6 residential units and an 80 room hotel."
7 This is the equivalent in terms of the
8 number of residential units more than two
9 Windmill Farm developments, therefore I wish
10 to see the proposed local law revised so it
11 eliminates Section 4, which is Chapter 355
12 of our local law, Sections B and C and D,
13 dealing with conversion.

14 And in terms of Section E, I would
15 like to see a change to the limited maximum
16 height to three stories inclusive of parking
17 in building for multi-family buildings.

18 Section 5, I would like to add to the
19 permitted uses, and this is my favorite, a
20 sports -- this is one of my favorites, a
21 sports complex. I would love to see
22 something that does not exist anywhere in
23 our vicinity. I am talking about indoor ice
24 rink, indoor pool, indoor fields, outdoor
25 fields. I mean tennis courts, indoor,

1 outdoor, something that people will draw if
2 you've got -- you're right off 684, the
3 people -- as it is, people drive to Brewster
4 to go to Brewster ice hockey and they have
5 to go there for 5:00 o'clock in the morning.

6 I just think that parents and
7 rightfully so, are very, very devoted to
8 their children, they are very devoted to
9 their children's needs. They see sports as
10 a very, very important part of not just
11 daily life but character building and I
12 think that this should definitely be an
13 added permitted use and I think it could be
14 a very, very successful one. Particularly
15 if you could get a licensing agreement with
16 some retired famous football player, or
17 whatever, you would have people you know, I
18 think breaking their necks to come here.

19 I would also like to add a skilled
20 nursing care because I believe you just have
21 in the zoning senior housing and assisted
22 living. And I was reading about something
23 the other day that I was thinking would
24 really would be a good idea for your
25 project, and that is where you would -- it

1 would be -- the entire parcel would be
2 devoted to seniors and there are so many --

3 SUPERVISOR SCHILIRO: Are you talking
4 about any parcel in that would be zoned this
5 way or any parcel.

6 MS. DIGIACINTO: This way, maybe even
7 just this parcel or any parcel zoned this
8 way. But you have the -- there is one in
9 San Diego and they have -- it is for 55 and
10 older, but they have houses in which they
11 are single-story houses, they have floor
12 plans where you can get one with
13 three-bedrooms, two-bedrooms, one-bedroom
14 and you live as independently as everyone of
15 us in this room are living right now.

16 And then they have the assisted care,
17 and then they have the memory care and then
18 they have the skilled nursing care. So it
19 is just -- it's a very nice progression as
20 one ages, we don't anything like that in our
21 area and obviously for the seniors that are,
22 are very you know, young for their age they
23 have everything you know, from swimming
24 pools to gyms, to yoga studios, you know
25 putting greens, golf courses, I mean, I

1 think it would be a wonderful plan for that
2 site and obviously it would have zero impact
3 on our schools.

4 Chapter 10. Transportation. I
5 request that you include a table similar to
6 table 10-1, which is Site Generated Traffic
7 Volume Comparisons. And if the entire
8 parcel were to be residential I would like
9 to see a table showing those traffic
10 volumes. Provided further specifics
11 mitigation measures as well as modifications
12 such as increase setbacks and reduction of
13 building height in order to reduce the
14 visual impact from King Street.

15 Chapter 19 --

16 SUPERVISOR SCHILIRO: Can you stop
17 for a second, I just want to write a note on
18 that last comment.

19 MS. DIGIACINTO: Sure.

20 SUPERVISOR SCHILIRO: Okay. Thank
21 you.

22 MS. DIGIACINTO: Okay, you're
23 welcome. Chapter 19. And I must say it was
24 one of the most disappointing chapters, it
25 is the shorter chapter and it's Chapter 19

1 is entitled Unavoidable Adverse Impacts. It
2 is just one short paragraph. I think there
3 needs to be a much more specific expansion
4 on the Unavoidable Adverse Impacts on the
5 proposed zoning amendment and proposed local
6 law as it applies to all three parcels in
7 the DOB 20A zoning district.

8 Chapter 12. Community Facilities and
9 Services. Page 12-12 cites, "Likely the
10 town will need to hire additional police
11 personnel," and the cost quoted all in for a
12 new hire on the police force is \$153,266.
13 The DEIS cites the proposed project was
14 expected to increase tax revenue for the
15 town by \$228,615 and the quote in this
16 section is "Which would be more than
17 sufficient to cover the portion of the
18 increase in North Castle PD cost attributed
19 to the proposed project."

20 I think that we need -- I thought
21 that this particular part of the study was a
22 little light in terms of the financial
23 impact on our police department so I would
24 like to see perhaps more interaction with
25 Chief Simonsen to have a better

1 understanding of how this project could
2 impact the need for perhaps even -- and it
3 is not just hiring one police officer, it is
4 perhaps hiring another police car and all
5 the other things that go along with being a
6 police officer.

7 I also ask, as I've asked before, to
8 provide the specific additional expenses if
9 this project were to be 100 percent
10 residential because obviously we certainly
11 would need more than one police officer.

12 SUPERVISOR SCHILIRO: Additional town
13 expenses.

14 MS. DIGIACINTO: Yes, sir. Page
15 12-10, presently the Armonk Fire Department
16 has one contracted EMT working from
17 6:00 a.m. to 6:00 p.m. What is the cost all
18 in for this EMT and I would like the Armonk
19 Fire Department to comment on the need to
20 hire additional EMT or EMTs if this project
21 were to be approved.

22 Page 12-11. The charter entitled
23 Propose Project Residential Population
24 Projections 2006 source. I think we should
25 have a more current source that meets our

1 demographics. Page 12-14 --

2 SUPERVISOR SCHILIRO: Wait, what was
3 that? 12 what?

4 MS. DIGIACINTO: That was 12-11.

5 SUPERVISOR SCHILIRO: Eleven, okay.
6 Got it.

7 MS. DIGIACINTO: Page 12-14. Armonk
8 Fire Department indicated they will need a
9 new ladder truck. Armonk Fire Department
10 should indicate the exact ladder truck they
11 would need, they come you know, in all
12 different sizes in terms of their ladder
13 extensions, the cost of the truck, the
14 ability to house it. The applicant has
15 stated in terms of a dollar amount,
16 "Applicant is willing to contribute fair
17 share for the purchase of a ladder truck."
18 I would like a more specific dollar amount.

19 The Armonk Fire Department and
20 applicant agree the project will result in
21 an increase of call volumes, I mean, that's
22 obvious, as well as a need for more
23 volunteers. Unfortunately, and this is true
24 of any project, when we have a project where
25 it is going to be multi-families moving in,

1 trees would be planted on site. I'd like to
2 know how many new deciduous and new trees
3 would planted along King Street and also
4 what would be the minimum height of those
5 trees.

6 And finally, I would like a matrix or
7 summary of all impacts associated with the
8 approved but unbuilt project, and I am
9 referring to the 238,000 square foot office
10 space, the 20,000 meeting house, and the
11 five-story parking garage. Thank you.

12 SUPERVISOR SCHILIRO: And just say
13 that last one again? I understand what the
14 topic was, the approved of unbuilt space?

15 MS. DIGIACINTO: Yes.

16 SUPERVISOR SCHILIRO: And what did
17 you want?

18 MS. DIGIACINTO: I want a matrix of
19 summaries, so all the impacts associated.

20 SUPERVISOR SCHILIRO: With the -- if
21 they built that.

22 MS. DIGIACINTO: Right.

23 SUPERVISOR SCHILIRO: Sort of a
24 baseline in comparison to what's being
25 proposed you mean?

1 MS. DIGIACINTO: In addition to, I
2 would to -- because this -- we are not even
3 looking at this when we look at the
4 application.

5 SUPERVISOR SCHILIRO: But they can do
6 this now.

7 MS. DIGIACINTO: Yes, absolutely they
8 can do this now.

9 SUPERVISOR SCHILIRO: Right --

10 MS. DIGIACINTO: This is part of --

11 SUPERVISOR SCHILIRO: So what the
12 impacts of that are.

13 MS. DIGIACINTO: And then you look at
14 the impacts of this --

15 SUPERVISOR SCHILIRO: -- and then
16 measure that against the impacts --

17 MS. DIGIACINTO: -- of what's being
18 proposed.

19 SUPERVISOR SCHILIRO: -- of what's
20 being proposed versus zero of what's being
21 proposed.

22 MS. DIGIACINTO: Exactly.

23 SUPERVISOR SCHILIRO: Got it. That's
24 it?

25 MS. DIGIACINTO: Yes.

1 MR. BERRA: Before you pass can I ask
2 a question about something? You were saying
3 that with the addition of 500 new residence
4 it would require hiring one more -- clearly
5 the hiring of more than one police officer?

6 MS. DIGIACINTO: Do I think that
7 would be the case?

8 MR. BERRA: Yes.

9 MS. DIGIACINTO: I would assume it
10 would be.

11 MR. BERRA: Okay. I did a quick
12 calculation and you know, I
13 don't necessarily -- obviously we'd have to
14 see sort of what we were talking about
15 before with Jen Lamia's letter. You can't
16 always do sort of calculations, but if we
17 are adding 500 people that's roughly
18 4 percent to the population we have now, so
19 1/24 of the police department is a little
20 bit more than one, but then again there is
21 are some facts -- some functions like
22 dispatcher that would have to be added.

23 MS. DIGIACINTO: Well, I think that's
24 reasonable. Like I said, I think this was a
25 little bit light in terms of the police

1 department, that part of the session. And
2 by the way, the -- what it is called -- the
3 community that you might want to look at is
4 called -- it's in San Diego, it's called The
5 Glen at Scripps Ranch, S-C-R-I-P-P-S, and
6 they build it as a new continuing life
7 community and it is just -- I think it is
8 just fascinating. And again, I pass for
9 your parcel I would love you to consider it.

10 SUPERVISOR SCHILIRO: I am going to
11 pass it to you guys but to stay on that note
12 I think, because I've heard of these before,
13 and I could be wrong, somebody here may
14 know, I thought that the Osborn in Rye was a
15 similar set up where you actually buy the
16 unit and then you can transition through the
17 stages that you did, and if it is not the
18 Osborne I thought there was one in Rye or
19 somewhere there. Tony, do you know?

20 MS. DIGIACINTO: Right. But what I
21 like about this is that you have the
22 residential component, it's just like your
23 neighborhood and my neighborhood that you
24 just --

25 SUPERVISOR SCHILIRO: It's not a

1 building, it's just --

2 MS. DIGIACINTO: It's like -- you are
3 buying this and then even --

4 SUPERVISOR SCHILIRO: It is like an
5 individual unit.

6 MS. DIGIACINTO: -- it's an
7 individual house. It's an individual
8 house --

9 SUPERVISOR SCHILIRO: That's not the
10 Osborne then.

11 MS. DIGIACINTO: No. And then even
12 mentioned that some people because they're
13 you know, they sold their big house and they
14 have different floor plans and they buy the
15 three-bedroom house and after three-years
16 they sold that because they realized that it
17 was much larger than what they need.

18 MR. VENEZIANO: So I would bet that
19 there is not many of those in the country.
20 So this continued care came out in the early
21 '80s. It was from 55 and it was the whole
22 onset of the assisted living business and
23 what happens is that back then they thought
24 people were gonna buy into these communities
25 at a much lower age. The average age for an

1 assisted living building is like 78 to 82.
2 You have to drag them in, then we all might
3 have people in there, and that really
4 whacked that 15 years of income. And so
5 this -- I don't know how this would apply
6 here because this has been -- the basis has
7 been set as an office site so I don't know
8 where that is, if it is right in San Diego
9 or if it's on the foothills, if it cost a
10 million dollars or 40 for the land. But
11 that's a very idealistic way of living. I
12 get why you like it, you know, at a certain
13 age you go in and you gonna be in one place
14 until you go. And you would think that it's
15 55, but it's not 55.

16 People want to go there when they are
17 much older. I represent Ericson right now
18 we've looking -- we have a 1,500 unit
19 project, we have been looking for a site in
20 Westchester and they have that situation,
21 and the nursing homes tend to be much
22 smaller then -- and they really are -- I
23 don't even think -- the Osborne I don't
24 think has a nursing home by the way, I don't
25 think they do, but they do have the

1 townhouses that are a million, a million and
2 a half dollar thing that you can buy and
3 then you can move into the buildings. So we
4 will research though, we took it down and we
5 will see what comes of it and we'll see.

6 MS. DIGIACINTO: Thank you.

7 MR. BERRA: Maybe that would include
8 what some other facilities that are
9 somewhere around that are similar to that.

10 SUPERVISOR SCHILIRO: Thanks Barbara.
11 I will just keep going down the line.

12 MR. REITER: Sure. So I'm gonna add
13 to the Jen Lamia letter because Jose and
14 Barbara covered everything that I had in my
15 notes. I guess that is better about going
16 third.

17 MS. DIGIACINTO: I am sorry.

18 MR. REITER: In fact, everything that
19 you guys had discussed was in my list. One
20 of the things that I did have the
21 opportunity to do was to speak with the
22 chief of police as one of the liaisons in.
23 He definitely had some concerns about the
24 numbers and the calculations and I think the
25 best thing to do is maybe we invite him and

1 have him comment on what he thinks would be
2 applicable to this particular project. The
3 same thing with the fire department, I've
4 spoken to them, they have some concerns, the
5 ladder, you know, volunteers are absolutely
6 impossible to get now, in fact, we are
7 losing some. We are paying an EMT for prime
8 shift during the day time and I think there
9 is even a meeting coming up with the
10 Westchester Emergency Services with the
11 paramedics which we are gonna get an update
12 on, you know, the coverage and consortium of
13 municipalities that participate, and that
14 may be something that you know, I can find
15 out and see how that would affect and if it
16 would at all.

17 But most everything that I had in my
18 list has already been covered, I don't think
19 it is worth going over. I will just wait to
20 hear back from you guys at the next hearing
21 and I will get all the comments that I have.

22 SUPERVISOR SCHILIRO: Just to stay on
23 that Adam, you can help on this because I
24 don't know the right process is let's say
25 have the chief in this case come in. Isn't

1 it part of the study being done that we are
2 soliciting the input from in this case the
3 fire department and the police department to
4 see what impacts they believe are gonna --

5 MR. KAUFMAN: Sure, that's comment
6 that you have and the applicant will respond
7 to that.

8 SUPERVISOR SCHILIRO: So that's all.
9 Basically is to make sure that the impacts
10 from fire and the police are clearly covered
11 in the DEIS, is that it?

12 MR. KAUFMAN: No, they are going to
13 be responded in the FEIS, these questions
14 that you have.

15 SUPERVISOR SCHILIRO: What I am
16 saying is that, but that's where we are
17 gonna get the feedback from, so it is on
18 record that there is -- what Barry is saying
19 making sure that there is enough feedback
20 from the first responders that are included
21 in the study.

22 MR. KAUFMAN: Sure, you should be
23 specific what you want the applicant to
24 answer and if that is soliciting impact from
25 these other entities that is fine.

1 SUPERVISOR SCHILIRO: Is that what
2 you were say?

3 MR. REITER: Yes, exactly.

4 MR. KAUFMAN: Okay.

5 SUPERVISOR SCHILIRO: That's it?

6 MR. REITER: Yes, that's it.

7 SUPERVISOR SCHILIRO: Saleem.

8 MR. HUSSAIN: I think I just have
9 three comments. So one is actually kind of
10 expanding on this one point that I made, I
11 guess it was two meetings ago, when I made a
12 comment. It was on the -- we look at the
13 demand that exist based on current market
14 conditions. So just looking across
15 townhomes, multi-family homes and hotels.

16 I think that analysis that is shown
17 we just need a whole new view of that
18 because I do think things have really
19 evolved since that was shown and for me to
20 be able to evaluate how this would fair
21 against demand really requires us to look at
22 what is going on now. Do you want me to
23 speak more loudly?

24 MR. WOODYARD: I missed everything
25 you said Saleem.

1 MR. HUSSAIN: You missed everything I
2 said?

3 MR. WOODYARD: Yeah.

4 SUPERVISOR SCHILIRO: Say it again.

5 MR. HUSSAIN: Okay. Yes, so what
6 I --

7 SUPERVISOR SCHILIRO: And the masks
8 aren't helping.

9 MR. HUSSAIN: I'm sorry, I'll try not
10 to be as verbose. So the point I was making
11 was that in the market assessment that's
12 done is doing a demand estimation on what we
13 are expecting for townhomes, for
14 multi-family homes and for hotels, and that
15 is an outdated analysis from everything that
16 I can see, and I expect it to be very
17 different now and I would like to be looking
18 at current information in order to then
19 assess what's relevant for the town today.

20 So that has an affect mostly on I
21 think it is Section 13B, like basically a
22 relook at that whole section and I think
23 that would help you as well to make sure
24 that this is a process that makes sense to
25 do.

1 And actually it is a really good
2 point Barbara brought up about that same
3 route issue also having an effect on student
4 forecast of like how many students we
5 expect. It is something Jen Lamia also
6 referred to how it is affecting her
7 estimation of how many students she can
8 expect to have because of pandemic related
9 trends. So we are seeing that effect in all
10 places so it does not make sense to me to be
11 looking at a document that is not cognizant
12 of that change.

13 So that's a really important thing
14 that needs to be addressed, it's not like a
15 sentence correction, it's like a relook at
16 the demand estimation.

17 And then the second point I have is
18 like the impact of that on the way we look
19 at the alternatives. So that was in Section
20 18. You have a set of alternatives that we
21 can see, and in the alternative those
22 options for alternatives the main thing I
23 was looking for and you have a very extended
24 table that describes for each of the
25 alternatives what are the things to

1 consider.

2 Like I think one thing as a resident
3 of the town we should care about is for each
4 alternative, how does that actually meet or
5 not meet the needs of the market, and there
6 is one row I could find where you could have
7 addressed that which is called the Fiscal
8 and Economic Impact or something like that,
9 and for entire alternatives you actually
10 just have that not represent any change.

11 Like for example the one that Barbara
12 was talking about was the senior living
13 option. For that one you say that it's the
14 same as the current option, so that doesn't
15 make sense to me. So I would actually ask
16 for you to expand on Further Alternatives,
17 how it meets or doesn't meet the demand
18 better or worse than what you are proposing.
19 I think that would be a really important
20 thing, I think that should go at the very
21 top consideration for how we look at the
22 alternatives. So that was the second
23 comment.

24 And then the third and final one is
25 actually one that I just realized as we are

1 going through this, which was around the
2 tree protection. So I think that's C151 is
3 the Tree Protection Plan. So if we look at
4 the map there you are actually showing which
5 trees are going to be put down and which
6 trees are going to continue to exist and be
7 protected. So there is a few trees and I
8 need to understand this more closely, but
9 there is -- the ones that were taken down is
10 quite a few, it looks like it is over a
11 hundred.

12 For the ones that have been there
13 longer I think it would be good to
14 understand what it would take and what
15 implications it would have for you to
16 protect those trees. Because there are some
17 really -- we sometimes just pass over that
18 and just looking at the diagrams that you
19 had shown it seems like there is some
20 significant changes in the landscaping that
21 has an effect on that set up and I just
22 would love to go deeper into that.

23 And I also ask the community to
24 respond on that in your comments because I
25 just need to better understand what the view

1 is from our residents around this topic too.
2 So those are my three comments.

3 MR. BERRA: Saleem, if I could just
4 point out something that you may not be
5 aware of it. The Conservation Board which I
6 just referred to it, had a work session that
7 we could talk about on the 31st and they
8 will be providing comments and they will be
9 focusing on a lot of these different things.

10 MR. HUSSAIN: Great.

11 MR. BERRA: I am really looking
12 forward to them, it is a lot of work for
13 them, but they are certainly up to it.

14 MR. HUSSAIN: Great. Thank you.

15 SUPERVISOR SCHILIRO: All right. I
16 will provide -- excuse he, some of my input
17 if I can say it. Most of it was covered,
18 but I will do some highlights and I wanted
19 to ask Adam, there is three items here that
20 I just wanted to get your input, maybe four
21 items. The impacts on neighboring property,
22 I'm con -- the question is the adequacy of
23 what's been studied so far. So the impacts
24 on neighboring property and what they can do
25 if these were enacted.

1 The section which Barbara brought up,
2 the Unavoidable Adverse Impact, which is
3 fairly brief. The impacts on first
4 responders which Barry touched on as well
5 and then the additional town expenses if it
6 became more residential this and then other
7 properties.

8 So those were items those curious of
9 you had an opinion on the adequacy of what
10 was studied so far on the DEIS.

11 MR. KAUFMAN: Well, you already
12 determined that the document was adequate
13 and it met the minimum requirements of he
14 scope.

15 SUPERVISOR SCHILIRO: Right, minimum.
16 Right.

17 MR. KAUFMAN: So with those minimum
18 requirements on mind you are now analyzing
19 this document and you have these follow up
20 questions, and those follow up questions
21 will be addressed in the FEIS document. So
22 now is the time to make any comments that
23 you have or if you have any questions on
24 that DEIS.

25 SUPERVISOR SCHILIRO: Okay.

1 MR. KAUFMAN: That answered your
2 question?

3 SUPERVISOR SCHILIRO: Sort of. I was
4 looking -- I was trying to solicit your take
5 on it. I know basically it has met the
6 minimum standard.

7 MR. KAUFMAN: Right.

8 SUPERVISOR SCHILIRO: Right, so
9 that --

10 MR. KAUFMAN: But I also have a
11 document that addresses my substantive
12 comments on that document.

13 SUPERVISOR SCHILIRO: Right. Okay.
14 Let's see what else I marked here that
15 wasn't covered. Well, I am just going to
16 reiterate, one of my comments was the --
17 Barbara sort of listed them, but the study
18 of students in our clustered developments,
19 and I am not sure how -- you mentioned some
20 of these and I'm gonna use Leisure Farms as
21 an example. I don't know that I would
22 categorize that the same as like
23 Whippoorwill Hills, which is a more
24 condensed as far as the clustered
25 development.

1 But regardless, that piece is
2 important about making sure we understand
3 the impacts of the student population from
4 those developments because I wasn't on the
5 Board then, but we know people always bring
6 up the examples of Whippoorwill Hills and
7 what was projected and what resulted in the
8 student population. So just that topic is
9 important, I just want to reiterate that.
10 That would be Analysis of the Neighboring
11 Properties is the same thing.

12 I do think I agree with everybody
13 that Jim brought up some very important
14 points, and Saleem touched on it as well
15 about the more recent economy and the
16 example I use in my world is, is as though
17 we've had a 10 year economy in 18 months,
18 you know. All the fluctuations that we have
19 and for the people that are here specially
20 the applicants and the real estate
21 developers and investors, things will be
22 different three weeks later based on -- and
23 as a banker we are looking at it as the same
24 way. Things are changing so rapidly and Jen
25 alluded to that and I think that was part of

1 your comment as well. So it is very
2 important because it impacts a lot of
3 different things.

4 I asked about the unavoidable adverse
5 impacts, fire and police are critical,
6 additional town expenses. Oh, one other
7 point and I didn't -- if I missed this
8 that's okay, but there is a lot of
9 alternatives in here. I don't -- unless I
10 missed it, I didn't see anything, I saw
11 senior housing but not age restricted. So I
12 don't think that was studied, right.

13 MR. KAUFMAN: We don't usually use
14 those terms.

15 SUPERVISOR SCHILIRO: But they are a
16 little bit different, you know, the way they
17 describe senior housing in here is a little
18 different than what I would consider like
19 the 16 unit on 128 or what was just approved
20 on the IBM -- old IBM property which is
21 truly age restricted, but more 55 and over.

22 And to Tony's point, people that
23 might be moving into some of the communities
24 that Barbara has mentioned aren't
25 necessarily the empty nester of 55 and over

1 it out. Is it just the two of you?

2 MS. CLARK: I am gonna add myself to
3 the list.

4 SUPERVISOR SCHILIRO: Okay.

5 MS. CLARK: I don't want to surprise
6 anyone.

7 MR. WOODYARD: Good evening, Ed
8 Woodyard.

9 SUPERVISOR SCHILIRO: You are
10 familiar with the time, I don't think anyone
11 of you are gonna be extremely long, so if
12 it's okay we'll just go one in order.

13 MR. WOODYARD: Just give me the heads
14 up.

15 MR. BERRA: Unless you have to run
16 out to do stuff for the art show.

17 MR. WOODYARD: I'm getting up at 7:00
18 o'clock and I have to be at the highway
19 department at 7:00 o'clock in the morning
20 putting up the signs.

21 SUPERVISOR SCHILIRO: What about
22 frosting?

23 MR. WOODYARD: We'll get there.

24 SUPERVISOR SCHILIRO: Okays.

25 MR. WOODYARD: Anyway, I was just --

1 I've been looking at this and I have got --
2 I can guess we can go with the local law, I
3 think the whole thing is premature. I have
4 an idea that as you know, when we run -- I
5 was on the comprehensive plans steering
6 committee which served very nicely with
7 Barbara. Barbara has got some great ideas
8 here, thank you for doing your homework
9 Barbara.

10 The residential component on this is
11 very striking to me and I've got a real
12 problem with it. On the comprehensive plan
13 steering committee we talked about this
14 property for a long time and about
15 repurposing the buildings that were there.
16 We knew that this was -- the MBIA was going
17 out and we knew that was there -- and I see
18 this as maybe dividing the two things up in
19 different -- and treating them both
20 differently.

21 One is the repurposing of the
22 buildings that are there now because you are
23 dealing with the parking lot and you are
24 dealing with the wonderful and I'm glad that
25 they are keeping the wonderful old farm

1 house that is there, it's just charming, and
2 then most of the buildings that are there
3 repurposing them for a hotel and for
4 offices, and then really rethink the
5 residential part of it.

6 Barbara you came up with a very good
7 idea for a sports facility, I think that
8 would be good. Jen Lamia's letter it shook
9 me to the quick, because it is -- we've
10 already got over a hundred people -- over a
11 hundred students in here and that's a
12 hundred more cars and if anybody you know --
13 Tony, you live in this town, get up in the
14 morning, watch the traffic going to the
15 schools, it's absolutely unbelievable.

16 MS. DIGIACINTO: And in the
17 afternoon.

18 MR. WOODYARD: And after they picking
19 them up. The one down the high school
20 starts down at Smiths Tavern and it goes
21 through the light and it has to go through
22 two lights, it's crazy.

23 And then there is -- go over to
24 Crittenden, that's already backed up, you
25 know, it backs up here and trying to get on

1 to McDonald.

2 So the school thing is really tough,
3 more kids coming in I can see a whole
4 another you know, school bond being floated
5 and that's gonna drive people out of here.

6 The other thing and about the
7 residential component which you talked about
8 the high density that Jose was talking
9 about, you know, and multi-family is
10 basically a euphemism for an apartment
11 building or condominiums.

12 Barbara had made a suggestion for
13 the -- for Eagle Ridge, for the house in
14 there, and this is in light of Covid, which
15 we're resilient because we are all sitting
16 here wearing masks, about having
17 single-family -- a small single-family, half
18 acre units up there on Eagle Ridge, because
19 people wanted to be separated out, feels
20 safe and secure in a community, but then
21 also have the ability not to have to worry
22 about somebody coming and then coughing on
23 them.

24 So I taught that, that concept that
25 you had Barbara about up there, I really

1 liked that a lot, it's something that came
2 to Glendale and the Wampus Avenue. I mean
3 that -- and it's something that you were
4 talking about earlier when you were talking
5 about with the San Diego thing. I think
6 that's a terrific idea and they can do it.

7 The other thing too is also affects
8 the taxation, you know, the multi-family
9 versus the single home, we can look at the
10 taxation on that. The other thing is I --
11 you are talking about the school district
12 here and how special it is, and that's a
13 driving point here, you know.

14 We are in a special town and people
15 -- it is not just the school district, it is
16 the town, and we are a great town. I mean,
17 we are a terrific town. Anyway, making --
18 having more people and more buildings and
19 more problems does not make the town
20 greater. So -- and I'm just throwing all
21 that out there, but I think if you can
22 divide the project up, because you did that
23 up at Brynwood, you separated it out and you
24 dealt with it the same -- you dealt with it
25 individually.

1 So you can talk about the
2 repurposing, which I guess I am repeating
3 myself here, but you talk about the
4 repurposing like we do that at the
5 comprehensive steering committee, and then
6 look at what they want to do because I
7 understand the commercial space is, you
8 know, everybody is Zooming right now and
9 that's what is happening.

10 But the other thing that you -- the
11 other thing that you talked about the police
12 and the additional police. They are crowded
13 enough as it is back in that office and we
14 are looking at getting a new police building
15 at some point.

16 And then Saleem, I can't -- I got to
17 congratulate you on the trees. I was up
18 there yesterday and I was just walking
19 around, driving around, it's a gorgeous
20 piece of property, it's spectacular and
21 there are some trees on there that would
22 just embrace the right architecture. And
23 the other thing that would be really
24 terrific up there is to use that farm house
25 as the template for whatever is going to be

1 put up there residentially. Don't put up
2 some -- I was gonna start swearing, but
3 don't put up some steel and glass
4 monstrosity up there that is gonna sit there
5 and offend everybody. If you drive down
6 these roads, these are wonderful rural roads
7 with the stone build -- with the stone walls
8 on there. The stone walls that are in
9 there, Jesus, they are wonderful, and you
10 might not even think about what did -- or
11 suggest what you can do with that road what
12 you did up on the east side of town up the
13 Mianus River gorge, you know, to protect
14 that. You might think about that on those
15 walls when you go down on that avenue.
16 Anyway, I'm done talking.

17 SUPERVISOR SCHILIRO: Hold on, I've
18 got a question for you, well, a comment and
19 a question. Just so people know at home, we
20 are not -- we love our police department,
21 but we are not looking at building a new
22 police station.

23 MR. WOODYARD: Right, right.

24 SUPERVISOR SCHILIRO: So I don't want
25 people to think we're --

1 MR. WOODYARD: No, I know that, but
2 they need more room.

3 SUPERVISOR SCHILIRO: And the second
4 thing was the very second to last thing you
5 talked about with, talking about how things
6 were split up in other projects, was there a
7 specific actionable step or something you
8 wanted them to look at with respect to that?
9 I am not quite understanding exactly what
10 you are talking about.

11 MR. WOODYARD: Okay, look at this
12 project in phases. Go ahead and what we
13 talked about in the comprehensive plan
14 steering committee. Re-purpose those
15 buildings, one as the office building, the
16 other one as the hotel, that's fine, you
17 know, and just -- and then make that as a
18 start. And then really start thinking about
19 the other opportunities that may be
20 available to them besides a freaking
21 apartment building.

22 MS. DIGIACINTO: And correct -- I
23 just can't remember, but I think the
24 comprehensive plan recommended limited
25 residential use.

1 MR. WOODYARD: I believe so.

2 MS. DIGIACINTO: Is that right, Adam?

3 MR. KAUFMAN: I'd have to look for
4 that specific point.

5 MS. DIGIACINTO: I'd have to check,
6 I'm not sure.

7 MR. WOODYARD: I believe so, because
8 as I remember during those discussions --
9 you got one handy Mike?

10 SUPERVISOR SCHILIRO: Always. This
11 is my Bible.

12 MR. WOODYARD: Anyway, it is
13 something, it was -- we were very, very
14 careful about what was gonna be happening
15 there, especially with the mention of the
16 hotel because we knew what was gonna be
17 proposed up at Eagle Ridge, of course we
18 didn't know what was gonna happen to La
19 Quinta either. But any way. Anything else?

20 SUPERVISOR SCHILIRO: That was it. I
21 just wanted to get these two clarifications.

22 MR. WOODYARD: What?

23 MR. BERRA: I have one question for
24 you. So when you were saying instead of
25 what they're proposing, repurposing --

1 breaking up into two pieces essentially, so
2 you are suggesting that one of the
3 possibilities that they might want to do
4 houses on a half an acre or something like
5 that?

6 MR. WOODYARD: Yes, yeah. Like what
7 Barbara had proposed originally for and I --

8 MS. DIGIACINTO: I might get one for
9 me.

10 MR. WOODYARD: I liked it.

11 MR. BERRA: Yeah, I thought -- I
12 guess when I looked at this, even assuming
13 that you were using the entire property that
14 way, I've some questions as to whether that
15 would be practical, but I do like the idea
16 of smaller houses on smaller lot.

17 MR. WOODYARD: And you can have an
18 entrance off of Cooney Hill, you know,
19 you've already got the --

20 MR. REITER: You have the --

21 MR. WOODYARD: -- you've got that
22 gate that sits right there.

23 SUPERVISOR SCHILIRO: You've got 38
24 acres here, this would mean doing something
25 like probably 45 houses or so.

1 MR. WOODYARD: Yeah, and you make
2 them high end and I think that -- and I
3 think you can probably make them more
4 profitable at the end because people --
5 that's what people are coming for. What you
6 are doing is you are creating a neighborhood
7 in the 45 houses and you got people who will
8 sit there and walk their dogs and you know,
9 carpool. So I mean --

10 MR. BERRA: That would very spread
11 out and it is always worth considering these
12 things, but it would be very spread out and
13 what we're trying to do is cluster and
14 trying to preserve the land.

15 MR. WOODYARD: No, but I think what
16 you are finding with the cluster is it is --
17 that it is making -- it's urban and so --
18 anyway. I still like that, I mean it is so
19 bucolic up there, it's absolutely gorgeous
20 land and I just -- embrace the land, don't
21 ruin it. Thank you.

22 SUPERVISOR SCHILIRO: Thanks Ed.

23 MS. DIGIACINTO: Thank you.

24 SUPERVISOR SCHILIRO: Mat.

25 MR. MILIM: So I think it is great

1 that the Board is asking these kinds of
2 questions around the increment of taxation
3 versus the cost to serve, I think that's
4 really important. I've been concerned for a
5 while about the kind of taxation projects
6 that had been approved and just the
7 potential for them to drag on the budget.

8 So I think you know, these kinds of
9 questions are great and important and I
10 think from my perspective just as a resident
11 I think the project really needs to be
12 additive and accretive both to the town
13 budget, the school budget and quality of
14 life.

15 So in that last regard on quality of
16 life, Barbara, I thought it was grate that
17 you've made these comments and come around
18 to adding some of those rec facilities. I
19 thought those ideas that were mentioned were
20 great, I just really hope that we can follow
21 through with that and this is what a number
22 of us in town been pushing for a long time
23 and I think it would be additive. So that's
24 all I have to say.

25 SUPERVISOR SCHILIRO: I know you like

1 the hockey idea.

2 MR. MILIM: I love the hockey idea, I
3 love the idea of a turf field too.

4 MR. WOODYARD: Actually it was John
5 Davidson wanted to have a hockey --

6 SUPERVISOR SCHILIRO: Well, it's
7 coming up. We did have a former very known
8 retired hockey player we looked at starting
9 a hockey rink, but we looked at --

10 MR. WOODYARD: And then that's where
11 the Bristal is now.

12 SUPERVISOR SCHILIRO: Is on? That
13 mic is on, right?

14 MR. WOODYARD: Anyway, John Davidson
15 was getting together a whole bunch of people
16 to do it and then they were gonna put it
17 right were the Bristal was, but that
18 changed. That was one of Becky's things, so
19 anyway. Thanks.

20 SUPERVISOR SCHILIRO: Thanks. And
21 Jen, did you want to say something Tony?

22 MR. VENEZIANO: My head is just
23 spinning. The one thing I just wanted to
24 say because there is a lot of
25 reconceptualization of the site. So there

1 is nobody there right now and --

2 SUPERVISOR SCHILIRO: Right.

3 MR. VENEZIANO: -- and I don't know
4 what the taxes are, but we've got to move
5 this forward. And I am not responding to
6 all of these ideas we'll be put in the FEIS,
7 but we need to come to some commonality here
8 as to what can work. I mean, you are piece
9 by piece ripping at this site I mean, and if
10 you just look at from sitting here, I want
11 to give you all credit for taking a look at
12 the EIS, you did a great job.

13 But, if you just add it all together
14 we are just gonna to be pinned down to the
15 ground and we are going to be talking about
16 what not gonna do with taxes. So we'll come
17 back with some answers and we will have a
18 meeting I guess the 26th is when this gonna
19 be adjourned to.

20 SUPERVISOR SCHILIRO: The 22nd I
21 guess it would be.

22 MR. VENEZIANO: The 22nd, okay, and
23 we will hear the rest of the comments. But
24 I just had to say it because I guess it is a
25 lot to digest and I haven't talked to the

1 client, but it is a lot to digest if you
2 look at the totality of it. And there is a
3 lot of the original thinking looking at
4 this, do a whole new market analysis, and I
5 don't disagree with a lot of it, it is just
6 a lot of work, a lot of time, and by the
7 time we are done with it to get back to your
8 point, we will have another nine month of
9 six cycles going through it and you will
10 need new stuff. So we've gotta figure out
11 the balance here to get something going. I
12 just had to say that.

13 MR. BERRA: Is there another way to
14 put that, that is great to look at all this
15 in a lot of details but you do get the point
16 where you're narrowing down to something
17 manageable as opposed to expanding on it.

18 MR. VENEZIANO: Yeah. I mean, I've
19 got -- I am not gonna sleep tonight right,
20 I've got seven different ways to think this
21 through including bifurcating the site and
22 then I'm thinking about the plans we have
23 and what I can do with it because I want to
24 be responsive. But we've got to get to some
25 root goodness here that can sell or lease

1 and sort of move it. And I know you are all
2 fair, but there was a lot of comments coming
3 out because we've already have you know --
4 water is an issue, we have some issues.
5 There is some traffic issues, the whole
6 school thing in there was -- Mike did the
7 Whippoorwill Hills thing and said two kids
8 were gonna come and a hundred came. So we
9 will look at that too, but I just had to say
10 that. Thanks.

11 SUPERVISOR SCHILIRO: Thanks Tony.
12 Jen, do you want to come?

13 MS. CLARK: I just want to state some
14 major inconsistencies I've noticed since
15 coming to the Board for the last three
16 months and the way the Eagle Ridge project
17 was handled versus what just went down here.
18 Everyone can watch it on video I spent 10
19 minutes standing here the last time we had
20 this Board meeting telling you that I was
21 concerned about our school district and that
22 there were too many kids coming into the
23 school district and the developments had to
24 stop getting approved.

25 You guys all looked at Roland because

1 none of you were able to answer me about how
2 long someone can stay in the hotel in Eagle
3 Ridge and partially send their kids to
4 school here. You all looked at me and told
5 me it didn't matter if people over the age
6 of 55 lived there because they wouldn't have
7 that many school age children and it
8 wouldn't impact the school district that
9 much.

10 Then I read Jen Lamia's letter and
11 it's like, oh, wow, this actually is a
12 problem, nobody should have been looking at
13 me like I was crazy last week. So all of a
14 sudden, I would like to understand I guess
15 better why -- yes, I understand there was a
16 55 plus community and you think that these
17 people might not have school age children.

18 Still I haven't gotten an answer
19 about whether or not someone could stay at
20 the hotel for a year and try to flop it over
21 and send their kids.

22 MS. DIGIACINTO: They can't. I think
23 that's 30 days.

24 SUPERVISOR SCHILIRO: I think that
25 was addressed --

1 MS. DIGIACINTO: Yes, that was
2 addressed --

3 THE SPEAKER: Not clearly, no. You
4 guys got it scooted off to a taxation. No
5 you said someone could stay a little longer
6 than 30 days, they were just collecting more
7 taxes.

8 MS. DIGIACINTO: No. No.

9 SUPERVISOR SCHILIRO: You can't have
10 that as your residence and then attend the
11 school, it's just -- that doesn't --

12 THE SPEAKER: Fine. So I'll focus on
13 the 55 plus. You are talking about
14 projected versus the results. You projected
15 two kids at Whippoorwill Hills and went over
16 the rules or whatever it was, I don't know,
17 you are the one that said that that study
18 was -- it ended up in more resulted kids.
19 So I don't know what made you think that the
20 projected number of Eagle Ridge, I don't
21 know if Jen Lamia provided the same exact --

22 SUPERVISOR SCHILIRO: She had no
23 issue. The schools had no issue with Eagle
24 Ridge and Brynwood specifically and the 16
25 unit by David Chen. So just so you know,

1 our school district is Valhalla and Byram
2 Hills are always intimately involved in all
3 of our developments and I've always been
4 liaison, specially with the supervisor,
5 Barbara has been one of the other liaisons
6 and we cover development every monthly
7 meeting. This one specifically because they
8 do have concerns. So it was covered in the
9 other projects, this particular one they
10 have concerns. So that's the difference.

11 MS. CLARK: I am sorry, you could say
12 that if you want but if someone can go back
13 and look at the video. But the way I was
14 treated last week when I brought up my
15 concern about the school district bursting
16 at the seams, is very inconsistent with the
17 way you are acting tonight. It's just my
18 personal --

19 SUPERVISOR SCHILIRO: And I
20 respectfully disagree with you --

21 MS. CLARK: That's fine and I can
22 respectfully disagree also.

23 SUPERVISOR SCHILIRO: No, no. But
24 this is the DEIS process as the
25 environmental piece and when we were doing

1 the Eagle Ridge we were at the end of that
2 process.

3 MS. CLARK: That's fine. I stood
4 here and I made it very clear that I love
5 having one high school, I love the town, I
6 love the trees, and I love all the stuff and
7 the project got approved, no big deal. And
8 now all of a sudden everyone cares about the
9 trees, and the barn, and the stone walls and
10 the school district and all this stuff, and
11 I just think it is a little suspicious to me
12 to be honest with you.

13 SUPERVISOR SCHILIRO: Again Jen, I
14 would have to disagree with you --

15 MS. CLARK: You're allowed to
16 disagree but I don't have to agree.

17 SUPERVISOR SCHILIRO: No, no. But
18 the EIS process at Eagle Ridge was very
19 thorough and you have to go back years to
20 follow that process.

21 MS. CLARK: I'm not saying it wasn't
22 thorough, I just think that the way that the
23 developments --

24 MR. VENEZIANO: Can we close our
25 hearing? This beyond our thing, this is not

1 even relevant to our project this whole
2 document -- this whole --

3 SUPERVISOR SCHILIRO: Let Jen finish
4 her comments about this, about the DEIS but
5 we have to move forward.

6 MS. CLARK: You can close.

7 SUPERVISOR SCHILIRO: We could
8 adjourn it.

9 MR. VENEZIANO: You can speak, I just
10 don't need --

11 MS. CLARK: I know I can speak --

12 SUPERVISOR SCHILIRO: We can adjourn
13 the hearing.

14 MS. CLARK: I don't anyone's
15 permission. That's fine.

16 SUPERVISOR SCHILIRO: Ed, did you
17 want to make more comments?

18 MR. WOODYARD: Yeah. I just want
19 to -- I just want to -- Tony is getting
20 anxious about getting things started in nine
21 months. If you divide this thing up into
22 two things like you did at Brynwood,
23 separate it out, they can start going ahead
24 with the repurposing of the buildings that
25 are there and then it will give time for

1 everything else to be considered. That's my
2 thought. Thank you.

3 SUPERVISOR SCHILIRO: Thanks. Is
4 there any other comments from the public or
5 the Board. We are not closing the hearing
6 Jen, if you have more to say or you can come
7 back at the next meeting.

8 MS. CLARK: No, I think it is very
9 clear about who does or does not deserve
10 respect in this room. I am fine. Thank
11 you.

12 SUPERVISOR SCHILIRO: Okay. So if
13 there is no other comments we've -- let me
14 get my agenda. So we received Jen's letter
15 and then we will need a motion to adjourn to
16 the next meeting for items one and two.

17 MR. BERRA: I make that motion.

18 MS. DIGIACINTO: Seconded.

19 SUPERVISOR SCHILIRO: All in favor.

20 MS. DIGIACINTO: Aye.

21 MR. BERRA: Aye.

22 MR. HUSSAIN: Aye.

23 MR. REITER: Aye.

24 SUPERVISOR SCHILIRO: Great. Thank
25 you all. Thanks for the comments. Thank

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you applicant.

MR. VENEZIANO: Thank you very much.

(Time noted 9:41 p.m.)

C E R T I F I C A T I O N

1
2
3 I, Eunice Patchen, Certified Court Reporter,
4 before whom this proceeding was taken, do hereby state
5 on the Record:

6 This to be a true and accurate transcript of
7 the aforesaid proceeding and that due to the
8 interaction in the spontaneous discourse of the
9 proceedings, dashes (--) have been used to indicate
10 pauses, changes in thought, and/or talk-overs; that
11 same is the proper method for a Court Reporter's
12 transcription of proceedings, and that the dashes (--)
13 do not indicate that words or phrases have been left
14 out of this transcript;

15 That any words and/or names which could not
16 be verified through reference material have been
17 denoted with the parenthetical "(ph)."

18
19
20 _____
Eunice Patchen

21
22 **Dated: September 23, 2021**
23
24
25

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TOWN OF: TOWN OF NORTH CASTLE
COUNTY: COUNTY OF WESTCHESTER

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TOWN OF NORTH CASTLE PUBLIC HEARING

RE: AIRPORT CAMPUS DEVELOPMENT

113 KING STREET, ARMONK, NEW YORK

-----x

15 Bedford Road
Armonk, New York
September 22, 2021
9:05 p.m.

P U B L I C H E A R I N G

PATCHEN STENO SERVICES LLC
Eunice Patchen
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A P P E A R A N C E S :

CHAIRMAN	MICHAEL SCHILIRO
COUNCILMAN	BARBARA DiGIACINTO
COUNCILMAN	JOSÉ BERRA
COUNCILMAN	SALEEM HUSSAIN
COUNCILMAN	BARRY REITER

ROLAND BARONI, ESQ. TOWN ATTORNEY
KEVIN HAY, TOWN ADMINISTRATOR
ADAM KAUFMAN, DIRECTOR OF PLANNING

ALISON SIMON, TOWN CLERK

1 CHAIRMAN SCHILIRO: So the first item
2 is reconvening the hearing regarding Airport
3 Campus, 113 King Street. There is two items
4 here. The first is opportunity to provide
5 comment on the Draft Environmental Impact
6 Statement or DEIS prepared in connection
7 with the proposed Airport Campus
8 Development, 113 King Street, which for
9 those who may be more familiar with the old
10 MBIA Campus near the airport.

11 The second item is to consider a
12 local law amendment to the code of the town
13 of North Castle, Chapter 355 entitled
14 Zoning, with respect to the designated
15 design office building 20A zoning district,
16 and the proposed Airport Campus Development.

17 We are not dealing with the zoning,
18 but that's what obviously is gonna be
19 adjourned to the future. What we will be
20 working on for the last several meetings is
21 the DEIS, and before counselor I have you
22 speak I am just gonna have Roland say a few
23 words regarding process. Again, we can't
24 assume everybody is watching these meetings
25 every week we are here, so I just want to

1 make sure they understand the process here
2 and what is going on with the DEIS. So I
3 will turn it over to Roland and then we will
4 go there.

5 THE CLERK: Do you want to open the
6 meeting first?

7 CHAIRMAN SCHILIRO: Thank you Alison.
8 I need a motion to reconvene the hearings.

9 MS. DIGIACINTO: I make that motion.

10 MR. HUSSAIN: I seconded.

11 CHAIRMAN SCHILIRO: All in favor.

12 MS. DIGIACINTO: Aye.

13 MR. HUSSAIN: Aye.

14 MR. REITER: Aye.

15 MR. BERRA: Aye.

16 CHAIRMAN SCHILIRO: And before Roland
17 goes, any correspondence? That I remember.

18 THE CLERK: No.

19 CHAIRMAN SCHILIRO: Okay, Roland.

20 MR. BARONI: Where you are in the
21 process is you opened the hearing on the
22 rezoning application and you have opened the
23 public hearing on the DEIS, the Draft
24 Environmental Impact Statement, and you've
25 had several sessions. And tonight you are

1 having another one and you might choose at
2 the conclusion to close the public hearing
3 on the Draft Environmental Impact Statement
4 and adjourn I would recommend, that you
5 adjourn the public hearing on the rezoning
6 application.

7 CHAIRMAN SCHILIRO: Right.

8 MR. BARONI: Set a comment period,
9 anywhere from 14 to 20 days is generally
10 appropriate, and at the conclusion of that
11 written comment period the applicant will
12 then be able with the stenographic record
13 that's being made and written comments to be
14 submitted, the applicant will then be able
15 to prepare its final Environmental Impact
16 Statement, which basically is a document
17 that answers all the questions that have
18 been asked during the DEIS public hearing,
19 the one you're having, and that will be the
20 next step.

21 Once you've accepted the FEIS as
22 complete, and that is circulated you will
23 then be in a position to consider a finding
24 statement which will conclude the
25 enviromental review and then you will be

1 able to consider the applicant's request.
2 So that's the process from here forward.

3 CHAIRMAN SCHILIRO: Thank you. So in
4 summary this -- that really wasn't a summary
5 but this is our opportunity, the Board, the
6 public, which we've had several meetings on
7 to provide input on their review of the
8 DEIS, request if there is anything
9 substantive that needs to be addressed or
10 studied, and then they come back and provide
11 that FEIS document.

12 And as Roland said, the rezoning
13 hearing is for down the road. This is just
14 -- this isn't to -- what is the word that I
15 am looking for, sort of analyze the merits
16 or the non-merits of the project. This is
17 their opportunity to study what they need to
18 study to the SEQRA process, and then us and
19 the residents to provide the input. So
20 we've extended the DEIS hearing. We started
21 it in July, so we've given more opportunity
22 more so for residents than for us because
23 we've had the information and we are aware
24 of it for three months. So it is an
25 opportunity for the public, and then like

1 Roland said, even if somebody has questions,
2 even us after tonight, we extend that period
3 for written comment and the reason why
4 that's very important is, it's almost the
5 same. If I am making a comment about
6 something that should be investigated or
7 studied, I can easily do that in writing as
8 well. So with that, I am going to pass it
9 to you.

10 MR. VENIZIANO: Good evening. My
11 name is Tony Veniziano, I'm here on behalf
12 of Airport Campus regarding this draft
13 generic EIS hearing. There have been two
14 hearings already, this is the third hearing,
15 we'd like to hear the comments, we are
16 already working on our responses to the
17 comments thinking through the markets, the
18 uses. For us to come back to the town we
19 need this hearing closed so we can get
20 through the comment period. I believe the
21 minimum comment limit is 10 days, whatever
22 you select would be fine.

23 We've got a written transcript or the
24 other two that we are already looking at.
25 There hasn't been any comments from the

1 public and we'd like to hear from the rest
2 of the Board tonight. I think -- let's see
3 how this goes, but I will ask you to close
4 it at the end of tonight. That's it.

5 CHAIRMAN SCHILIRO: Thank you. And
6 originally going back a few moths, the
7 public comment -- the written comment was
8 targeted for the end of the month. I think
9 it is too short so we will discuss that, I
10 think 14 days is good. If another Board
11 member thinks it needs to be a little bit
12 longer but you that might be fine, but you
13 know, the process will be to close it --

14 MR. VENIZIANO: It is important to us
15 because we really need that closed to get
16 back to you.

17 CHAIRMAN SCHILIRO: Right, we said
18 that --

19 MR. VENIZIANO: So if you said it's
20 30 days, it's 30 days, and if we are getting
21 a letters from DOT and DEC and so forth it's
22 one thing, but if it's just dead time we're
23 just losing time.

24 CHAIRMAN SCHILIRO: Correct.

25 MR. VENIZIANO: Okay.

1 CHAIRMAN SCHILIRO: Okay. So if I
2 could, if I go to you first, because you
3 weren't at the last meeting.

4 MR. HUSSAIN: I was at the last one.

5 CHAIRMAN SCHILIRO: You couldn't be
6 at the week before.

7 MR. HUSSAIN: Right. Yes.

8 CHAIRMAN SCHILIRO: So let me start
9 with Saleem this way and then we'll open it
10 up to the public if they have any additional
11 comments on the report or things that
12 warrant extra study, and then we'll go from
13 there.

14 MR. HUSSAIN: Okay. So for me
15 actually the comments that I have now made a
16 couple of times, they are still the ones
17 that I stand against. I am not going to
18 make any additional comments beyond that.
19 And just to summarize, there is like really
20 three buckets of things. One was around and
21 a reevaluating on the demand and what's
22 really needed given all the changes that
23 have happened in the last two years, and I
24 think that is warranting a reevaluation.

25 And then the second is around

1 students in some of the points we heard from
2 the Superintendent's letter. And then the
3 third is around trees. And I do think it
4 would be good to have a relook and a
5 consideration at some of the tree plans that
6 you had.

7 So these are points that I have made
8 before and that would be great to come back
9 around on them. That's it.

10 CHAIRMAN SCHILIRO: Thanks Saleem.
11 And just for clarity, the input we received
12 was from the Byram Hills School
13 Superintendent, not Valhalla. Sometimes
14 people don't -- forget that North White
15 Plains goes through Valhalla and Armonk
16 Banksville goes to Byram Hills. So that was
17 from the Byram Hills Superintendent because
18 this development wouldn't potentially impact
19 that school district.

20 MR. HUSSAIN: Exactly. Thank you --

21 CHAIRMAN SCHILIRO: Just as a
22 clarifier. Barry, do you have anything on
23 this?

24 MR. REITER: I just wanted to remind
25 you guys about the EMS part, you know, the

1 police department, you know. To take a look
2 at that and also from the fire department's
3 perspective as well. I know it was
4 addressed and I think, you know, after
5 talking to the chief at the police
6 department, he had some concerns, same as
7 the fire department.

8 CHAIRMAN SCHILIRO: Great, thanks.
9 Barb, you had a lot of comments last week so
10 I don't know if you have anything else.

11 MS. DIGIACINTO: I'm not gonna say
12 that much. I just would like to just add
13 that my two proposals, one was using the
14 site for some type of you know, sport
15 facility, you know, indoor ice rink, indoor
16 pool, outdoor fields, etc. I did get a lot
17 of positive feedback from people who watch
18 the meeting and as well as my second
19 proposal was to use the property for a sort
20 of senior living where it would do -- would
21 start with just single family residences
22 where people were very independent and yet
23 could eventually move from that to assisted
24 living and so on and so forth. And that was
25 also very well received. Thank you.

1 CHAIRMAN SCHILIRO: Thanks Barb.
2 Jose.

3 MR. BERRA: I'm going to be
4 uncharacteristically brief. I've made a
5 series of comments, including at the first
6 meeting. I want to look back over them.
7 Tony, is there -- do you have the comments
8 in a form that I could see the comments I
9 made before because I want to consider
10 whether I want to supplement them in writing
11 after the period closes, and I don't want
12 you to do anything especial I just want to
13 know if that exists.

14 MR. VENIZIANO: We have one of the
15 transcripts from the 28th, do we have the
16 second day? Yes, we have that.

17 MR. BERRA: Can you do that basically
18 by person because they are all speaking at
19 one time. So if it wouldn't be a problem to
20 get those so I could see the comments that
21 would be great.

22 MR. VENIZIANO: How long would that
23 take?

24 MR. BERRA: If that's not a problem.

25 MS. DIGIACINTO: Or you can watch the

1 meeting. Jose didn't speak at the last
2 meeting.

3 MR. BERRA: What's that?

4 MS. DIGIACINTO: You didn't speak at
5 the last meeting. You said that you wanted
6 to review your comments and you wanted to
7 speak tonight.

8 MR. BERRA: Thank you for the
9 reminder.

10 MS. DIGIACINTO: You're welcome.

11 MR. BERRA: And the review. Thanks.
12 So that would be helpful, also the
13 Conservation Board was working on it, they
14 are doing a responsible job and I want to
15 see what they come up with. They are much
16 more able to address these things than I am
17 so I want to be able to look at that too.

18 CHAIRMAN SCHILIRO: Okay. Great.
19 I'll make some comments and then if anybody
20 in the public has any. I am not gonna go
21 through some of the things that I mentioned
22 at the last meeting or the hearing, but
23 obviously the letter from the school
24 district was impactful, Byram Hills School
25 District, and one of my main comments was

1 about the age restricted component on the
2 alternative section, Chapter 18. That I
3 think should be looked at. You have senior
4 housing there and I am not sure if that
5 applies directly to age restricted, because
6 that could have a couple of different
7 meanings. So that was my main piece, to
8 make sure that was studied.

9 I may have something in writing
10 within the next week or so and if I do I'll
11 obviously submit it, but for right now I'm
12 satisfied that either I've asked it or a
13 colleague addressed it. So with that, I
14 would open it up to the public if anybody
15 has any input and again, there is a
16 stenographer here for a reason, it is a
17 hearing and they record everything and then
18 they provide it back to the applicant so
19 they have to address or study whatever needs
20 to be done.

21 MR. BARONI: I just have one comment
22 that I would like to make.

23 CHAIRMAN SCHILIRO: Oh, yes. Please.
24 Thank you Roland for reminding me.

25 MR. BARONI: Regarding the proposed

1 uses. It occurred to me that perhaps we
2 should preface the proposed uses, and even
3 the existing uses that are in the district
4 as for profit uses only, that's our tax base
5 out there and I just think it's important
6 that no matter what you propose out there
7 that all of those uses stay on the tax roll.

8 MR. VENIZIANO: That's fine.

9 MR. BARONI: So if you consider that.

10 MS. DIGIACINTO: Thank you Roland.

11 Excellent.

12 CHAIRMAN SCHILIRO: Thanks Roland. I
13 don't think there is -- do we have a list
14 for this?

15 THE CLERK: I have a list, but there
16 is nobody on it.

17 CHAIRMAN SCHILIRO: Is anybody that
18 would like to comment. Ed?

19 MR. WOODYARD: No, I said it at the
20 last one.

21 CHAIRMAN SCHILIRO: The last one.
22 Okay, anybody else? Okay, good. So with
23 that being said, I would ask if there is a
24 motion to close this public hearing and then
25 subsequent to that a motion to -- so a

1 motion to close and then a motion to
2 adjourn -- I am sorry Roland, roll call?

3 MR. BARONI: And you should also set
4 the comment period.

5 CHAIRMAN SCHILIRO: Oh, yes. So
6 let's talk about that real quick. I think
7 September 30th is too short, that's what it
8 is now. I was comfortable with two weeks
9 from now which is more than the ten days
10 that the law allows. I am comfortable with
11 two weeks, but let me hear from the Board.

12 MR. HUSSAIN: I'm good with that
13 Mike.

14 MR. REITER: I am good.

15 MR. BERRA: You mentioned the
16 possibility of 20 days?

17 CHAIRMAN SCHILIRO: You did, but
18 bring it up. You discuss it.

19 MR. BERRA: I think that's a good
20 idea. It doesn't hurt the extra six days.
21 We'll move along expeditiously. Things come
22 up for people so why not just give them a
23 better shot for it. People have busy lives.

24 CHAIRMAN SCHILIRO: Is there any
25 issue?

1 MR. VENIZIANO: That's good, it will
2 help with the transcript. We'll be fine.

3 CHAIRMAN SCHILIRO: We've pushed -- I
4 don't want to say push this out, but we want
5 to make sure that the public can -- has that
6 opportunity. The hearing was opened in the
7 summer and then you -- we didn't even have
8 it on the meeting in August and then we knew
9 the next hearing was gonna be right after
10 Labor Day, right after school started and --
11 so we knew that at least by now we thought
12 that we gave the public --

13 MR. VENIZIANO: The six days won't
14 affect us.

15 CHAIRMAN SCHILIRO: Alright. So --
16 and then this gives everybody another -- we
17 have no problem with that Jose, another 20
18 days, including us.

19 MR. BERRA: Thank you.

20 CHAIRMAN SCHILIRO: If there is
21 anything else we want.

22 MR. VENIZIANO: Pick a date. What's
23 the date?

24 CHAIRMAN SCHILIRO: October --

25 THE CLERK: October 12th. 20 days is

1 October 12th. The day before the next
2 meeting.

3 CHAIRMAN SCHILIRO: Is there a
4 separate motion?

5 MR. BARONI: No, it could be part of
6 the motion that you close the public hearing
7 on the DEIS and you set the comment period
8 for "X" days.

9 CHAIRMAN SCHILIRO: So we need a
10 motion for that. Anybody want to make --

11 MS. DIGIACINTO: I make that motion.

12 CHAIRMAN SCHILIRO: -- to adjourn and
13 to accept the public comment.

14 MS. DIGIACINTO: I make the motion to
15 close --

16 CHAIRMAN SCHILIRO: I'm sorry.

17 MS. DIGIACINTO: -- a motion to close
18 the DGEIS.

19 CHAIRMAN SCHILIRO: The DEIS and then
20 the DGEIS and then set the public comment
21 for 20 days from now.

22 MS. DIGIACINTO: And then to set the
23 public comment for 20 days, which should be
24 October 12th.

25 CHAIRMAN SCHILIRO: So we need a

1 second.

2 MR. REITER: Seconded.

3 CHAIRMAN SCHILIRO: All in favor.

4 MS. DIGIACINTO: Aye.

5 MR. HUSSAIN: Aye.

6 MR. BERRA: Aye.

7 MR. BARONI: Aye.

8 CHAIRMAN SCHILIRO: Okay. And we
9 just need a motion to adjourn the zoning
10 hearing.

11 MS. DIGIACINTO: I make a motion to
12 adjourn the zoning hearing.

13 MR. HUSSAIN: I seconded.

14 CHAIRMAN SCHILIRO: All in favor.

15 MS. DIGIACINTO: Aye.

16 MR. BARONI: Aye.

17 MR. BERRA: Aye.

18 MR. HUSSAIN: Aye.

19 CHAIRMAN SCHILIRO: And if I could
20 just ask Roland for another 30 seconds again
21 for people that might be new to the process,
22 about the time now even involving well
23 before the zoning conversation, right. We
24 have to get through the FEIS as you
25 explained, but there is plenty of time

1 before we even get to the zoning
2 conversation and hearing.

3 MR. BARONI: Yes, when the FEIS is
4 submitted and you deem it complete, that's
5 the point in time that you will reopen the
6 public hearing on the rezoning and at the
7 conclusion of that public hearing you'll be
8 in a position to consider a finding
9 statement.

10 CHAIRMAN SCHILIRO: Great.

11 MR. VENIZIANO: Okay, great. Thank
12 you very much.

13 CHAIRMAN SCHILIRO: Applicant. Thank
14 you for coming.

15 (Time noted 9:22 p.m.)

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1 C E R T I F I C A T I O N

2
3 I, Eunice Patchen, Certified Court Reporter,
4 before whom this proceeding was taken, do hereby state
5 on the Record:

6 This to be a true and accurate transcript of
7 the aforesaid proceeding and that due to the
8 interaction in the spontaneous discourse of the
9 proceedings, dashes (--) have been used to indicate
10 pauses, changes in thought, and/or talk-overs; that
11 same is the proper method for a Court Reporter's
12 transcription of proceedings, and that the dashes (--)
13 do not indicate that words or phrases have been left
14 out of this transcript;

15 That any words and/or names which could not
16 be verified through reference material have been
17 denoted with the parenthetical "(ph)."

18
19
20 _____
 Eunice Patchen

21
22 **Dated: September 28, 2021**

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24
25

<p>CHAIRMAN SCHILIRO: [41] MR. BARONI: [10] 4/20 5/8 14/21 14/25 15/9 16/3 18/5 19/7 19/16 20/3 MR. BERRA: [12] MR. HUSSAIN: [10] 4/10 4/13 9/4 9/7 9/14 10/20 16/12 19/5 19/13 19/18 MR. REITER: [4] 4/14 10/24 16/14 19/2 MR. VENIZIANO: [11] MR. WOODYARD: [1] 15/19 MS. DIGIACINTO: [14] THE CLERK: [4] 4/5 4/18 15/15 17/25</p>	<p>actually [1] 9/15 ADAM [1] 2/13 add [1] 11/12 additional [2] 9/10 9/18 address [2] 13/16 14/19 addressed [3] 6/9 11/4 14/13 adjourn [6] 5/4 5/5 16/2 18/12 19/9 19/12 adjourned [1] 3/19 ADMINISTRATOR [1] 2/12 affect [1] 17/14 aforesaid [1] 21/7 after [5] 7/2 11/4 12/11 17/9 17/10 again [3] 3/23 14/15 19/20 against [1] 9/17 age [2] 14/1 14/5 airport [6] 1/5 3/2 3/7 3/10 3/16 7/12 ALISON [2] 2/15 4/7 all [7] 4/11 5/17 9/22 12/18 15/7 19/3 19/14 allows [1] 16/10 almost [1] 7/4 along [1] 16/21 already [3] 7/14 7/16 7/24 Alright [1] 17/15 also [4] 11/2 11/25 13/12 16/3 alternative [1] 14/2 am [11] amendment [1] 3/12 analyze [1] 6/15 another [5] 5/1 8/10 17/16 17/17 19/20 answers [1] 5/17 any [8] 4/17 7/25 9/10 9/18 13/20 14/15 16/24 21/15 anybody [5] 13/19 14/14 15/17 15/22 18/10 anything [5] 6/8 10/22 11/10 12/12 17/21 anywhere [1] 5/9 applicant [4] 5/11 5/14 14/18 20/13 applicant's [1] 6/1 application [2] 4/22 5/6 applies [1] 14/5 appropriate [1] 5/10 are [14] ARMONK [3] 1/6 1/8 10/15 around [4] 9/20 9/25 10/3 10/9 as [10] 5/21 6/12 7/7 10/21 11/3 11/6 11/18 11/18 15/4 19/24 ask [3] 8/3 15/23 19/20 asked [2] 5/18 14/12 assisted [1] 11/23 assume [1] 3/24 ATTORNEY [1] 2/11 August [1] 17/8 Avenue [1] 1/24 aware [1] 6/23 Aye [12]</p>	<p>14/18 Banksville [1] 10/16 Barb [2] 11/9 12/1 BARBARA [1] 2/5 BARONI [1] 2/11 BARRY [2] 2/8 10/22 base [1] 15/4 basically [2] 5/16 12/17 be [33] because [7] 6/22 8/15 9/2 10/17 12/9 12/18 14/5 Bedford [1] 1/7 been [6] 5/18 7/13 7/25 21/9 21/13 21/16 before [9] 3/21 4/16 9/6 10/8 12/9 18/1 19/23 20/1 21/4 behalf [1] 7/11 being [2] 5/13 15/23 believe [1] 7/20 BERRA [1] 2/6 better [1] 16/23 beyond [1] 9/18 bit [1] 8/11 Board [5] 6/5 8/2 8/10 13/13 16/11 brief [1] 12/4 bring [1] 16/18 buckets [1] 9/20 building [1] 3/15 busy [1] 16/23 Byram [4] 10/12 10/16 10/17 13/24</p>
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Appendix B
Revised Zoning Petition

VENEZIANO & ASSOCIATES
84 Business Park Drive
Suite 200
Armonk, New York 10504
(914) 273-1300

September 29, 2022

Michael J. Schiliro, Supervisor
and Members of the Town Board
Town of North Castle
15 Bedford Road
Armonk, New York 10504

Re: 113 King Street & Associated Properties (Site)
Amendment to Zoning Petition

Honorable Supervisor and Members of the Town Board:

On behalf of our client, Airport Campus I-IV (Applicant), we hereby submit this amendment to their Zoning Petition which is currently pending before your honorable Board.

The Applicant submitted its Zoning Petition in 2018 requesting amendments to the DOB-20A zone in order to create opportunities for mixed use developments in the district. The Town Board accepted the petition, established itself as the SEQRA Lead Agency, conducted public hearings and finalized the Draft Environmental Impact Statement (DEIS) last year. The DEIS thoroughly evaluates numerous alternatives including the Applicant's preferred mixed-use plan of development for the Site included in the Zoning Petition: a 100,000 ft.² of office, a 125-room hotel, a six-story, 149-unit multi-family building and 20 townhouses.

The reaction to that DEIS preferred plan was mixed. The markets were volatile during the pandemic. We have reviewed the current market and entered into a contract with Toll Brothers for the townhouse portion of the project. We have fashioned a new age-restricted plan based on Toll's input and expertise in this space. While the prior project featured versatility, this project has a developer ready to proceed.

Our new alternative plan features reuse of the southern office building for approximately 50 age-restricted multi-family units, construction of 125 age-restricted townhouse units and removal of the existing 161,000 sf northern office building as well as removal of this 3-story, 316-space parking structure. The project will be age-restricted (55+) and no school-age children are

anticipated.¹ Additionally, in accordance with the Town's requirements, 10% of the units on site would be affordable.

To facilitate the Board's consideration of the Applicant's amended and preferred all senior residential alternative (Preferred Alternative), we hereby amend and modify the pending Zoning Petition to request that the Town Board consider remapping this Site to the R-MF-SCH district. To further your Board's review, this letter also transmits the preliminary Final Environmental Impact Statement (pFEIS) prepared by AKRF.² As described in the pFEIS, the Preferred Alternative is iterative of Alternative 6 in the DEIS. The all senior residential plan of development is at a density and scale that compares favorably to the Applicant's original mixed-use plan and other development alternatives studied as part of the SEQRA process. The Preferred Alternative directly responds to numerous DEIS public comments and incorporates a plan for redevelopment of the former MBIA headquarters that is market ready, addresses environmental effects and respects the Site's importance to the North Castle tax base.

As highlighted in the pFEIS, instead of a 5-story multifamily building with 2-stories of structured parking underneath or a 5-story parking garage (as currently approved for the Site), the Preferred Alternative reduces building height on the Site and is designed to comply fully with the Town's existing R-MF-SCH zoning district. Reductions in water, sewer and traffic are also achieved. The project plan also avoids any disturbance to the Site's wetlands or introduction of impervious surfaces to buffer areas as initially proposed by the Applicant. Overall, the pFEIS identifies how effective the Preferred Alternative is at addressing any environmental effects, particularly in comparison to other development alternatives for the Site, which is attributable to this alternative's reduced density and age-restricted population.

The pFEIS also documents the increase in taxes to the Town and the School District with the Preferred Alternative as compared to the *current* taxes for the Site. As shown in the pFEIS, the Preferred Alternative generates more tax revenue to the Town (\pm \$356K per year) than it would cost in services (\pm \$154K per year). The Preferred Alternative's net fiscal benefits including an increase in Town taxes together with the absence of any school-age children (and the resultant \$1.48 million in property tax revenue to the School District) are particularly notable.

Kindly place this matter on the next Town Board agenda for receipt and circulation of the Amended Zoning Petition and pFEIS to Town Departments and Consultants for your collective

¹ The age-restriction shall be set forth in a condominium Offering Plan, and recorded Declaration of Restrictions and Covenants and a separate agreement with the Town where the Town will be a third-party beneficiary of such restriction with Town enforcement authority.

² The pFEIS is being submitted electronically. Hard copies will be provided, as requested, in coordination with the Town Clerk.

Michael J. Schiliro, Supervisor
Town of North Castle

September 29, 2022
Page 3

review. We would anticipate a short overview by the Applicant at that time. Thank you for your consideration of the Applicant's amended Zoning Petition.

Very truly yours,

Anthony F. Veneziano, Jr.

ANTHONY F. VENEZIANO, JR.

AFV/kj

Appendix C

Sample Homeowner's Association Language

Appendix C

Sample Homeowner's Association Language

...[T]he residential development shall be developed as senior housing requiring that at least one occupant is fifty-five (55) years of age or older. Multiple occupants under the age of 55 may occupy the Home so long as at least one (1) owner is 55 years or older, as more fully described in the Declaration of Covenants and Restrictions applicable to the Homes to be recorded in the [Westchester] County Clerk's Office, a copy of which is set forth as Schedule [] to the Plan. Said Declaration of Covenants and Restrictions provide that the following persons under the age of 55 may occupy the Home:

- i. Children and/or grandchildren residing with their parents or grandparents where one (1) of said parents or grandparents, with whom the children or grandchildren are residing is fifty-five (55) years of age or older, provided that said children or grandchildren are over the age of nineteen (19); and
- ii. Adults under fifty-five (55) years of age may be admitted as permanent residents if it is established that the presence of such person is essential for the physical care or economic support of eligible older persons.

Purchasers should also note that all occupants of resold Homes are subject to the same age restrictions as original Purchasers.

Appendix D SWPPP
Forthcoming

Appendix E
Northeast Bald Eagle Project Screening Form

NORTHEAST BALD EAGLE PROJECT SCREENING FORM



Welcome!

What is the purpose of this form? The U.S. Fish and Wildlife Service (Service) designed this form as a voluntary tool to help people comply with the Bald and Golden Eagle Protection Act (BGEPA) by planning activities in a manner that avoids disturbing nesting bald eagles. To disturb a bald eagle nest means to agitate or bother a bald eagle to a degree that causes, or is likely to cause, that eagle to abandon its nest, suffer injury, or be unable to perform activities necessary to its survival. While all guidance included in this form is voluntary, individuals and organizations that disturb eagles may be subject to fine and prosecution under BGEPA.

How is this form different from the National Bald Eagle Management Guidelines? The National Bald Eagle Management Guidelines ([Guidelines](#)) is a document published by the Service in 2007 that provides background information on the biology of bald eagles, explains the Federal laws and regulations protecting them, and lays out guidance for several categories of human activities that can affect their nesting. This form takes the Guideline's recommendations, fits them to the regional conditions of the Northeast, and offers them to you in an interactive and intuitive format. Because the form fits its assessments and recommendations to the needs and behaviors of nesting bald eagles in the Northeast, you may find that it differs from the Guidelines on certain details. Nonetheless, the ultimate goal remains the same: to keep project proponents in compliance with BGEPA, while also protecting nesting bald eagles from disturbance.

How this form works. To complete this form, first, find the category of activities that includes your proposed activity. Then, go to the page listed for that category to assess whether your project may risk disturbing nesting bald eagles. If the form identifies that your activities may disturb nesting bald eagles, follow the recommended avoidance measures. These measures will identify factors that could influence nesting eagles' sensitivity to your activities: distance, visibility, timing, and exposure to other human activities. Sign the self-certification that you have committed to implementing the appropriate measures. If your proposed activities fall into multiple categories, repeat this process for each category. Additionally, if your project has the potential to affect multiple nests, complete a separate form for each nest site.

What to do with your completed form. Once you have signed your self-certification, keep the form for your personal records. You do not need to submit your completed form to the Service. Keep the form and additional pages that may be helpful to your future planning and compliance. If a local, state, or federal authority asks for documentation that you are complying with the Service's regional guidance, you can present them with your completed and signed form.

INTRODUCTION

What to know before you start. You will need a few pieces of information to help you complete this form.

Breeding Season

For temporary activities that might be loud or very visible, one of the simplest and most effective ways to avoid disturbing a bald eagle nest is to time the activity when eagles are not nesting, that is, outside the bald eagle breeding season. Wildlife agencies often refer to this type of measure as a time-of-year restriction. The bald eagle breeding season lasts approximately seven to eight months and has many stages. Start and end dates to this season can vary by location, year, and breeding pair. For simplicity, general dates are often set at a statewide level. Consult Appendix A to find the breeding season in your area.

Visibility

For some categories of activities, this form will ask whether your project activities will be visible to the nest. There are two general approaches to answering this question, a desktop assessment and a site visit. A desktop assessment involves consulting online mapping resources, such as Google Maps or state nest maps (see Appendix B), which can display your project location and the nest location on satellite or aerial imagery. When viewing this imagery, look to see whether there are landscape features or structures that might screen the nest's view of your activities. Your assessment is only as good as your imagery. Make sure the imagery is current and accurately reflects visibility conditions on the ground.

The second option is to visit your project location. Assess from various points in your project footprint whether you can see the nest. Use binoculars (4X power or greater) or spotting scope to assist your viewing. If you plan to visit the project site during the breeding season, be aware that your presence could also disturb the nest. Maintain 330' feet between you and the nest, or at least as much distance as the nearest ongoing foot traffic at the nest site. You should only perform your site visit from property legally accessible to you.

Using both the field and desktop approach will give you your best answer. If there is need to select between the two options, a site visit will generally provide a better sense of visibility. In either approach, consider that your activities may become more visible during portions of the year when leaves are off trees and other vegetation.

Nest Location

To figure out how close or how visible your activities will be, you will need precise knowledge of the nest's location. If you do not already have this information, check Appendix B to see if any online or state resources are available. If you are unable to get this information from any of these sources, survey the site. As when assessing visibility, you should only perform your visit on property legally accessible to you. You should also avoid coming within 330 feet of a nest during the breeding season, unless you know that the eagles have previously tolerated people at whatever shorter distance you are planning to use. For descriptions and examples of bald eagle nests, and explanation of how they differ from other large bird nests, see "Appendix C – Guide to Nest Identification."

INTRODUCTION

If you feel unable to perform this search, consider employing the services of a wildlife biologist experienced in this type of surveying. Alternatively, consider contacting your state or local wildlife agency to see if they would be able to perform a site visit (please be aware that many state and local wildlife agencies are constrained in their resources and time and may not be able to offer this service). Be sensitive to sharing information about nest locations. Attracting public interest to a nest site can threaten the safety of that nest. Some states also continue to prohibit the release of nest locations.

It is possible that you will be unable to find a reported nest. While bald eagles commonly use nests across breeding seasons, nests do not always survive from one season to the next. Nests may fall apart of their own accord or be blown down by high winds. Bald eagles may also stop using a nest for one season or more, even if the nest as a structure still exists. In these scenarios, bald eagles may still reuse a former nest site in the following breeding seasons. The temporary absence of a nest or nesting eagles does not absolve you of your responsibilities to avoid disturbing future nesting at that site. The Service recommends implementing the measures included in this form for five years after the last breeding season eagles used a nest or, where the nest no longer exists, three years after the last breeding season in which the nest existed.

Similar Activities

One of the best indicators of what a nesting bald eagle pair will tolerate is what they have already tolerated. In certain places, this form will ask whether the nesting pair has experienced and tolerated similar activities at the nest location. To answer this question, you will need to know about previous human activity at that location. Was that activity similar in nature to what you propose? As close as or closer than what you propose to do? Did it occur at the same time of day? Time of year? Did it last as long? Was it as frequent? Was it as loud? Was it as visible? You will also need to know basic history about the nest. Did the nest exist before that previous activity? Was it ever used after that activity? If your answer to any of these questions is 'no,' you cannot answer 'yes' to the broader question of whether there is similar activity at that site. See "Appendix D – Similar Activity Example Exercise" for a demonstration of how to apply this principle.

Limitations

Know when and how you should be using this form. See "Appendix E – Limitations of this form."

Where to go for help. The Service understands that project proponents may occasionally need clarification on which assessments are relevant to them and how to implement certain avoidance and minimization measures. If you find you are unable to complete this form, you can contact your regional eagle coordinator (Tom Wittig) for assistance at

thomas_wittig@fws.gov - or - 413-253-8577

When emailing, please include in your subject line "BALD EAGLE SCREENING FORM QUESTION." If you are unable to connect with your regional eagle coordinator when calling, please leave a voice message that you are calling about this form and how best to reach you.

For explanation of technical terms used in this form, see "Appendix F – Glossary of Terms."

PROJECT INFORMATION

PROJECT INFORMATION

Project Name: _____

City: _____ **County:** _____ **State:** _____

Lat/Long (decimal degrees; ex. 38.418310, -76.001096): _____

[Find Lat/Long via map](#)

Size: _____ acres\miles

PROJECT CONTACT INFORMATION

Name: _____ **Phone:** _____

Address: _____

Email: _____

If your project has a Federal (ex. U.S. Army Corps), state (ex. PNDI), or other ID number, please list here: _____

PROJECT ACTIVITY CATEGORY(S)

Place a check next to all activities you plan to perform.

- Construction and Development Activities → go to pages 5 -7
- Maintenance and Restoration Activities → go to pages 8 -9
- Timber Operation and Forestry Practices → go to page 10
- Use of Helicopters and Fixed-wing Aircraft → go to page 11
- Blasting and Other Loud, Intermittent Noises (including Fireworks) → go to page 12
- Recreational Activities → go to pages 13 – 14

Feedback? The Service is continuously looking to improve this form. If you have suggested changes, please feel free to email them to us at thomas_wittig@fws.gov. Include “Bald Eagle Project Screening Form – Feedback” in your subject line.

Construction and Development Activities

Which specific construction activities do you plan to perform? (check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Building construction | <input type="checkbox"/> Water impoundment or withdrawal |
| <input type="checkbox"/> Tree and land clearing | <input type="checkbox"/> Mining |
| <input type="checkbox"/> Construction of roads, trails, canals, power lines, pipelines and other linear utilities | <input type="checkbox"/> Oil and natural gas drilling and refining |
| <input type="checkbox"/> Agriculture or aquaculture – new or expanded operations | <input type="checkbox"/> Wind farm construction |
| <input type="checkbox"/> Alteration of shorelines or wetlands | <input type="checkbox"/> Installation or expansion of marinas with a capacity of 6 or more boats |
| <input type="checkbox"/> Installation of docks, piers, or moorings (pile driving may qualify as loud noise, page 12) | <input type="checkbox"/> Communications tower construction (excluding maintenance and repairs) |

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated? Consider both construction and use/operation of your project.

Consider all of the following elements/factors in answering:

- | | | |
|--------------|-----------------|-----------------|
| -duration | -time of season | -area/footprint |
| -frequency | -visibility | -magnitude |
| -time of day | -distance | -nature |

- Yes → No avoidance measures recommended. Go to self-certification (page 7).
- No → Go to next question.

Will your activities be visible to the bald eagle nest(s)?

- Yes → Stop. Implement Avoidance Measures (AM) 2, 4, and 5 (see page 7)
- No → Go to the next question

CONSTRUCTION & DEVELOPMENT

Which of these categories most closely matches your proposed project or activity?

(check all that apply)

<ul style="list-style-type: none"><input type="checkbox"/> Building construction, 1 or 2 story, with a project footprint of ½ acre or less<input type="checkbox"/> Construction of roads, trails, canals, power lines, or other linear utilities<input type="checkbox"/> Agriculture or aquaculture – new or expanded operations<input type="checkbox"/> Alteration of shorelines or wetlands<input type="checkbox"/> Installation of docks or moorings<input type="checkbox"/> Water impoundment or withdrawal<input type="checkbox"/> Construction of communication towers <p style="text-align: center;">→ Implement AM 3, 4 and 5 (page 7)</p>	<ul style="list-style-type: none"><input type="checkbox"/> Building construction or expansion, 3 or more stories<input type="checkbox"/> Building construction or expansion, 1 or 2 story, with project footprint more than ½ acre<input type="checkbox"/> Mining<input type="checkbox"/> Oil and natural gas drilling and refining<input type="checkbox"/> Installation or expansion of marinas with a capacity of 6 or more boats <p style="text-align: center;">→ Go to the next question</p>
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Is there a similar activity within 1 mile of the nest?

- Yes → Implement AM 3, 4 and 5 (see page 7)
- No → Implement AM 1 and 5 (see page 7)

AVOIDANCE MEASURES - Place a check mark next to each avoidance measure (AM) that this form instructed you to implement and that you can commit to following. The Service recommends you follow the applicable AMs to prevent your activities from disturbing nesting bald eagles.

- AM 1 – Maintain a distance buffer of at least 660 feet (200 meters) between all project activities and the nest.
- AM 2 – Maintain a distance buffer of at least 660 feet (200 meters) between all project activities and the nest. If there is an existing human-made feature (e.g., house, road, dock) similar to your project that is closer than 660 feet and tolerated by the nesting eagles, maintain a distance buffer equal to or greater than the distance separating that tolerated feature and the nest.
- AM 3 – Maintain a distance buffer of at least 330 feet (100 meters) year-round between all project activities and the nest. If a similar activity (i.e., similar in kind and size) is closer than 330 feet and has been tolerated by eagles, the distance buffer will be the same or greater than that of the existing tolerated activity.
- AM 4 – Do not perform disruptive project activities within 660 feet (200 meters) of the nest during the breeding season. This time-of-year restriction is in addition to your recommended distance buffer. Disruptive activities include, but are not limited to, external construction, excavation, use of heavy equipment, use of loud equipment or machinery, vegetation clearing, earth disturbance, planting, and landscaping.
- AM 5 – Maintain existing landscape buffers that visually screen the activity from the nest.

Do you commit to following all recommended avoidance measures?

- YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

(signature)

(date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

- NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

Maintenance and Restoration Activities

This category includes outdoor maintenance of existing structures or infrastructure, where the maintenance activity is temporary and obtrusive (e.g., requires use of heavy equipment or loud machinery), and within the previously disturbed footprint of the structure or infrastructure. If maintenance is proposed outside the previously disturbed footprint, see **Construction and Development Activities** (pages 5-7). This category also applies to the maintenance and restoration of natural habitats (e.g., wetlands, streams, rivers, non-forested uplands). This category does not include routine, ongoing activities to which bald eagles have already exhibited a tolerance (e.g., lawn mowing; plowing, planting or harvesting of agricultural fields; etc.).

Which maintenance or restoration activities do you plan to perform? (check all that apply)

- Maintenance of linear utilities (e.g., power lines, pipelines, water and sewer lines)
- Road, bridge, or culvert maintenance
- Trail, campground, or recreational area maintenance
- Maintenance of oil and gas wells, well pads, and storage tanks
- Maintenance of dams, levees, berms, canals and other water-control structures
- Pond, lake, or reservoir maintenance (draw downs, dredging)
- Stream or stream bank maintenance /restoration (e.g., stream bank fencing, stream bank stabilization, livestock crossings, in-stream habitat improvements, channel maintenance, dredging)
- Wetland maintenance / restoration (e.g., invasive plant control, restoration of hydrology)
- Prescribed burning for invasive control
- Upland habitat maintenance / restoration (e.g., planting or cutting of vegetation, invasive plant control, trash cleanup, abandoned mine lands restoration). This does not include activities in forests/woodlands (see **Timber Operation and Forestry Practices**) or in agricultural fields.

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated? Consider both construction and use/operation of your project.

Consider all of the following elements/factors in answering:

- | | | |
|--------------|-----------------|-----------------|
| -duration | -time of season | -area/footprint |
| -frequency | -visibility | -magnitude |
| -time of day | -distance | -nature |

- Yes → No avoidance measures recommended. Go to self-certification.
- No → Go to Avoidance Measures.

MAINTENANCE & RESTORATION

AVOIDANCE MEASURES - Place a check mark next to each AM that you can commit to following. The Service recommends you follow these AMs to prevent your activities from disturbing nesting bald eagles.

- AM 6 - Within 660 feet (200 meters) of the nest, perform all loud and intrusive maintenance and restoration work outside the breeding season. These activities include, but are not limited to, the following: construction, excavation, use of heavy equipment, use of loud equipment or machinery, vegetation clearing, earth disturbance, planting, landscaping, and habitat restoration activities.
- AM 7 - Maintain existing landscape buffers that visually screen the activity from the nest.
- AM 8 - Do not perform prescribed burning within 660 feet (200 meters) of the nest during the breeding season. If there is no practicable alternative to scheduling prescribed burning during the breeding season, only conduct burns when adult eagles and young are absent from the nest tree (i.e., at the beginning of, or end of, the breeding season, either before the particular nest is in use or after the young have fledged from that nest).
- AM 9 - When performing prescribed burning within the drip line of the nest tree, rake leaves, vines, and woody debris from around the base of the tree to prevent fire from climbing the tree. When burning within a patch of forest containing the nest tree, take precautions to prevent crown fire.

Do you commit to following all recommended avoidance measures?

- YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

(signature)

(date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

- NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

Timber Operation and Forestry Practices

AVOIDANCE MEASURES - Place a check mark next to each AM that you can commit to following. The Service recommends you follow these AMs to prevent your activities from disturbing nesting bald eagles.

- AM 10 – Do not perform clear-cutting or overstory tree removal within 330 feet (100 meters) of the nest at any time of the year.
- AM 11 - During the breeding season, do not perform timber harvesting, road construction, chain saw use, or yarding operations within 660 feet (200 meters) of the nest. Around alternate nests (including nests that were attended during the current breeding season but not used to raise young), you may reduce this distance to 330 feet (100 meters), provided the eggs laid in another nest within the nesting territory have hatched.
- AM 12 – Do not construct or operate log transfer facilities and in-water log storage areas within 330 feet (100 meters) of nests at any time of the year.
- AM 13 – Do not perform selective thinning, prescribed burning, or other similar silviculture practices for the enhancement or conservation of habitat within 660 feet (200 meters) of the nest during the breeding season. If there is no practicable alternative to scheduling prescribed burning during the breeding season, only conduct burns when adult eagles and young are absent from the nest tree (i.e., at the beginning of, or end of, the breeding season, either before the particular nest is active or after the young have fledged from that nest).
- AM 14 – When performing prescribed burning within the drip line of the nest tree, rake leaves, vines, and woody debris from around the base of the tree to prevent fire from climbing the tree. When burning within a patch of forest containing the nest tree, take precautions to prevent crown fire.

Do you commit to following all recommended avoidance measures?

- YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

(signature)

(date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

- NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

Use of a Helicopter and Fixed-wing Aircraft

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated?

Consider all of the following elements/factors in answering:

- | | | |
|--------------|-----------------|-----------------|
| -duration | -time of season | -area/footprint |
| -frequency | -visibility | -magnitude |
| -time of day | -distance | -nature |

- Yes → No avoidance measures recommended. Go to self-certification.
- No → Go to Avoidance Measures.

AVOIDANCE MEASURES - Place a check mark next to each AM that you can commit to following. The Service recommends you follow this AM to prevent your activities from disturbing nesting bald eagles.

- AM 15 - During the breeding season, do not fly within 1000 feet (305 meters) of bald eagle nests.

Do you commit to following all recommended avoidance measures?

- YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

(signature)

(date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

- NO – I am unable to follow one or more of the avoidance measures recommended by this form.
Go to page 15 for further instruction.

Blasting and Other Loud, Intermittent Noises (including Fireworks)

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated?

Consider all of the following elements/factors in answering:

- | | | |
|------------|-----------------|-----------|
| -duration | -time of day | -distance |
| -frequency | -time of season | -volume |

- Yes → No avoidance measures recommended. Go to self-certification.
- No → Go to Avoidance Measures.

AVOIDANCE MEASURES - Place a check mark next to each AM that you can commit to following. The Service recommends you follow this AM to prevent your activities from disturbing nesting bald eagles.

- AM 16 - During the breeding season, do not perform blasting and other activities that produce extremely loud noises within 1/2 mile (800 meters) of in-use nests. This measure also applies to the use of fireworks classified by the Federal Department of Transportation as Class B explosives, which includes the larger fireworks intended for licensed public display.

Do you commit to following all recommended avoidance measures?

- YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

(signature)

(date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

- NO – I am unable to follow one or more of the avoidance measures recommended by this form.
Go to page 15 for further instruction.

Recreational Activities

Is your activity similar to an ongoing or previous activity that coincided with the breeding season and that bald eagles tolerated?

Consider all of the following elements/factors in answering:

-duration	-time of season	-area/footprint
-frequency	-visibility	-magnitude
-time of day	-distance	-nature

- Yes → No avoidance measures recommended. Go to self-certification.
- No → Go to next question

Will your recreation occur during the breeding season?

- Yes → Go to Avoidance Measures.
- No → No avoidance measures recommended. Go to self-certification.

AVOIDANCE MEASURES – For each applicable recreational subcategory, place a check mark next to the AMs you can commit to following. The Service recommends you follow the applicable AMs to prevent your activities from disturbing nesting bald eagles.

Non-motorized recreation and human entry (including hiking, camping, fishing, hunting, canoeing)

- AM 17 - Stay at least 330 feet (100 meters) from the nest if you walk, bike, canoe, camp, fish, or hunt near an eagle nest during the breeding season and your activity will be visible or can be heard from the nest.

Off-road vehicle use (including snowmobiles)

- AM 18 - Stay at least 330 feet (100 meters) from the nest. In open areas, where there is increased visibility and exposure to noise, stay at least 660 feet (200 meters) from the nest.

RECREATION

Motorized watercraft use (including jet skis/personal watercraft)

- AM 19 - Do not operate jet skis (personal watercraft) or airboats within 330 feet (100 meters) of the nest.
- AM 20 - Avoid concentrations of noisy vessels (e.g. commercial fishing boats and tour boats) within 330 feet (100 meters) of the nest, except where eagles have demonstrated tolerance for such activity.
- AM 21 - For all motorized boat traffic within 330 feet (100 meters) of the nest, minimize trips and avoid stopping in the area, particularly where eagles are unaccustomed to boat traffic.

Do you commit to following all recommended avoidance measures?

- YES – I certify that I have completed this form to the best of my ability, answered all questions completely and accurately, and committed to implementing all applicable avoidance measures.

(signature)

(date)

U.S. Fish and Wildlife Service Determination: Based on your responses and commitment to implementing all applicable avoidance measures, the Service has determined that your proposed activities are unlikely to disturb nesting bald eagles.

- NO – I am unable to follow one or more of the avoidance measures recommended by this form.

Go to page 15 for further instruction.

FURTHER GUIDANCE

-- SEEK FURTHER GUIDANCE --

You have indicated that you are unable to implement all the recommended avoidance measures. Without all avoidance measures, your activities may risk disturbing nesting bald eagles.

Consult with your regional eagle coordinator to determine the appropriate next steps. The Service will work with you to help develop alternate measures to avoid disturbance of nesting bald eagles. If there are no feasible alternate measures, the Service may advise that you obtain an eagle incidental take permit to relieve you of legal liability in the event that your activities unintentionally disturb nesting bald eagles.

Contact your regional eagle coordinator (Tom Wittig) for assistance at thomas_wittig@fws.gov

When emailing, please include in your subject line “[Your project name] – SCREENING FORM FURTHER GUIDANCE.” In the body of your message, include

- a brief description of your project, including its location and when you plan to start;
- the activity category(s);
- the ID number(s) (e.g., AM 5) of the Avoidance Measure(s) you are unable to implement; and
- the nest location(s), if available.

To see the Service’s eagle incidental take permit application form, go to

<https://www.fws.gov/forms/3-200-71.pdf>

For answers to Frequently Asked Questions on this form, go to

<https://www.fws.gov/migratorybirds/pdf/policies-and-regulations/3-200-71FAQ.pdf>

The Service advises you talk with your regional eagle coordinator before deciding to apply.

APPENDIX A

Bald Eagle Breeding Season by State

State	Breeding Season
VA	December 15 – July 15
DC	December 15 – July 15
WV	January 1 – June 30
MD	December 15 – June 30
DE	December 15 – June 30
PA	January 1 – July 31
NY	January 1 – September 30
NJ	January 1 – July 31
RI	January 1 – July 31
CT	January 1 – July 31
MA	January 1 – August 15
VT	February 1 – August 15
NH	February 1 – August 15
ME (coastal)	February 1 – August 15
ME (northern)	March 1 – August 30

APPENDIX B

State Mapping Resources

Connecticut

Contact state
 Brian Hess, CT DEEP
Brian.Hess@ct.gov

New Jersey

Contact state
<https://www.nj.gov/dep/parksandfor/ests/natural/heritage/datareq.html>

Delaware

Contact state
 Katie Kadlubar, Delaware Division of
 Fish & Wildlife
Kathryn.Kadlubar@delaware.gov

New York

Contact state
<https://www.dec.ny.gov/animals/31181.html>

DC

Contact National Park Service
 Mikaila Milton, NPS
mikaila_milton@nps.gov

Pennsylvania

<https://fws.maps.arcgis.com/apps/webappviewer/index.html?id=87ac96536654495b9f4041d81f75d7a0>

Maine

<https://www.arcgis.com/apps/webappviewer/index.html?id=796b7baa18de43b49f911fe82dc4a0f1>

Rhode Island

Contact state
DEM.DFW@dem.ri.gov

Maryland

<https://marylandbirds.org/report-bald-eagle-nest/>

Vermont

Contact state
<https://vtfishandwildlife.com/conservation/development-review>

Massachusetts

Contact state
 Andrew Vitz, MassWildlife
Andrew.vitz@state.ma.us

Virginia

<https://www.ccbirds.org/maps/#eagles>

New Hampshire

Contact state
https://www2.des.state.nh.us/nhb_datacheck/signin.aspx

West Virginia

Contact state
 Rich Bailey, WVDNR
Richard.S.Bailey@wv.gov

Please note that maps are not exhaustive records of all nests within that state.

APPENDIX C

Guide to Nest Identification

Is it a bald eagle nest? Because bald eagle populations have grown so rapidly in recent years, not every bald eagle nest is registered to an online map or known to wildlife management agencies. As a result, project screening form users may occasionally have to make their own assessment of whether the nest near their project or activity is a bald eagle nest. Users should be cautious in making these determinations. Bald eagle nests can easily be confused with nests of other large birds such as osprey.

This guide will help landowners and project proponents assess whether a nest belongs to bald eagles or another species. It describes for readers the most commonly encountered large nests in the Northeast, with several reference figures for bald eagle nests, and provides tips for telling nest types apart. Any user who reads this guide and still feels uncertain about what type of nest they have encountered should contact their regional eagle coordinator for further guidance.

Common types of large nests.**Bald Eagle**

The most notable aspect to a bald eagle nest is generally its size. Bald eagles build some of the largest nests in the world, with most nests around 5 feet in diameter and 3 feet in height (Fig. 1). Nests can grow well beyond these dimensions (Fig. 2), as bald eagles tend to repair and expand their nests each year and can use individual nests for decades. Bald eagle nests are mainly composed of large interwoven sticks. Nests will also have a soft interior bowl made up of materials such as hay, cornhusks, and grass clippings. However, this portion of the nest is rarely visible to human observers. The shape of bald eagle nests varies; they can take the general form of flat discs, inverted cones, cylinders (Fig. 2), or spheres (Fig. 3).

Bald eagles typically place their nests in prominent trees that sit above the surrounding forest canopy. These nest trees will often be on hillsides, lake and ocean shorelines, riverbanks, and forest edges. Nests are generally in the top third of a tree, below the crown, secured in a prominent fork off the main trunk (Fig. 4.). Bald eagle nests can be in living deciduous (Fig. 3-4) and coniferous trees (Fig. 1), or dead trees (snags; Fig. 5). Within the Northeastern U.S., bald eagles use a wide range of tree types, including white pines, loblolly pines, tulip poplars, sycamores, oaks, and cottonwoods. Despite their common perception as an emblem of wilderness, bald eagles are also increasingly nesting on human-made structures such as electric transmission towers (Fig. 6) and communication towers.

Osprey

Osprey build large stick nests that can look quite similar to bald eagle nests. In general, osprey nests are smaller, flatter, more disorganized, and more often composed of unnatural materials, such as bailing twine and plastic bags. Osprey also show a stronger preference than bald eagles for human made structures, regularly nesting on light polls, channel markers, and cell towers. When osprey do select a natural support for their nest, it tends to be the topmost part of dead trees, in contrast to bald eagles, which seek out slightly lower portions of trees.

The best clue to which species occupies a nest, osprey or bald eagles, is who shows up. Bald eagles arrive back at their nests earlier in the year than osprey, but by late spring, both species are usually attending their nests. At this time of year, watching a nest over a period of hours will generally reveal which species is using it. However, through fall and early winter, both species are usually away from their nests. During these seasons, the only immediate sources of information on nest will be the physical details described above and online mapping resources.

In addition to the state maps for bald eagles listed in Appendix C, Osprey Watch (<http://www.osprey-watch.org/>) provides a mapping database of osprey nest locations. As with the bald eagle mapping resources, this map is thorough, but does not represent all existing nests.

Red-Tailed Hawk/Red-Shouldered Hawk

Generally around 1.5 feet wide and 2 feet tall, nests of red-tailed hawks and red-shouldered hawks are less than one-half the size of bald eagle nests. The individual sticks in these hawk nests also tend to be smaller, with diameters of about 1-2 inches. Overall appearance of these nests can be slightly more frayed and chaotic than that of bald eagle nests. Like bald eagles, both hawk species show a tendency towards nesting in upper portions of prominent trees. Red-tailed hawks also share bald eagle's occasional preference for human made structures such as cell towers and transmission towers.

Common Raven

Common ravens construct stick nests that vary substantially in size, from 1.5 to 5 feet across and from little over 0.5 to 2 feet high. The sticks making up the main structure of these nests can be around 3 feet in length and 1 inch in diameter. Ravens place their nests in a variety of natural and developed settings. Raven nests are easily confused with bald eagle nests when located on cell towers, transmission towers, or in trees. When situated in trees, these nests are usually in the upper portion of the tree in a crotch of the main tree stem. The best means of telling raven and bald eagle nests apart are likely size and shape; raven nests are noted for occasionally being asymmetric, and even at their larger sizes, they still tend to be smaller than bald eagle nests.

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Great Horned Owl

In addition to nesting in tree cavities, great horned owls also frequently use the former nests of other animals, including squirrels, ravens, crows, and herons. The size and nature of a great horned owl nest therefore depends on the nest's original creator. Red-tailed hawk may be the most common source of nests for great horned owls in the Northeast. However, great horned owls will also occasionally take over bald eagle nests.

Heron

Herons nest in colonies known as "rookeries" where many nests are present; individual heron nests are rare. Multiple nests can be present in one tree and some nests may be located relatively high up or far out on branches. Nest sites are usually near water. Heron nests are mainly composed of sticks, and are flat and broad, often resembling a thin platform. Nests used for several years may grow taller and wider. Heron nests can give off a general impression of messiness or flimsiness.

Squirrel

Squirrel nests can reach basketball size or larger. They are distinguished from bird nests mainly by their materials, which include leaves and other soft vegetation material (e.g., grasses), and very few sticks. They are usually round shaped, and often look messy.

Legal definitions and protections for eagle and migratory bird nests.

Eagle Nests

BGEPA protects eagle nests in same manner it protects eagles; they cannot be destroyed, possessed, or relocated without a permit from the Service, which the Service only provides under a limited set of circumstances. Regulation defines an eagle nest as "any assemblage of materials built, maintained, or used by bald eagles or golden eagles for the purpose of reproduction" (50 CFR 22.3). A nest is an eagle nest if it was built by or ever used by eagles, even if other species of birds played a role in the nest's history. For example, if osprey build a nest and eagles take that nest over, legally, the nest is an eagle nest. Alternatively, if great horned owls begin to use a nest originally built by eagles, that nest remains an eagle nest for as long as it exists. An eagle nest also retains protection regardless of where it was built, whether it was ever finished or successful, or when it was last used. Additionally, BGEPA's protections apply regardless of the nest's size and condition.

Migratory Bird Nests

The Migratory Bird Treaty Act (MBTA) protects migratory bird nests in the many of the same ways that BGEPA protects eagle nests. Unless a permit is in place, migratory bird nests cannot be possessed or relocated at any time or intentionally destroyed while active. One notable difference between MBTA and BGEPA is MBTA's standard on inactive nests. If a migratory bird nest is inactive, meaning it does not contain viable eggs or chicks, it can be destroyed without a permit. (Note: the

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terms 'active' and 'inactive' here are different from the 'in-use' and 'alternate' standards used for eagle nests [see Appendix E for definitions].) For more information, please read the Service's [2018 Nest Destruction Memo](#). Bird species protected under MBTA are listed under regulation at 50 CFR 10.13. Additional protections not described here apply to any migratory bird species listed under the Endangered Species Act. Tribal, state, and local laws may also place greater restrictions on the destruction of migratory bird nests.

APPENDIX C



Figure 1.



Figure 2.

APPENDIX C



Credit: Craig Koppie/USFWS

Figure 3.



Credit: Craig Koppie/USFWS

Figure 4.



Figure 5.



Figure 6.

APPENDIX D

Similar Activity Example Exercise

What is the purpose of this appendix? This appendix provides project screening form users with an example of how to assess the similarity between two activities. By reading through this example, landowners and project proponents can develop a better sense of what factors they should consider when answering the question of whether their activity is similar to an ongoing or previous activity tolerated by eagles.

In the example scenario, a proposed residential construction project is compared to previous farming activity. The example starts with an overview of the historic farming activity, nest, and proposed project; then goes through a full assessment, set up in table format; and finally closes with a summary of the determination and explanation of how that determination would influence completion of the form.

What is the scenario?Previous/Existing Activities

The project site is a large agricultural field that was farmed nearly every year for the past two decades. Human activity at the site was limited to occasional operation of heavy farm equipment. The broader area out to one mile includes other agricultural fields and medium density residential and commercial development.

Nest Location & History

Five years ago, a pair of bald eagles constructed a nest in a cottonwood located in the hedgerow bordering the agricultural field. The pair were unsuccessful in their first year, but fledged young from the nest each of the following four years up to present. Workers observed that the pair did not respond to operation of farming equipment, but became vigilant whenever an equipment operator stepped outside their vehicle.

Project Narrative

The proposed project will convert portions of the existing agricultural field to a residential development with 30 single-family homes, which places it under the screening form's Construction and Development category. Construction will require extending water, sewage, and electrical utilities and adding a small network of residential streets. Preparing each lot will involve grading, home and driveway construction, and landscaping. Ten acres of property near the nest will be signed over as a conservation easement.

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Factor	Previous/Existing Activity: Farming	Proposed Activity: Construction	Similar?
NATURE	Heavy equipment preparing field, planting, and harvesting crop. Two-three workers, generally confined to closed cab tractors.	Twenty workers either in heavy equipment or on foot. Ground disturbance. Placement/extension of utilities. Landscaping. Construction of 20 homes.	No
HISTORY	Farming activity predated nesting and continued while eagles successfully fledged young from the nest. This success demonstrates the eagles tolerated the farming.	N/A	Yes
DISTANCE	Distance between farming activity and the nest tree was essentially 0 feet; the hedgerow in which the nest is located bounds the agricultural field.	Nearest lot boundary will be 400 feet from nest. Area between home and nest will be converted conservation easement and left in passive, natural state.	Yes
TIMING	Farming activity began in March and continued through October each year.	Proposed schedule is April through October.	Yes
DURATION	The field was generally worked for one to two days at time, from sunrise to sundown.	On days of construction activity, work will occur during standard business hours.	Yes
FREQUENCY	Intermittent. Farming occurred in stages (e.g., fertilizing, plowing, harvesting) and events were often separated by weeks or months.	Continuous. Work will occur most weekdays and occasionally on weekends.	No
NOISE	Farming equipment (e.g., tractor) generated loud noises within the range of 80 – 100 decibels.	Construction will not require blasting or pile driving. Construction equipment (e.g., backhoes) will generate loud noise within the range of 80 – 95 decibels.	Yes
VISIBILITY	High. Because the field was flat and there was no vegetation other than the hedgerow, practically all farming activity was visible to the nest.	High. There will be no topography or vegetation screening view of construction. Visibility will only begin to lower once exterior walls are put up.	Yes

Final Assessment & Conclusion

The proposed construction activity is different from the historic farming activity in general nature and frequency. Construction will require more workers and more equipment, operating at greater intensity and higher frequency. Because of these differences, the construction cannot be considered similar to the historic farming activity, and it cannot be assumed that the breeding pair will tolerate the activity. Avoidance measures will be necessary to reduce the likelihood of disturbing the nest.

Having made these conclusions, the form user would mark 'No' to the question on page 5 of whether the activity was similar to an ongoing or previous activity. Then, at the next question the user would mark 'Yes' because the project would be visible to nest over the open intervening space. At that point, the form would direct them to implement AMs 2, 4, and 5. The project design, as proposed, would not meet AM 2, the 660-foot buffer. The user's options then would be to revise the project to eliminate the portions within 660 feet of the nest and sign the self-certification, or check no on the commitment to follow all recommended AMs and seek further guidance.

APPENDIX E

Limitations of This Form

This project screening form is not a permit or authorization to disturb bald eagles. It does not free you from legal liability under BGEPA. Rather, this form provides instruction on how to minimize the legal risk of disturbing nesting bald eagles.

The effectiveness of this form depends on the accuracy and completeness of your answers and your compliance with the avoidance measures. Using this form inappropriately may put you at risk of disturbing nesting bald eagles and violating BGEPA.

This form's recommendations are specific to the Northeast and may not be effective outside this region. If your project is in another area of the U.S., do not use this form. Instead, consult with your regional eagle biologist or migratory bird permit office for guidance matched to your locality.

This form only relates to managing activities near bald eagle nests. It does not provide direction on how to avoid disturbing bald eagle communal roosts and concentration areas, which, compared to nest sites, have different biological significance to eagles and present different sets of concerns. If you believe your activities have any potential to affect a communal roost or concentration area, consult the [Guidelines](#) document for guidance.

Conditions such as the location and existence of nests and surrounding habitat are subject to change between years. For this reason, the Service recommends revisiting your determinations every breeding season after completing this form until your project is complete. The more time that passes between when you complete this form and when you end your activities, the more likely it is that conditions will change enough that your original determinations no longer apply.

This form only addresses nesting bald eagles. To identify other USFWS-managed resources and suggested conservation measures for your project, go to <https://ecos.fws.gov/ipac/>.

Wind energy developers seeking to address potential take of eagles should use this form in conjunction with the Service's [Eagle Conservation Plan Guidance](#). Use of this form alone will not assure wind projects' compliance with BGEPA's protections on disturbance or other take.

Certain states and localities have their own laws, regulations, and guidelines for protecting bald eagles and their nests. Completing this form does not guarantee that you are also in compliance with these other standards and/or regulations. If you are unfamiliar with your state and local standards, consult with the appropriate agencies and authorities.

You are responsible for ensuring that your activities comply with all applicable Federal, tribal, State, and local laws and regulations. This form will only help you in your compliance with BGEPA and its protections on the nesting activity of bald eagles.

APPENDIX F

Glossary of Terms

Alternate nest – one of potentially several nests within a nesting territory that is not an in-use nest at the current time. When there is no in-use nest, all nests in the territory are alternate nests. Also sometimes referred to as an inactive nest (e.g., in the Service’s 2009 Eagle Rule).

Communal roost – an area where eagles gather repeatedly in the course of a season and shelter overnight and sometimes during the day in the event of inclement weather.

Disturb – to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.

In addition to immediate impacts, this definition also covers impacts that result from human-caused alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle’s return, such alterations agitate or bother an eagle to a degree that injures an eagle or substantially interferes with normal breeding, feeding, or sheltering habits and causes, or is likely to cause, a loss of productivity or nest abandonment.

Eagle nest – any assemblage of materials built, maintained, or used by bald eagles or golden eagles for the purpose of reproduction.

Fledge – to leave the nest and begin flying. For bald eagles, this normally occurs at 10-12 weeks of age.

In-use nest – a bald or golden eagle nest characterized by the presence of one or more eggs, dependent young, or adult eagles on the nest in the past 10 days during the breeding season. Also sometimes referred to as an active nest.

Landscape buffer – a natural or human-made landscape feature that screens eagles from human activity (e.g., strip of trees, hill, cliff, berm, sound wall).

Nest abandonment – nest abandonment occurs when adult eagles desert or stop attending a nest and do not subsequently return and successfully raise young in that nest for the duration of a breeding season. Nest abandonment can be caused by altering habitat near a nest, even if the

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alteration occurs prior to the breeding season. Whether the eagles migrate during the non-breeding season, or remain in the area throughout the non-breeding season, nest abandonment can occur at any point between the time the eagles return to the nesting site for the breeding season and the time when all progeny from the breeding season have dispersed.

Nesting territory – the area that contains one or more eagle nests within the home range of a mated pair of eagles, regardless of whether such nests were built by the current resident pair.

Northeast – Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, and the District of Columbia.

Project footprint – the area of land (and water) temporarily or permanently altered by a project.

Tolerate – the acceptance of specific human activities by eagles at the nest site. Demonstrated in the eagles' continued ability to successfully feed, breed, and shelter, and the general absence of stress or agitation in their behavior.

Appendix F
Traffic Memorandum

FEIS TRAFFIC ATTACHMENT

AIRPORT CAMPUS (113 KING STREET)

DEIS Development Plan

The DEIS development Plan called for the re-use of the northernmost existing office as a 125 room hotel, construct a new 149 unit multi-family building, construct 22 townhouse units, and re-occupy the southernmost office building (100,000 s.f.) which was analyzed in our Traffic Impact Study dated March 5, 2021.

FEIS Development Plan

The current development plan is for an Age-Restricted Townhouse Alternative consisting of 125, 2-bedroom townhouses and the repurposing of the Site's southern office building for 50, 2-bedroom multi-family dwelling units. The Site's existing parking garage and northern office building will be removed. A copy of the Preliminary Layout Plan is attached.

As contained in the DEIS (and analyzed in the TIS), the No-Build Conditions for the re-occupancy of the two existing office buildings would generate a total of 303 trips (261 entering trips and 42 exiting trips) during the Weekday Peak AM Hour, a total of 152 trips (76 entering trips and 76 exiting trips) during the Weekday Peak Midday Hour, and a total of 300 trips (47 entering trips and 253 exiting trips) during the Weekday Peak PM Hour.

As contained in the DEIS (and analyzed in the TIS), the Build Conditions with the previously proposed Project would generate a total of 253 trips (153 entering trips and 100 exiting trips) during the Weekday Peak AM Hour, a total of 136 trips (68 entering trips and 68 exiting trips) during the Weekday Peak Midday Hour, and a total of 285 trips (117 entering trips and 168 exiting trips) during the Weekday Peak PM Hour.

The proposed FEIS development plan would generate *significantly less traffic*; a total of 82 trips (20 entering trips and 62 exiting trips) during the Weekday Peak AM Hour, a total of 46 trips (23 entering trips and 23 exiting trips) during the Weekday Peak Midday Hour, and a total of 99 trips (62 entering trips and 37 exiting trips) during the Weekday Peak PM Hour. It should be noted that no credit (reduction in trips) has been taken to account for the age-restriction development proposed. Table No. 1 summarizes the Hourly Trip generation Rates and anticipated Site Generated Traffic Volumes for the reduced FEIS development plan.

Following the same methodology used in the DEIS Traffic Impact Study, the Year 2024 Build Traffic Volumes were developed for the reduced FEIS development plan. A copy of the Year 2019 Existing, Year 2024 No-Build, Arrival/Departure Distributions, Site Generated and Year 2024 Build traffic Volumes are contained in FEIS Traffic Attachment A. The Synchro analysis have also been updated for the reduces development plan as well as to address the DEIS comments. A copy of the resulting Levels of Service, delays and volume-to-capacity (v/c ratios) are summarized in Table No. 2.

TABLE NO. 1

**HOURLY TRIP GENERATION RATES &
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES**

AIRPORT CAMPUS (113 KING STREET) FEIS DEVELOPMENT PLAN	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
APARTMENTS (1) (50 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	6	0.35	18	0.46	24
WEEKDAY PEAK MIDDAY HOUR *	0.13	7	0.13	7	0.26	14
WEEKDAY PEAK PM HOUR	0.35	18	0.21	11	0.56	29
TOWNHOUSES (1) (125 UNITS)						
WEEKDAY PEAK AM HOUR	0.11	14	0.35	44	0.46	58
WEEKDAY PEAK MIDDAY HOUR *	0.13	16	0.13	16	0.26	32
WEEKDAY PEAK PM HOUR	0.35	44	0.21	26	0.56	70
TOTAL "NEW" TRIPS						
WEEKDAY PEAK AM HOUR	-----	20	-----	62	-----	82
WEEKDAY PEAK MIDDAY HOUR *	-----	23	-----	23	-----	46
WEEKDAY PEAK PM HOUR	-----	62	-----	37	-----	99

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)
TRIP GENERATION HANDBOOK - 10TH EDITION, 2017
(1) ITE LAND USE 220 - MULIFAMILY HOUSING

* 50% OF AVERAGE OF WEEKDAY PEAK AM HOUR AND WEEKDAY PEAK PM HOUR WITH A 50/50 ENTRY/EXIT SPLIT

TABLE NO. 2

FEIS LEVEL OF SERVICE SUMMARY TABLE

LOCATION	YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD										
	WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM				
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY
1	NYS ROUTE 22 & NYS ROUTE 120 (NORTH)																												
SIGNALIZED																													
NYS ROUTE 22	NB L	D	48.1	0.60	C	27.4	0.40	F	146.1	1.21	D	51.1	0.64	C	30.9	0.46	F	270.4	1.51	D	50.5	0.64	C	30.0	0.44	F	229.4	1.41	
	NB T	B	13.3	0.28	A	7.6	0.17	A	9.2	0.29	B	12.8	0.29	A	8.1	0.20	B	10.7	0.37	B	13.0	0.29	A	8.1	0.20	F	10.4	0.34	
	NB APPROACH	C	22.4	---	B	13.9	---	E	79.4	---	C	23.0	---	B	15.2	---	F	139.1	---	C	22.9	---	B	14.9	---	F	119.5	---	
NYS ROUTE 22	SB T	D	39.0	0.70	C	25.3	0.39	D	41.4	0.71	D	45.9	0.84	C	27.5	0.46	D	44.3	0.76	D	43.2	0.79	C	27.0	0.45	D	44.2	0.76	
	SB R	A	0.2	0.14	A	0.2	0.15	A	0.8	0.40	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43	
	SB APPROACH	C	29.7	---	B	14.4	---	C	21.6	---	D	36.0	---	B	16.3	---	C	23.4	---	C	33.3	---	B	15.7	---	C	23.3	---	
NYS ROUTE 120	SEB L	E	60.0	0.92	C	27.6	0.46	D	48.1	0.69	F	91.7	1.05	C	31.0	0.51	D	50.7	0.73	F	87.4	1.04	C	30.1	0.51	D	50.7	0.73	
	SEB R	A	1.1	0.47	A	0.2	0.12	A	0.2	0.15	A	1.7	0.57	A	0.2	0.14	A	0.2	0.17	A	1.4	0.54	A	0.2	0.14	A	0.2	0.17	
	SEB APPROACH	C	26.1	---	B	13.6	---	C	25.8	---	D	37.1	---	B	15.0	---	C	27.5	---	D	36.6	---	B	14.9	---	C	27.7	---	
	OVERALL	C	26.3	---	B	14.0	---	D	46.8	---	C	33.5	---	B	15.6	---	E	76.8	---	C	32.3	---	B	15.2	---	E	66.2	---	
W/ SIGNAL TIMING CHANGES																													
NYS ROUTE 22	NB L	--	---	---	--	---	---	--	---	---	D	51.5	0.65	--	---	---	F	188.0	1.32	D	51.4	0.64	--	---	---	F	153.7	1.23	
	NB T	A	---	---	A	---	---	A	---	---	B	15.0	0.31	--	---	---	B	10.3	0.36	B	15.0	0.31	--	---	---	A	10.0	0.34	
	NB APPROACH	C	---	---	C	---	---	C	---	---	C	24.7	---	--	---	---	F	98.2	---	C	24.6	---	--	---	---	D	81.6	---	
NYS ROUTE 22	SB T	--	---	---	--	---	---	--	---	---	E	58.9	0.94	--	---	---	D	54.0	0.85	D	50.8	0.87	--	---	---	D	53.8	0.85	
	SB R	--	---	---	--	---	---	--	---	---	A	0.2	0.16	--	---	---	A	0.9	0.43	A	0.2	0.16	--	---	---	A	0.9	0.43	
	SB APPROACH	C	---	---	C	---	---	C	---	---	D	46.2	---	--	---	---	C	28.4	---	D	39.2	---	--	---	---	C	28.3	---	
NYS ROUTE 120	SEB L	--	---	---	--	---	---	--	---	---	E	64.3	0.95	--	---	---	D	54.9	0.76	E	63.7	0.95	--	---	---	D	54.9	0.76	
	SEB R	--	---	---	--	---	---	--	---	---	A	1.7	0.57	--	---	---	A	0.2	0.17	A	1.4	0.54	--	---	---	A	0.2	0.17	
	SEB APPROACH	C	---	---	C	---	---	C	---	---	C	26.4	---	--	---	---	C	29.8	---	C	26.9	---	--	---	---	C	29.9	---	
	OVERALL	--	---	---	--	---	---	--	---	---	C	32.7	---	--	---	---	E	60.4	---	C	30.5	---	--	---	---	D	51.9	---	
2	NYS ROUTE 22 & NYS ROUTE 120 (SOUTH)																												
SIGNALIZED																													
NYS ROUTE 22	NB T	C	26.4	0.59	B	17.6	0.32	C	28.0	0.65	D	35.8	0.70	B	19.2	0.37	C	30.9	0.68	C	32.3	0.66	B	19.1	0.37	C	30.3	0.68	
	NB R	A	9.1	0.21	A	2.5	0.05	A	1.9	0.03	B	16.7	0.31	A	2.4	0.07	A	1.8	0.04	B	14.3	0.27	B	2.3	0.06	A	1.8	0.04	
	NB APPROACH	C	22.1	---	B	15.2	---	C	26.7	---	C	30.5	---	B	16.4	---	C	29.3	---	C	27.5	---	B	16.4	---	C	28.8	---	
NYS ROUTE 22	SB L	C	24.9	0.70	B	17.1	0.23	C	30.8	0.40	C	24.2	0.72	B	19.1	0.35	C	34.7	0.48	C	24.3	0.71	B	18.8	0.32	C	34.0	0.47	
	SB T	A	5.1	0.29	A	4.5	0.11	B	10.6	0.37	A	4.3	0.28	A	5.2	0.14	B	12.0	0.40	A	4.6	0.29	A	5.3	0.14	B	11.7	0.40	
	SB APPROACH	B	15.6	---	A	9.7	---	B	15.8	---	B	16.2	---	B	11.8	---	B	18.3	---	B	15.8	---	B	11.3	---	B	17.8	---	
NYS ROUTE 120	WB L-R	C	30.3	0.16	B	19.0	0.11	C	31.7	0.68	D	37.4	0.23	B	19.9	0.13	C	34.5	0.72	D	36.0	0.22	B	19.7	0.13	C	34.1	0.71	
	WB APPROACH	C	30.3	---	B	19.0	---	C	31.7	---	D	37.4	---	B	19.9	---	C	34.5	---	D	36.0	---	B	19.7	---	C	34.1	---	
	OVERALL	B	17.9	---	B	12.3	---	C	22.2	---	C	20.7	---	B	13.8	---	C	24.8	---	B	19.7	---	B	13.6	---	C	24.2	---	
3	KING STREET & OLD POST ROAD																												
UNSIGNALIZED																													
OLD POST ROAD	WB T-R	A	9.4	0.040	A	9.3	0.018	C	15.6	0.167	A	9.7	0.044	A	9.7	0.021	C	22.0	0.250	A	9.7	0.044	A	9.5	0.021	C	18.9	0.215	
4	NYS ROUTE 120 & SWISS RE DRIVEWAY / IBM DRIVEWAY																												
SIGNALIZED																													
SWISS RE DRIVEWAY	EB L-T	C	28.2	0.07	C	25.4	0.05	D	38.2	0.52	C	29.8	0.12	C	26.3	0.09	D	44.6	0.74	C	29.8	0.12	C	26.3	0.09	D	43.1	0.74	
	EB R	A	1.2	0.06	A	0.3	0.04	A	6.1	0.19	A	4.8	0.11	A	4.5	0.09	A	4.0	0.26	A	4.8	0.11	A	4.5	0.09	A	3.8	0.26	
	EB APPROACH	B	14.7	---	B	12.9	---	C	24.8	---	B	16.7	---	B	15.4	---	C	27.7	---	B	16.7	---	B	15.4	---	C	26.8	---	
IBM DRIVEWAY	WB L-T	C	27.5	0.02	C	25.3	0.03	C	29.3	0.16	C	28.5	0.02	C	26.2	0.03	C	25.7	0.11	C	28.5	0.02	C	26.2	0.03	C	24.9	0.11	
	WB R	A	0.0	0.01	A	0.2	0.02	A	5.2	0.06	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04	
	WB APPROACH	B	15.7	---	B	15.3	---	B	18.4	---	B	16.3	---	B	15.8	---	B	16.0	---	B	16.3	---	B	15.8	---	B	15.5	---	
NYS ROUTE 120	NB L	A	2.3	0.15	A	1.8	0.01	A	4.9	0.03	A	5.3	0.42	A	1.9	0.02	A	8.1	0.08	A	3.5	0.34	A	1.9	0.02	A	8.1	0.08	
	NB T	A	4.2	0.19	A	2.9	0.15	C	22.6	0.81	A	4.3	0.22	A	3.1	0.19	F	108.8	1.17	A	4.3	0.22	A	3.1	0.17	E	66.8	1.06	
	NB R	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	
	NB APPROACH	A	3.5	---	A	2.8	---	C	22.2	---	A	4.4	---	A	3.0	---	F	105.6	---	A	3.8	---	A	3.0	---	F	64.7	---	
NYS ROUTE 120	SB L	A	2.0	0.03	A	2.0	0.00	A	5.0	0.00	A	2.4	0.03	A	2.2	0.00	A	8.0	0.01	A	2.4	0.03	A	2.2	0.00	A	9.0	0.01	
	SB T	A	8.6	0.54	A	2.9	0.13	B	10.8	0.22	B	15.8	0.75	A	4.1	0.18	B	16.7	0.34	B	12.3	0.64	A	4.0	0.16	B	16.8	0.34	
	SB R	A	0.1	0.09	A	0.0	0.01	A	0.0	0.01	A	0.3	0.19	A	0.0	0.03	A	0.0	0.01	A	0.3	0.19	A	0.0	0.03	A	0.0	0.01	
	SB APPROACH	A	7.0	---	A	2.6	---	B	10.5	---	B	11.6	---	A	3.6	---	B	16.0	---	A	8.6	---	A	3.3	---	B	16.2	---	
	OVERALL	A	6.1	---	A	3.3	---	C	20.4	---	A	9.7	---	A	4.1	---	E	73.8	---	A	7.4	---	A	4.1	---	D	42.7	---	
W/ SIGNAL TIMING CHANGES																													
SWISS RE DRIVEWAY	EB L-T	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---	D	48.2	0.75	--	---	---	--	---	---	D	48.2	0.75	
	EB R	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---	A	4.3	0.27	--	---	---	--	---	---	A	4.3	0.27	
	EB APPROACH	C	---	---	C	---	---	C	---	---	C	---	---	C	---	---	C	29.9	---	--	---	---	--	---	---	C	29.9	---	
IBM DRIVEWAY	WB L-T	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---	C	27.9	0.11	--	---	---	--	---	---	C	27.9	0.11	
	WB R	--	---	---	--	---	---	--	---	---	--	---	---	--	---	---	A	4.7	0.05	--	---	---	--	---	---	A	4.7	0.05	
	WB APPROACH	C	---	---	C	---	---	C	---																				

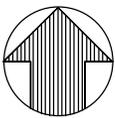
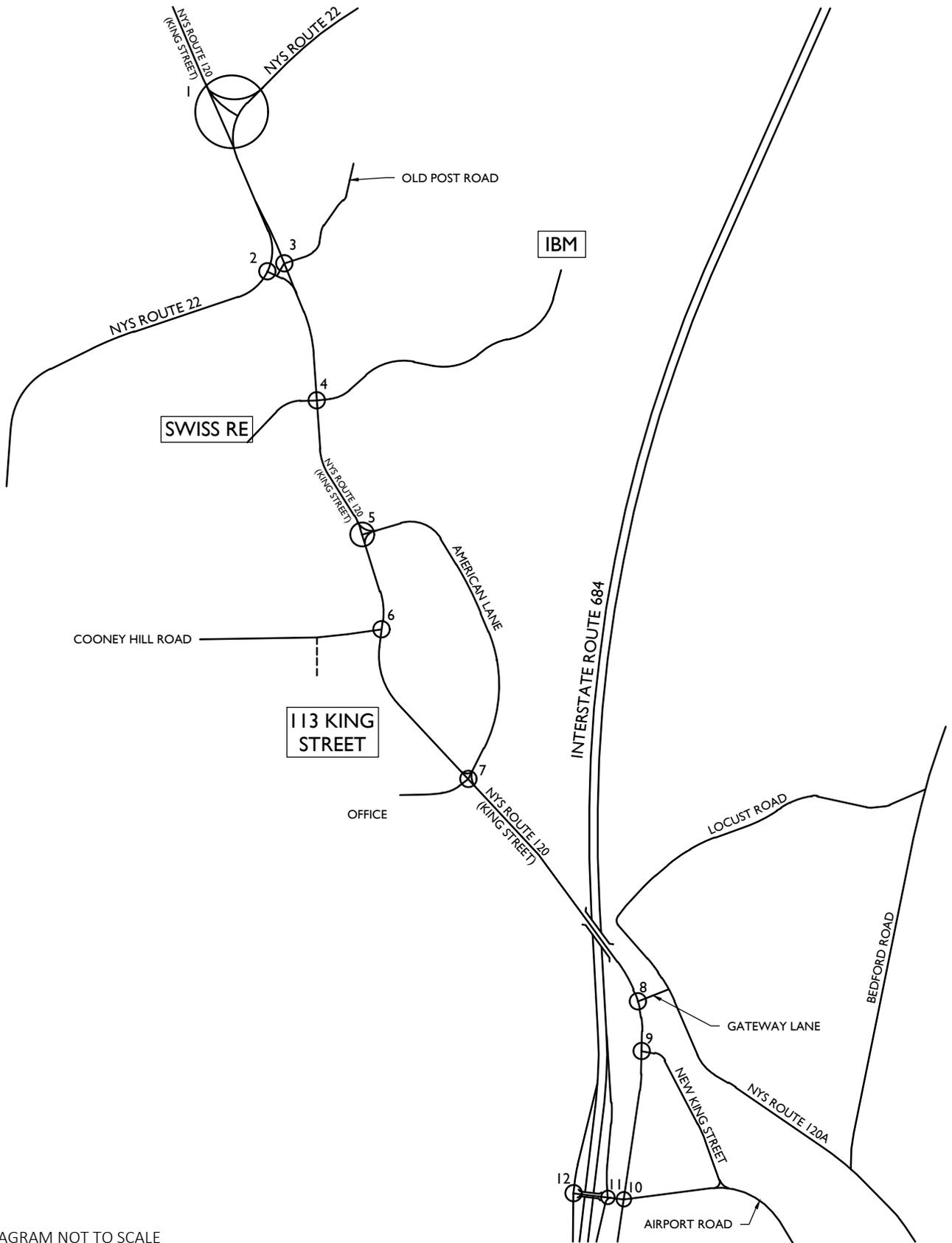
TABLE NO. 2

FEIS LEVEL OF SERVICE SUMMARY TABLE

ID	LOCATION	YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD										
		WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM				
		LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY
10	NYS ROUTE 120 & AIRPORT ROAD																													
	SIGNALIZED																													
	NYS ROUTE 120	NB L	B	16.5	0.19	B	12.5	0.15	C	20.9	0.55	B	16.6	0.20	B	13.5	0.16	C	28.8	0.67	B	16.6	0.20	B	13.3	0.16	C	26.7	0.64	
		NB T-T-R	B	15.0	0.13	B	11.3	0.07	C	20.3	0.11	B	17.3	0.19	B	12.4	0.08	C	23.6	0.13	B	16.2	0.17	B	12.1	0.08	C	23.1	0.14	
		NB APPROACH	B	15.6	---	B	11.9	---	C	20.7	---	B	17.1	---	B	12.9	---	C	26.9	---	B	16.3	---	B	12.6	---	C	25.4	---	
	NYS ROUTE 120	SB L	B	16.1	0.11	B	12.8	0.07	B	17.5	0.09	B	16.2	0.12	B	13.8	0.08	C	20.6	0.10	B	16.2	0.12	B	13.6	0.07	C	20.1	0.10	
		SB T	B	29.2	0.29	C	23.7	0.17	D	38.7	0.58	C	29.8	0.33	C	25.5	0.21	D	50.2	0.75	C	30.0	0.34	C	25.1	0.19	D	46.2	0.69	
		SB R	C	1.0	0.31	A	1.0	0.27	A	5.8	0.50	A	1.0	0.34	A	1.0	0.30	A	8.6	0.64	A	1.1	0.35	A	1.0	0.29	A	7.4	0.59	
		SB APPROACH	A	8.8	---	A	6.3	---	B	15.7	---	A	9.0	---	A	6.9	---	C	20.6	---	A	9.1	---	A	6.7	---	B	18.8	---	
	AIRPORT ROAD	EB L	B	19.5	0.35	B	17.0	0.16	C	23.3	0.51	C	23.0	0.53	B	17.2	0.20	C	22.9	0.54	C	21.1	0.44	B	17.1	0.19	C	23.7	0.56	
		EB L-T-R	E	66.0	1.02	C	26.0	0.69	C	26.2	0.68	F	89.0	1.10	C	26.0	0.70	C	24.7	0.66	F	84.3	1.08	C	26.1	0.70	C	25.4	0.67	
		EB APPROACH	D	54.6	---	C	24.4	---	C	25.0	---	E	68.1	---	C	24.1	---	C	23.9	---	E	66.6	---	C	24.3	---	C	24.6	---	
		OVERALL	C	34.6	---	B	14.9	---	C	20.2	---	D	42.8	---	B	15.1	---	C	23.0	---	D	41.0	---	B	15.1	---	C	22.3	---	
		W/ SIGNAL TIMING CHANGES																												
	NYS ROUTE 120	NB L	--	---	---	--	---	---	--	---	---	B	18.8	0.21	--	---	---	--	---	---	B	18.8	0.21	--	---	---	--	---	---	
	NB T-T-R	--	---	---	--	---	---	--	---	---	B	19.0	0.20	--	---	---	--	---	---	B	17.7	0.18	--	---	---	--	---	---		
	NB APPROACH	--	---	---	--	---	---	--	---	---	B	19.0	---	--	---	---	--	---	---	B	18.1	---	--	---	---	--	---	---		
NYS ROUTE 120	SB L	--	---	---	--	---	---	--	---	---	B	18.3	0.13	--	---	---	--	---	---	B	18.3	0.13	--	---	---	--	---	---		
	SB T	--	---	---	--	---	---	--	---	---	C	32.8	0.34	--	---	---	--	---	---	C	33.0	0.36	--	---	---	--	---	---		
	SB R	--	---	---	--	---	---	--	---	---	A	1.0	0.34	--	---	---	--	---	---	A	1.0	0.35	--	---	---	--	---	---		
	SB APPROACH	--	---	---	--	---	---	--	---	---	A	9.9	---	--	---	---	--	---	---	A	10.0	---	--	---	---	--	---	---		
AIRPORT ROAD	EB L	--	---	---	--	---	---	--	---	---	C	21.6	0.50	--	---	---	--	---	---	B	20.0	0.41	--	---	---	--	---	---		
	EB L-T-R	--	---	---	--	---	---	--	---	---	E	67.7	1.03	--	---	---	--	---	---	E	64.1	1.02	--	---	---	--	---	---		
	EB APPROACH	--	---	---	--	---	---	--	---	---	D	53.1	---	--	---	---	--	---	---	D	51.8	---	--	---	---	--	---	---		
	OVERALL	--	---	---	--	---	---	--	---	---	D	35.0	---	--	---	---	--	---	---	C	33.5	---	--	---	---	--	---	---		
11	AIRPORT ROAD & I-684 NB ON/OFF RAMP																													
	UNSIGNALIZED																													
	I-684 NB ON-RAMP	EB L-T	A	8.4	0.001	A	8.2	0.006	A	9.6	0.004	A	8.6	0.001	A	8.3	0.006	B	10.4	0.005	A	8.6	0.001	A	8.3	0.006	B	10.1	0.005	
I-684 NB OFF-RAMP	NB R	E	49.9	0.894	B	11.6	0.358	C	17.7	0.647	F	175.3	1.295	B	12.3	0.411	C	21.4	0.732	F	109.3	1.119	B	12.1	0.398	C	22.2	0.748		
12	AIRPORT ROAD & I-684 SB ON/OFF RAMP																													
	UNSIGNALIZED																													
	I-684 SB ON-RAMP	WB L	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	
I-684 SB OFF-RAMP	SB L	F	439.9	1.897	C	15.0	0.335	C	22.0	0.562	F	608.2	2.269	C	17.1	0.392	F	64.6	0.893	F	650.8	2.362	C	16.5	0.378	E	37.4	0.741		

TABLE NO. 2
FEIS LEVEL OF SERVICE SUMMARY TABLE

LOCATION	YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD										
	WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM				
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY
13	NYS ROUTE 22 NYS ROUTE 128 / NORTH CASTLE DRIVE (IBM)																												
	SIGNALIZED																												
	NYS ROUTE 22	NEB L	E	56.2	0.71	D	45.5	0.63	D	53.9	0.78	E	59.8	0.75	D	47.6	0.68	E	58.9	0.83	E	59.8	0.75	D	47.4	0.67	E	58.8	0.83
		NEB T	C	26.1	0.39	A	7.7	0.14	B	10.6	0.29	C	28.8	0.45	B	13.0	0.19	B	18.5	0.42	C	28.8	0.45	B	13.0	0.18	B	18.3	0.39
		NEB R	A	5.5	0.21	A	0.0	0.01	A	0.0	0.01	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05
		NEB APPROACH	C	29.4	---	C	20.6	---	C	23.3	---	C	31.4	---	C	23.9	---	C	29.3	---	C	31.5	---	C	23.7	---	C	29.3	---
	NYS ROUTE 22	SWB L	D	51.5	0.83	D	42.0	0.13	D	52.0	0.07	D	52.6	0.84	D	46.5	0.38	E	58.8	0.44	D	52.6	0.84	D	46.1	0.38	E	58.4	0.44
		SWB T	C	20.3	0.45	B	16.2	0.21	C	28.0	0.52	C	22.9	0.54	B	18.3	0.25	C	32.3	0.59	C	22.3	0.51	B	18.0	0.24	C	31.8	0.58
		SWB R	A	3.9	0.21	A	4.9	0.12	A	5.9	0.17	A	4.7	0.22	A	5.3	0.13	A	6.2	0.19	A	4.0	0.22	A	5.2	0.13	A	6.2	0.19
		SWB APPROACH	C	27.3	---	B	14.9	---	C	25.1	---	C	29.1	---	B	19.3	---	C	30.6	---	C	28.9	---	B	19.0	---	C	30.1	---
	NYS ROUTE 128	SB L-T	D	43.7	0.53	D	35.6	0.44	D	38.1	0.48	D	45.4	0.56	D	36.1	0.46	D	38.6	0.49	D	45.4	0.56	D	35.8	0.46	D	38.2	0.49
		SB R	C	8.3	0.44	A	7.8	0.37	A	6.8	0.37	A	8.2	0.49	A	7.4	0.39	A	6.4	0.38	A	8.2	0.47	A	7.4	0.38	A	6.4	0.38
		SB APPROACH	C	24.0	---	B	19.9	---	C	21.2	---	C	23.6	---	B	19.6	---	C	21.3	---	C	24.1	---	B	19.8	---	C	21.0	---
	NORTH CASTLE DRIVE (IBM)	NB L	C	34.3	0.07	C	28.0	0.03	D	39.7	0.48	D	38.4	0.23	C	30.0	0.12	D	42.8	0.55	D	38.4	0.23	C	29.7	0.12	D	42.3	0.55
		NB T	C	32.7	0.01	C	28.0	0.04	C	30.2	0.06	C	32.9	0.03	C	28.4	0.05	C	30.5	0.07	C	32.9	0.03	C	28.2	0.05	C	30.2	0.07
		NB R	A	0.1	0.03	A	0.3	0.06	A	6.7	0.49	A	5.4	0.17	A	7.3	0.18	A	6.5	0.53	A	5.4	0.17	A	7.3	0.18	A	6.4	0.53
		NB APPROACH	C	21.3	---	B	13.6	---	B	17.3	---	B	18.9	---	B	16.1	---	B	18.0	---	B	18.9	---	B	16.0	---	B	17.8	---
		OVERALL	C	27.5	---	B	18.2	---	C	22.5	---	C	28.7	---	C	20.8	---	C	26.6	---	C	28.7	---	C	20.6	---	C	26.3	---
14	NYS ROUTE 22 & N. BROADWAY / SIR JOHN'S PLAZA																												
	SIGNALIZED																												
	SIR JOHN'S PLAZA	EB LL	E	62.5	0.03	C	30.3	0.02	E	65.7	0.09	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		EB R	A	0.5	0.03	A	0.3	0.02	A	1.3	0.06	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		EB APPROACH	C	21.2	---	B	10.3	---	C	26.1	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	NYS ROUTE 22	SWB L-L-R	C	74.5	0.81	C	31.1	0.39	E	66.5	0.63	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
		SWB APPROACH	E	74.5	---	C	31.1	---	E	66.5	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	NYS ROUTE 22	NB L-T	A	5.8	0.37	A	7.3	0.35	C	30.0	0.93	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
		NB R	A	0.3	0.16	A	0.5	0.12	A	0.5	0.19	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
		NB APPROACH	A	4.2	---	A	5.4	---	C	24.7	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	N. BROADWAY	SB L-T-R	B	16.4	0.83	A	7.0	0.32	A	8.8	0.41	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
		SB APPROACH	B	16.4	---	A	7.0	---	A	8.8	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
		OVERALL	C	20.1	---	A	9.7	---	C	24.9	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	W/ DEP IMPROVEMENTS																												
	SIR JOHN'S PLAZA	EB LL	--	---	---	--	---	---	--	---	---	E	62.5	0.03	C	30.7	0.02	E	67.1	0.10	E	62.5	0.03	C	30.7	0.02	E	66.7	0.10
		EB R	--	---	---	--	---	---	A	0.5	0.03	A	0.3	0.03	A	0.3	0.03	A	1.5	0.11	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11
		EB APPROACH	--	---	---	--	---	---	C	21.2	---	B	10.4	---	C	25.8	---	C	21.2	---	B	10.4	---	C	25.8	---	C	21.2	---
	NYS ROUTE 22	SWB L-L-R	--	---	---	--	---	---	E	64.5	0.75	C	31.4	0.43	E	66.7	0.67	E	64.5	0.75	C	31.3	0.42	E	67.0	0.66	E	67.0	0.66
		SWB APPROACH	--	---	---	--	---	---	E	64.5	---	C	31.4	---	E	66.7	---	E	64.5	---	C	31.3	---	E	67.0	---	E	67.0	---
	NYS ROUTE 22	NB L-T	--	---	---	--	---	---	A	7.4	0.41	A	7.8	0.37	D	42.8	0.99	A	7.4	0.41	A	7.8	0.37	D	41.2	0.98	D	41.2	0.98
		NB R	--	---	---	--	---	---	A	0.4	0.19	A	0.5	0.14	A	0.5	0.21	A	0.4	0.18	A	0.5	0.14	A	0.5	0.14	A	0.5	0.22
		NB APPROACH	--	---	---	--	---	---	A	5.1	---	A	5.6	---	C	34.8	---	A	5.2	---	A	5.6	---	A	5.6	---	C	33.4	---
	N. BROADWAY	SB L-T-R	--	---	---	--	---	---	B	12.5	0.72	A	6.7	0.27	A	8.6	0.35	B	12.5	0.72	A	6.6	0.27	A	8.4	0.34	A	8.4	0.34
		SB APPROACH	--	---	---	--	---	---	B	12.5	---	A	6.7	---	A	8.6	---	B	12.5	---	A	6.6	---	A	8.4	---	A	8.4	---
		OVERALL	--	---	---	--	---	---	B	17.1	---	B	10.0	---	C	32.0	---	B	17.2	---	A	9.9	---	C	30.9	---	C	30.9	---
15	NYS ROUTE 22 & CENTRAL WESTCHESTER EXPRESSWAY & RESERVOIR ROAD / CHURCH STREET																												
	SIGNALIZED																												
	NYS ROUTE 22	EB L	F	79.3	0.70	E	58.6	0.60	F	92.7	0.85	F	80.9	0.72	E	60.5	0.61	F	93.4	0.86	F	80.9	0.72	E	60.4	0.61	F	93.4	0.86
		EB L-T-R	F	105.6	0.94	E	69.7	0.79	F	95.2	0.86	F	110.2	0.96	E	72.4	0.80	E	96.3	0.88	F	110.2	0.96	E	72.2	0.80	F	96.3	0.88
		EB APPROACH	F	94.2	---	E	65.0	---	F	94.0	---	F	97.4	---	E	67.3	---	E	94.3	---	F	97.4	---	E	67.2	---	F	94.8	---
	RESERVOIR ROAD	WB L-T	F	104.8	0.74	E	73.7	0.68	F	101.2	0.84	F	105.6	0.75	E	76.5	0.70	F	104.0	0.86	F	105.6	0.75	E	76.3	0.70	F	104.0	0.86
		WB R	A	0.8	0.12	A	6.4	0.19	A	9.0	0.27	A	0.9	0.12	A	7.0	0.20	A	10.0	0.28	A	0.9	0.12	A	7.0	0.20	A	10.0	0.28
		WB APPROACH	F	84.4	---	D	53.9	---	E	70.0	---	F	84.9	---	E	56.0	---	E	71.9	---	F	84.9	---	E	55.9	---	E	72.0	---
	CENTRAL WESTCHESTER EXPRESSWAY	NB TT	A	56.1	0.48	E	66.6	0.69	F	196.6	1.31	E	58.9	0.55	E	68.8	0.72	F	244.7	1.43	E	58.5	0.53	E	68.7	0.72	F	245.3	1.43
		NB R	A	1.0	0.07	A	4.1	0.15	A	8.6	0.20	A	1.2	0.08	A	4.2	0.15	A	9.1	0.20	A	1.2	0.08	A	4.2	0.15	A	9.1	0.20
		NB APPROACH	D	51.1	---	E	55.8	---	F	177.8	---	D	53.9	---	E	58.1	---	F	221.5	---	D	53.4	---	E	58.0	---	F	222.1	---
	NYS ROUTE 22	SB L	D	41.0	0.12	D	46.2	0.22	D	50.8	0.45	D	47.4	0.15	D	47.4	0.24	D	52.9	0.48	D	41.7	0.14	D	47.4	0.24	D	52.9	0.48
		SB T-T-R	F	116.3	1.12	D	54.2	0.71	D	51.1	0.60	F	148.8	1.20	E	57.2	0.75	D	54.7	0.67	F	119.9	1.13	E	57.1	0.75	D	54.4	0.66
		SB APPROACH	F	114.6	---	D	53.6	---	D	51.1	---	F	146.4	---	E														



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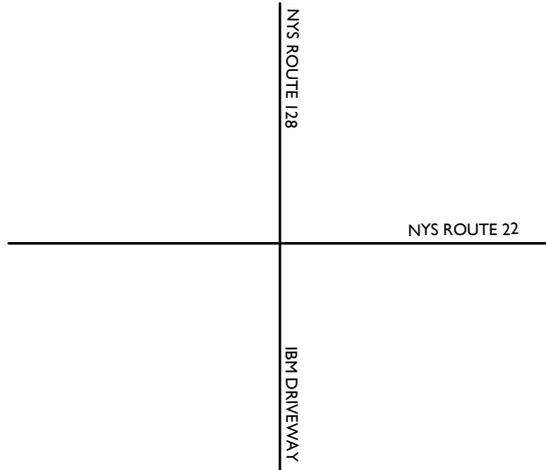
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PROJECT NUMBER:	DRAWING NAME:		
18002018A	220822_FIGURES EX-NB		

SHEET TITLE:
**SITE LOCATION MAP
STUDY AREA INTERSECTIONS**

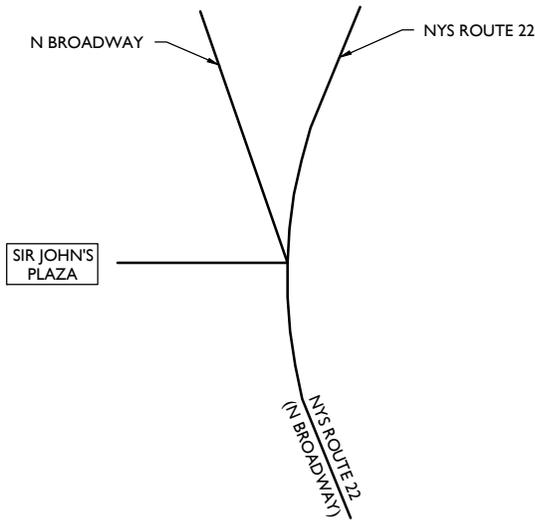
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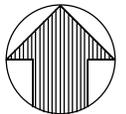
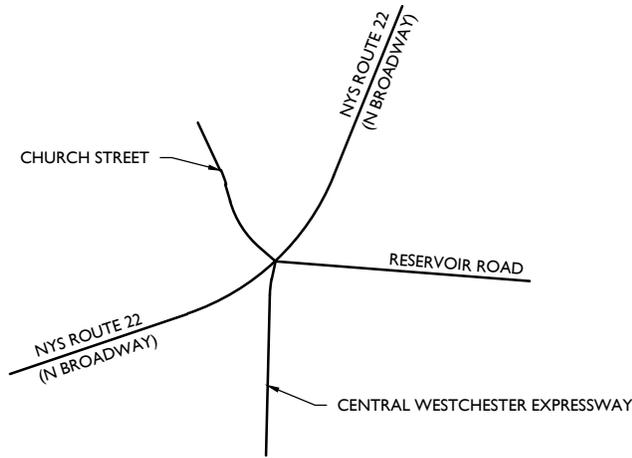
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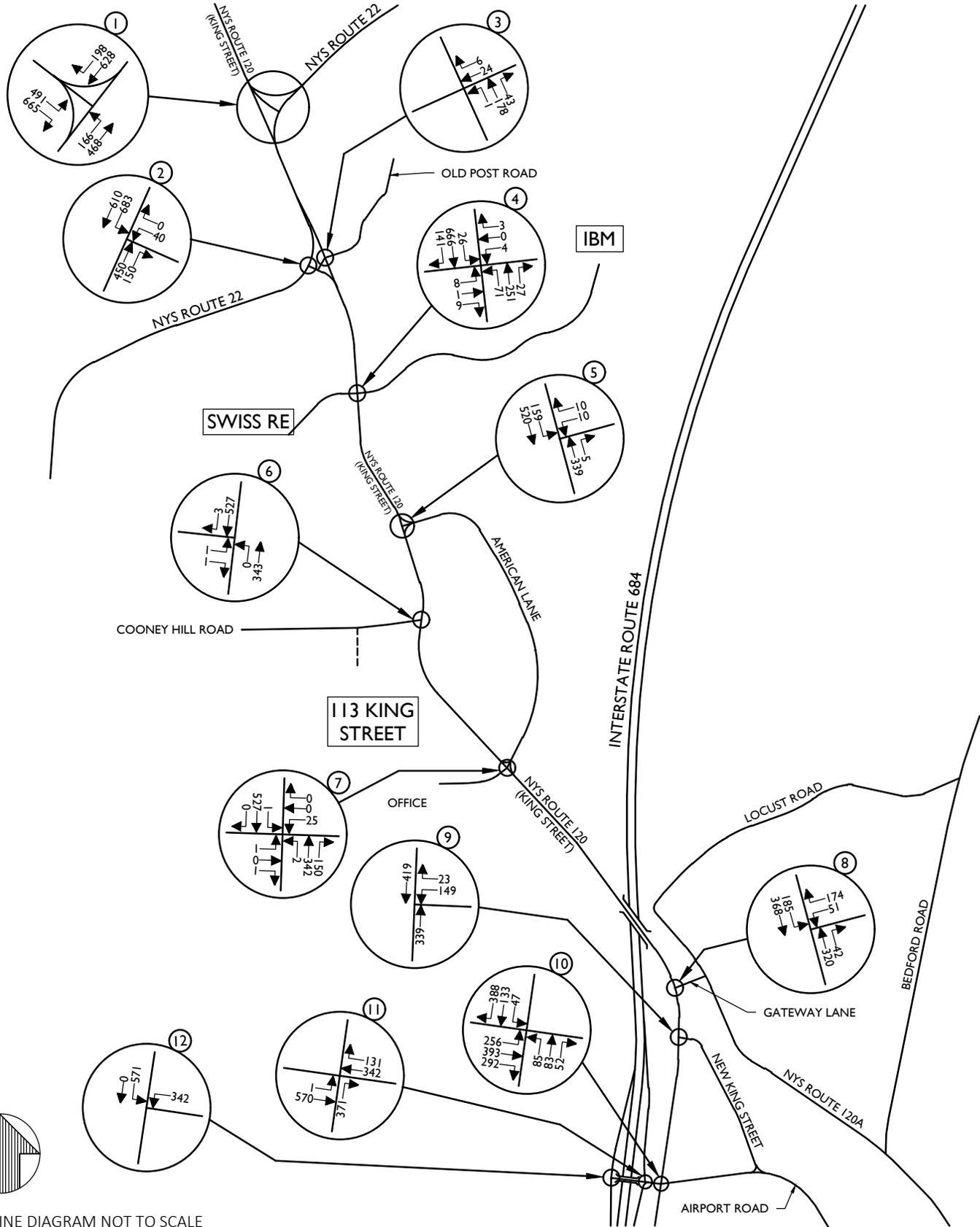
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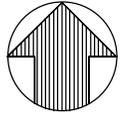
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STUDY AREA INTERSECTIONS

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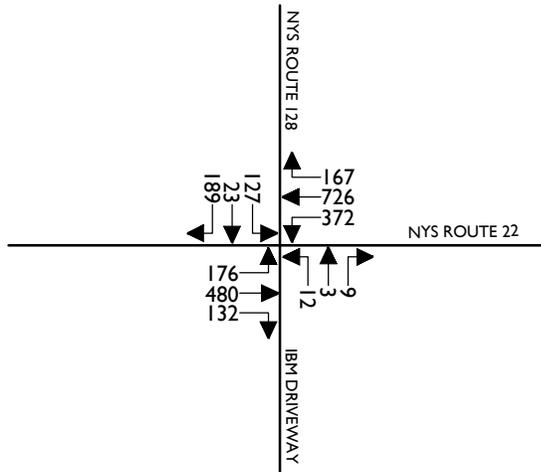
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 WEEKDAY PEAK AM HOUR

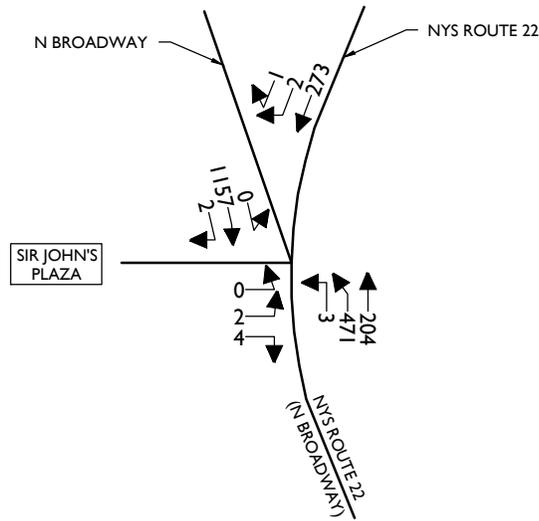
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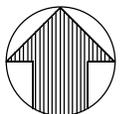
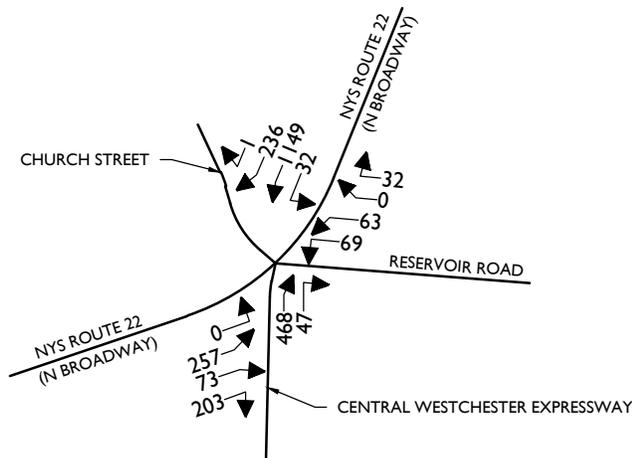
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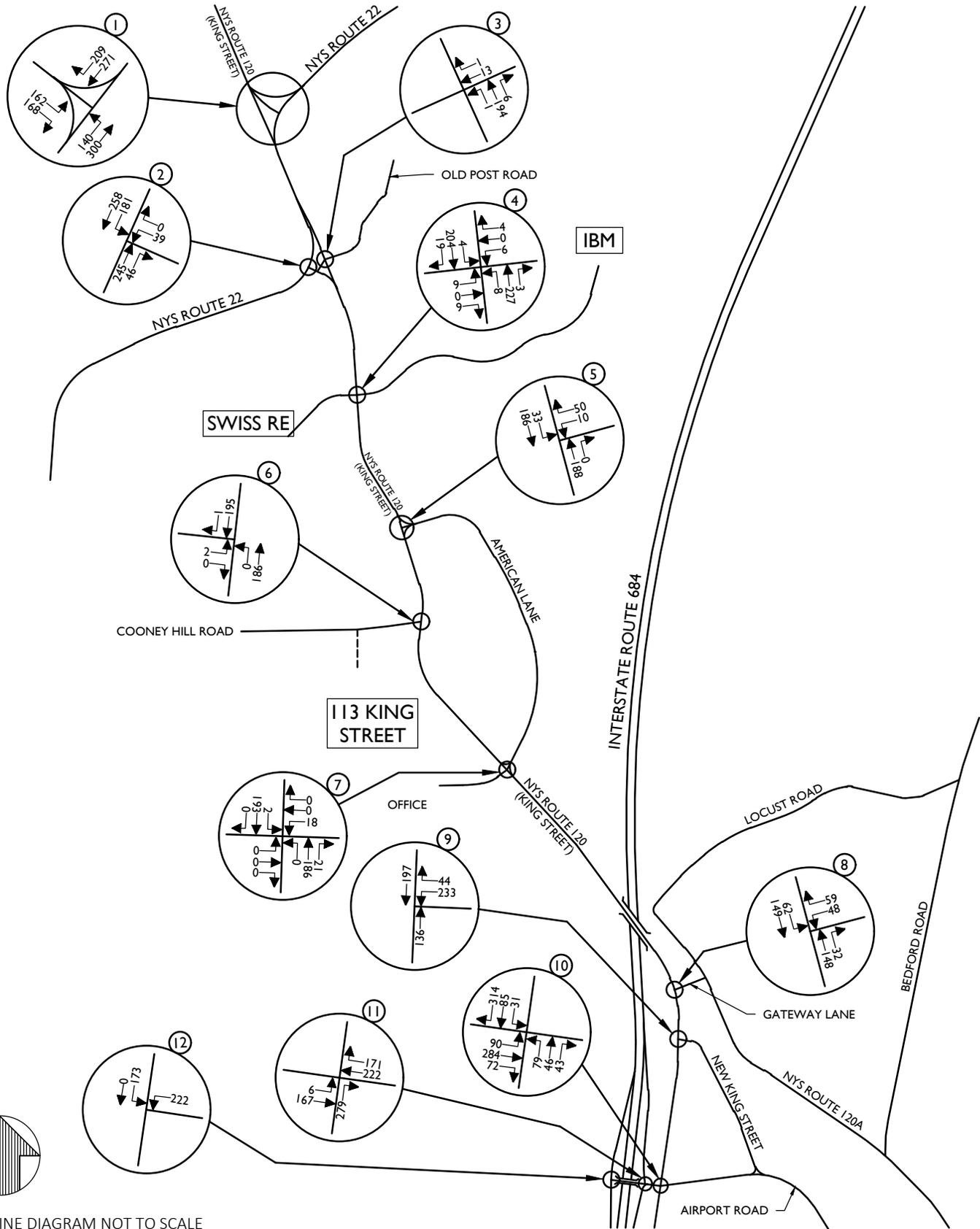
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 2-A



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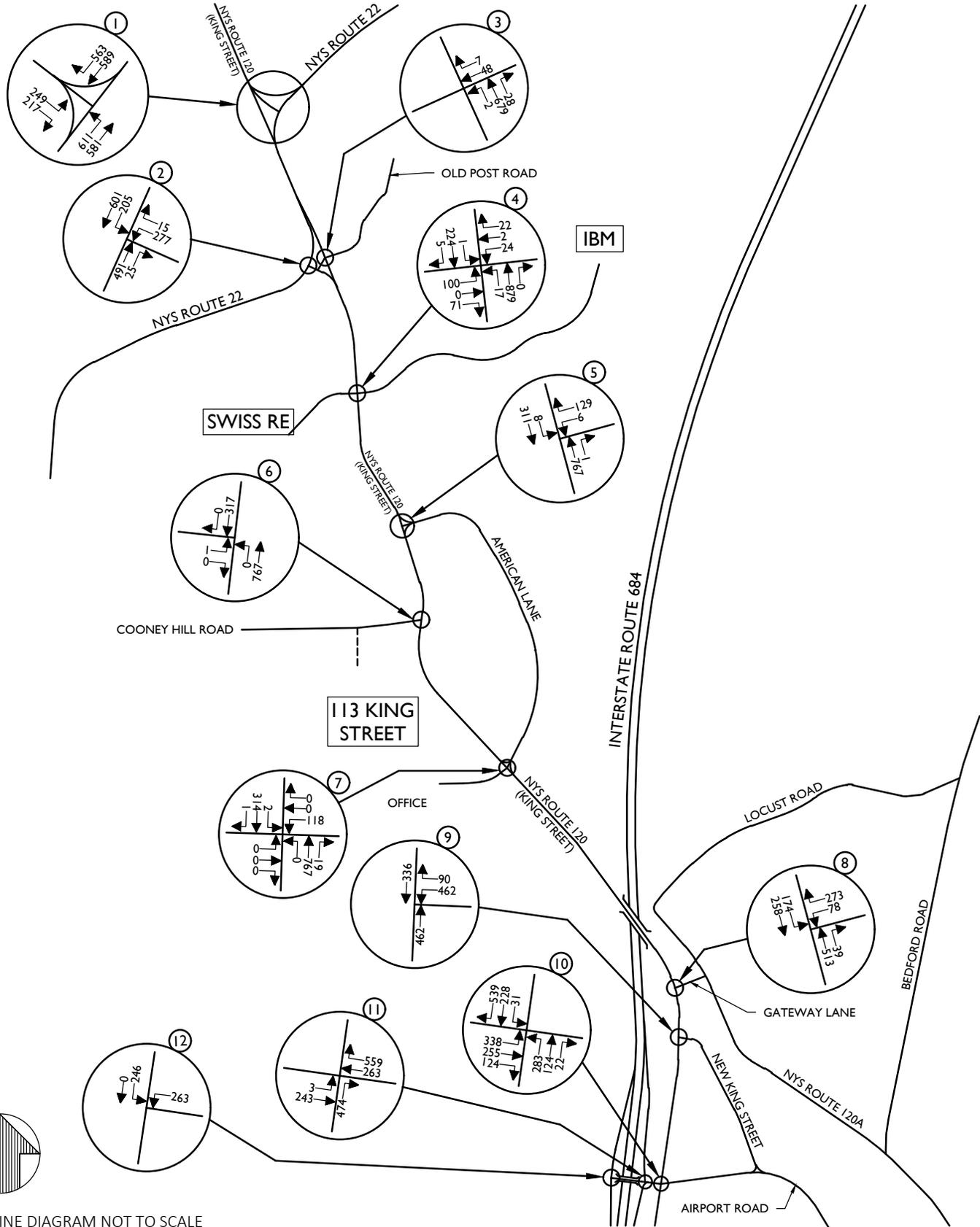
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SHEET TITLE:

2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:

FIGURE NO. 3



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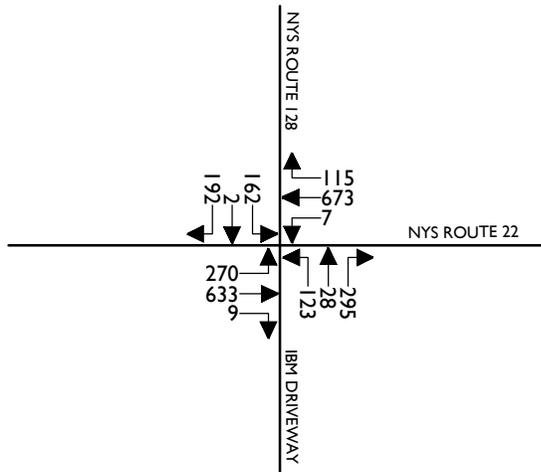
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220822_FIGURES EX-NB		

SHEET TITLE:
2019 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

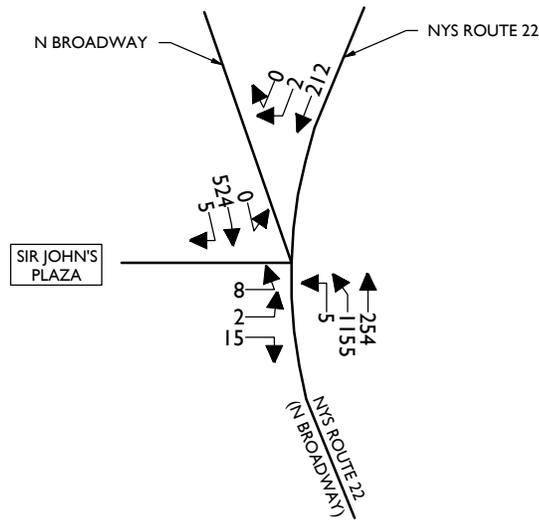
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FIGURE NO. 4

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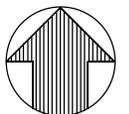
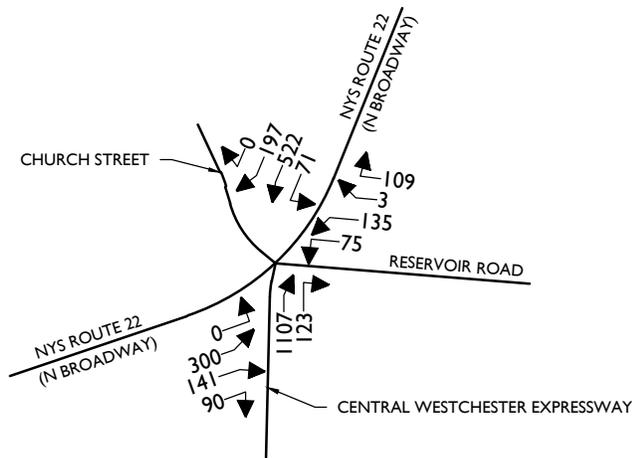
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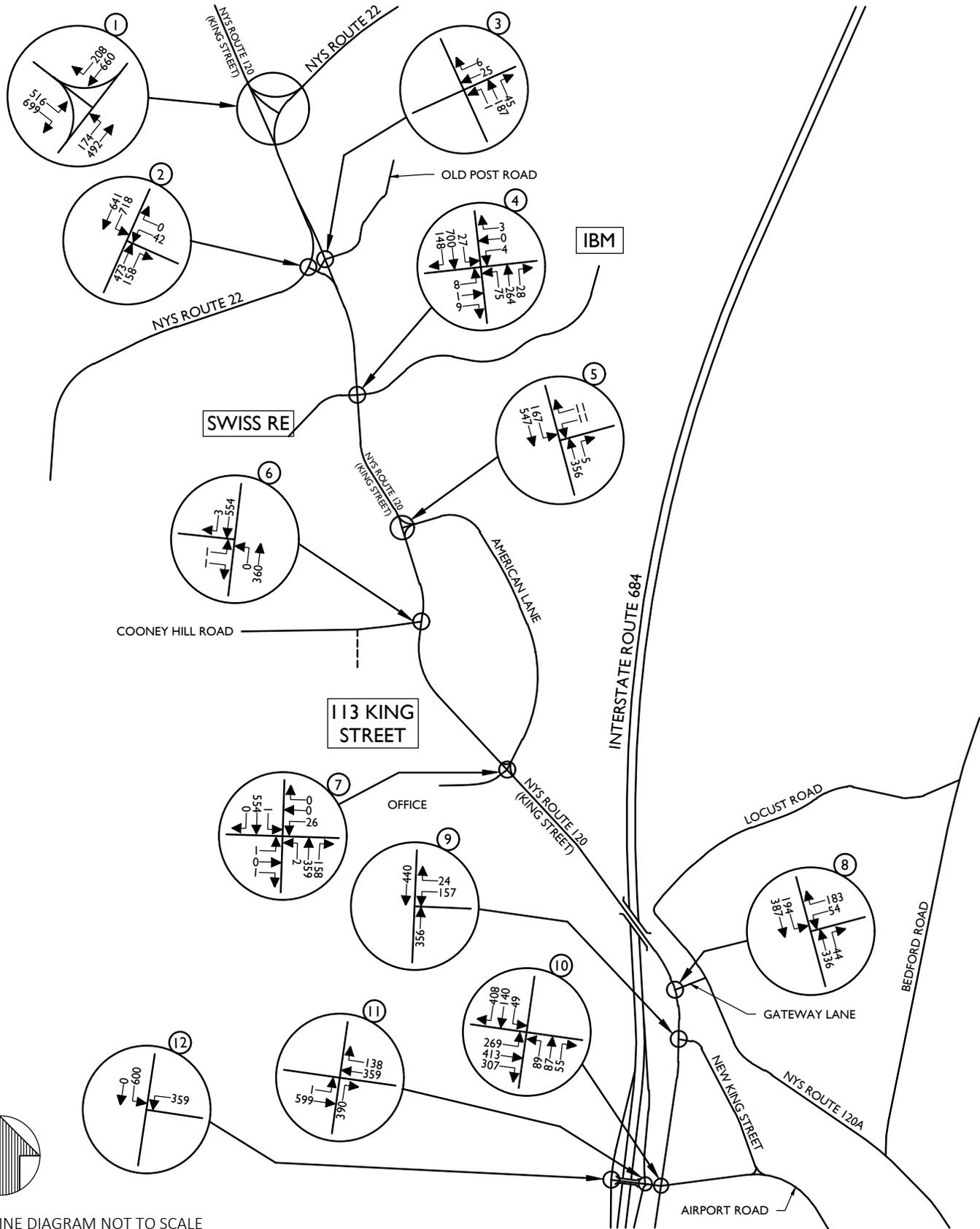
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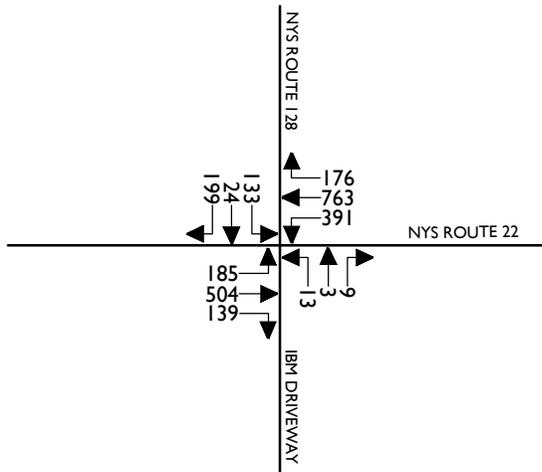
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18002018A	220822_FIGURES EX-NB		

SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

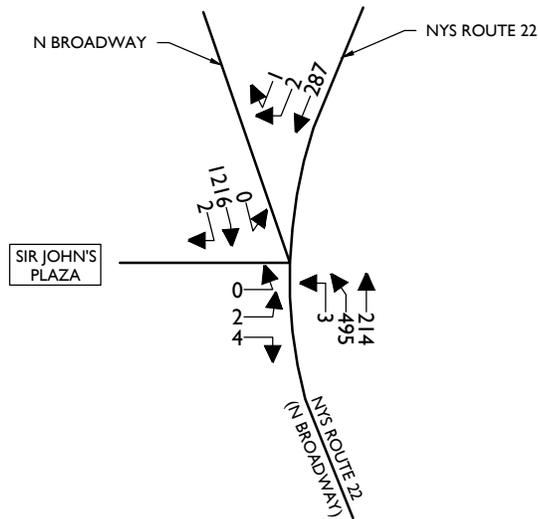
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FIGURE NO. 5

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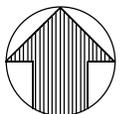
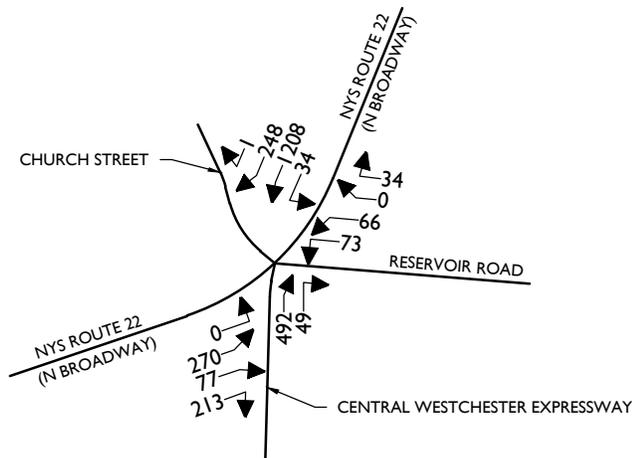
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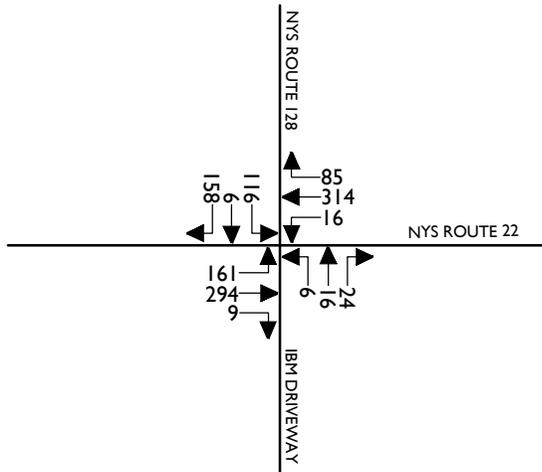
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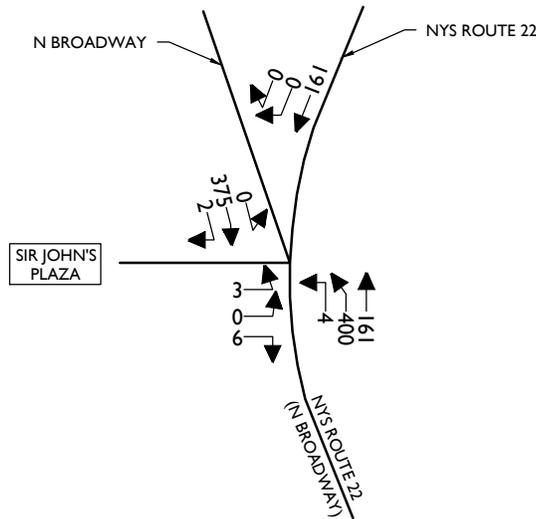
SHEET TITLE: 2024 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER: FIGURE NO. 5-A

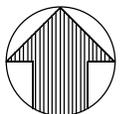
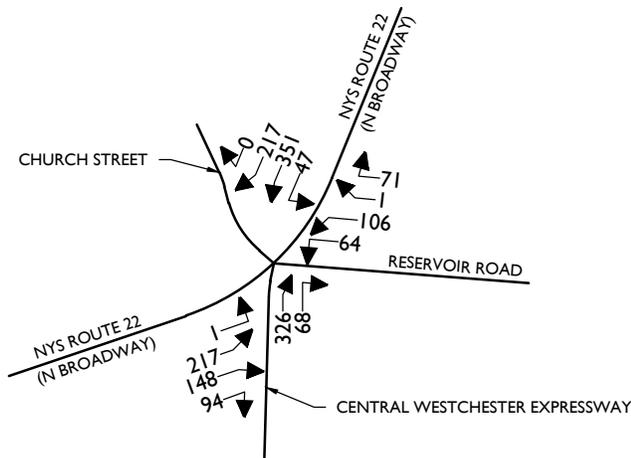
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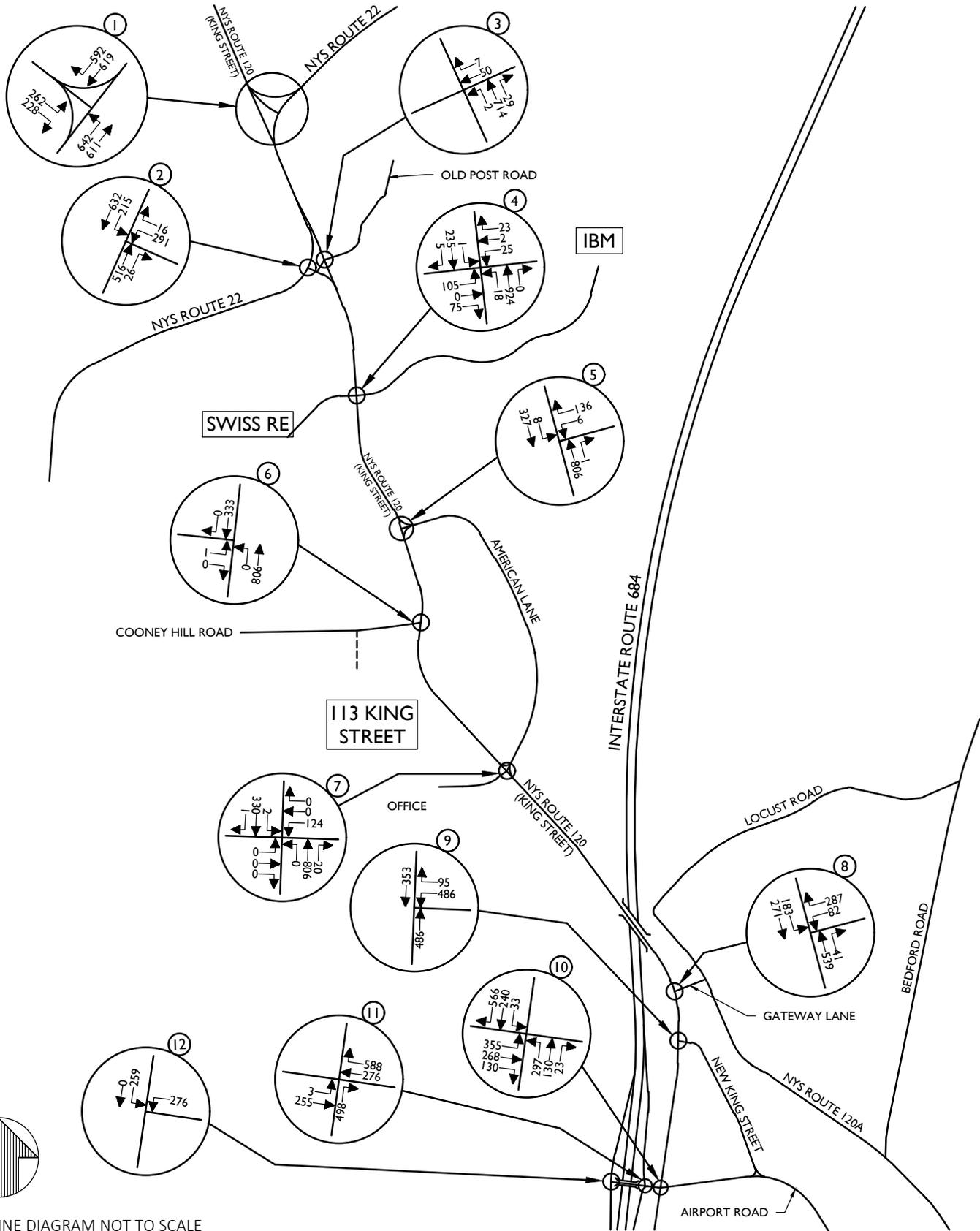
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
2024 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR
SHEET NUMBER:
FIGURE NO. 6-A



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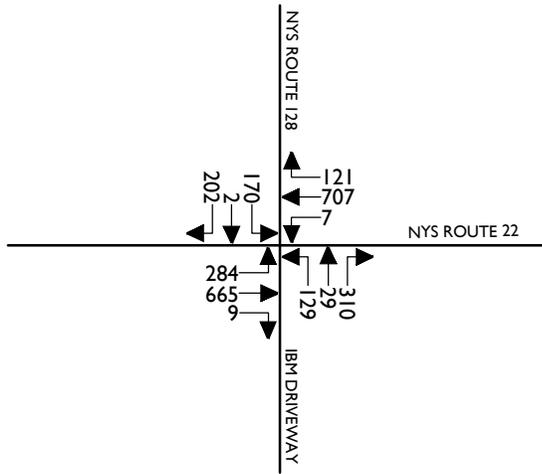
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PROJECT NUMBER:	DRAWING NAME:
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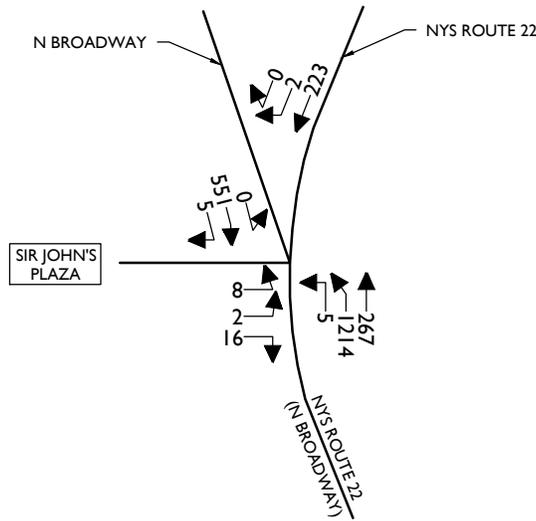
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**2024 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:
FIGURE NO. 7

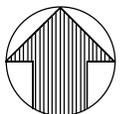
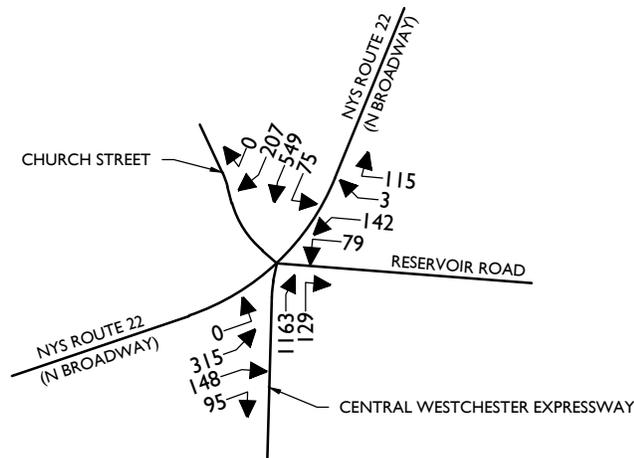
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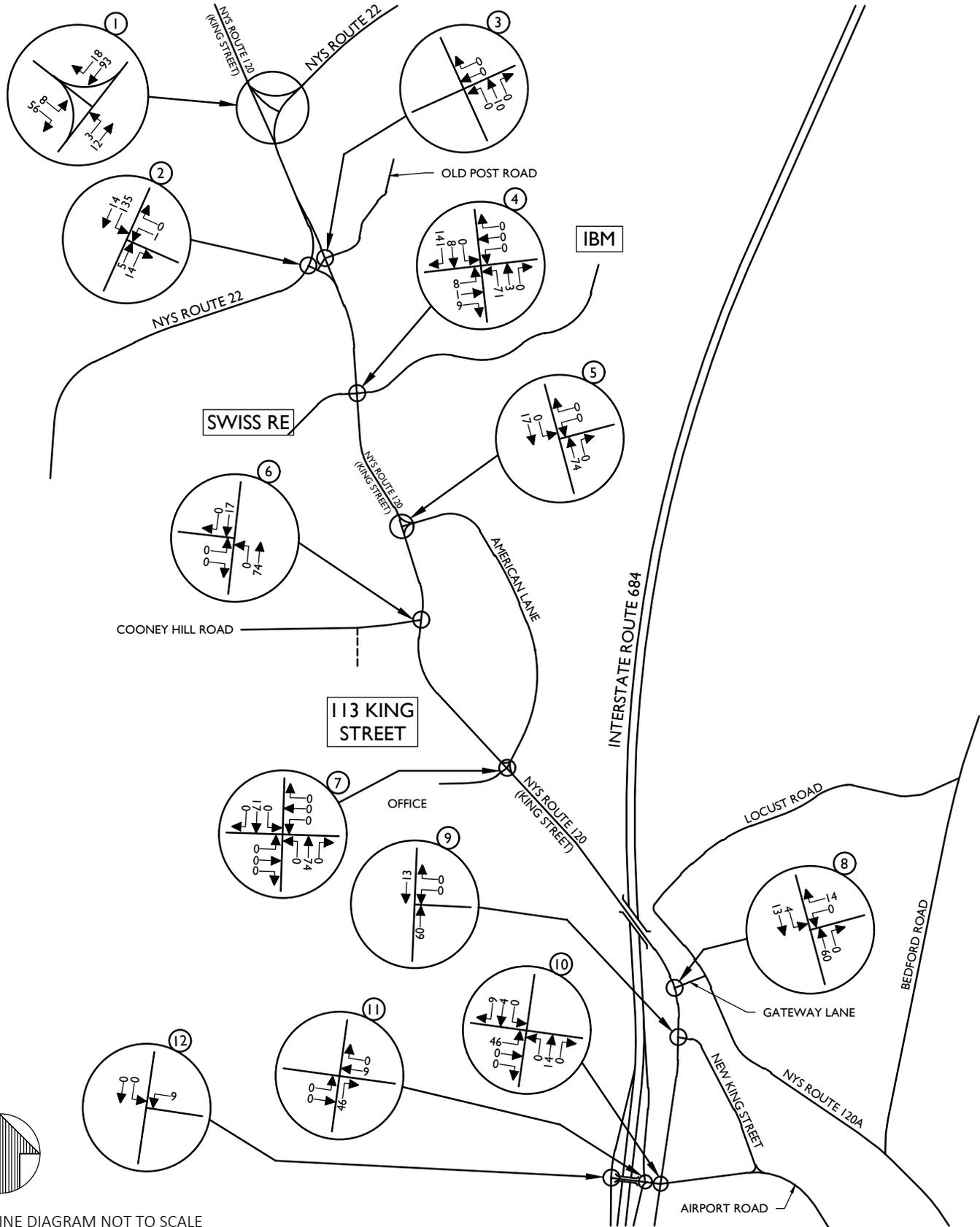
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220822_FIGURES EX-NB		

SHEET TITLE: 2024 PROJECTED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR	
SHEET NUMBER: FIGURE NO. 7-A	



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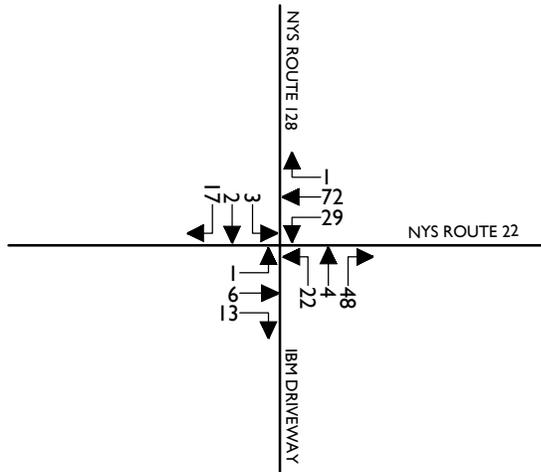
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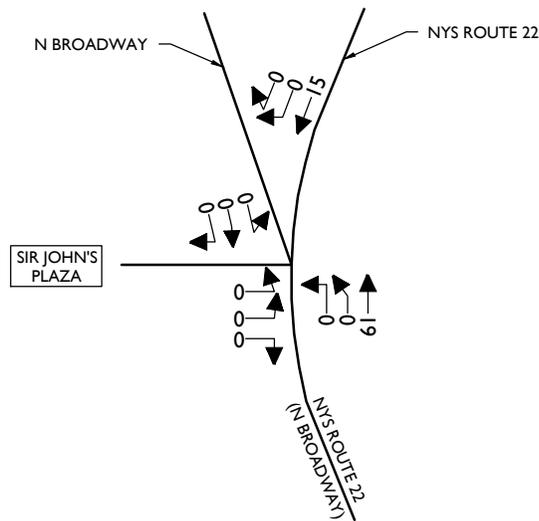
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OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 8

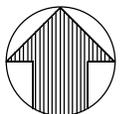
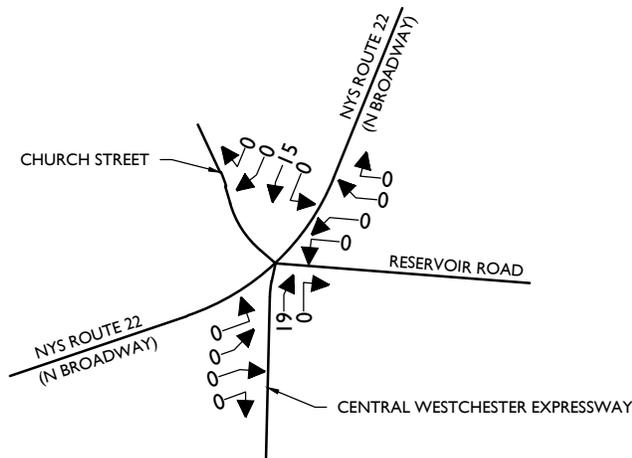
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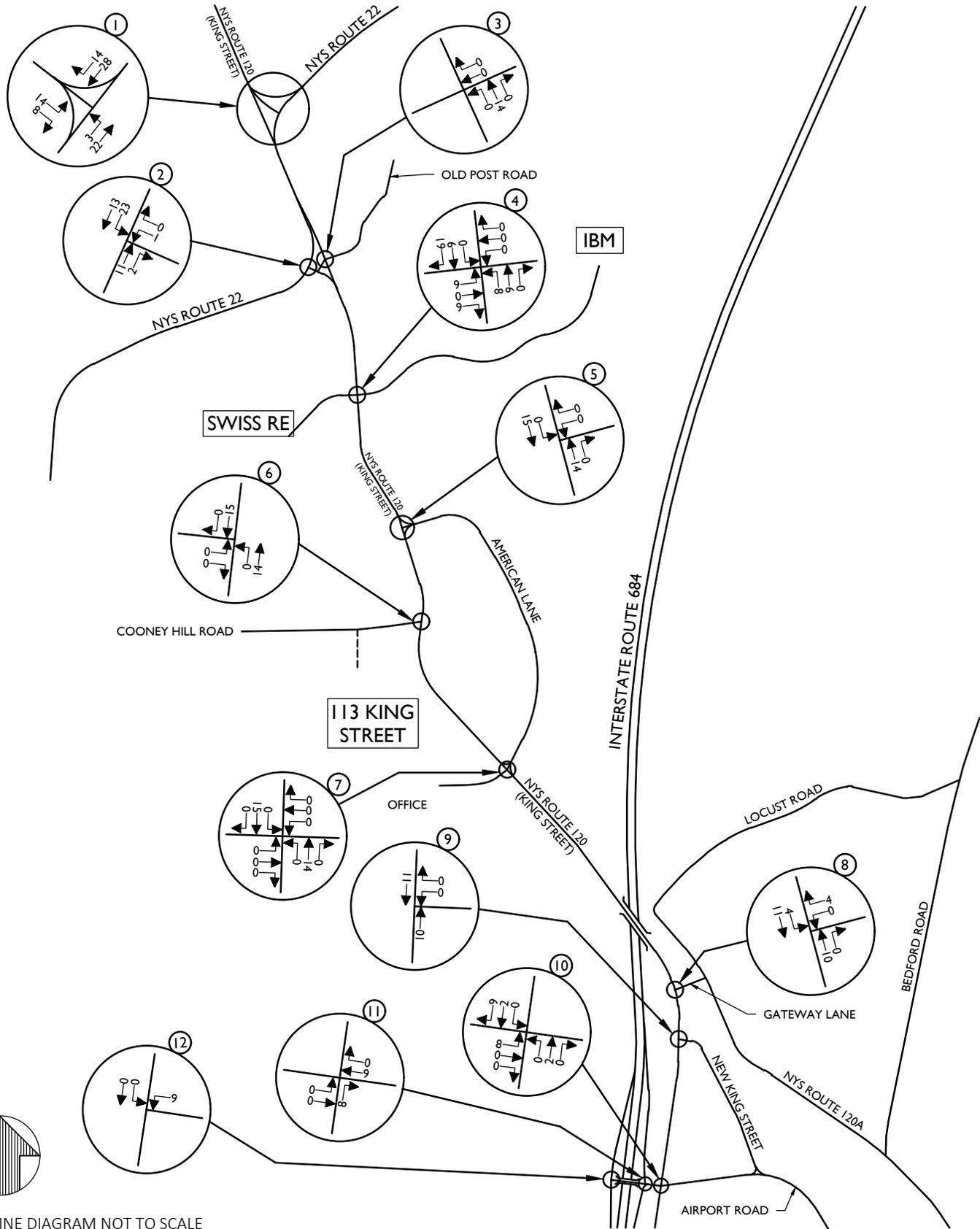
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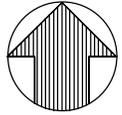
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PROJECT NUMBER: 18002018A		DRAWING NAME: 220822_FIGURES EX-NB	

SHEET TITLE: OTHER DEVELOPMENT TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER: FIGURE NO. 8-A



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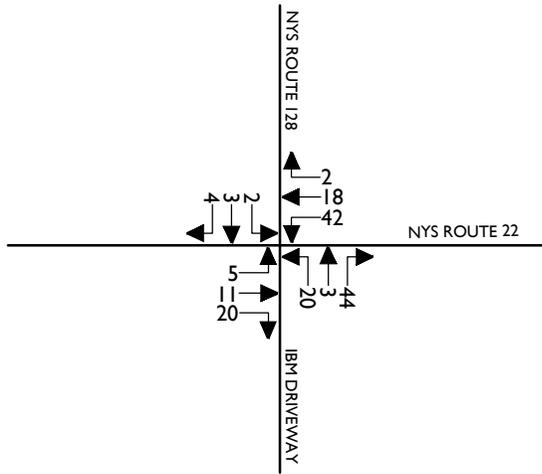
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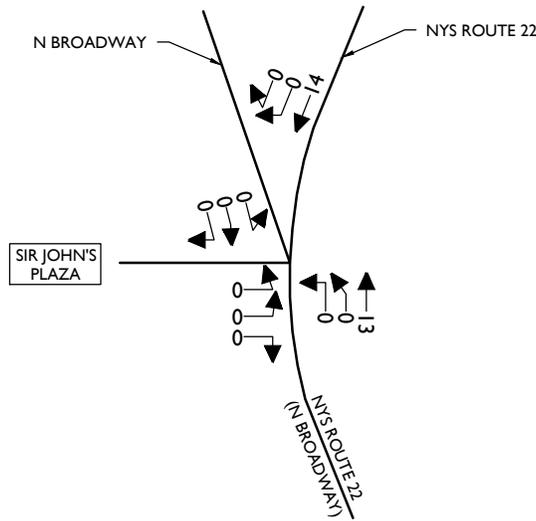
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**OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR**

SHEET NUMBER:
FIGURE NO. 9

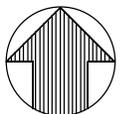
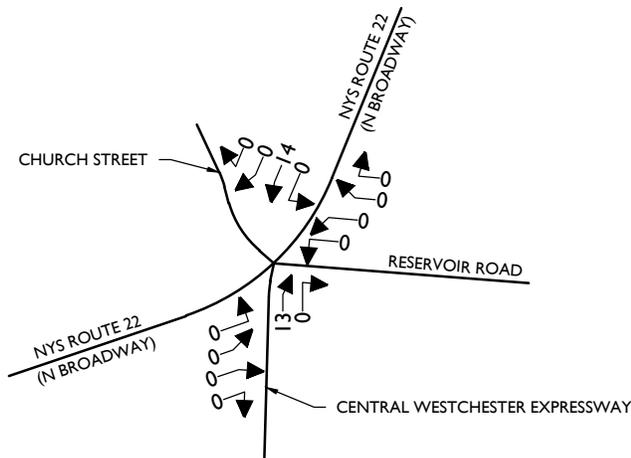
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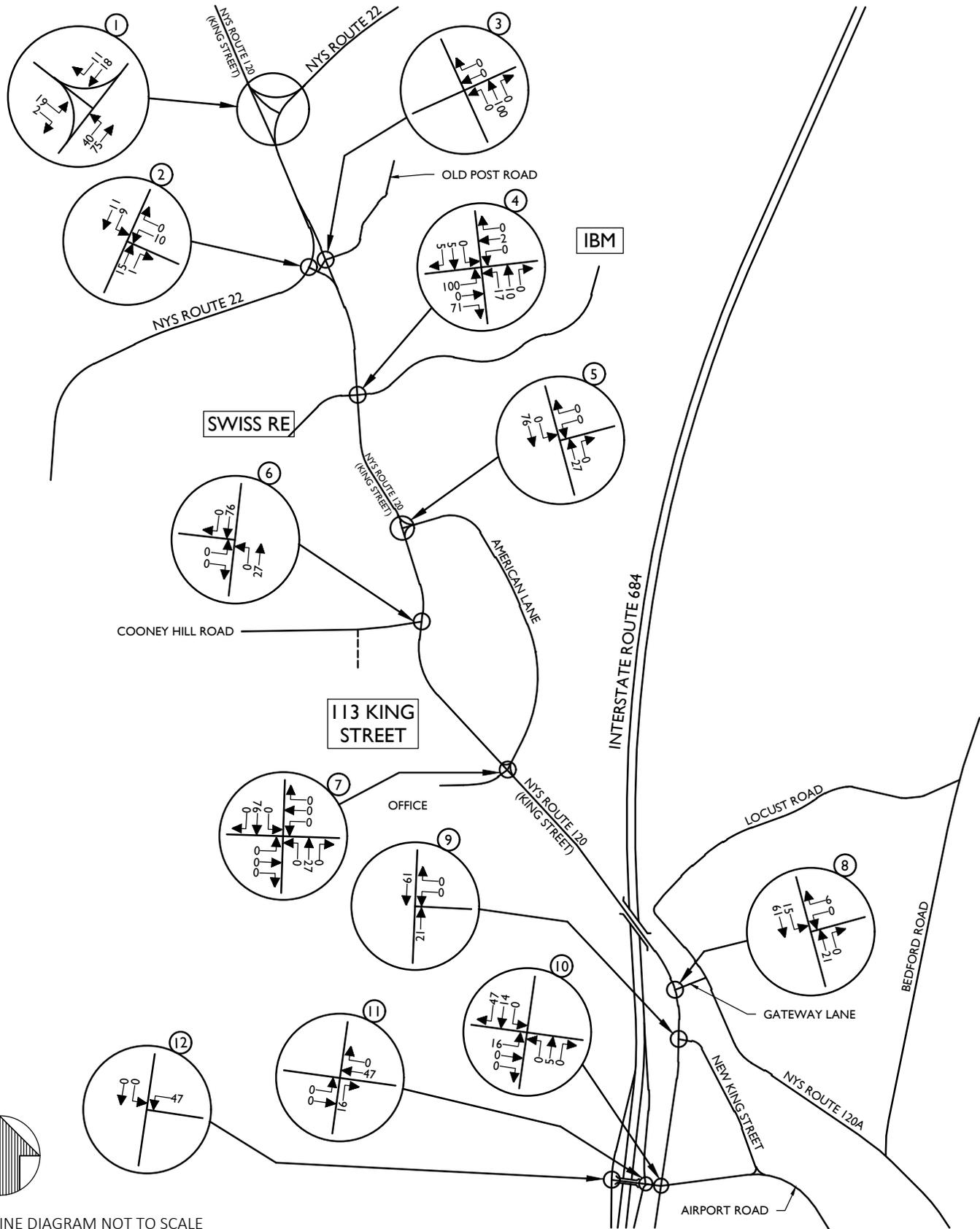
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SHEET TITLE:
OTHER DEVELOPMENT
TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 9-A



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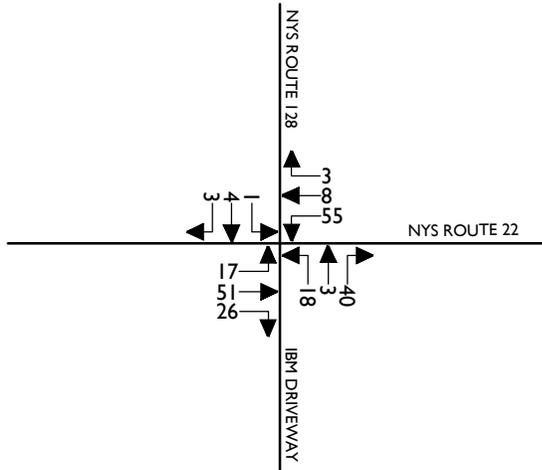
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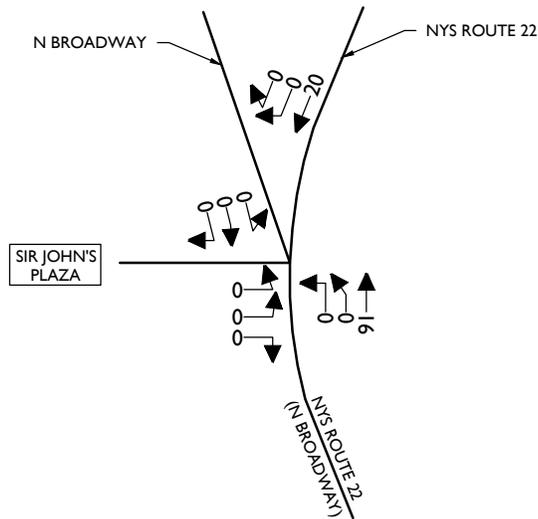
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TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 10

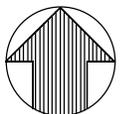
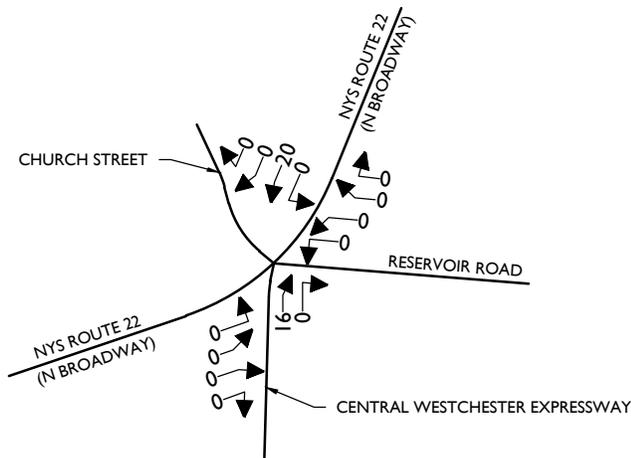
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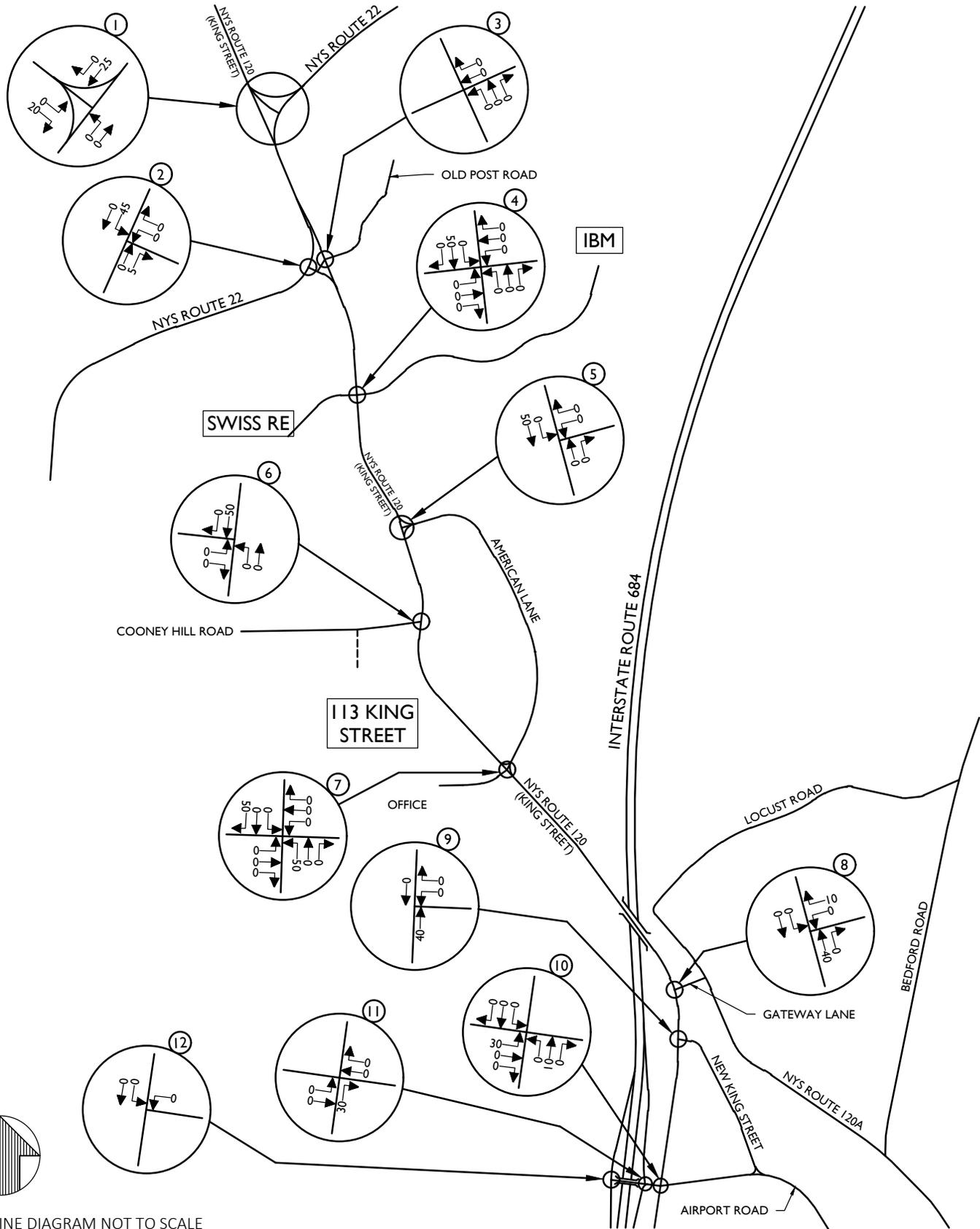
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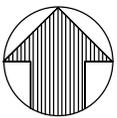
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PROJECT NUMBER: 18002018A		DRAWING NAME: 220822_FIGURES EX-NB	

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TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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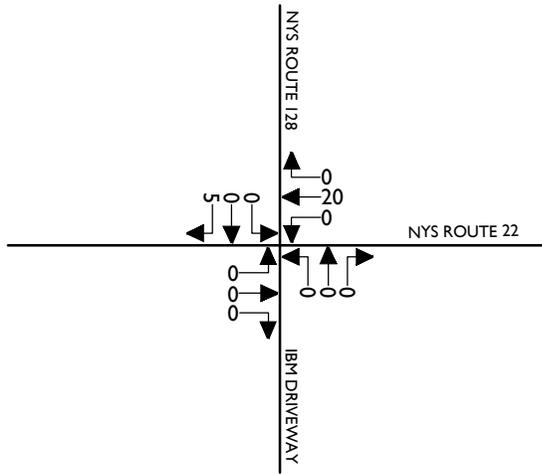
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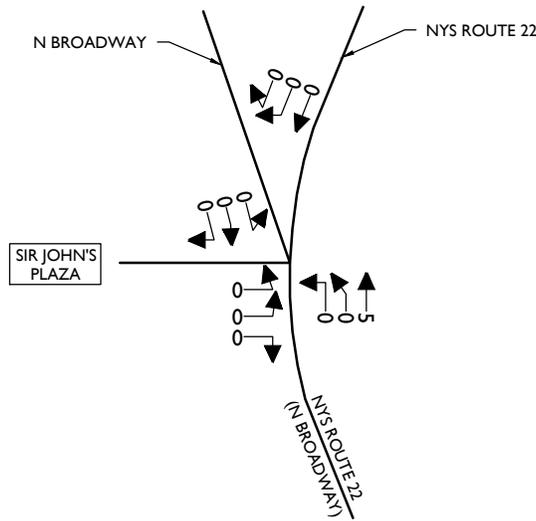
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OFFICE
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 11

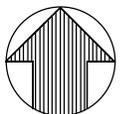
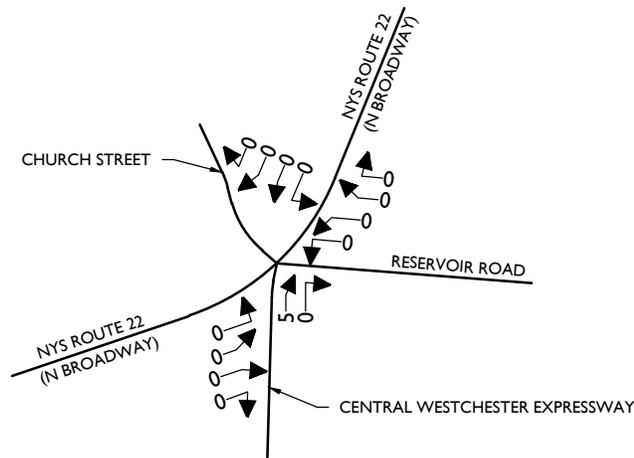
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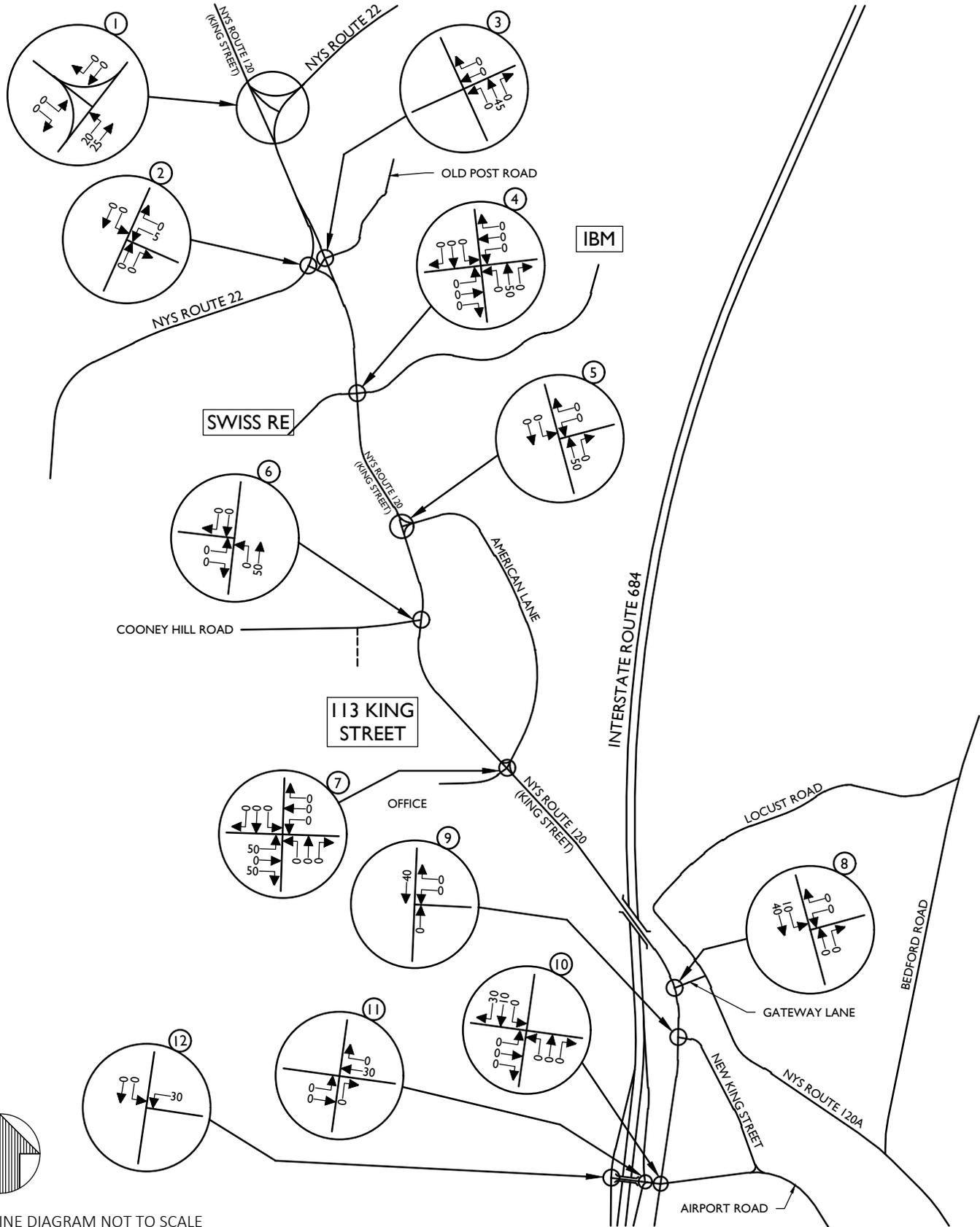
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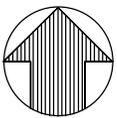
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SHEET TITLE:
WEEKDAY PEAK AM / PM HOUR
OFFICE
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 11-A



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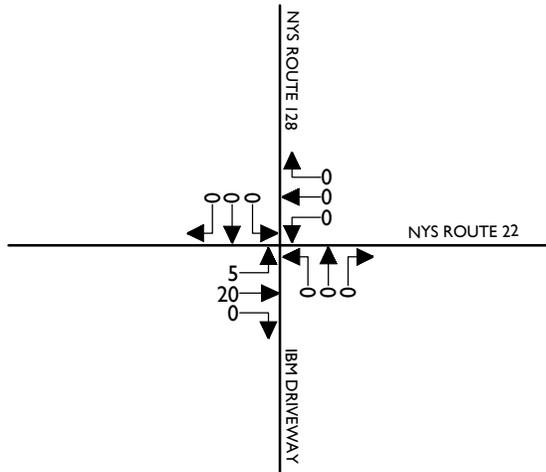
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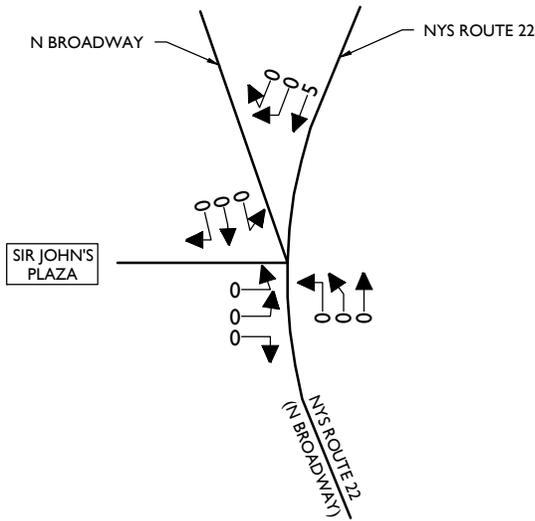
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**WEEKDAY PEAK AM / PM HOUR
OFFICE
DEPARTURE DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 12

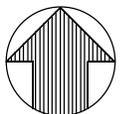
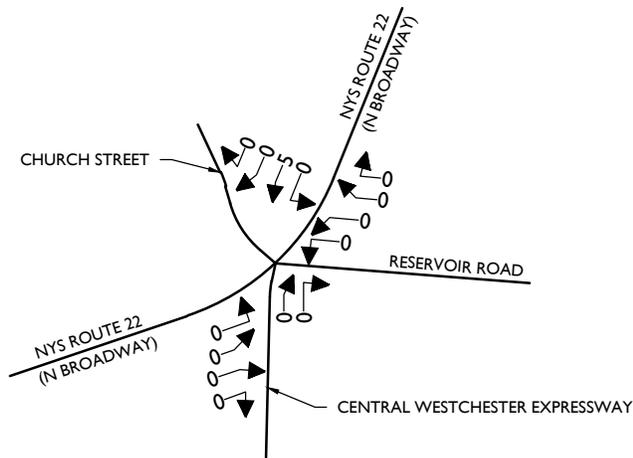
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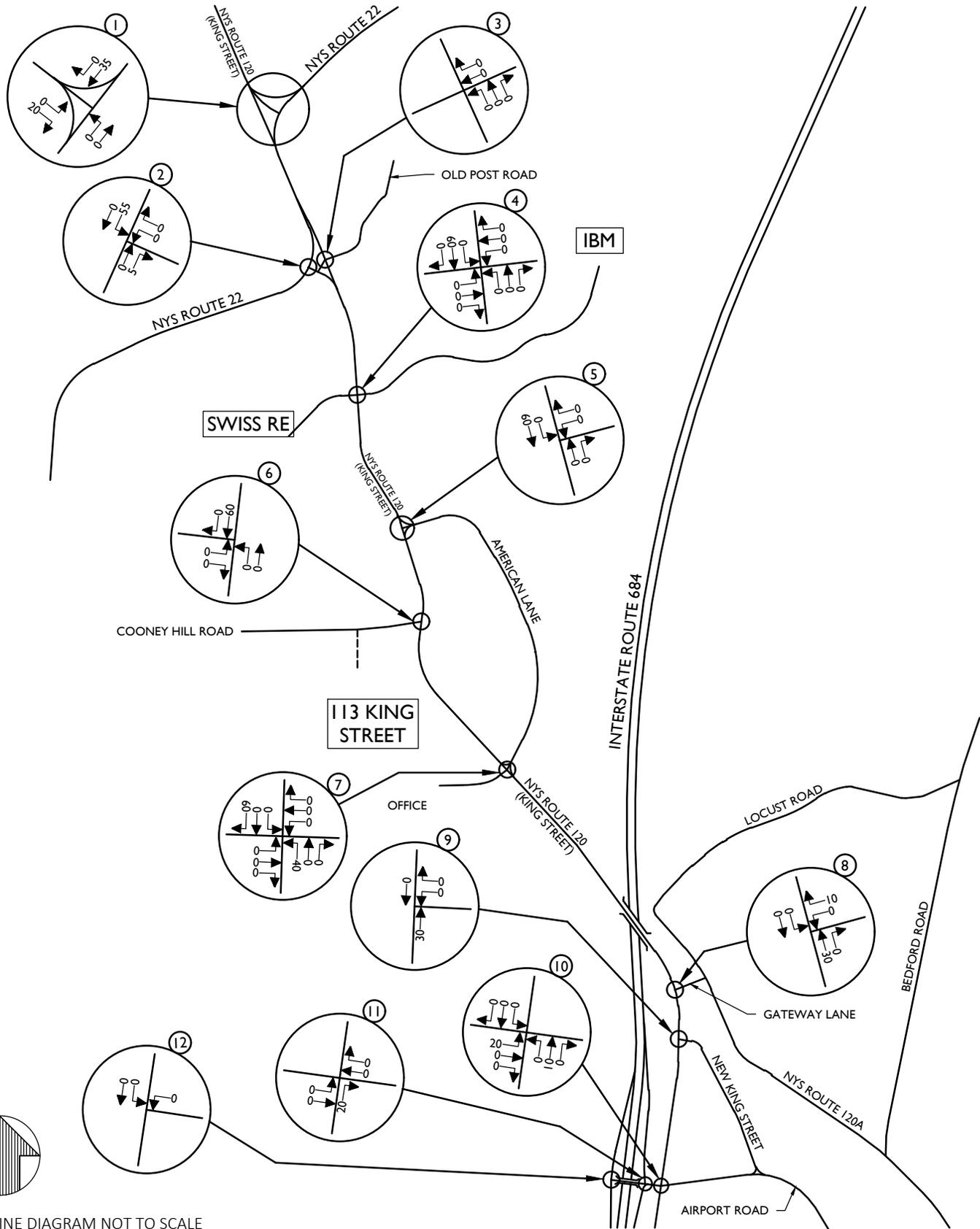
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18002018A	220822_FIGURES EX-NB		

SHEET TITLE:
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OFFICE
DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 12-A



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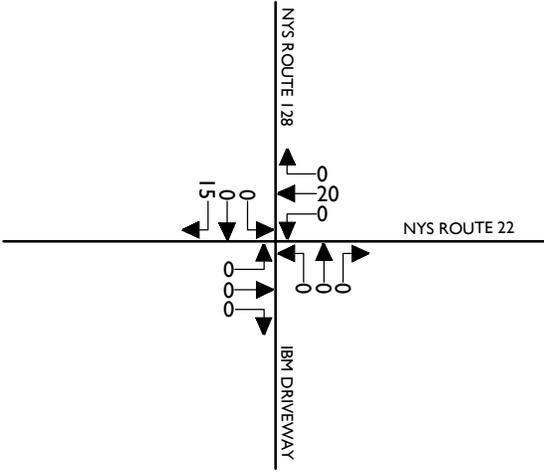
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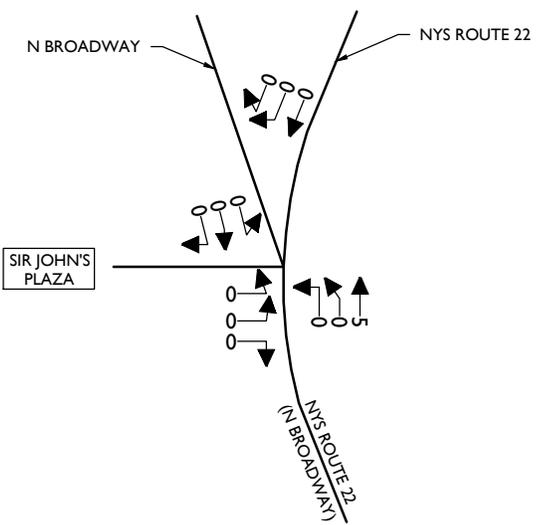
SHEET TITLE:
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OFFICE
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 13

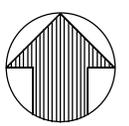
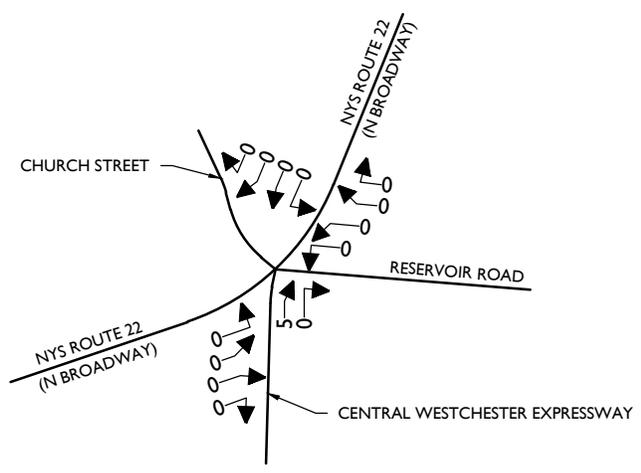
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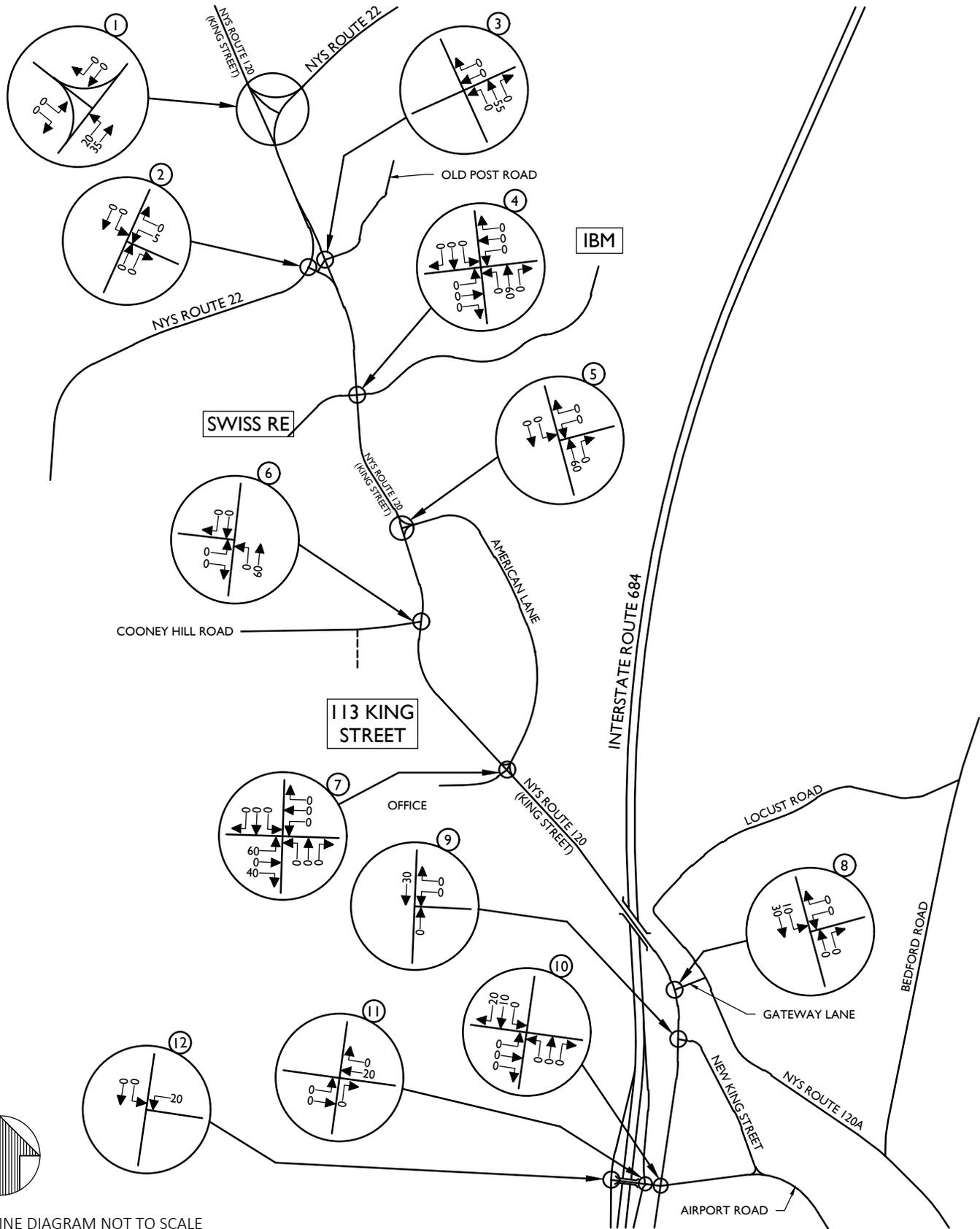
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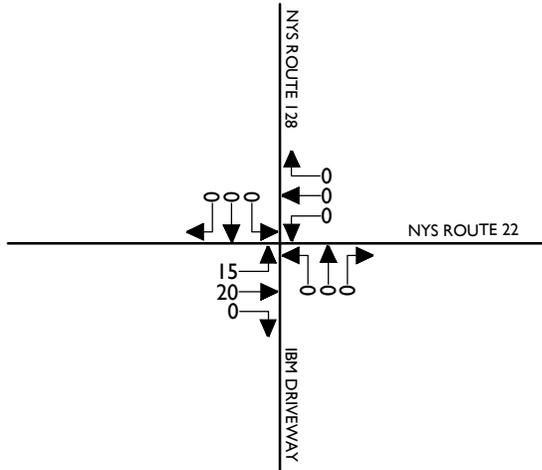
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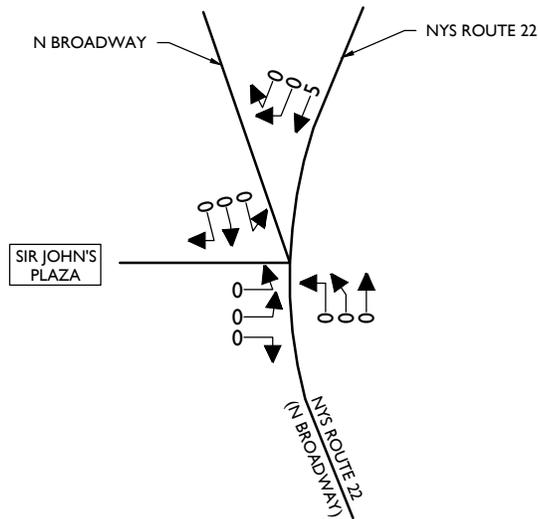
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FIGURE NO. 14

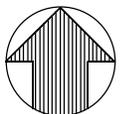
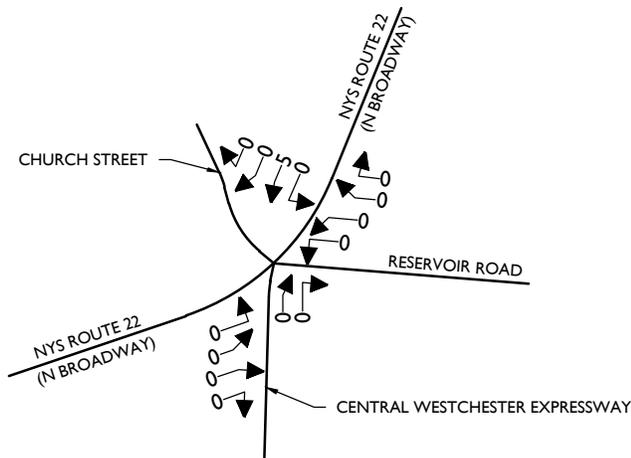
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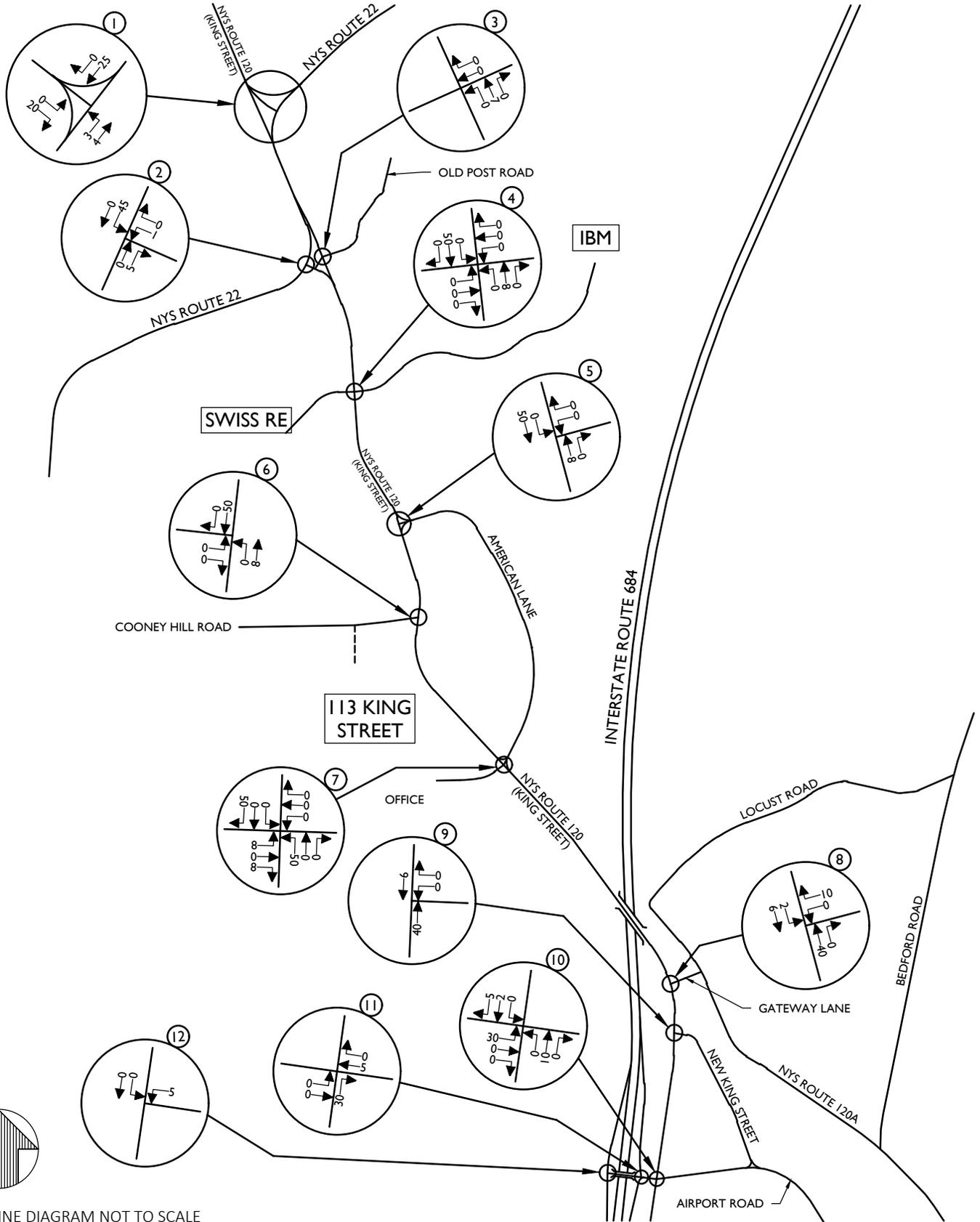
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FIGURE NO. 14-A



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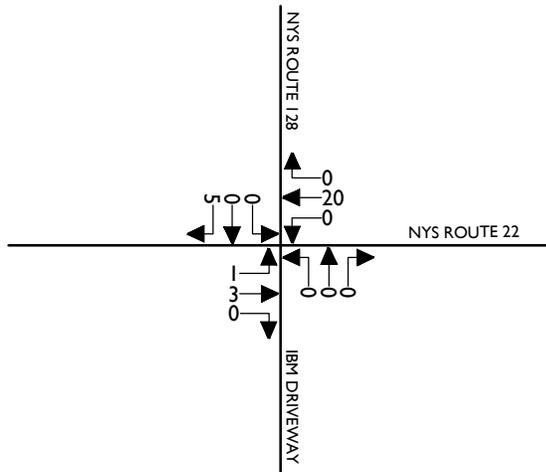
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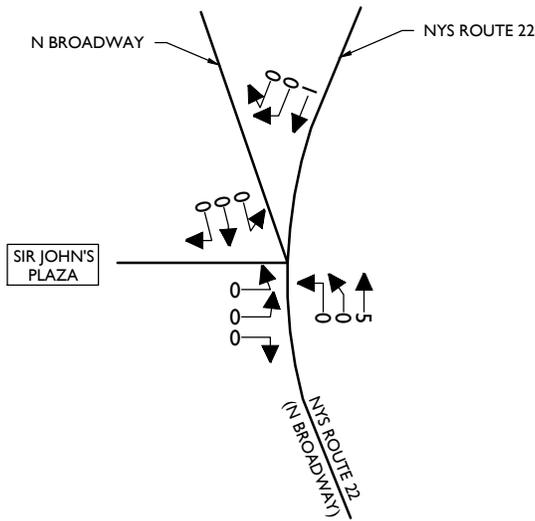
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SHEET NUMBER:			
FIGURE NO. 15			

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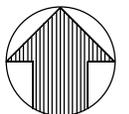
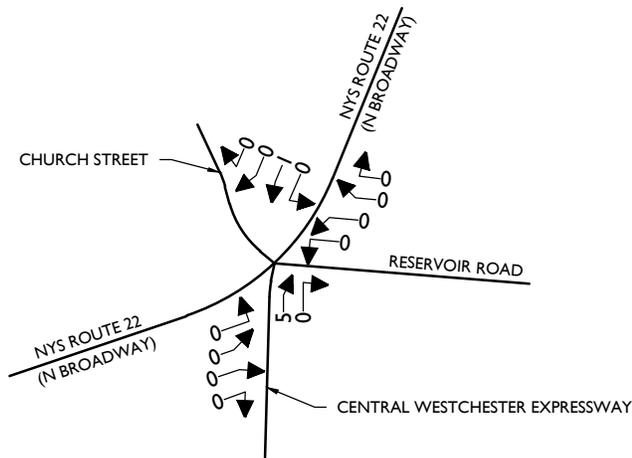
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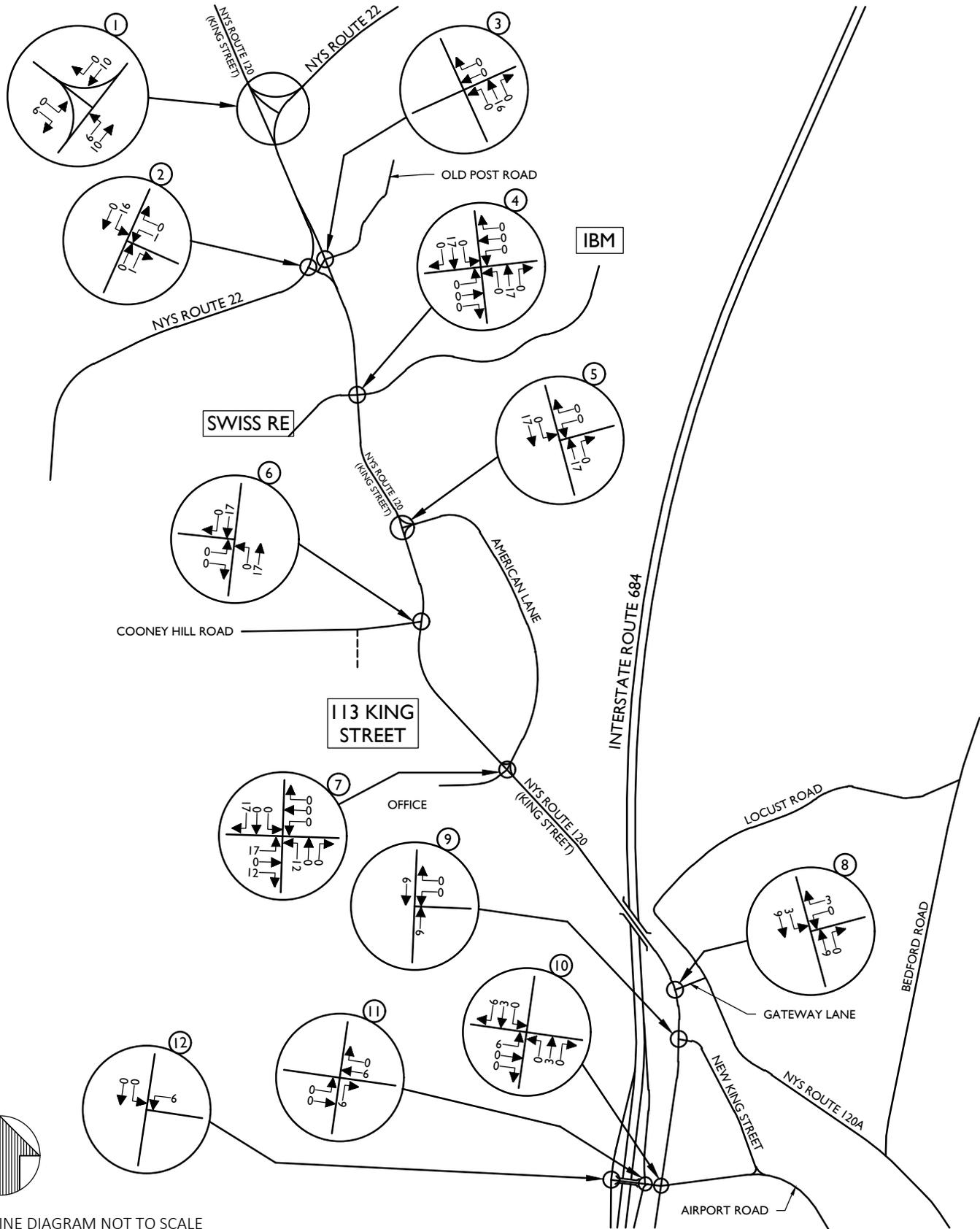
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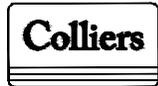
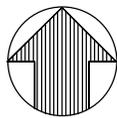
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SHEET TITLE:
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100,000 S.F. BUILDING
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 15-A



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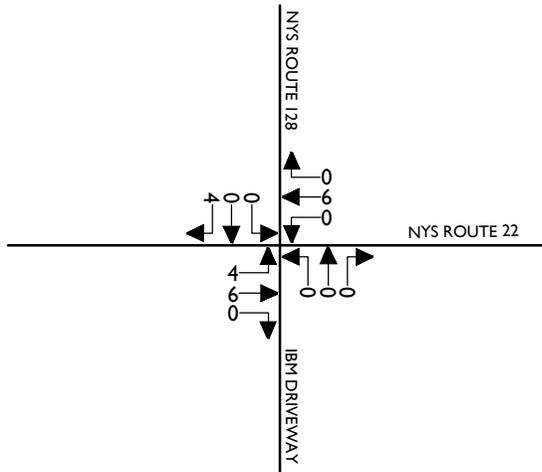
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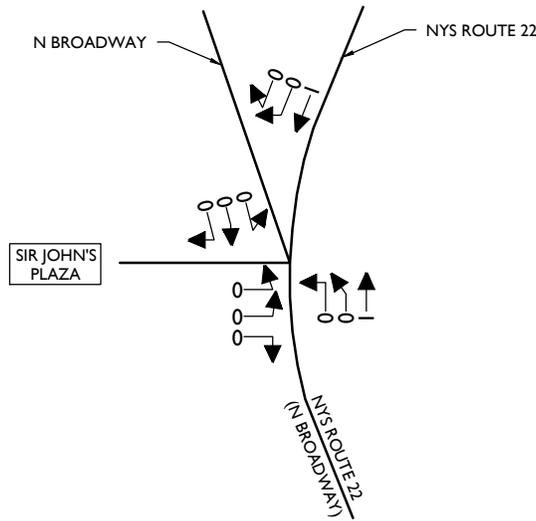
SHEET TITLE:
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SHEET NUMBER:
FIGURE NO. 16

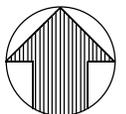
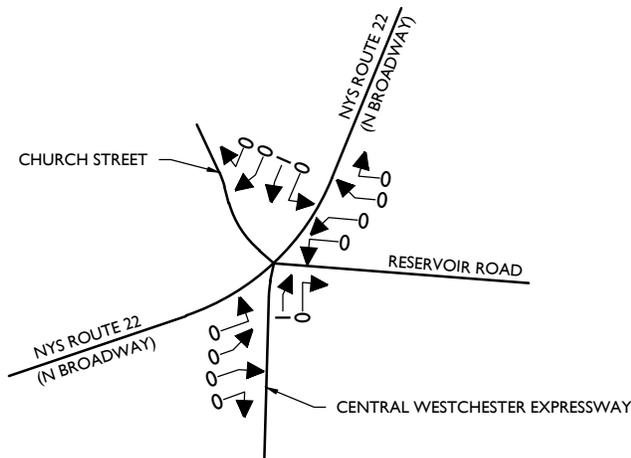
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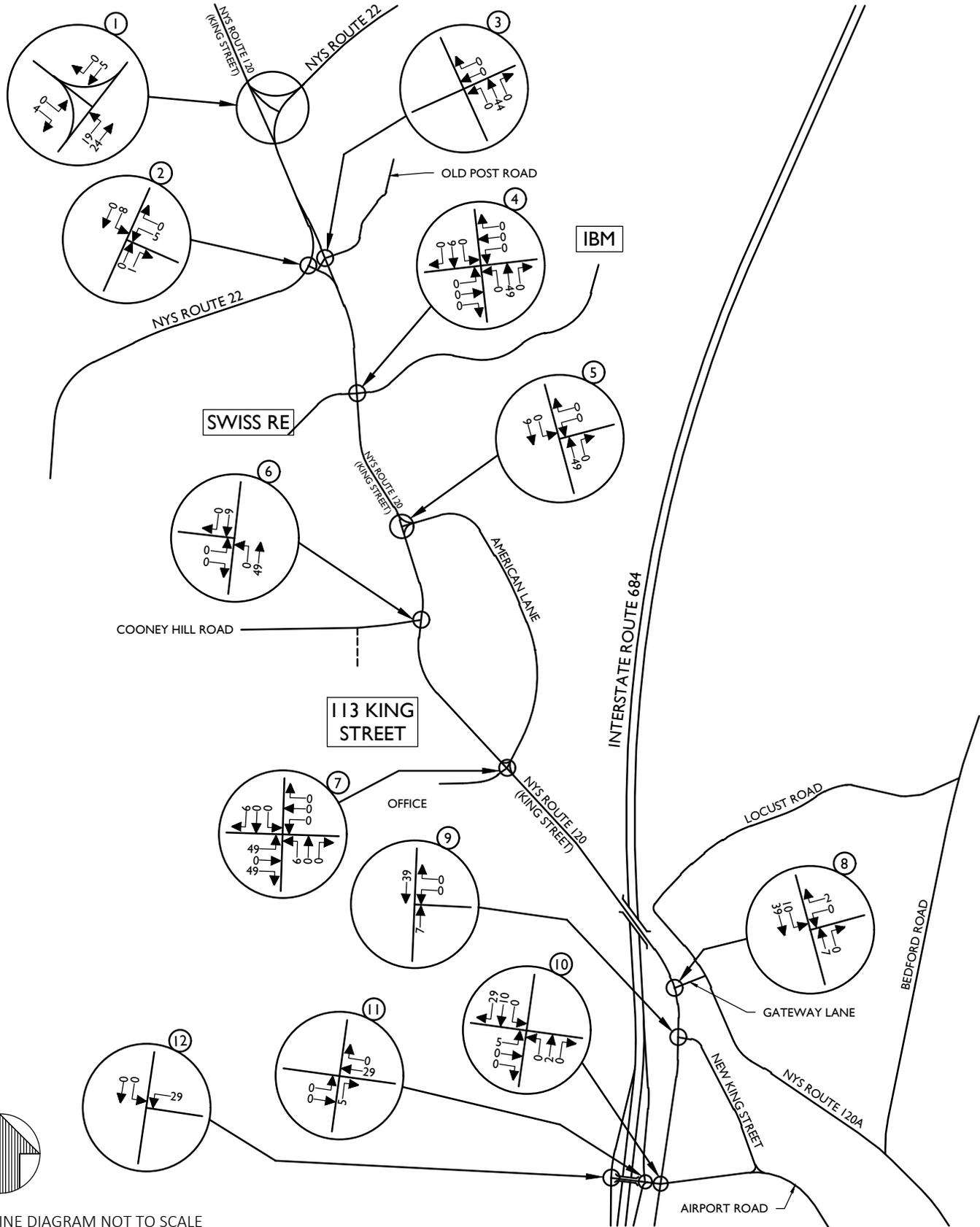
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SHEET NUMBER: FIGURE NO. 16-A



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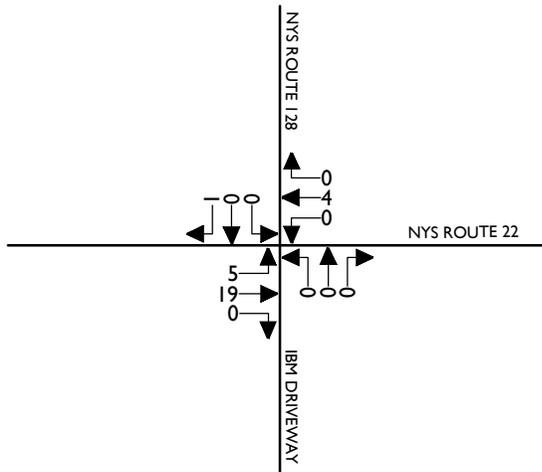
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WEEKDAY PEAK PM HOUR

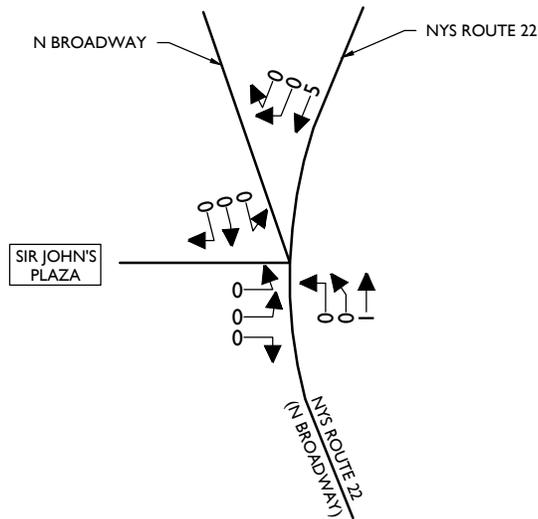
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FIGURE NO. 17

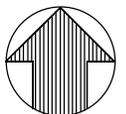
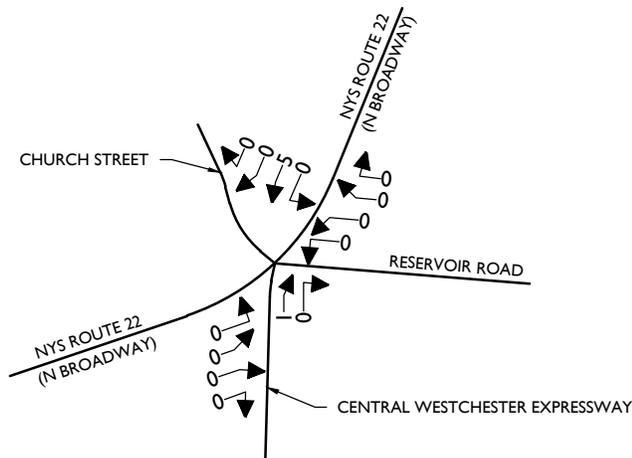
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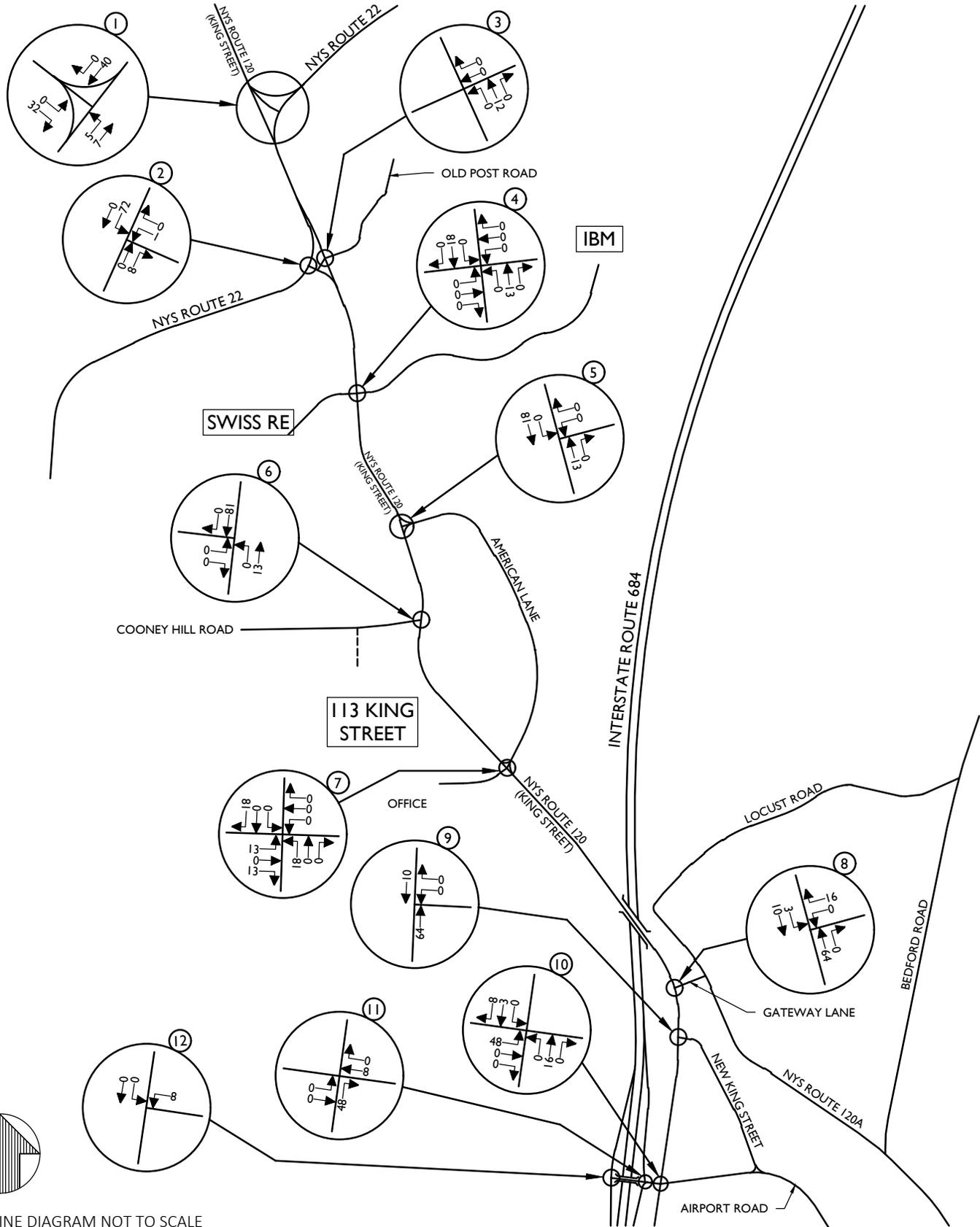
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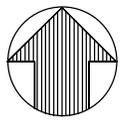
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SHEET NUMBER:
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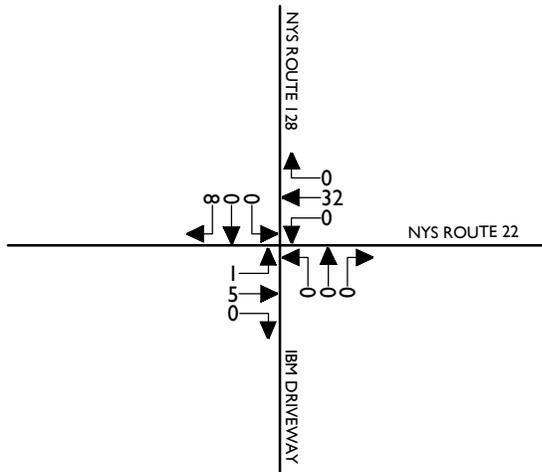
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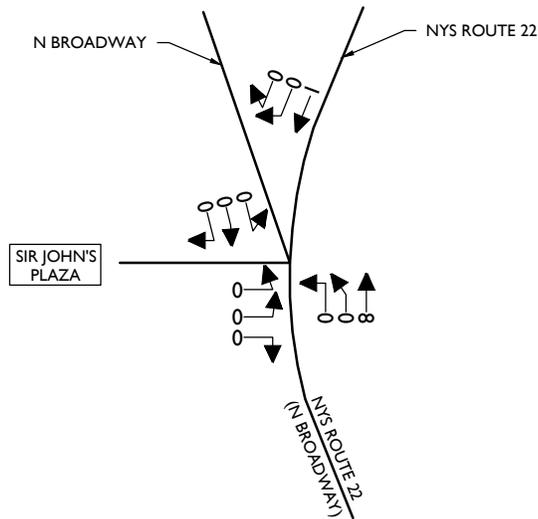
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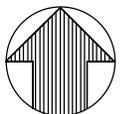
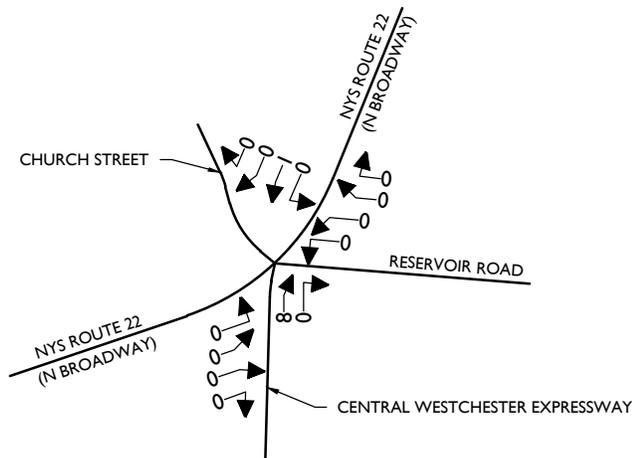
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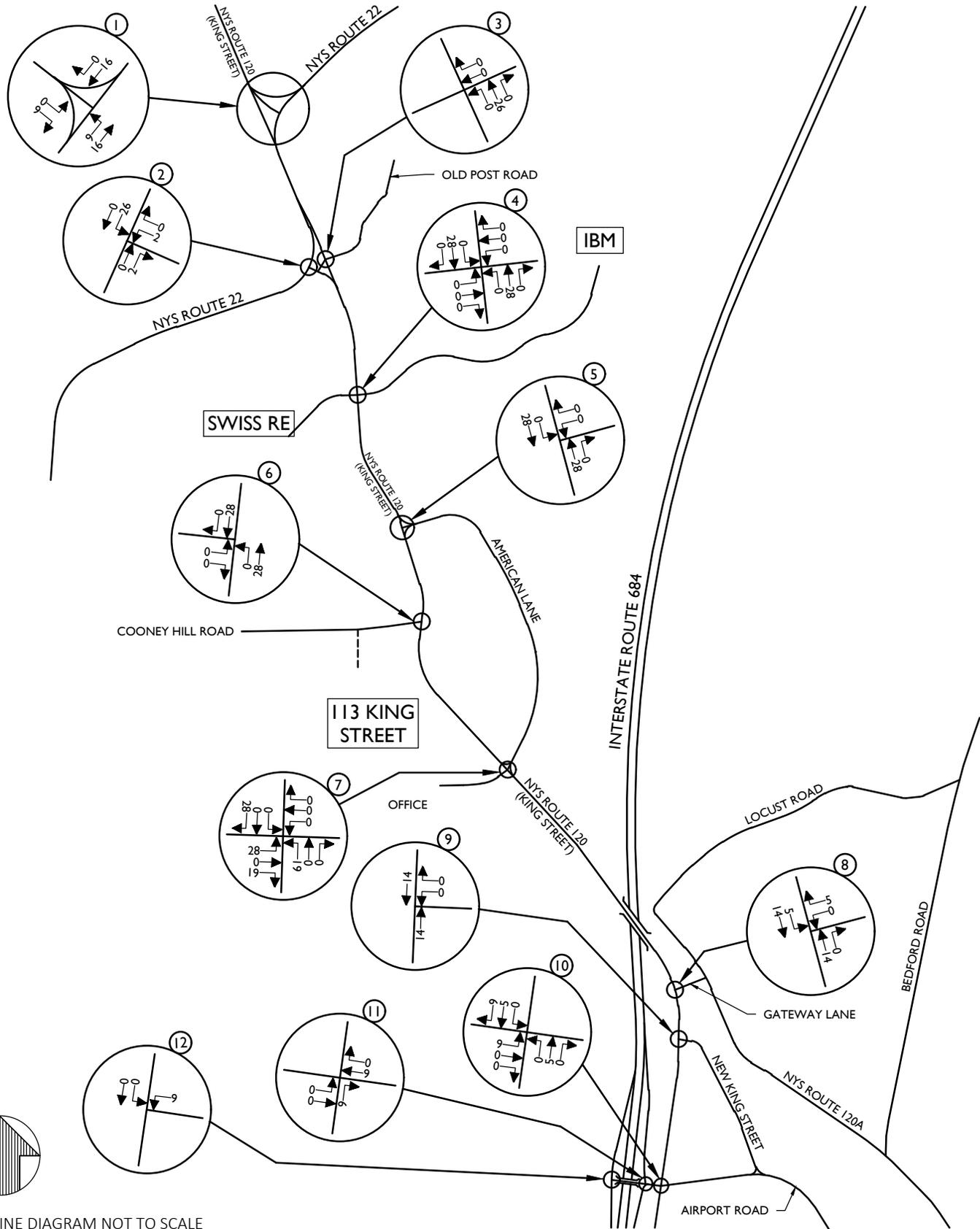
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PROJECT NUMBER:	DRAWING NAME:
18002018A	220822_FIGURES EX-NB

SHEET TITLE:
OFFICE RE-OCCUPANCY 161,000 S.F. BUILDING WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 18-A



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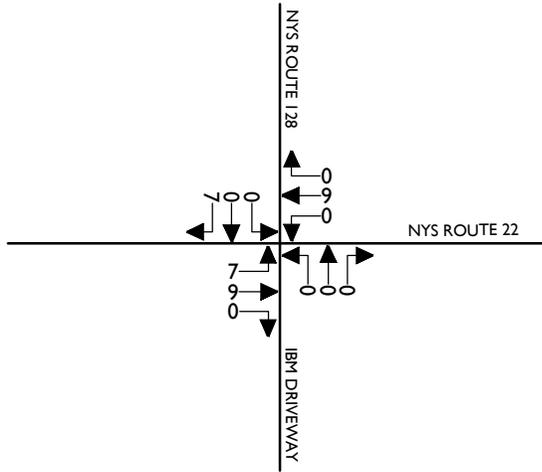


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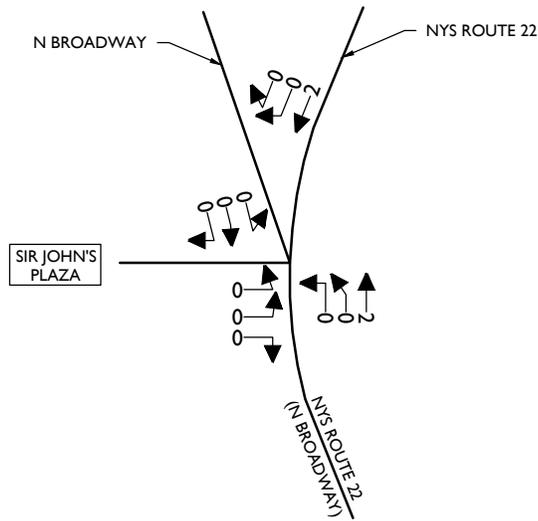
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SHEET TITLE:			
OFFICE RE-OCCUPANCY 161,000 S.F. BUILDING WEEKDAY PEAK MIDDAY HOUR			
SHEET NUMBER:			
FIGURE NO. 19			

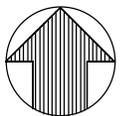
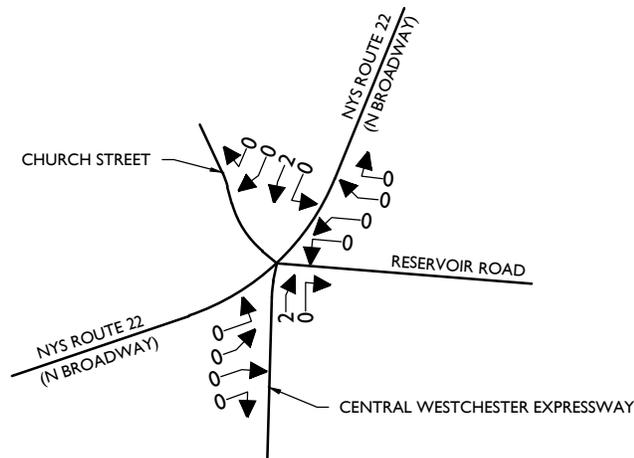
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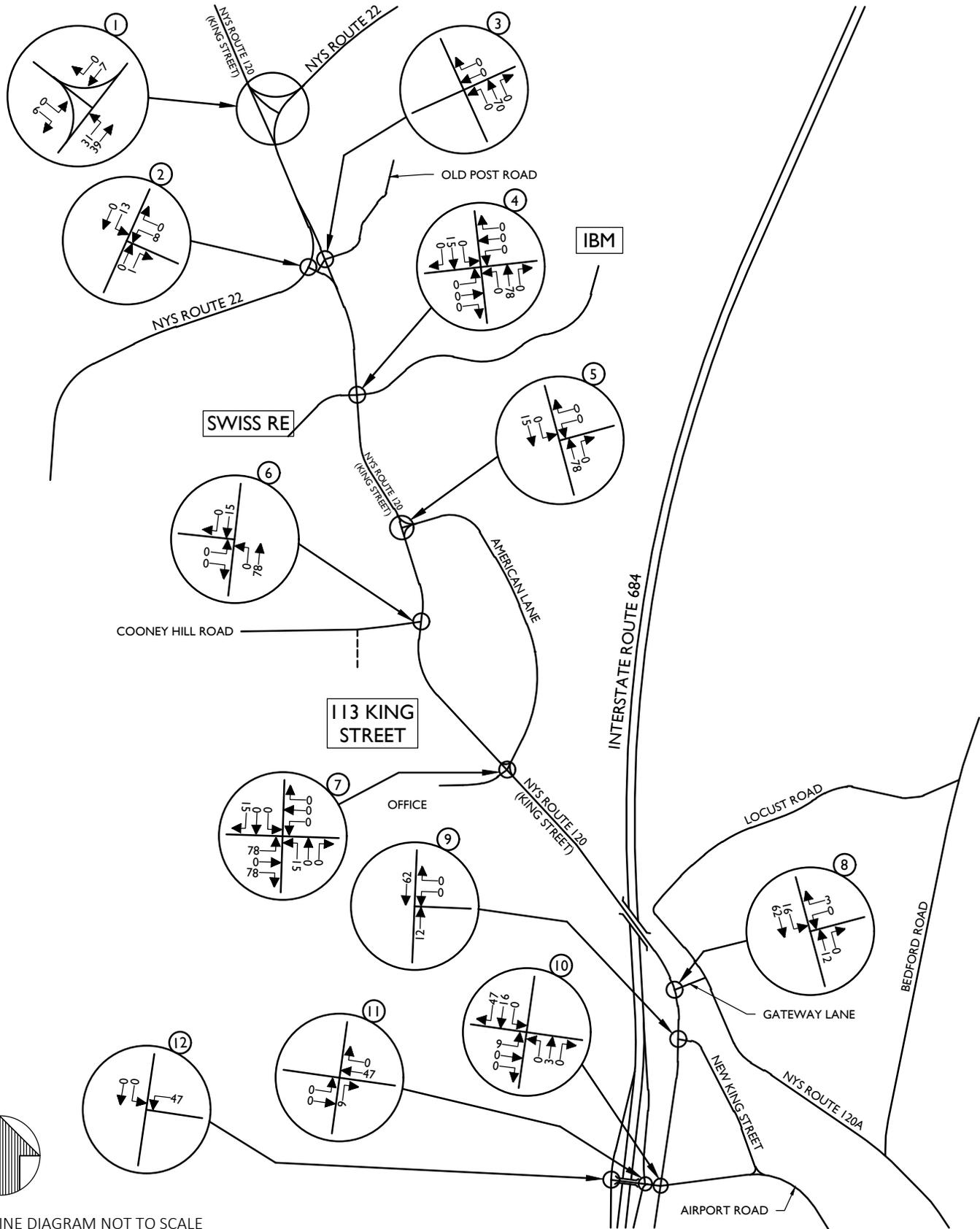
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SHEET TITLE: OFFICE RE-OCCUPANCY 161,000 S.F. BUILDING WEEKDAY PEAK MIDDAY HOUR	
SHEET NUMBER: FIGURE NO. 19-A	



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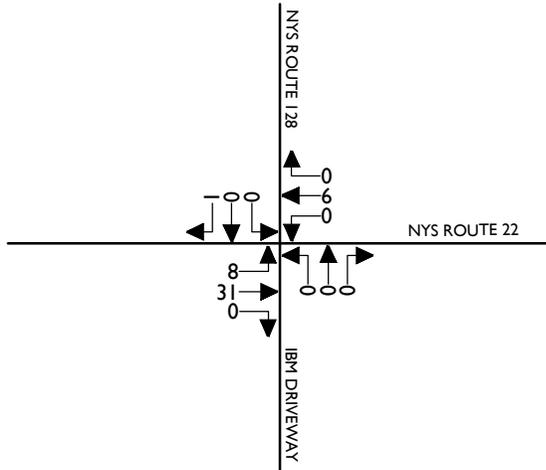
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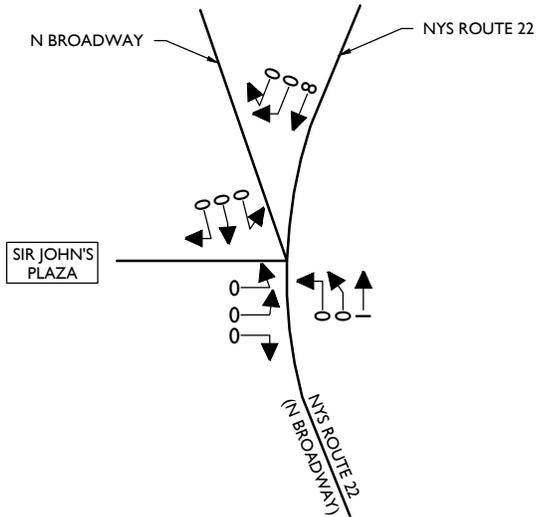
SHEET TITLE:
OFFICE RE-OCCUPANCY
161,000 S.F. BUILDING
WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 20

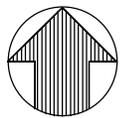
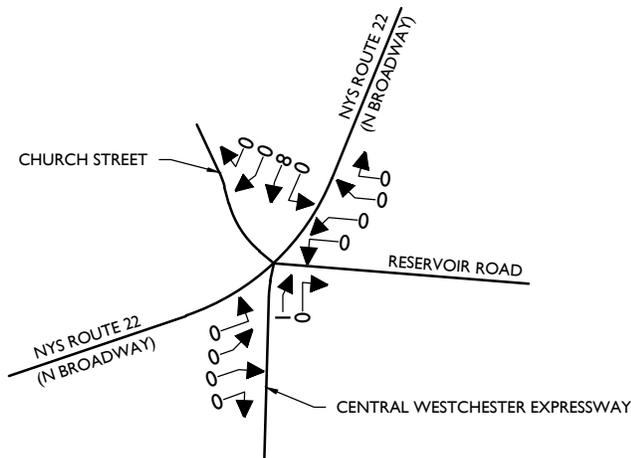
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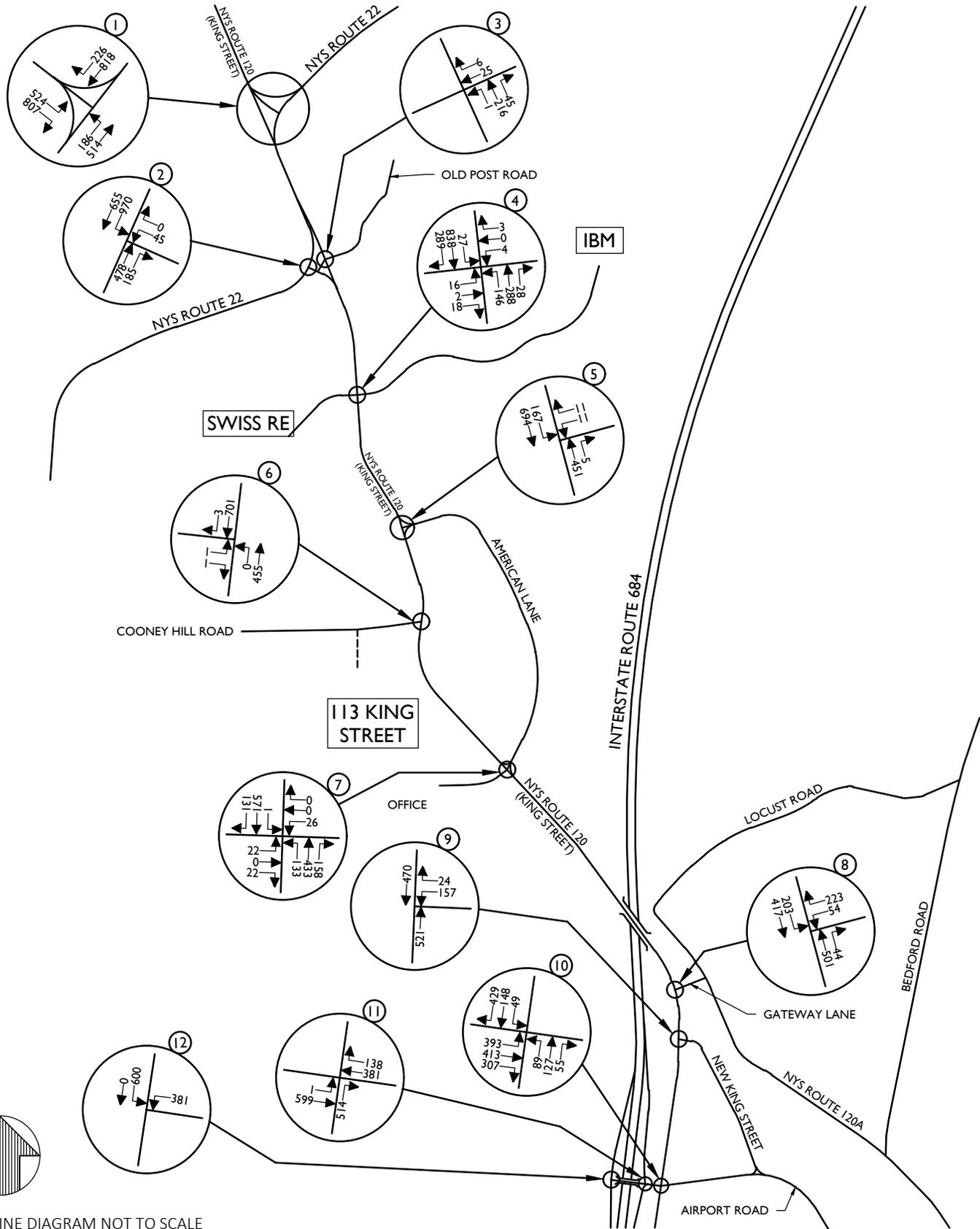
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SHEET NUMBER:
FIGURE NO. 20-A



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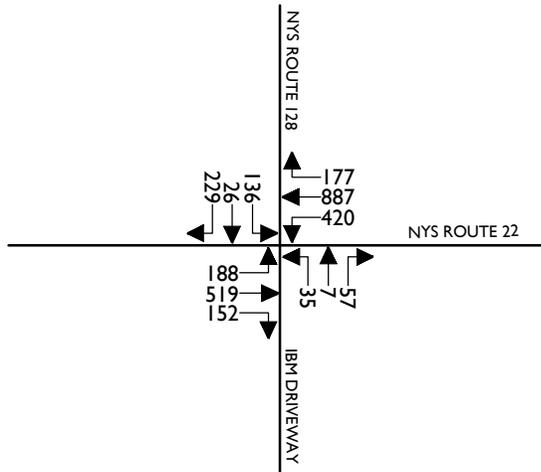
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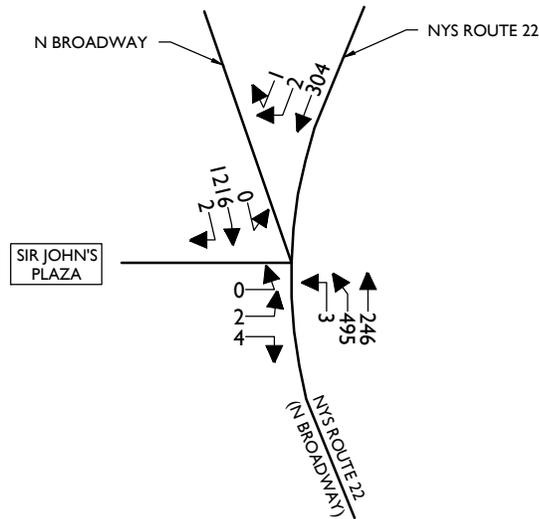
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18002018A	220822_FIGURES EX-NB		
SHEET TITLE:			
2024 NO-BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
SHEET NUMBER:			
FIGURE NO. 21			

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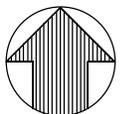
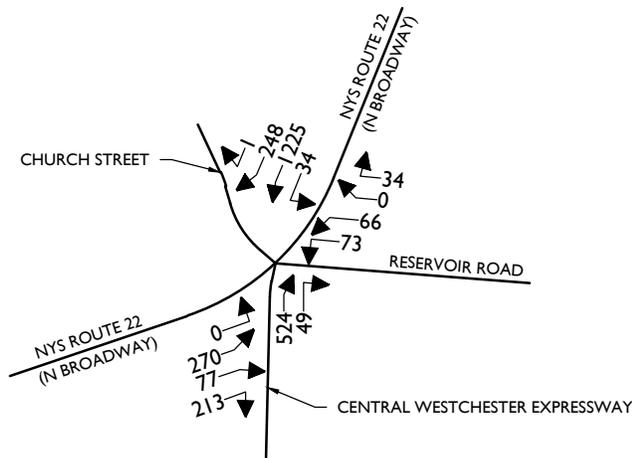
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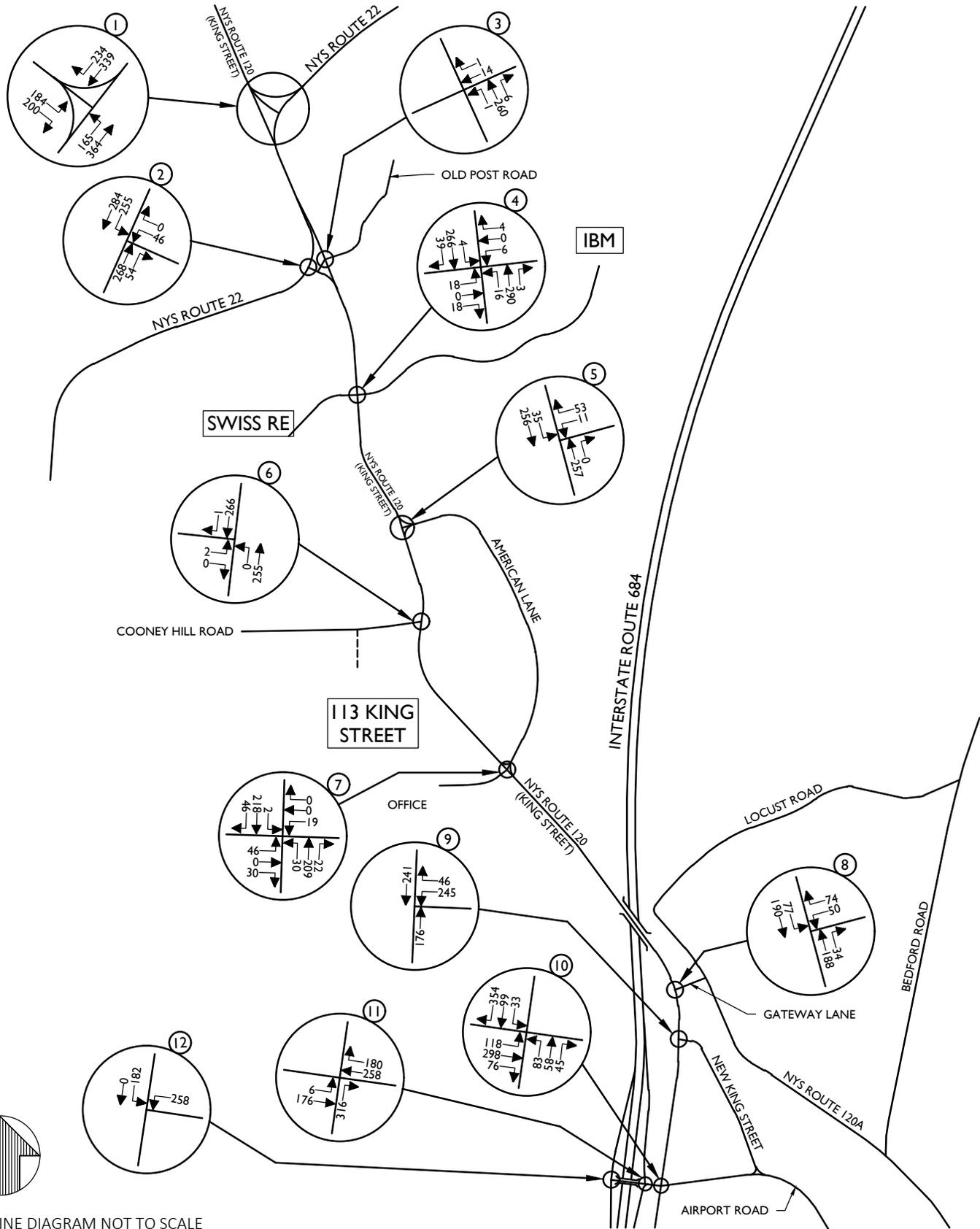
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SHEET TITLE:
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WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 21-A



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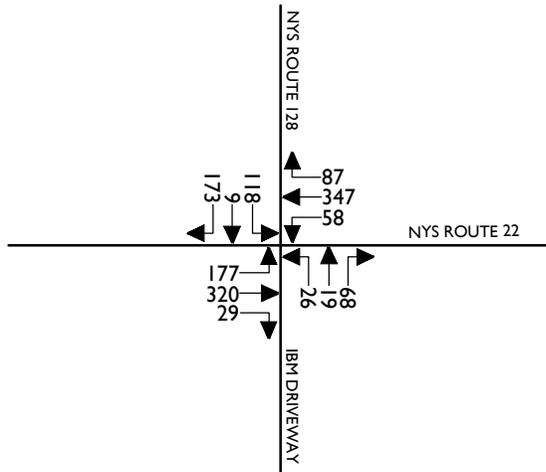
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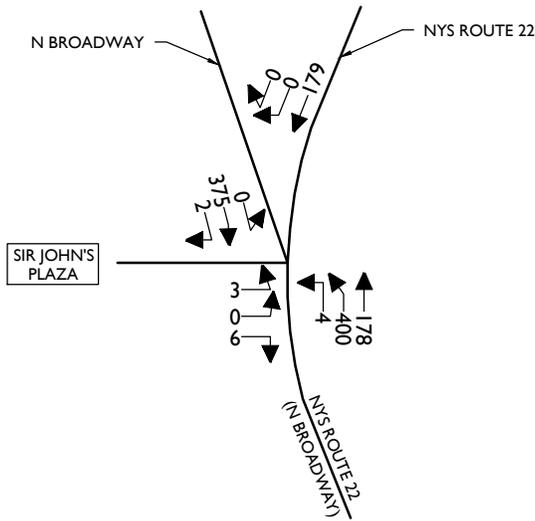
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2024 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 22

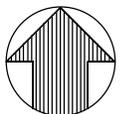
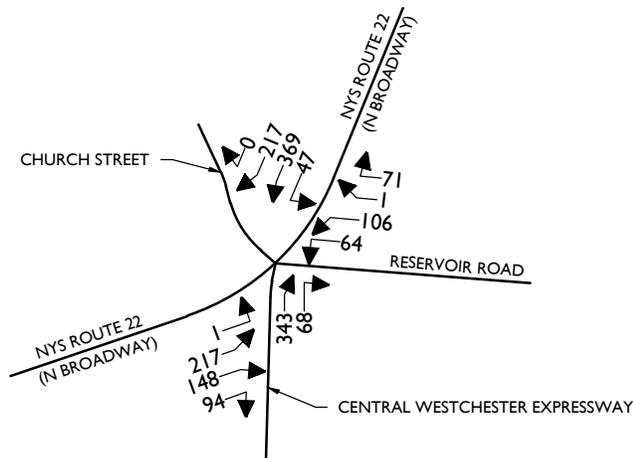
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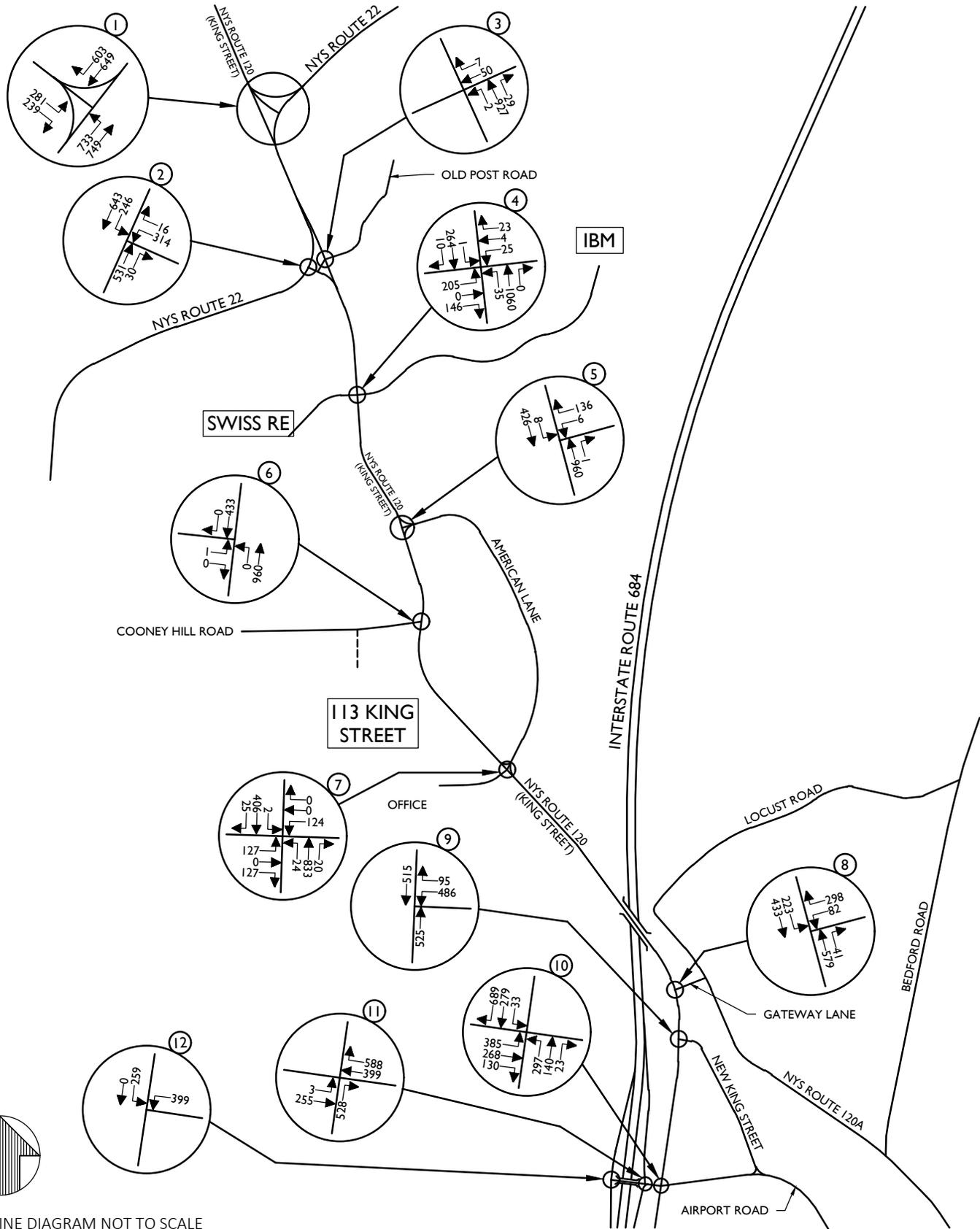
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SHEET NUMBER: FIGURE NO. 22-A



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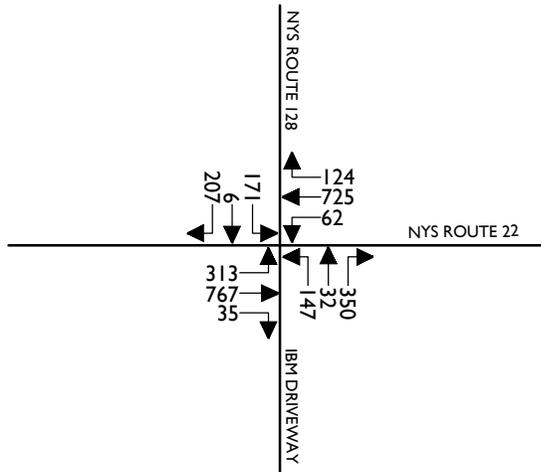
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 WEEKDAY PEAK PM HOUR

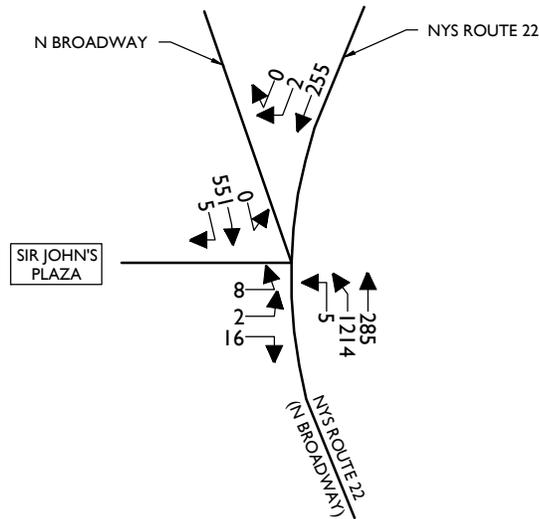
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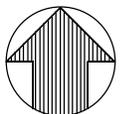
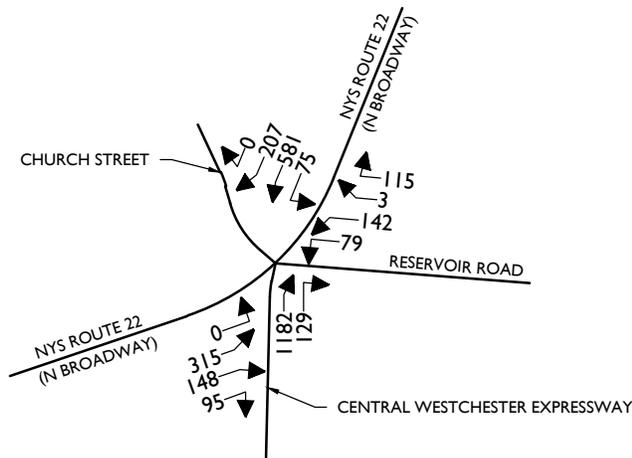
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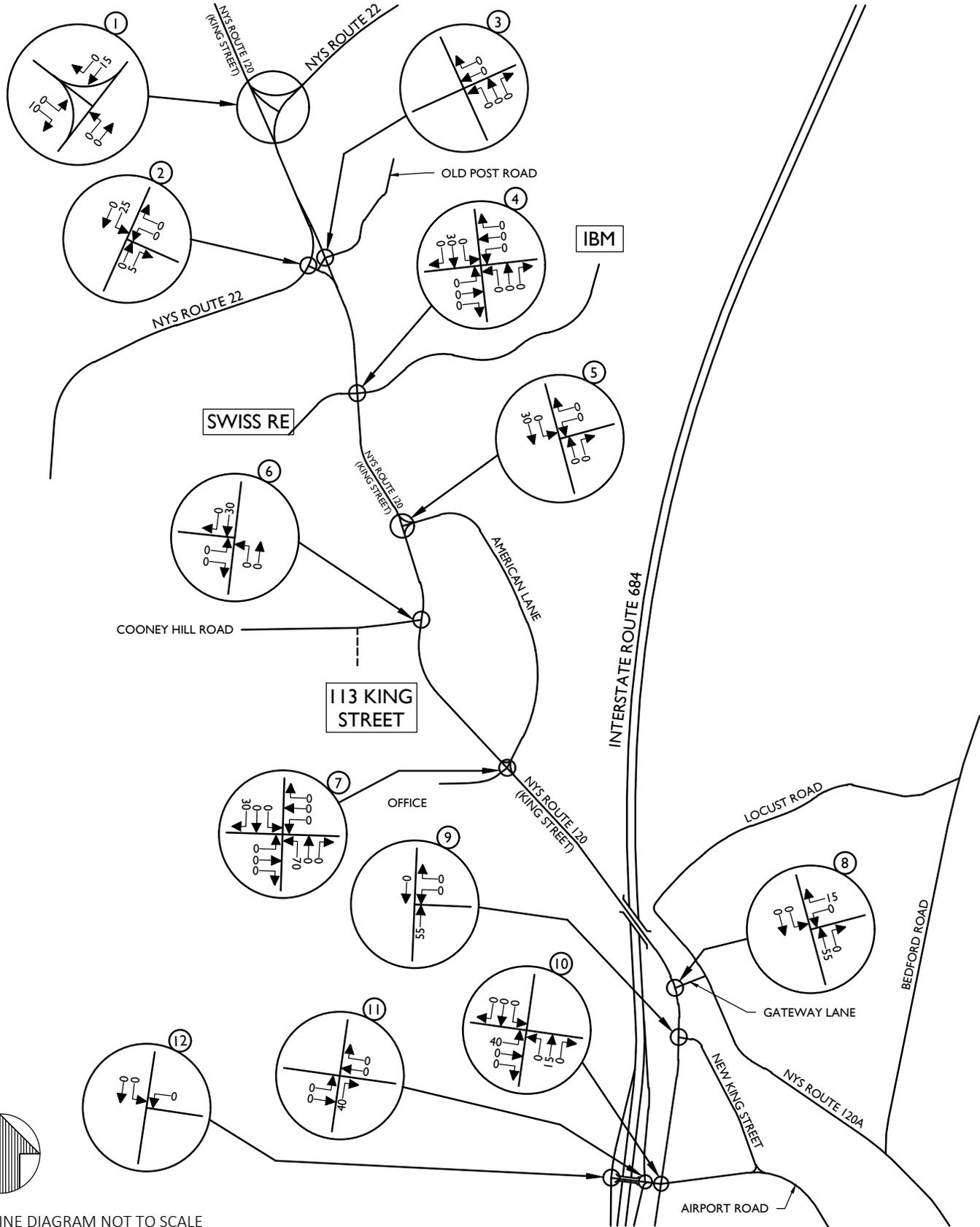
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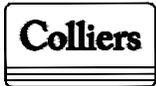
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SHEET NUMBER: FIGURE NO. 23-A



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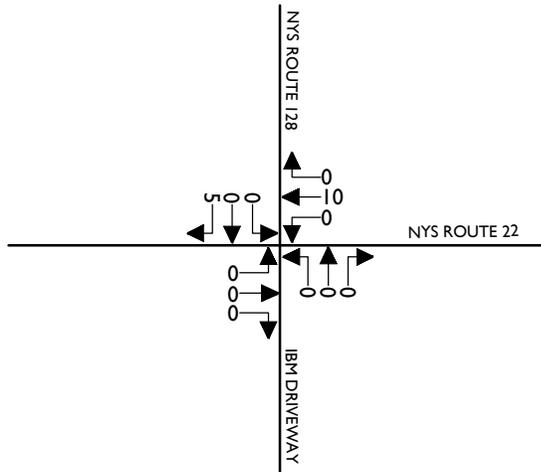
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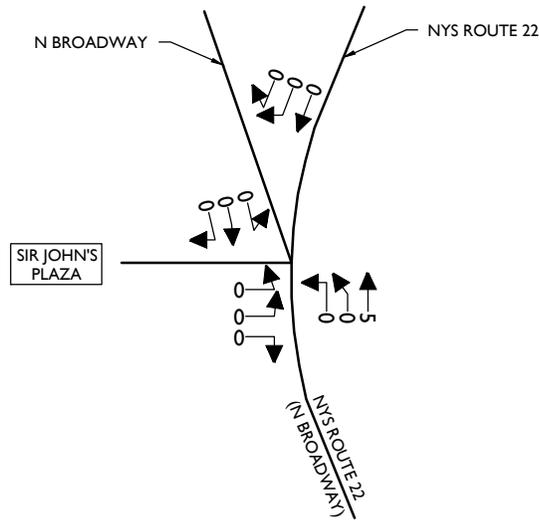
SHEET TITLE:
**WEEKDAY PEAK AM / PM HOUR
APARTMENTS
ARRIVAL DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 24

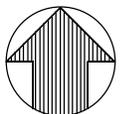
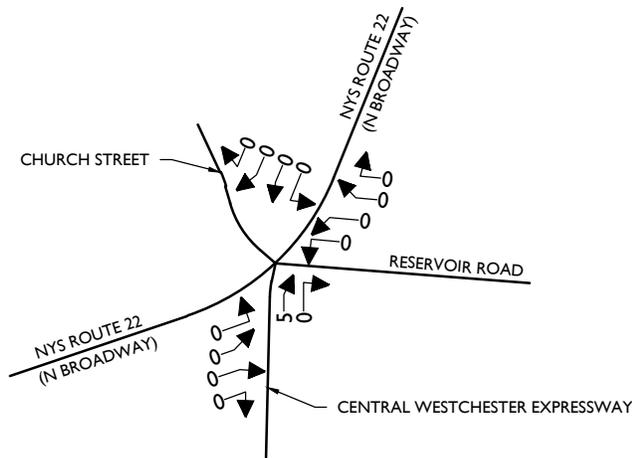
13



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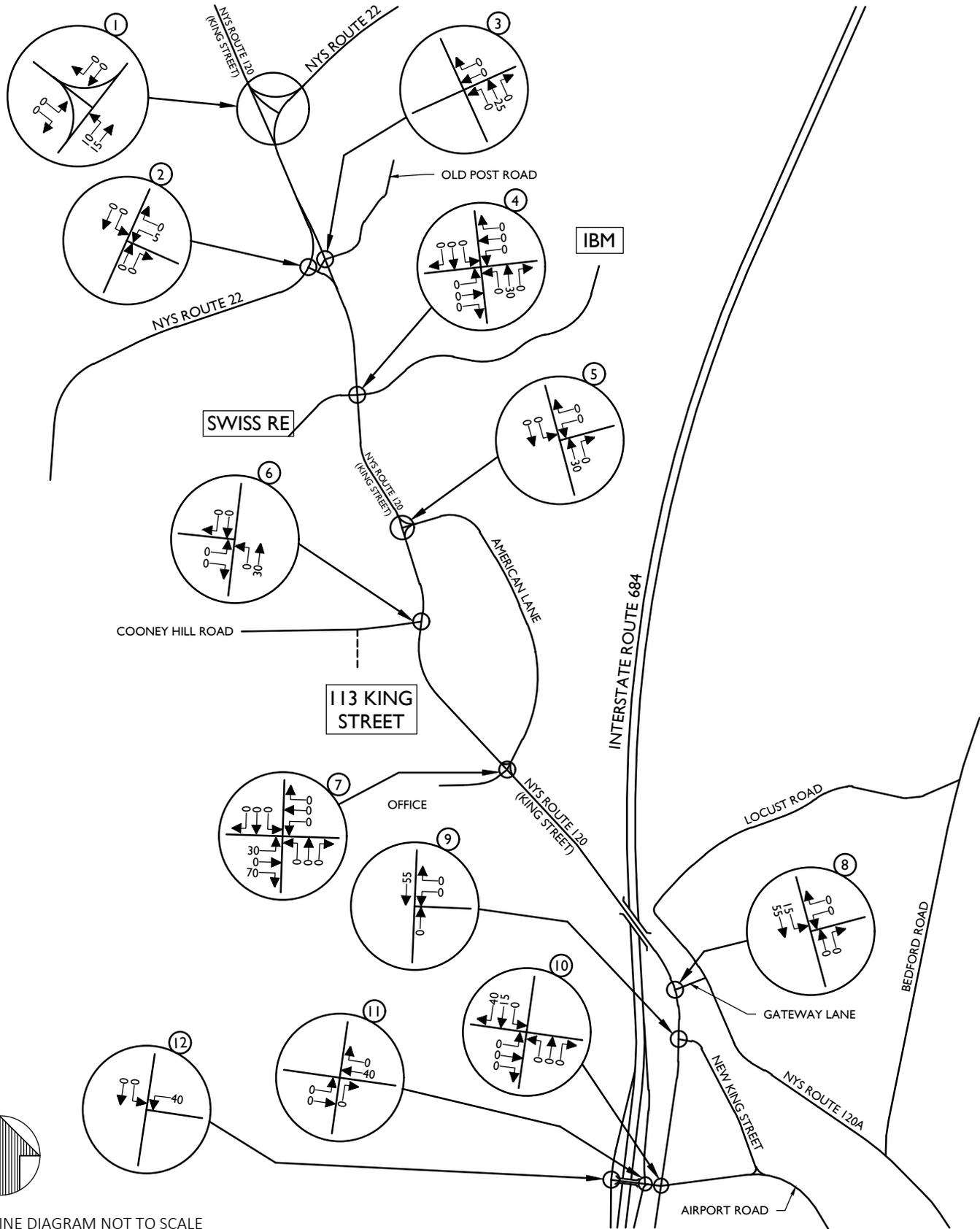
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APARTMENTS
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 24-A



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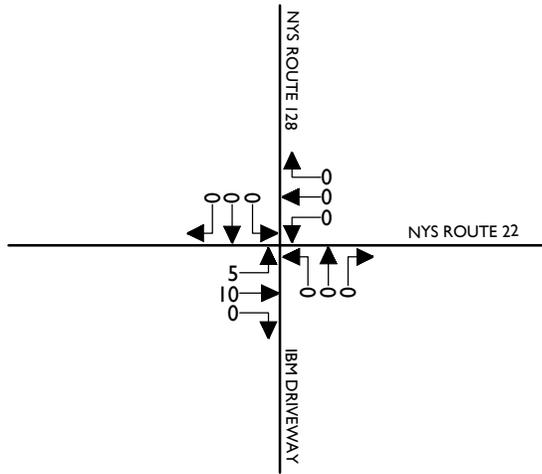
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PROJECT NUMBER: 18002018A		DRAWING NAME: 220819_FIGURES BD	

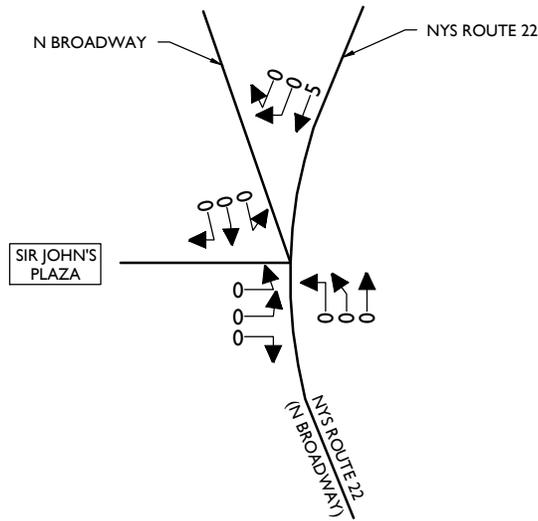
SHEET TITLE:
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 APARTMENTS
 DEPARTURE DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 25

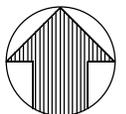
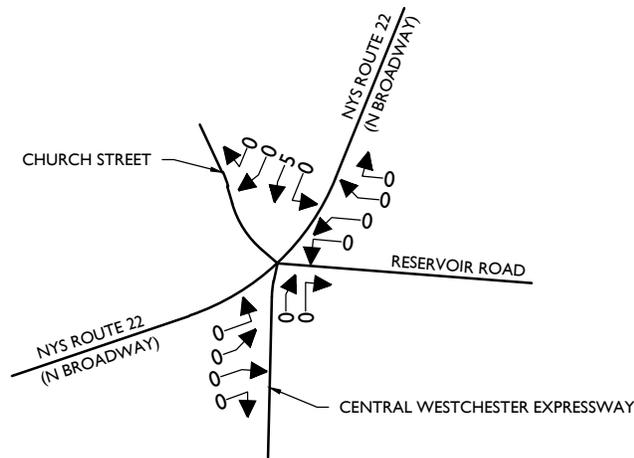
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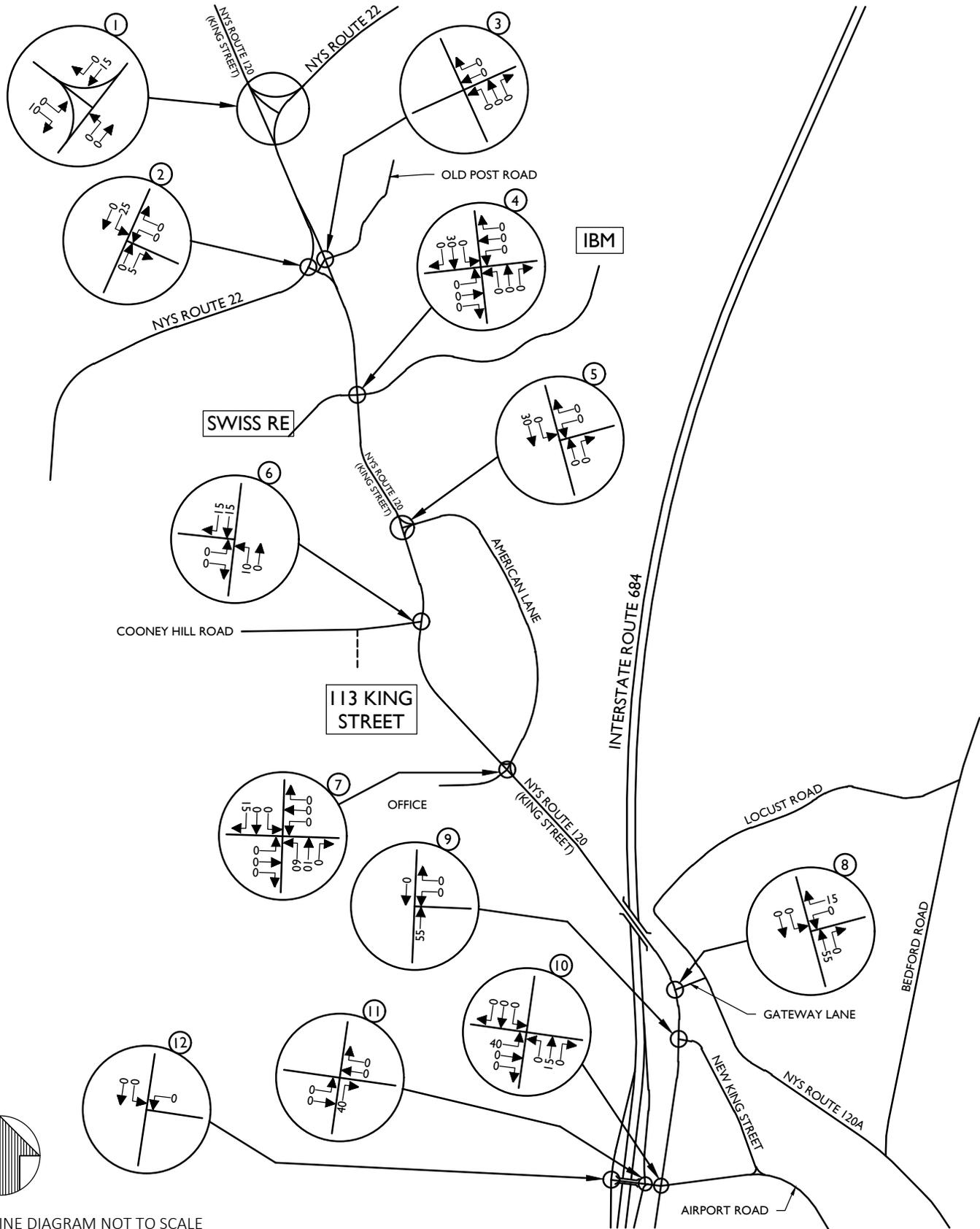
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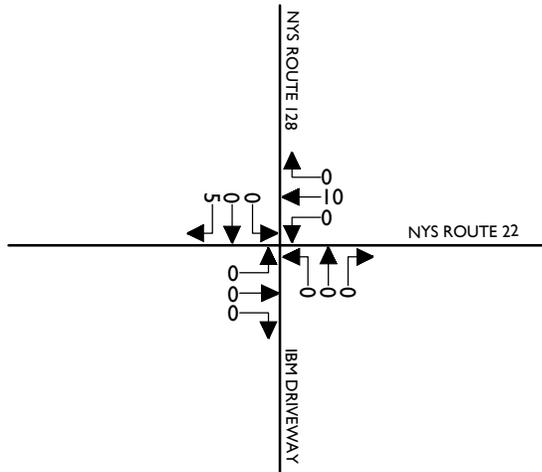
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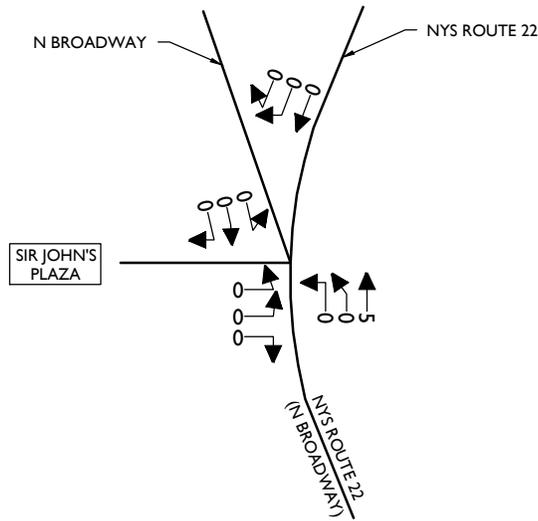
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TOWNHOUSES
ARRIVAL DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 26

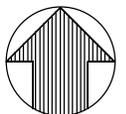
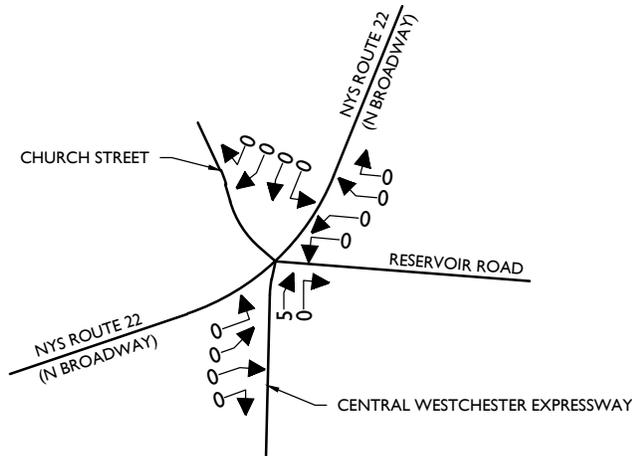
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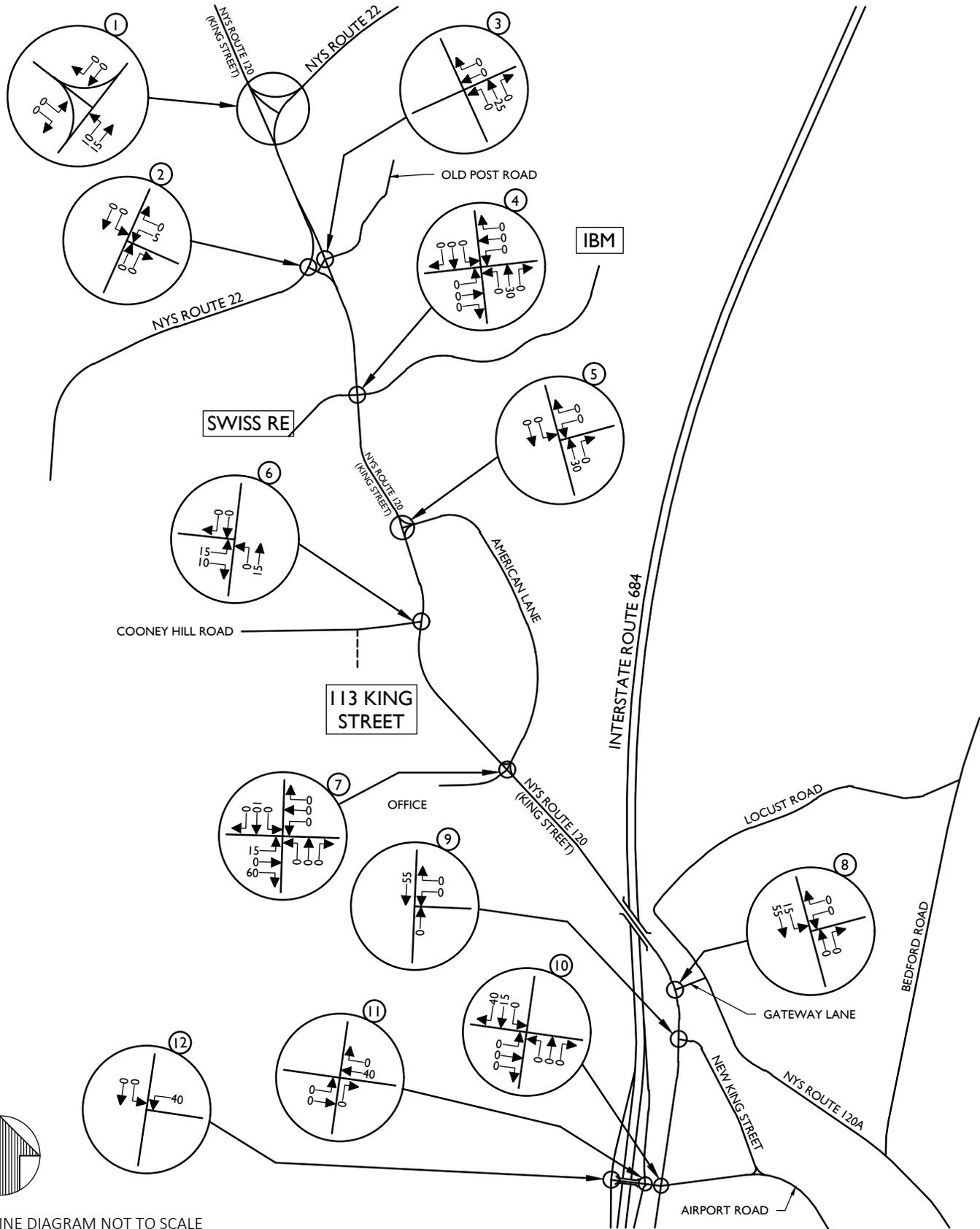
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ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 26-A



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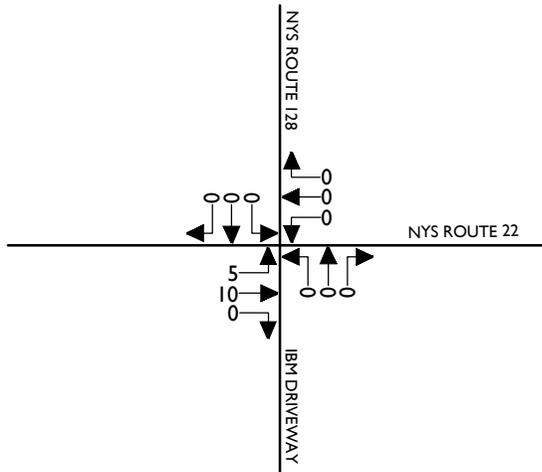
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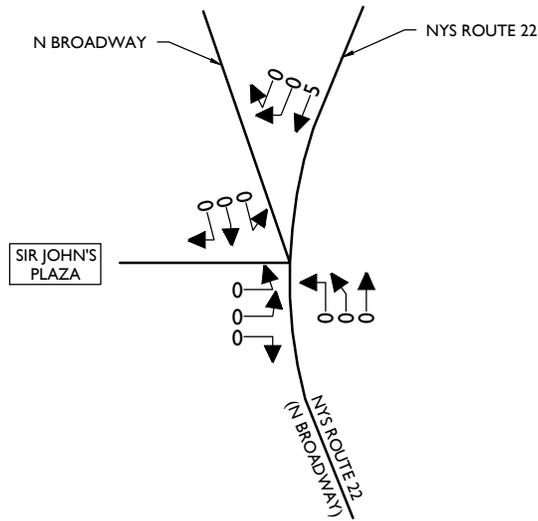
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**WEEKDAY PEAK AM / PM HOUR
TOWNHOUSES
DEPARTURE DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 27

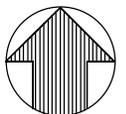
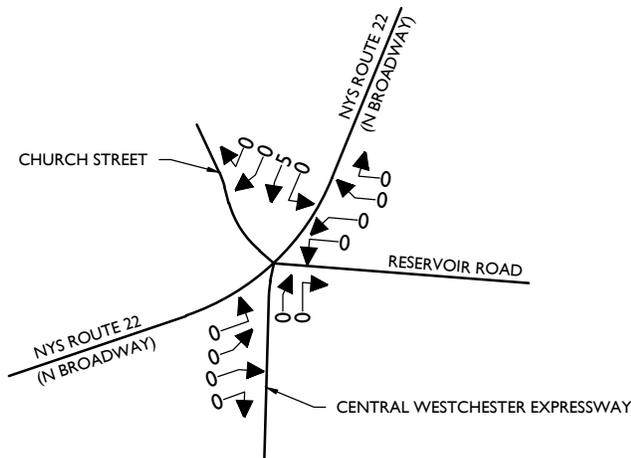
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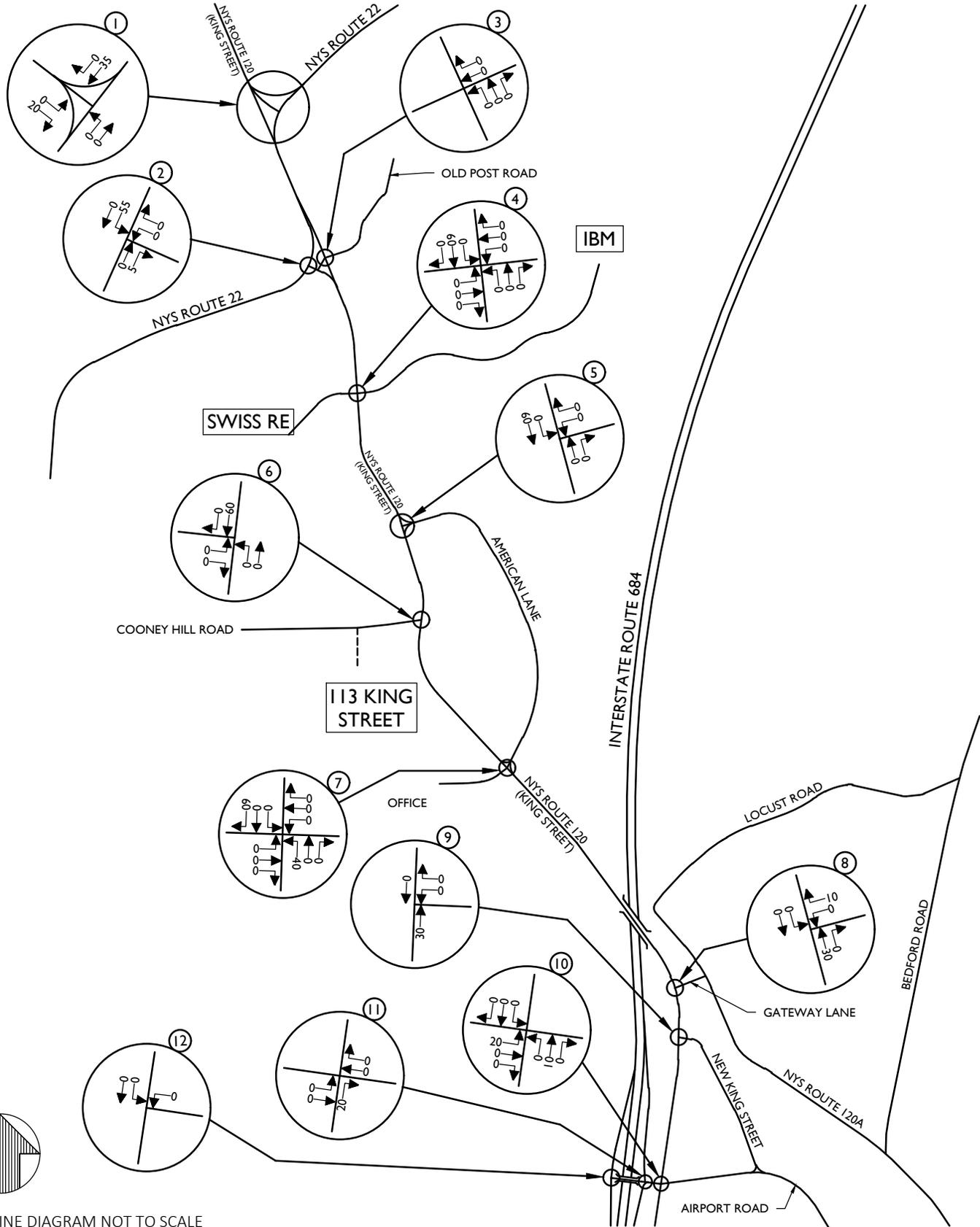
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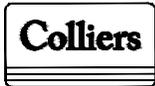
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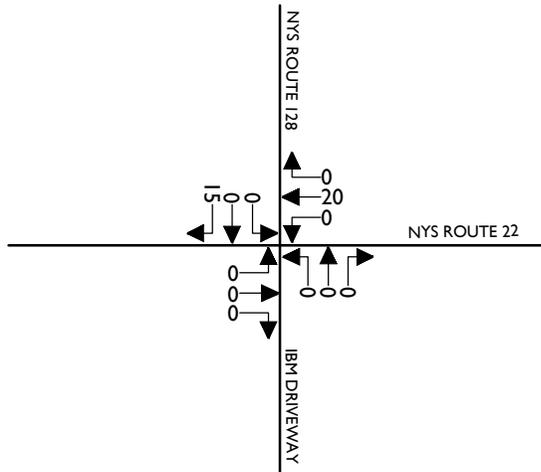
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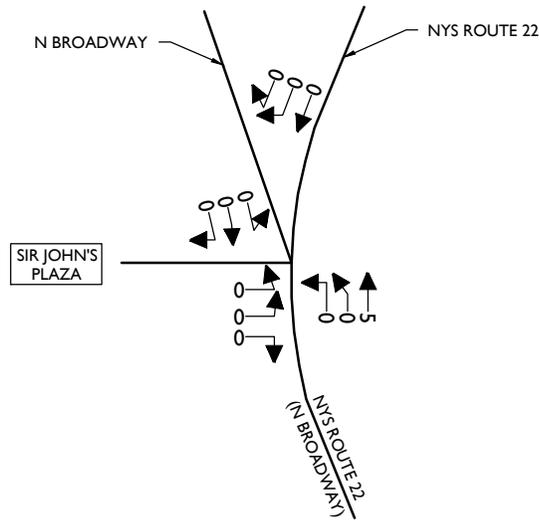
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APARTMENTS
ARRIVAL DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 28

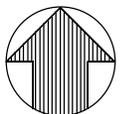
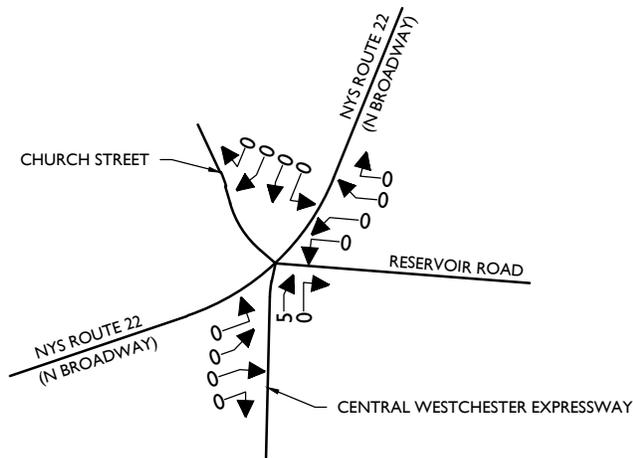
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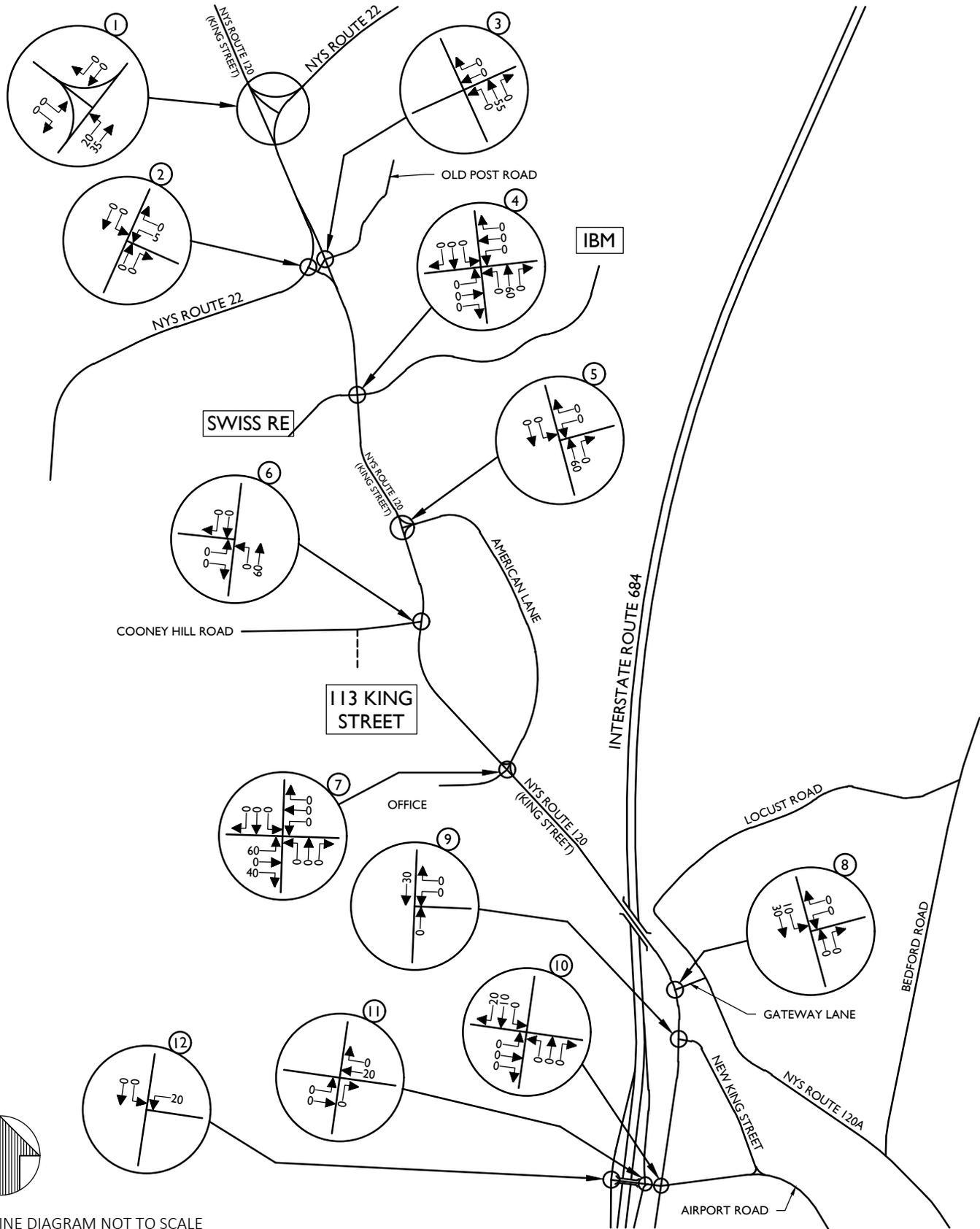
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FIGURE NO. 28-A



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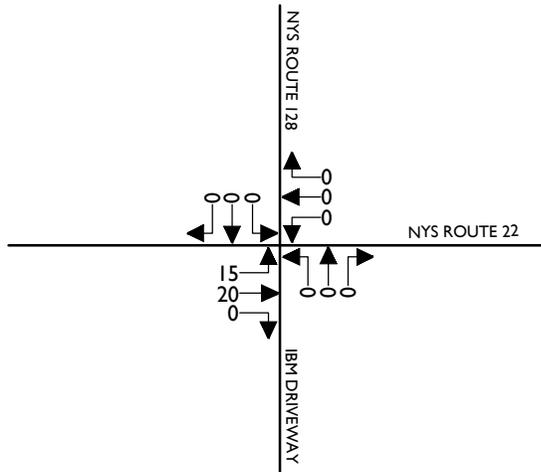
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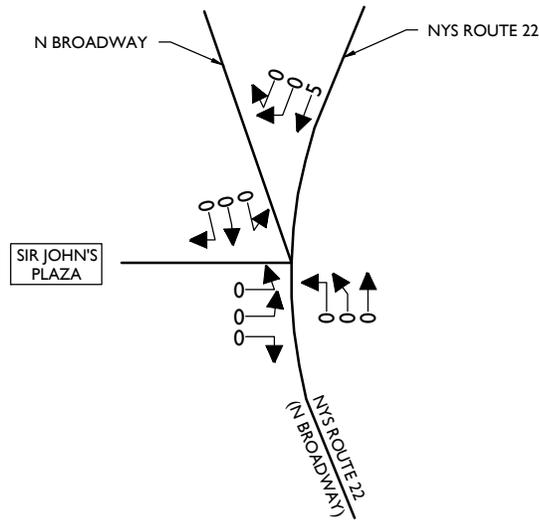
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APARTMENTS
DEPARTURE DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 29

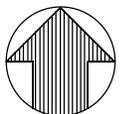
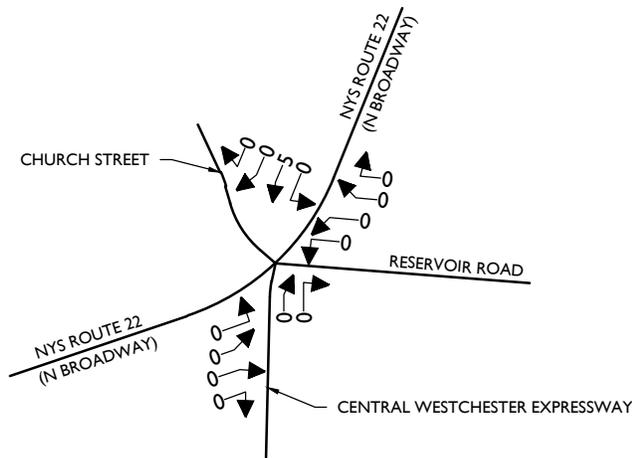
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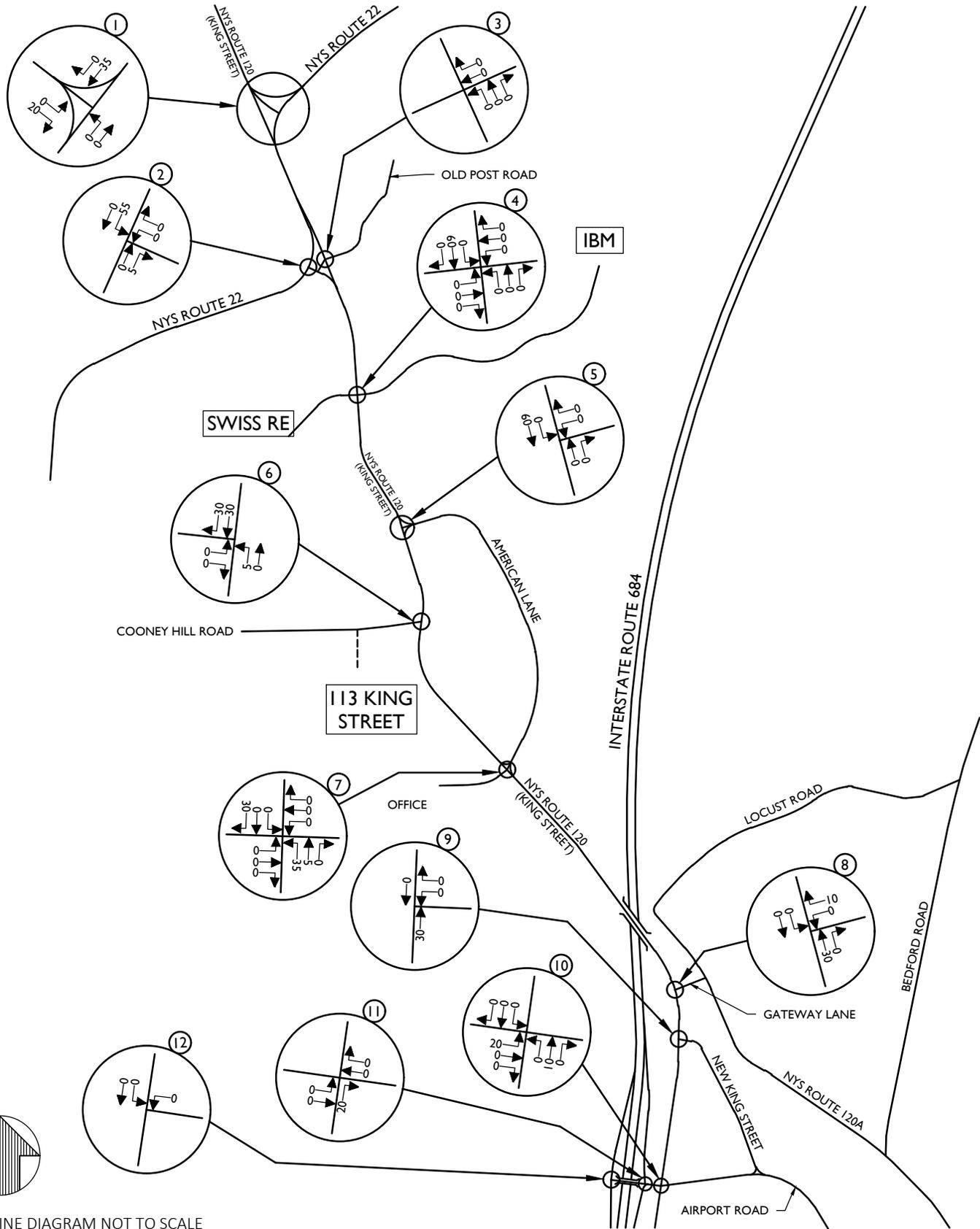
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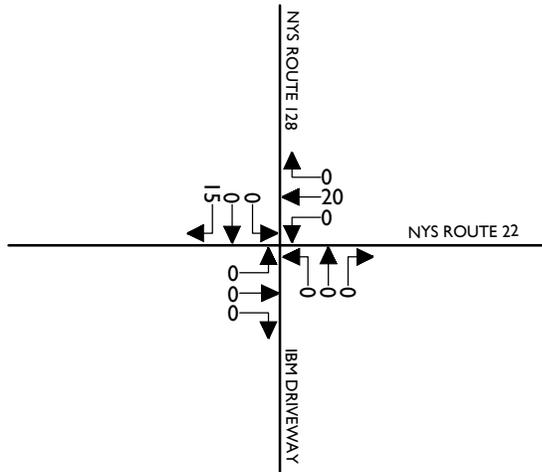
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PROJECT NUMBER: 18002018A		DRAWING NAME: 220819_FIGURES BD	

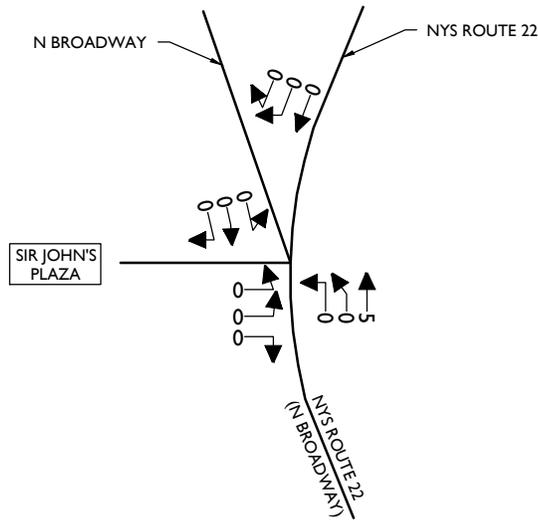
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**WEEKDAY PEAK MIDDAY HOUR
TOWNHOUSES
ARRIVAL DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 30

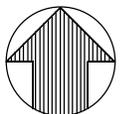
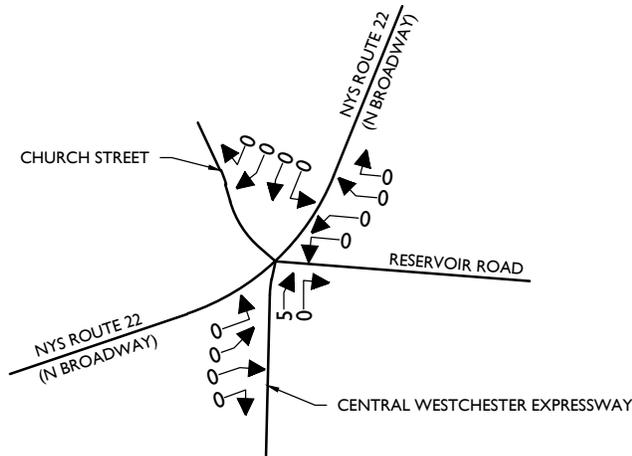
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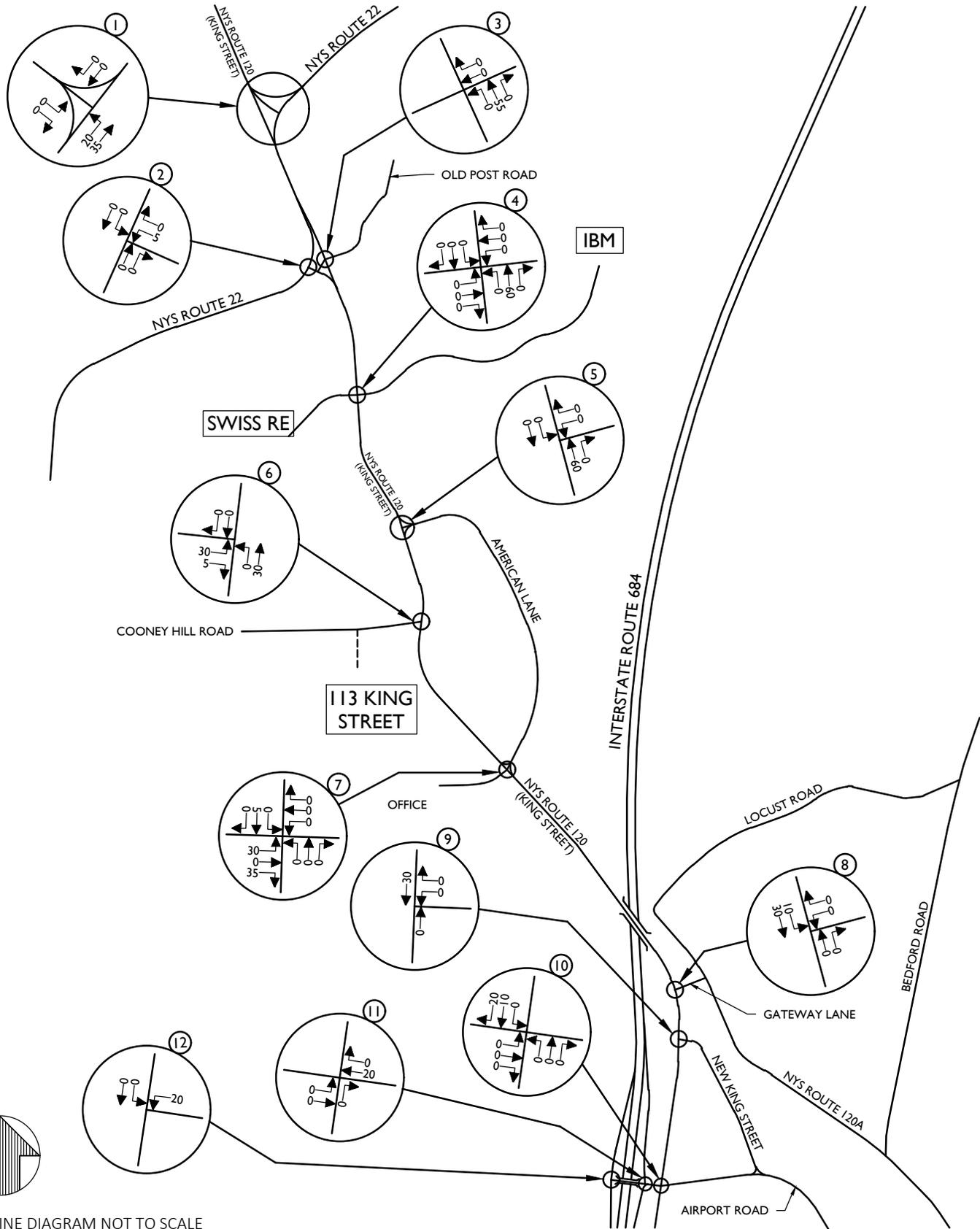
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PROJECT NUMBER:	DRAWING NAME:		
18002018A	220819_FIGURES BD		

SHEET TITLE:
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TOWNHOUSES
ARRIVAL DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 30-A



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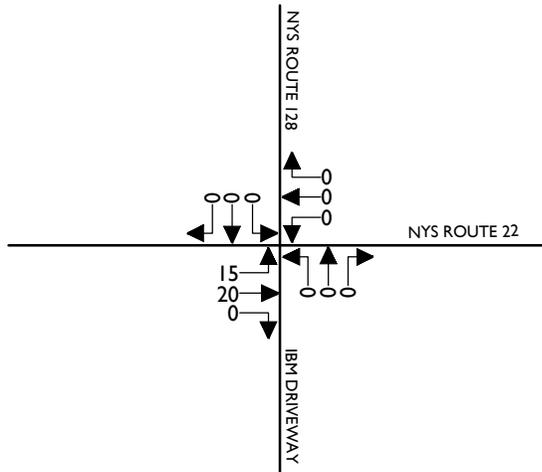
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PROJECT NUMBER: 18002018A		DRAWING NAME: 220819_FIGURES BD	

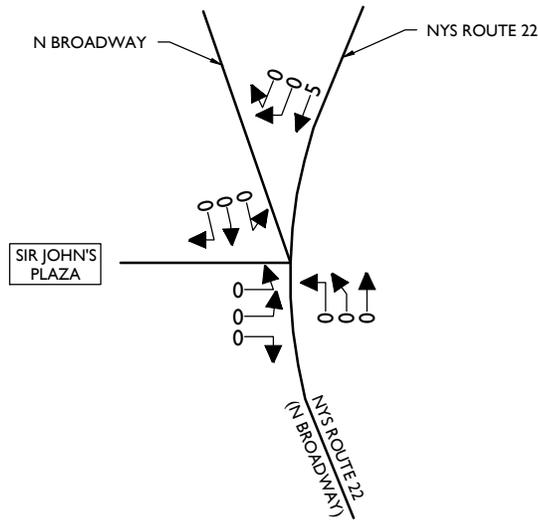
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**WEEKDAY PEAK MIDDAY HOUR
TOWNHOUSES
DEPARTURE DISTRIBUTION**

SHEET NUMBER:
FIGURE NO. 31

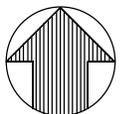
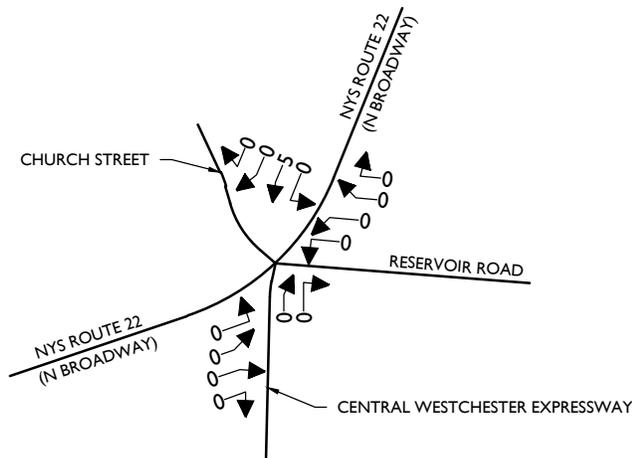
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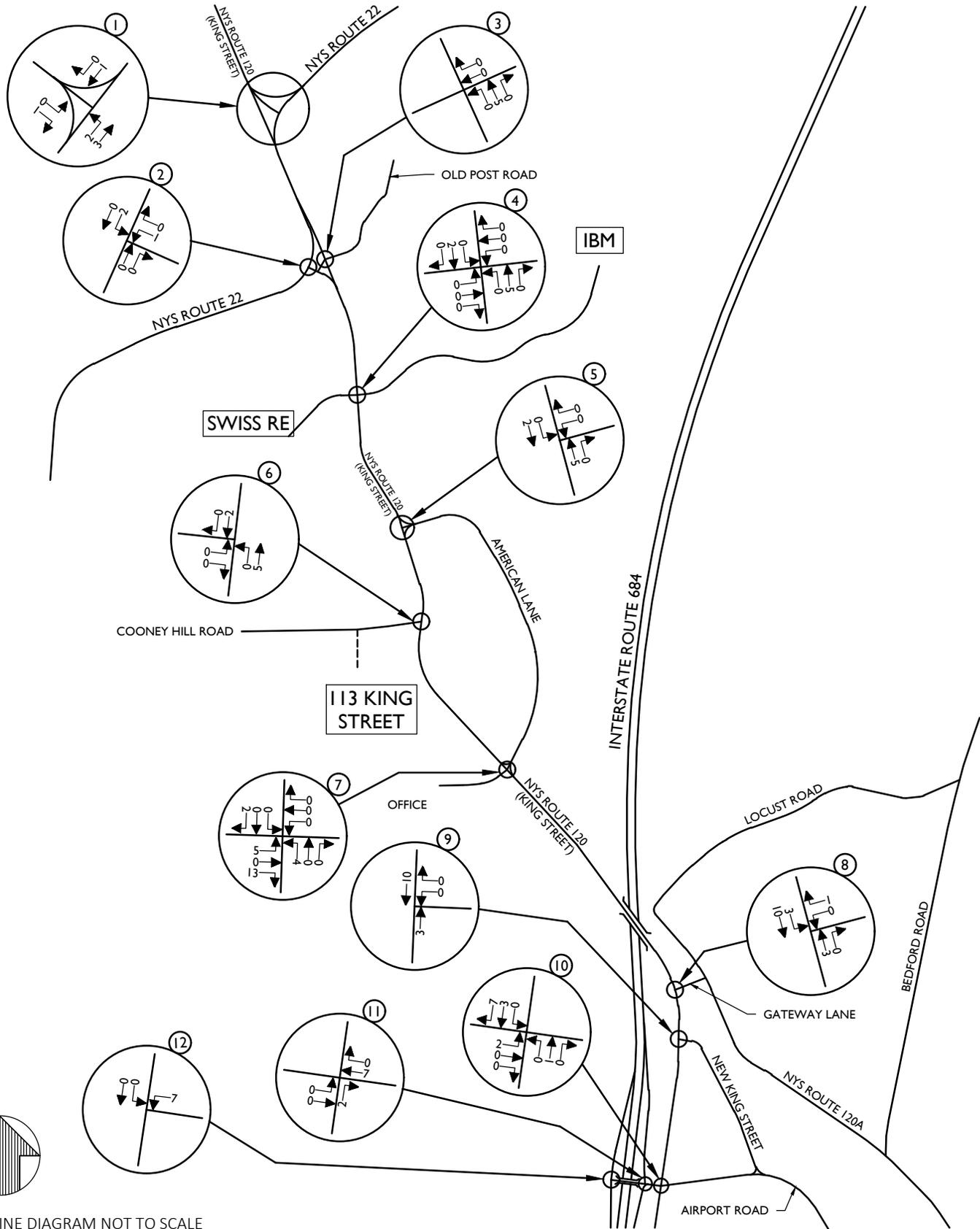
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SHEET TITLE:
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TOWNHOUSES
DEPARTURE DISTRIBUTION

SHEET NUMBER:
FIGURE NO. 31-A



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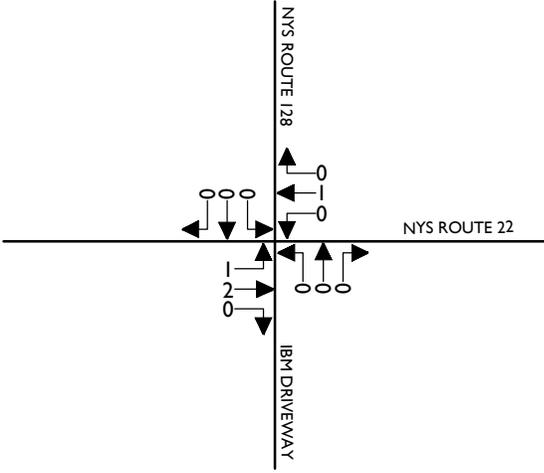
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220819_FIGURES BD		

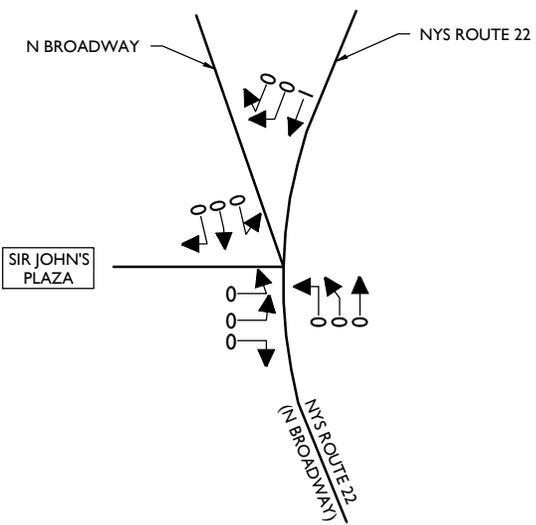
SHEET TITLE: APARTMENTS SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
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SHEET NUMBER:
FIGURE NO. 35

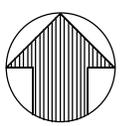
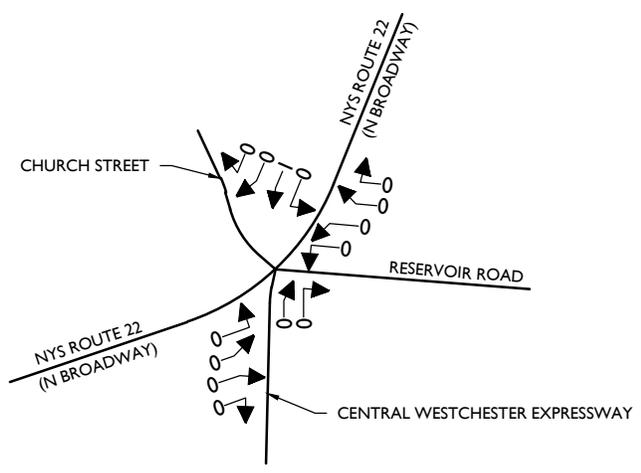
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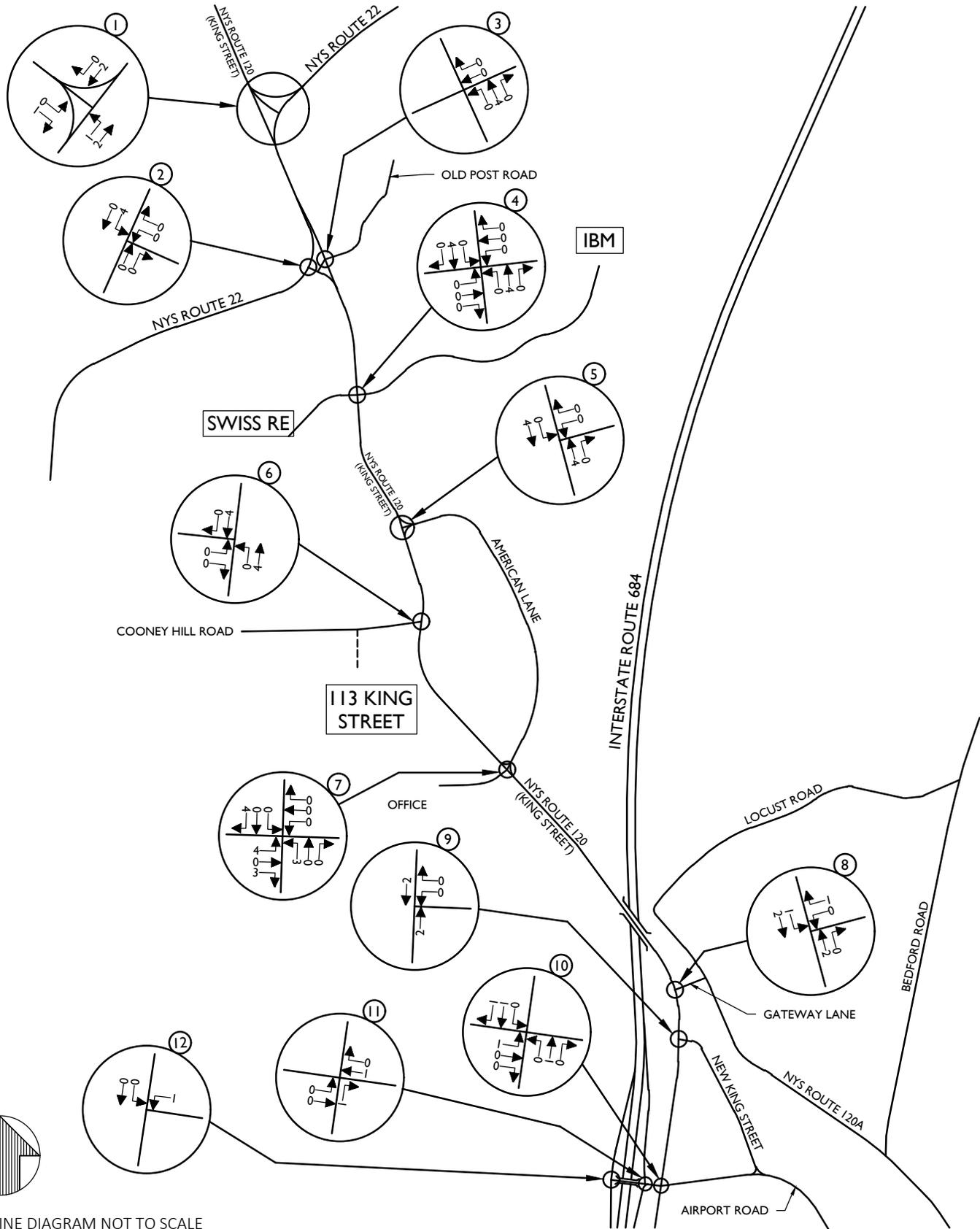
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SHEET TITLE:
APARTMENTS
SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 35-A



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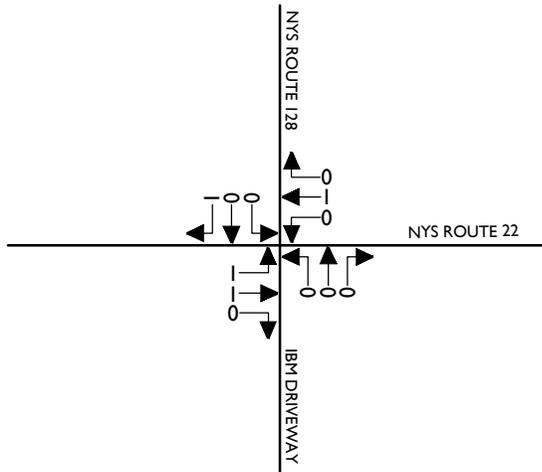
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220819 - FIGURES BD		

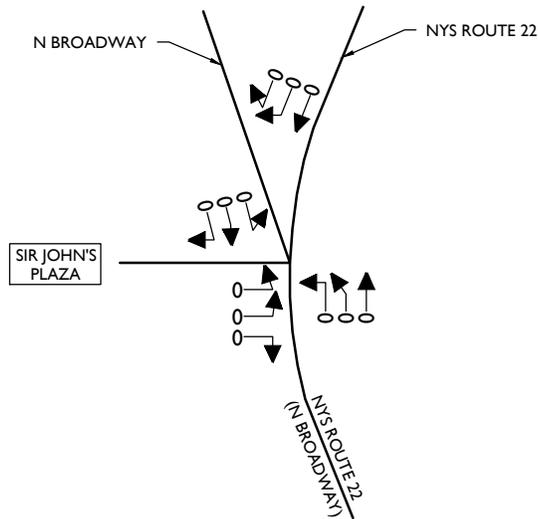
SHEET TITLE: APARTMENTS SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR
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SHEET NUMBER:
FIGURE NO. 36

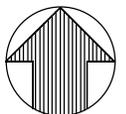
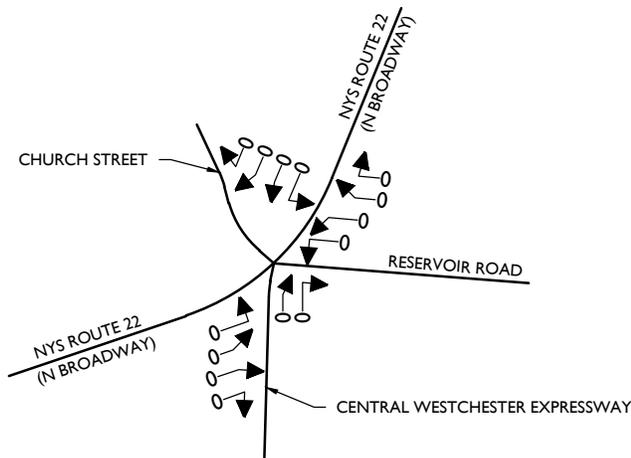
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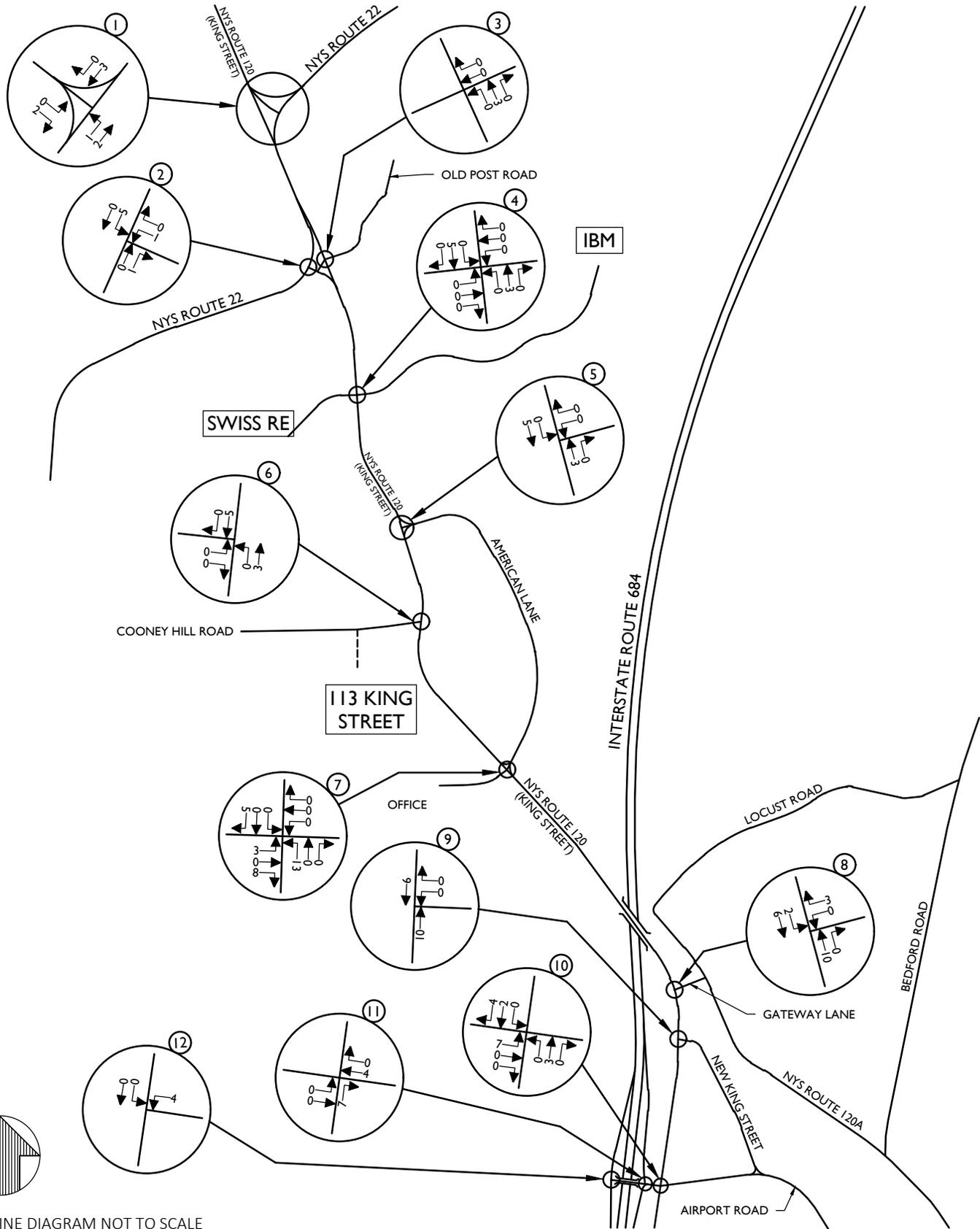
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SHEET TITLE:
APARTMENTS SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 36-A



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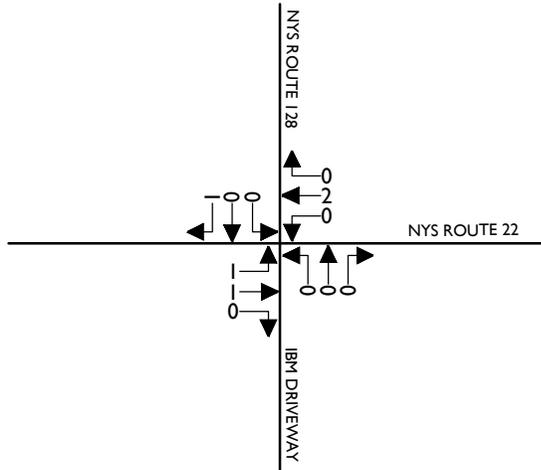
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220819_FIGURES BD		

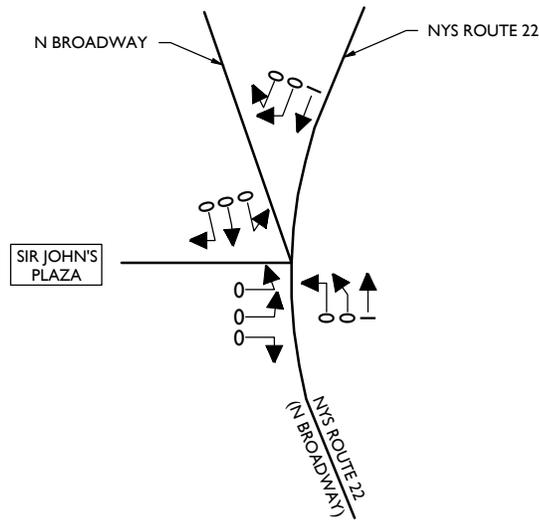
SHEET TITLE: APARTMENTS SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
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SHEET NUMBER:
FIGURE NO. 37

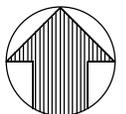
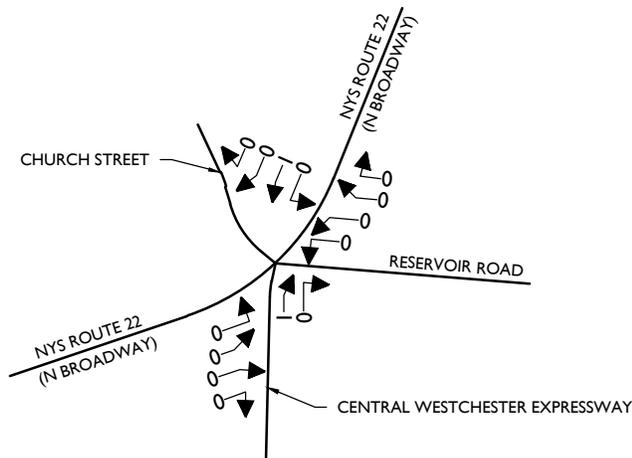
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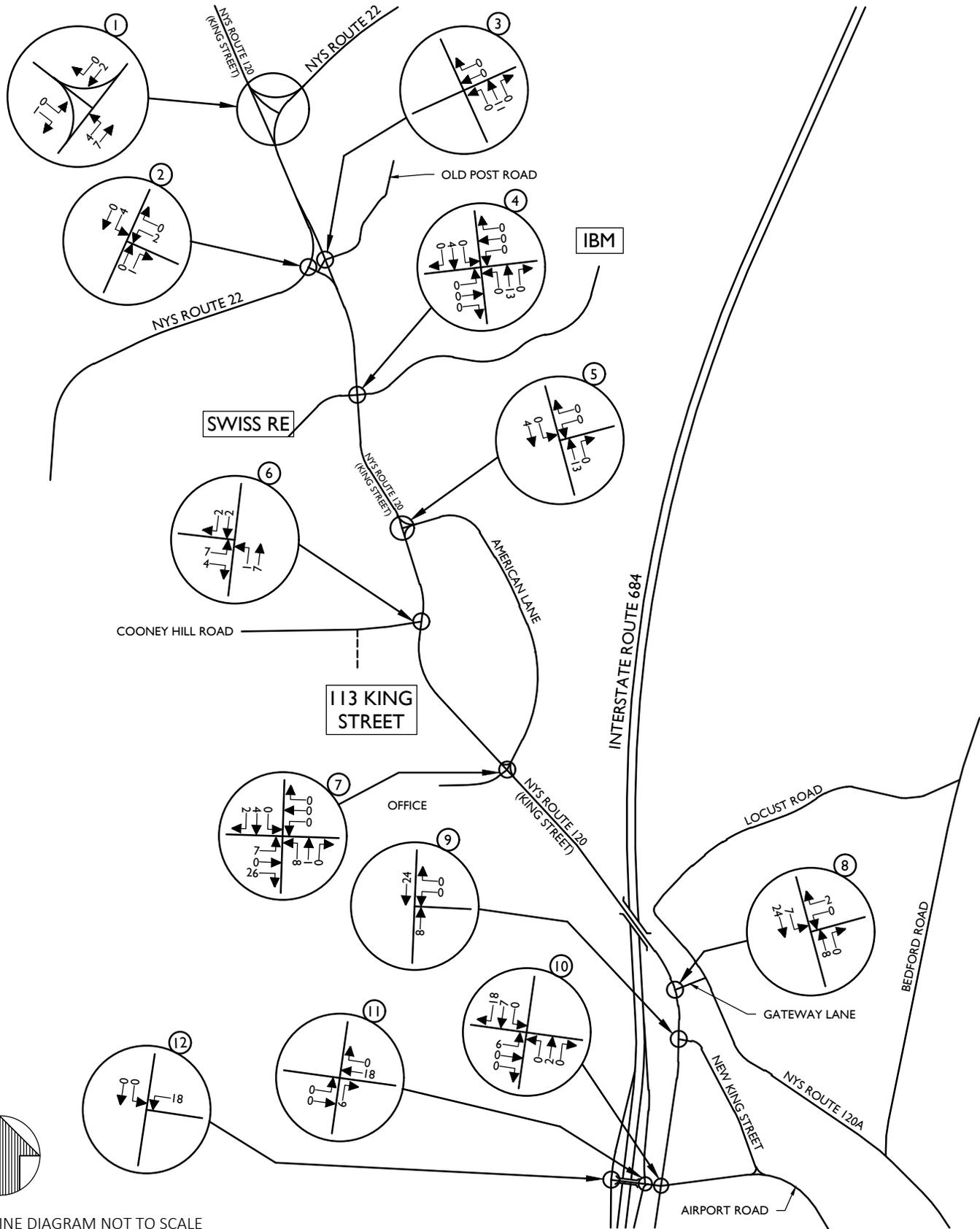
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PROJECT NUMBER:	DRAWING NAME:
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SHEET TITLE:
APARTMENTS SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR

SHEET NUMBER:
FIGURE NO. 37-A



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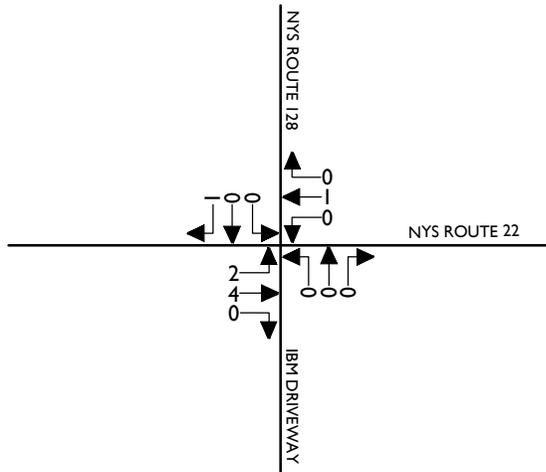
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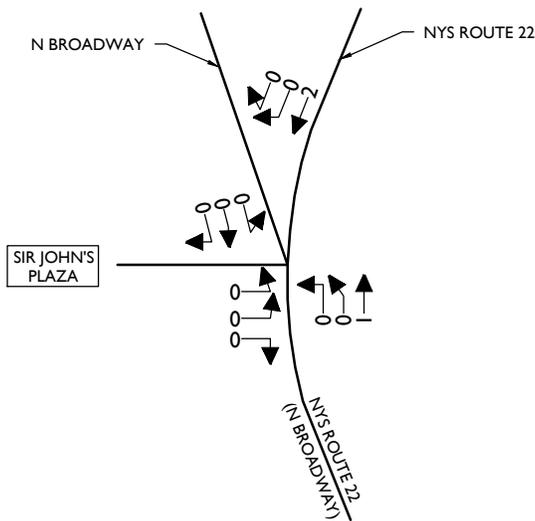
SHEET TITLE: TOWNHOUSES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR
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SHEET NUMBER:
FIGURE NO. 38

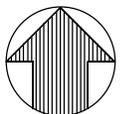
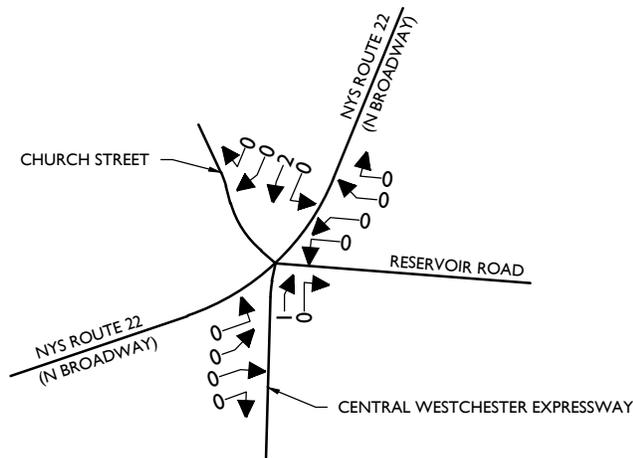
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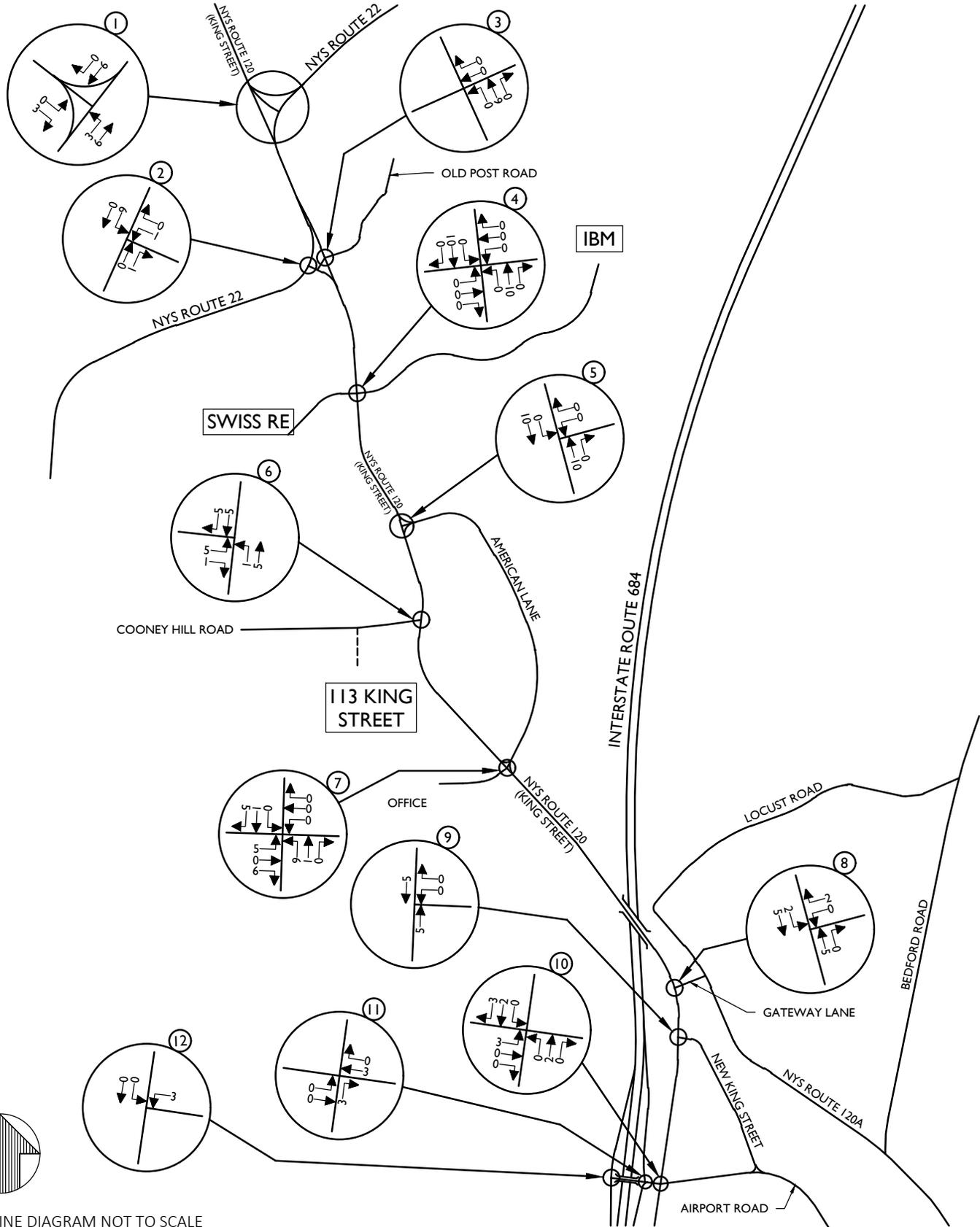
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TOWNHOUSES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

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FIGURE NO. 38-A



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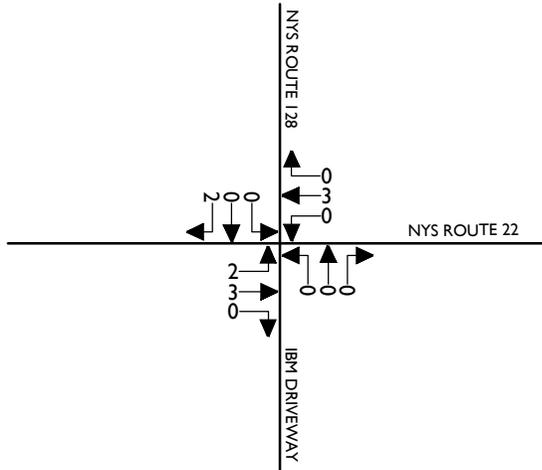
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N.T.S.	8/19/2022	N.S.T.	J.T.C.

PROJECT NUMBER:	DRAWING NAME:
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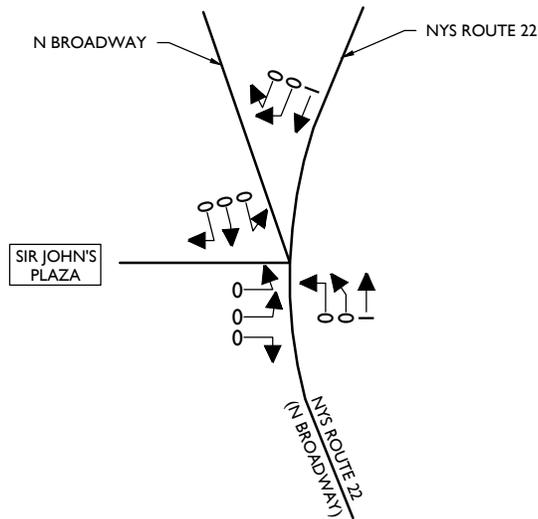
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TOWNHOUSES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 39

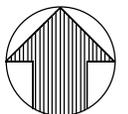
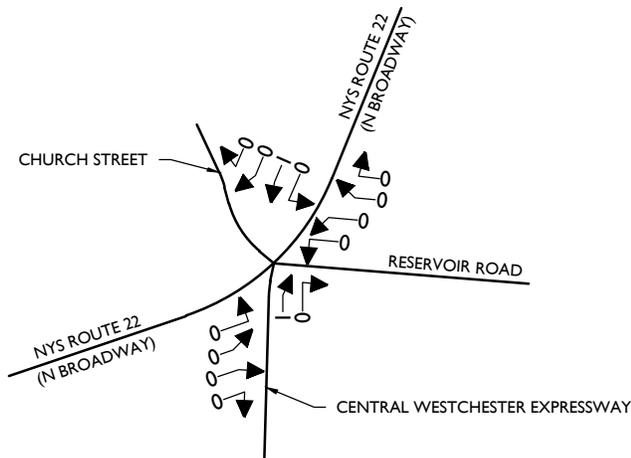
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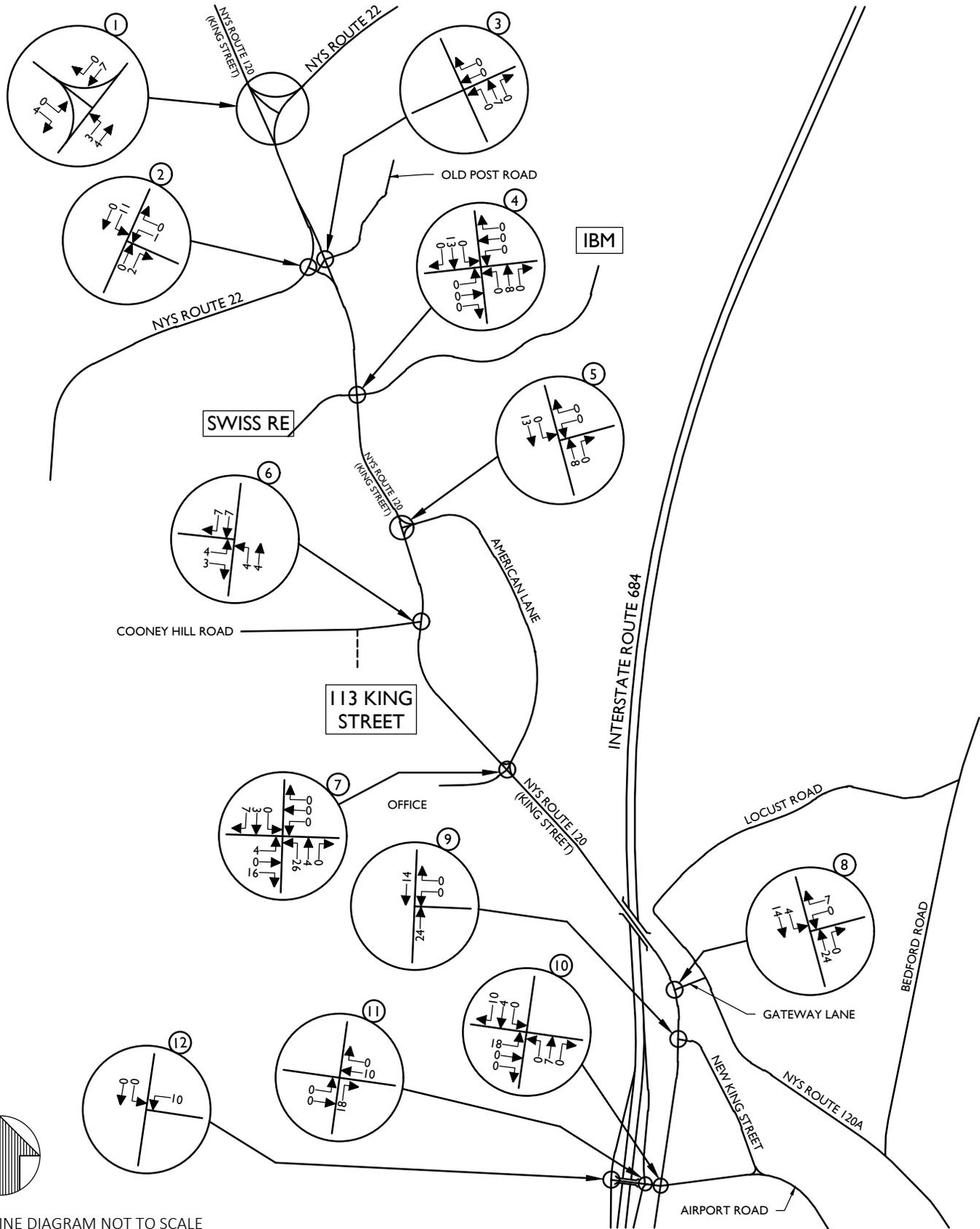
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PROJECT NUMBER:	DRAWING NAME:
18002018A	220819_FIGURES BD

SHEET TITLE:
TOWNHOUSES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 39-A



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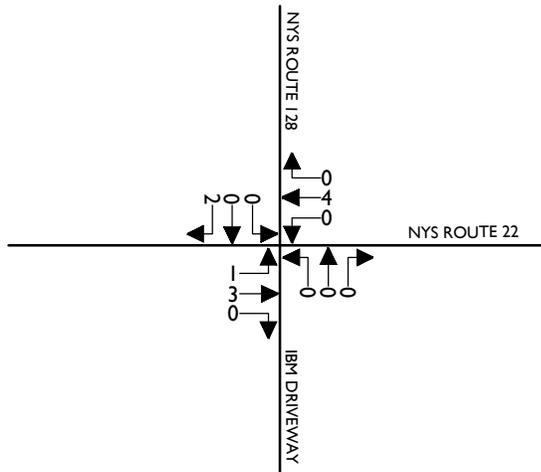
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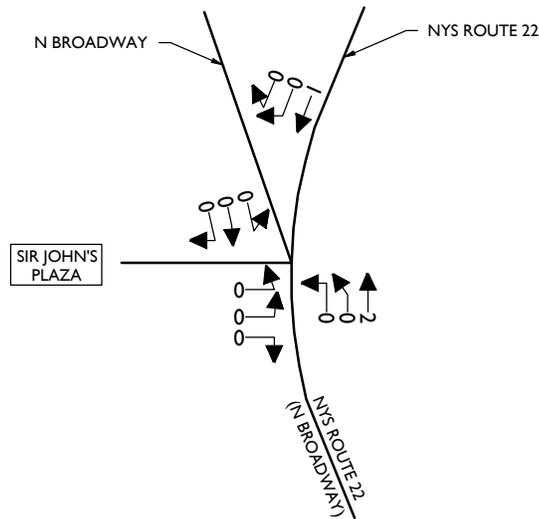
SHEET TITLE:	TOWNHOUSES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
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SHEET NUMBER:
FIGURE NO. 40

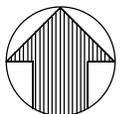
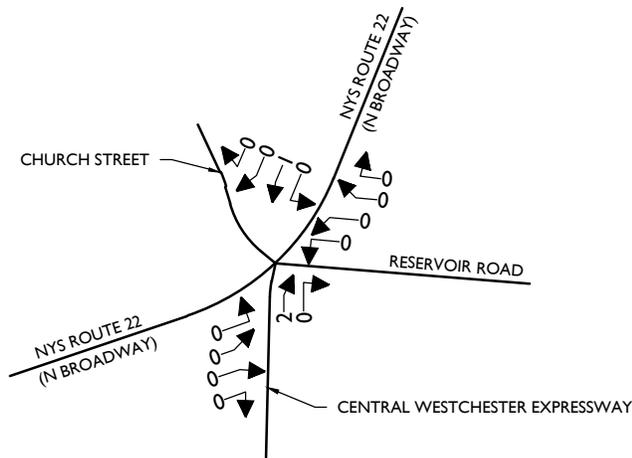
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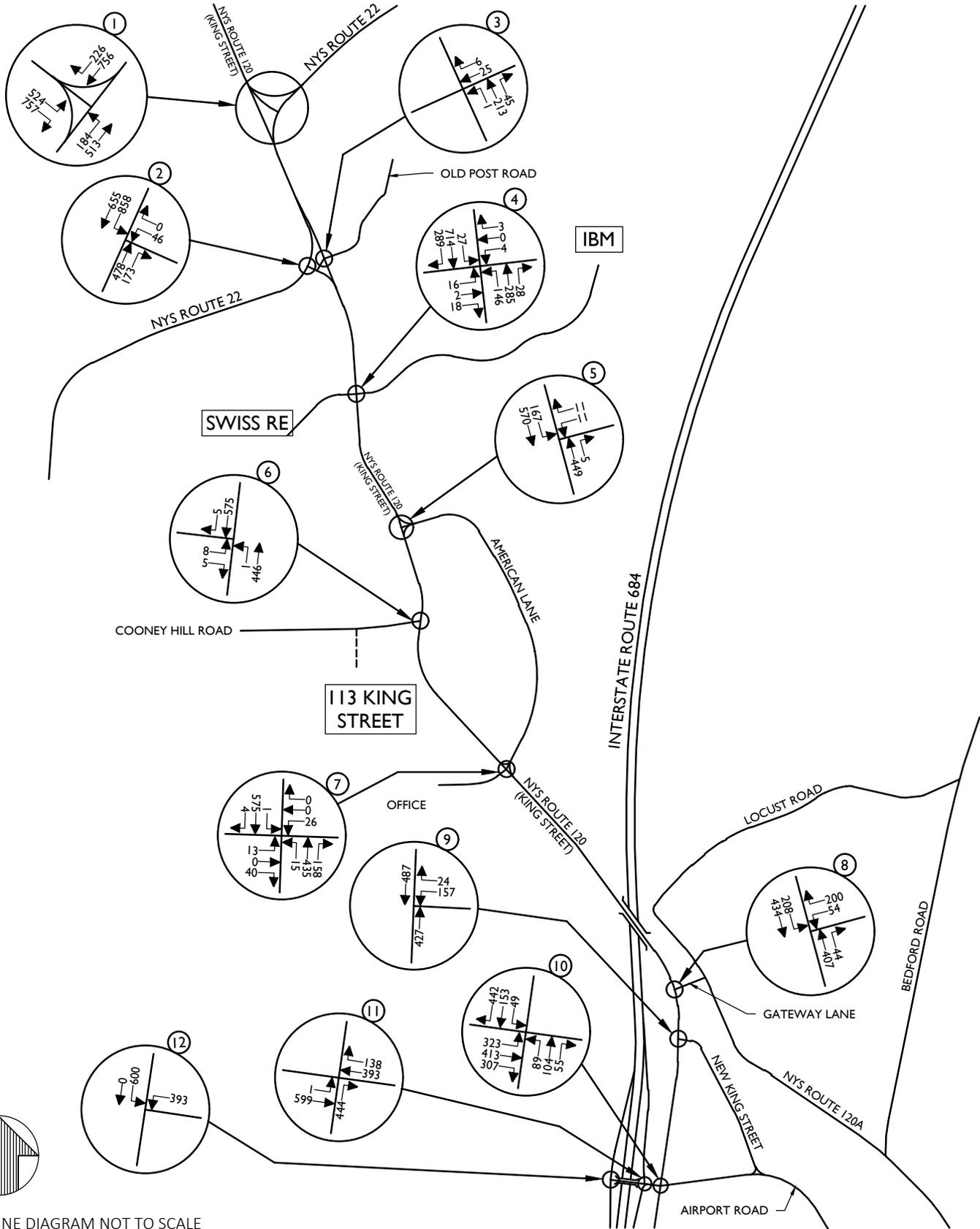
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PROJECT NUMBER: 18002018A		DRAWING NAME: 220819_FIGURES BD	

SHEET TITLE: TOWNHOUSES SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR	
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SHEET NUMBER:
FIGURE NO. 40-A



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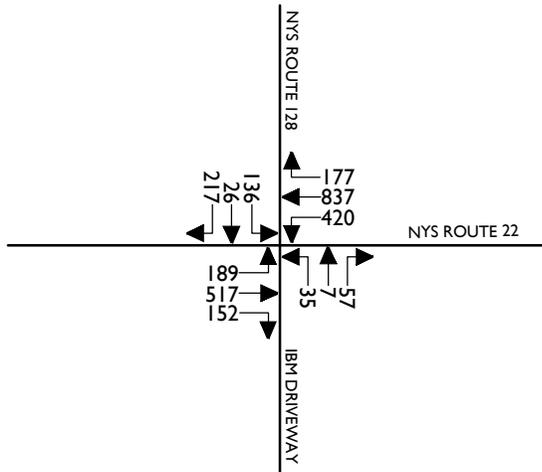
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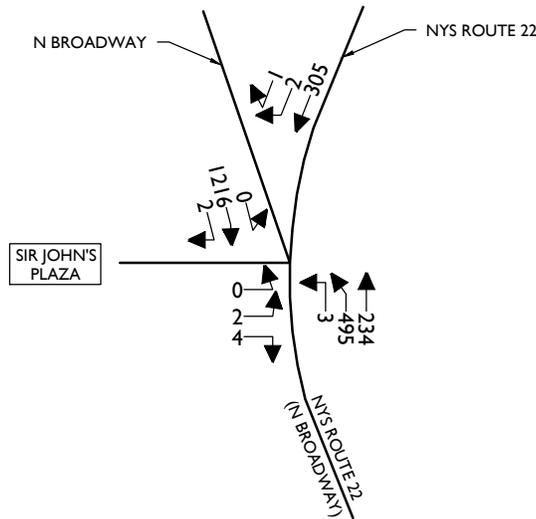
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**2024 BUILD TRAFFIC
VOLUMES
WEEKDAY PEAK AM HOUR**

SHEET NUMBER:
FIGURE NO. 41

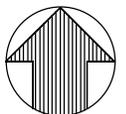
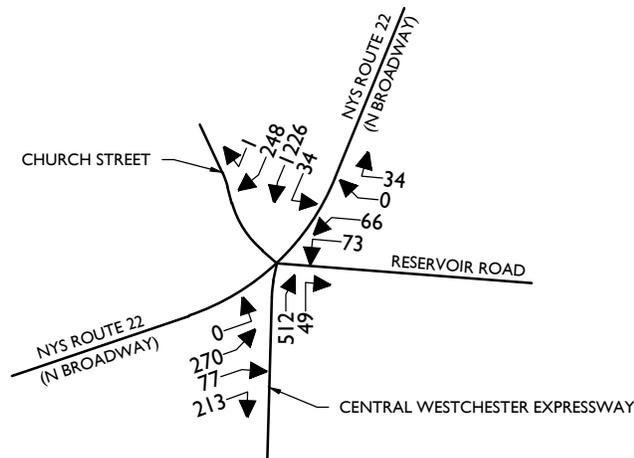
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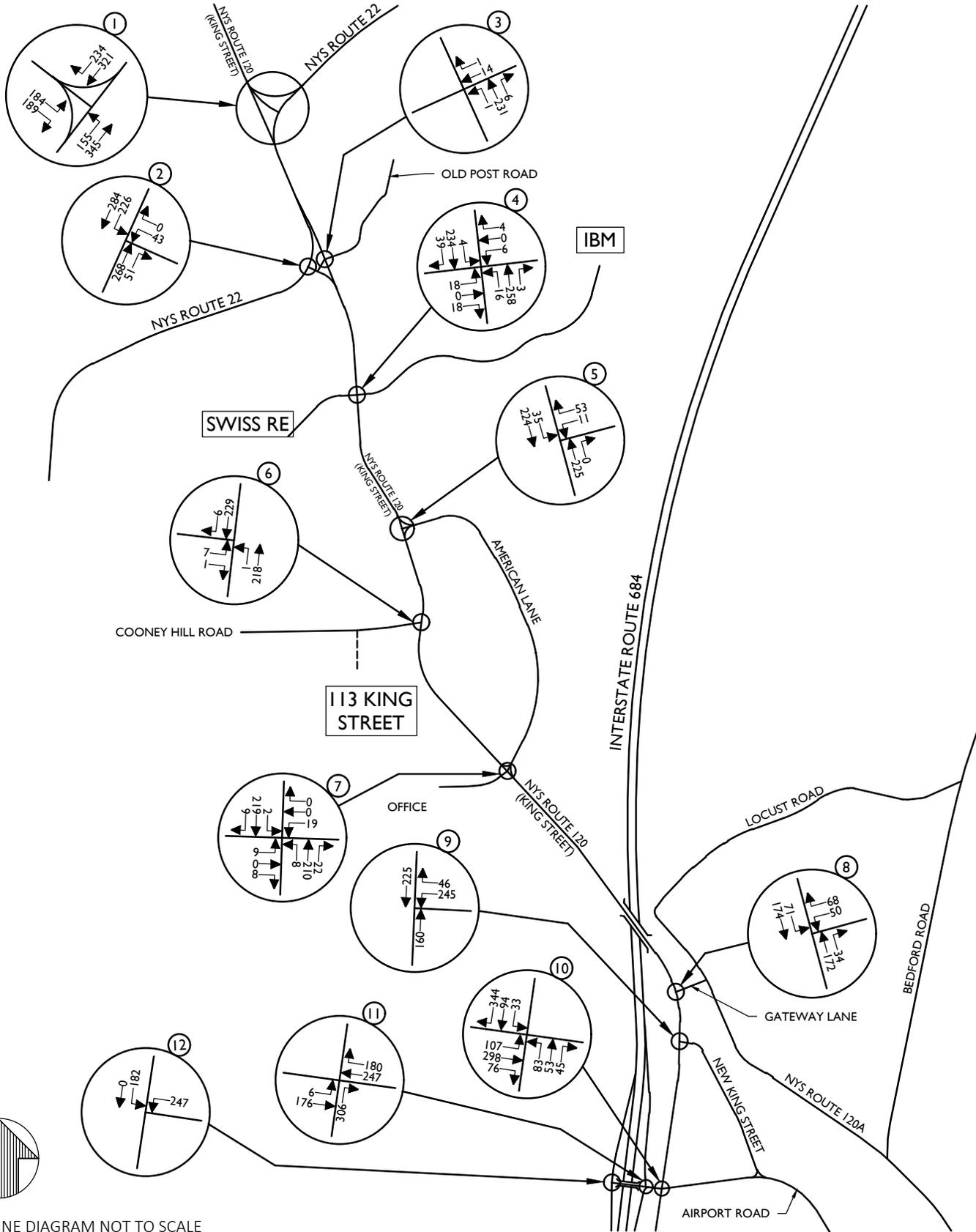
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N.T.S.	8/19/2022	N.S.T.	J.T.C.

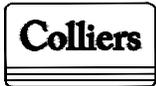
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SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER:
FIGURE NO. 41-A



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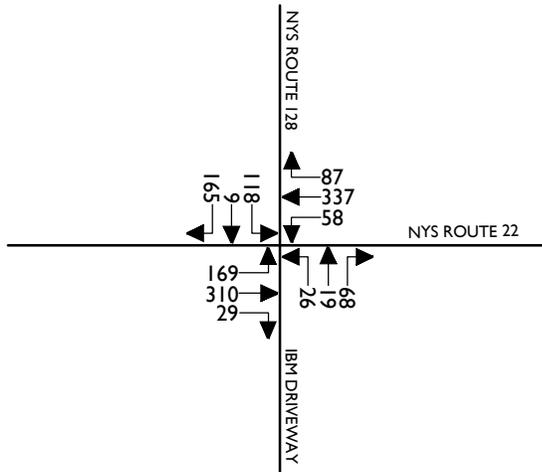
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220819 - FIGURES BD		

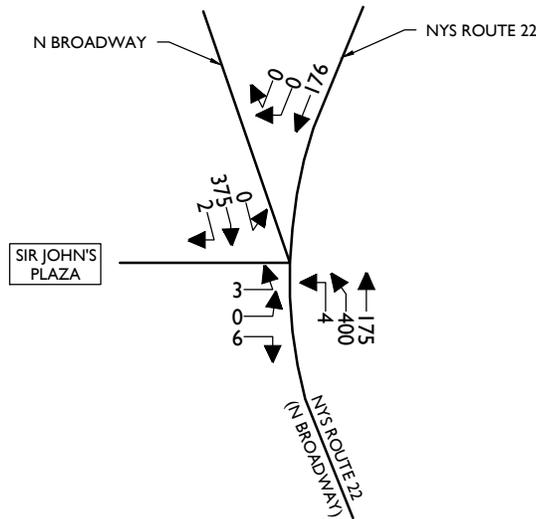
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**2024 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MIDDAY HOUR**

SHEET NUMBER:
FIGURE NO. 42

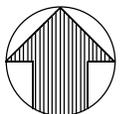
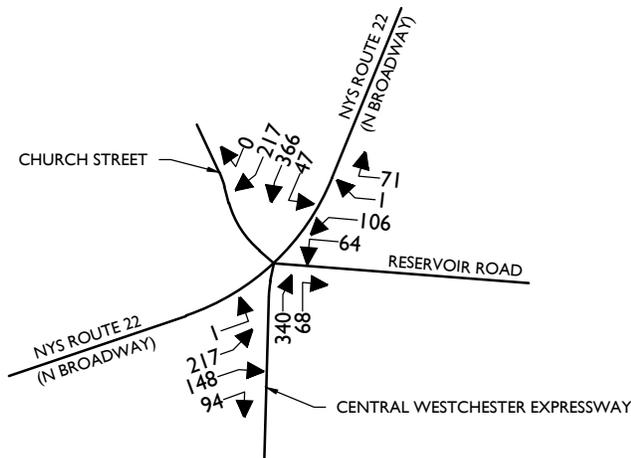
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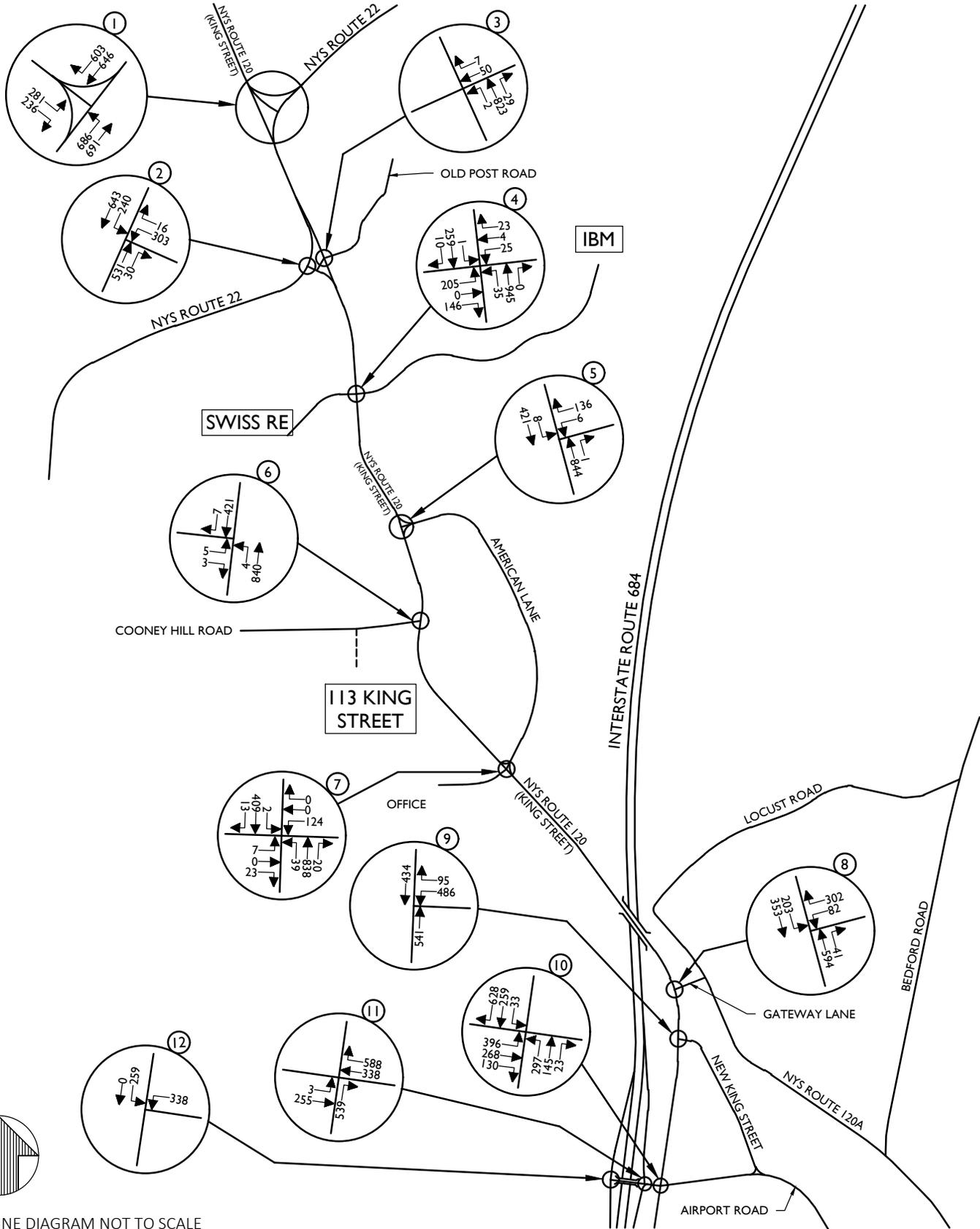
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PROJECT NUMBER:	DRAWING NAME:
18002018A	220819_FIGURES BD

SHEET TITLE:
2024 BUILD TRAFFIC VOLUMES WEEKDAY PEAK MIDDAY HOUR

SHEET NUMBER:
FIGURE NO. 42-A



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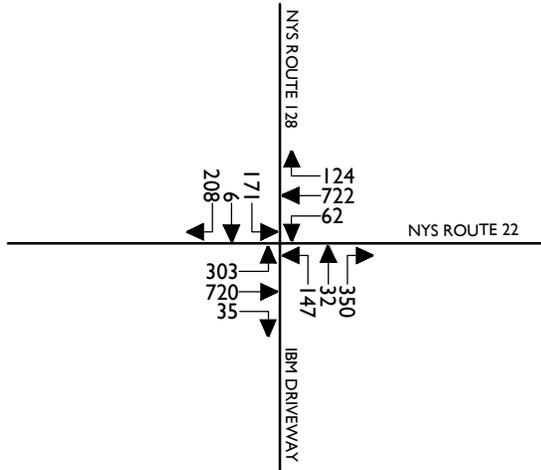
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SCALE: N.T.S.	DATE: 8/19/2022	DRAWN BY: N.S.T.	CHECKED BY: J.T.C.
PROJECT NUMBER: 18002018A		DRAWING NAME: 220819_FIGURES BD	

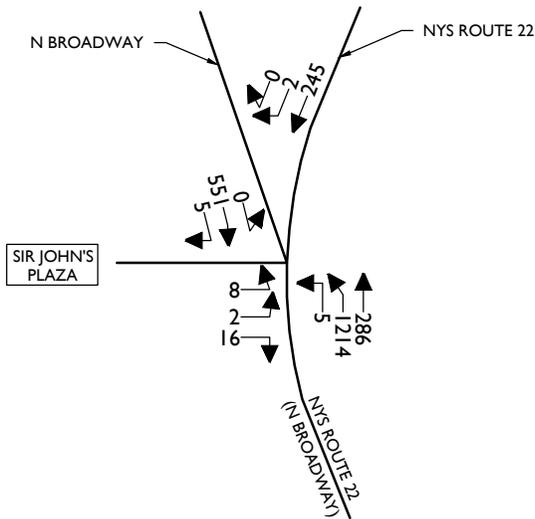
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**2024 BUILD TRAFFIC
VOLUMES
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:
FIGURE NO. 43

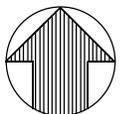
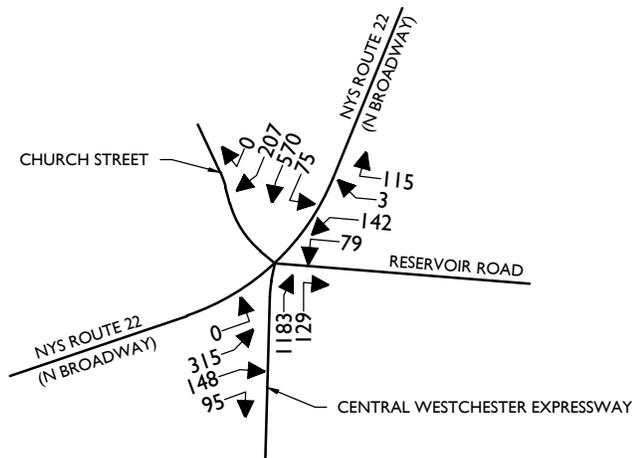
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PROJECT NUMBER: 18002018A	DRAWING NAME: 220819_FIGURES BD		

SHEET TITLE: 2024 BUILD TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR
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SHEET NUMBER: FIGURE NO. 43-A

Level of Service Standards

Level of Service for Signalized Intersections

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

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

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

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

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

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

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

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

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

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

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

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

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

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

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

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

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

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

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

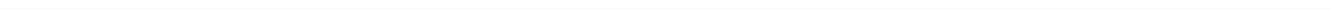
Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

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

SYNCHRO ANALYSIS



YEAR 2019 EXISTING CONDITIONS



Year 2019 Existing Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	166	468	628	198	491	665
Future Volume (vph)	166	468	628	198	491	665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				202		436
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	169	478	641	202	501	679
Shared Lane Traffic (%)						
Lane Group Flow (vph)	169	478	641	202	501	679
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Year 2019 Existing Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 09/13/2022



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	20.1	56.0	28.9	104.4	35.3	104.4
Actuated g/C Ratio	0.19	0.54	0.28	1.00	0.34	1.00
v/c Ratio	0.60	0.28	0.70	0.14	0.92	0.47
Control Delay	48.1	13.3	39.0	0.2	60.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	13.3	39.0	0.2	60.0	1.1
LOS	D	B	D	A	E	A
Approach Delay		22.4	29.7		26.1	
Approach LOS		C	C		C	
Queue Length 50th (ft)	104	86	201	0	321	0
Queue Length 95th (ft)	181	115	290	0	#620	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	485	2324	1084	1478	542	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.21	0.59	0.14	0.92	0.47

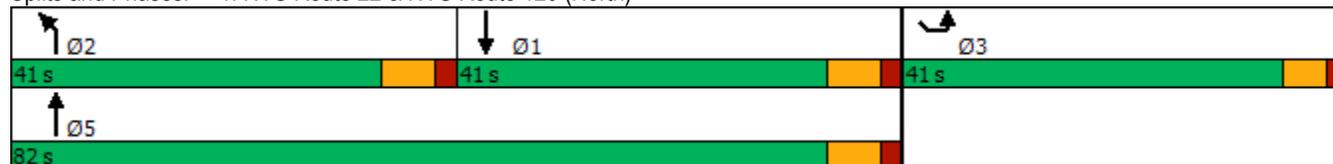
Intersection Summary

Area Type: Other
 Cycle Length: 123
 Actuated Cycle Length: 104.4
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 26.3
 Intersection Capacity Utilization 71.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	40	0	450	150	683	610
Future Volume (vph)	40	0	450	150	683	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Flt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				33		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	42	0	474	158	719	642
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	474	158	719	642
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour
09/13/2022

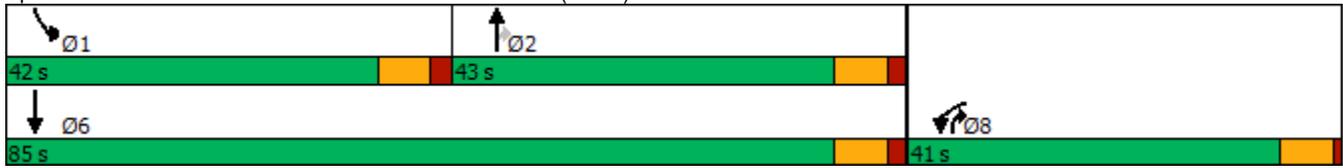


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.1		16.4	33.6	20.6	44.1
Actuated g/C Ratio	0.15		0.24	0.50	0.31	0.65
v/c Ratio	0.16		0.59	0.21	0.70	0.29
Control Delay	30.3		26.4	9.1	24.9	5.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.3		26.4	9.1	24.9	5.1
LOS	C		C	A	C	A
Approach Delay	30.3		22.1			15.6
Approach LOS	C		C			B
Queue Length 50th (ft)	15		88	26	131	48
Queue Length 95th (ft)	49		153	69	206	67
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	899		1791	1297	1775	3380
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.05		0.26	0.12	0.41	0.19

Intersection Summary

Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	67.4
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	17.9
Intersection Capacity Utilization	56.9%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	B

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔				
Traffic Volume (vph)	0	0	0	0	24	6	1	178	43	0	0	0
Future Volume (vph)	0	0	0	0	24	6	1	178	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt					0.972			0.974				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1835	0	0	1745	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1835	0	0	1745	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	27	7	1	202	49	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	34	0	0	252	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶		↷					
Traffic Vol, veh/h	0	0	0	0	24	6	1	178	43	0	0	0
Future Vol, veh/h	0	0	0	0	24	6	1	178	43	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	27	7	1	202	49	0	0	0

Major/Minor	Minor1		Major1			
Conflicting Flow All	-	229	227	0	0	0
Stage 1	-	229	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	711	844	-	-	-
Stage 1	0	758	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	844	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	844
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s)	-	-	9.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗	↗	↖	↗	↗
Traffic Volume (vph)	8	1	9	4	0	3	71	251	27	26	666	141
Future Volume (vph)	8	1	9	4	0	3	71	251	27	26	666	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.957			0.950		0.950			0.950		
Satd. Flow (prot)	0	1328	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.297			0.591		
Satd. Flow (perm)	0	1387	1190	0	1909	1623	524	1667	1558	1145	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55				55
Link Distance (ft)		601			392			1478				1166
Travel Time (s)		13.7			8.9			18.3				14.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	9	1	10	4	0	3	77	273	29	28	724	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	10	0	4	3	77	273	29	28	724	153
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	Max	Max	None	Max							
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.2	7.2		6.0	7.0	50.6	52.8	52.8	47.2	44.7	62.2
Actuated g/C Ratio		0.10	0.12		0.10	0.11	0.81	0.85	0.85	0.76	0.72	1.00
v/c Ratio		0.07	0.06		0.02	0.01	0.15	0.19	0.02	0.03	0.54	0.09
Control Delay		28.2	1.2		27.5	0.0	2.3	4.2	0.0	2.0	8.6	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.2	1.2		27.5	0.0	2.3	4.2	0.0	2.0	8.6	0.1
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		14.7			15.7			3.5			7.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		3	0		1	0	1	0	0	0	106	0
Queue Length 95th (ft)		18	2		10	0	17	100	0	8	343	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		897	449		1235	604	819	1415	1335	1201	1351	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.01	0.02		0.00	0.00	0.09	0.19	0.02	0.02	0.54	0.09

Intersection Summary

Area Type:	Other
Cycle Length:	119
Actuated Cycle Length:	62.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	6.1
Intersection LOS:	A
Intersection Capacity Utilization:	61.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway

 Ø1 27 s	 Ø2 47 s	 Ø4 45 s
 Ø5 27 s	 Ø6 47 s	 Ø8 45 s

Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	10	339	5	159	520
Future Volume (vph)	10	10	339	5	159	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	11	11	361	5	169	553
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	11	361	5	169	553
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.0%
Analysis Period (min)	15
	ICU Level of Service A

Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
09/13/2022

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	10	10	339	5	159	520
Future Vol, veh/h	10	10	339	5	159	520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	11	11	361	5	169	553

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1252	361	0	-	361
Stage 1	361	-	-	-	-
Stage 2	891	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11
Critical Hdwy Stg 1	4.8	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209
Pot Cap-1 Maneuver	237	665	-	0	1203
Stage 1	754	-	-	0	-
Stage 2	469	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	204	665	-	-	1203
Mov Cap-2 Maneuver	204	-	-	-	-
Stage 1	754	-	-	-	-
Stage 2	403	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	204	665	1203
HCM Lane V/C Ratio	-	0.052	0.016	0.141
HCM Control Delay (s)	-	23.6	10.5	8.5
HCM Lane LOS	-	C	B	A
HCM 95th %tile Q(veh)	-	0.2	0	0.5

Year 2019 Existing Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	343	527	3
Future Volume (vph)	1	1	0	343	527	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t	0.932				0.999	
Fl _t Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Fl _t Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	1	0	361	555	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	361	558	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.9%
ICU Level of Service	A
Analysis Period (min)	15

Year 2019 Existing Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
09/13/2022

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	343	527	3
Future Vol, veh/h	1	1	0	343	527	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	361	555	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	918	557	558	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	177	510	1023	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	510	1023	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1023	-	263	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	18.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2019 Existing Traffic Volumes
7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak AM Hour
09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗	↖		↖	↗		↖	↗
Traffic Volume (vph)	1	527	0	2	342	150	1	0	1	25	0	0
Future Volume (vph)	1	527	0	2	342	150	1	0	1	25	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t						0.850			0.850			
Fl _t Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1801	0	1736	1677	1494	0	1727	1545	0	1536	1827
Fl _t Permitted				0.385				0.740			0.757	
Satd. Flow (perm)	0	1801	0	704	1677	1494	0	1345	1545	0	1224	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						161			141			
Link Speed (mph)		55			55			30				25
Link Distance (ft)		1813			2280			328				518
Travel Time (s)		22.5			28.3			7.5				14.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	1	567	0	2	368	161	1	0	1	27	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	2	368	161	0	1	1	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Year 2019 Existing Traffic Volumes
 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak AM Hour
 09/13/2022

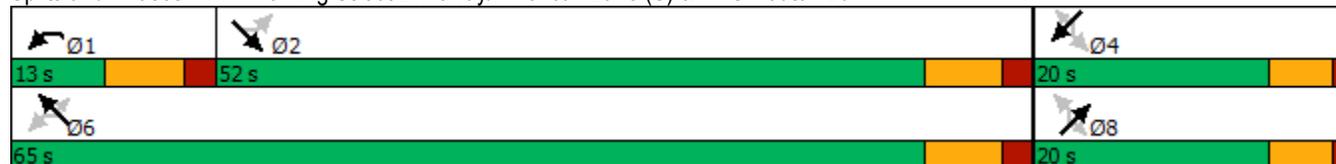


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max							
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		55.6		58.0	58.0	58.0		15.0	15.0			15.0
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18			0.18
v/c Ratio		0.48		0.00	0.32	0.15		0.00	0.00			0.12
Control Delay		10.1		4.5	6.4	1.1		29.0	0.0			31.2
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0			0.0
Total Delay		10.1		4.5	6.4	1.1		29.0	0.0			31.2
LOS		B		A	A	A		C	A			C
Approach Delay		10.1			4.8			14.5				31.2
Approach LOS		B			A			B				C
Queue Length 50th (ft)		121		0	69	0		0	0			12
Queue Length 95th (ft)		287		2	109	17		5	0			36
Internal Link Dist (ft)		1733			2200			248				438
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1178		553	1144	1070		237	388			216
Starvation Cap Reductn		0		0	0	0		0	0			0
Spillback Cap Reductn		0		0	0	0		0	0			0
Storage Cap Reductn		0		0	0	0		0	0			0
Reduced v/c Ratio		0.48		0.00	0.32	0.15		0.00	0.00			0.13

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	8.1
Intersection LOS:	A
Intersection Capacity Utilization:	56.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	51	174	320	42	185	368
Future Volume (vph)	51	174	320	42	185	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.896		0.984			
Flt Protected	0.989					0.984
Satd. Flow (prot)	1700	0	1620	0	0	1743
Flt Permitted	0.989					0.740
Satd. Flow (perm)	1700	0	1620	0	0	1311
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	185		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	54	185	340	45	197	391
Shared Lane Traffic (%)						
Lane Group Flow (vph)	239	0	385	0	0	588
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	9.2		58.8			58.8
Actuated g/C Ratio	0.12		0.74			0.74
v/c Ratio	0.67		0.32			0.61
Control Delay	18.4		2.5			9.5
Queue Delay	0.0		0.0			0.0
Total Delay	18.4		2.5			9.5
LOS	B		A			A
Approach Delay	18.4		2.5			9.5
Approach LOS	B		A			A
Queue Length 50th (ft)	26		18			106
Queue Length 95th (ft)	86		35			278
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	753		1193			963
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.32		0.32			0.61

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	9.1
Intersection LOS:	A
Intersection Capacity Utilization:	78.4%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	149	23	339	0	0	419
Future Volume (vph)	149	23	339	0	0	419
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		24				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	157	24	357	0	0	441
Shared Lane Traffic (%)						
Lane Group Flow (vph)	157	24	357	0	0	441
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	12.9	12.9	55.1			55.1
Actuated g/C Ratio	0.16	0.16	0.69			0.69
v/c Ratio	0.58	0.09	0.32			0.36
Control Delay	38.8	11.5	6.5			3.2
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.8	11.5	6.5			3.2
LOS	D	B	A			A
Approach Delay	35.2		6.5			3.2
Approach LOS	D		A			A
Queue Length 50th (ft)	73	0	60			30
Queue Length 95th (ft)	123	18	123			51
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	574	1133			1209
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.25	0.04	0.32			0.36

Intersection Summary

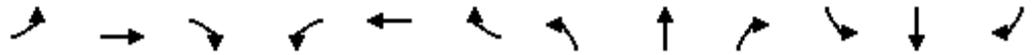
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	10.3
Intersection Capacity Utilization:	40.3%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	256	393	292	0	0	0	85	83	52	47	133	388
Future Volume (vph)	256	393	292	0	0	0	85	83	52	47	133	388
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938						0.942				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1614	0	0	0	0	1695	3155	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.593			0.661		
Satd. Flow (perm)	1580	1614	0	0	0	0	1058	3155	0	1202	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34						55				413
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	272	418	311	0	0	0	90	88	55	50	141	413
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	245	756	0	0	0	0	90	143	0	50	141	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	40.3	40.3					35.6	29.9		30.2	25.2	73.7
Actuated g/C Ratio	0.45	0.45					0.39	0.33		0.33	0.28	0.82
v/c Ratio	0.35	1.02					0.19	0.13		0.11	0.29	0.31
Control Delay	19.5	66.0					16.5	15.0		16.1	29.2	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	19.5	66.0					16.5	15.0		16.1	29.2	1.0
LOS	B	E					B	B		B	C	A
Approach Delay		54.6						15.6			8.8	
Approach LOS		D						B			A	
Queue Length 50th (ft)	98	~502					30	19		16	66	0
Queue Length 95th (ft)	171	#775					59	43		37	122	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	705	739					550	1438		576	774	1325
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.35	1.02					0.16	0.10		0.09	0.18	0.31

Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	90.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	34.6
Intersection LOS:	C
Intersection Capacity Utilization:	67.7%
ICU Level of Service:	C
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

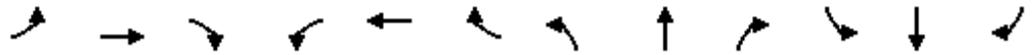
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2	 Ø1	 Ø3
22 s	47 s	45 s
 Ø6	 Ø5	
22 s	47 s	

Year 2019 Existing Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			
Traffic Volume (vph)	1	570	0	0	342	131	0	0	371	0	0	0
Future Volume (vph)	1	570	0	0	342	131	0	0	371	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt					0.963				0.865			
Flt Protected												
Satd. Flow (prot)	0	2039	0	0	1754	0	0	0	1565	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	2039	0	0	1754	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	633	0	0	380	146	0	0	412	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	0	526	0	0	0	412	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.7% ICU Level of Service B
 Analysis Period (min) 15

Year 2019 Existing Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	13.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			
Traffic Vol, veh/h	1	570	0	0	342	131	0	0	371	0	0	0
Future Vol, veh/h	1	570	0	0	342	131	0	0	371	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	633	0	0	380	146	0	0	412	0	0	0

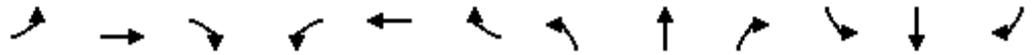
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	526	0	633
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.38
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.372
Pot Cap-1 Maneuver	1051	0	461
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1051	-	461
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0	0	49.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	461	1051	-	-	-
HCM Lane V/C Ratio	0.894	0.001	-	-	-
HCM Control Delay (s)	49.9	8.4	0	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	9.8	0	-	-	-

Year 2019 Existing Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Volume (vph)	0	0	0	342	0	0	0	0	0	571	0	0
Future Volume (vph)	0	0	0	342	0	0	0	0	0	571	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	393	0	0	0	0	0	656	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	393	0	0	0	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 57.2% ICU Level of Service B
 Analysis Period (min) 15

Year 2019 Existing Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	275.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	342	0	0	0	0	0	571	0	0
Future Vol, veh/h	0	0	0	342	0	0	0	0	0	571	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	393	0	0	0	0	0	656	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	786	786	-
Stage 1	-	-	-	786	786	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 346	313	0
Stage 1	-	-	0	~ 430	389	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	~ 346	0	-
Mov Cap-2 Maneuver	-	-	-	~ 346	0	-
Stage 1	-	-	-	~ 430	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		\$ 439.9
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	346
HCM Lane V/C Ratio	-	-	1.897
HCM Control Delay (s)	-	-	\$ 439.9
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	44.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Year 2019 Existing Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour
 09/13/2022

													
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	127	23	189	12	3	9	176	480	132	372	726	167	
Future Volume (vph)	127	23	189	12	3	9	176	480	132	372	726	167	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		250	0		225	680		250	400		250	
Storage Lanes	0		1	1		1	1		1	1		1	
Taper Length (ft)	25			25			86			86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Ped Bike Factor			0.850			0.850			0.850			0.850	
Flt Protected		0.959		0.950			0.950			0.950			
Satd. Flow (prot)	0	1927	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553	
Flt Permitted		0.757		0.605			0.950			0.950			
Satd. Flow (perm)	0	1521	1495	864	1429	1455	1662	3471	1553	1787	3539	1553	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			195			79			136			172	
Link Speed (mph)		30			30			55				55	
Link Distance (ft)		610			598			1191				735	
Travel Time (s)		13.9			13.6			14.8				9.1	
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%				0%	
Adj. Flow (vph)	131	24	195	12	3	9	181	495	136	384	748	172	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	155	195	12	3	9	181	495	136	384	748	172	
Enter Blocked Intersection	No	No	No	No	No	No							
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		12			12			12				12	
Link Offset(ft)		0			0			0				0	
Crosswalk Width(ft)		16			16			16				16	
Two way Left Turn Lane													
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15			9	15		9	15	9	
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1	
Detector Template	Left												
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6	
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		3			3		6	1		2	5		
Permitted Phases	3		3	3		3			1			5	
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5	
Switch Phase													

Year 2019 Existing Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		19.0	19.0	19.0	19.0	19.0	15.3	36.4	36.4	25.8	46.9	46.9
Actuated g/C Ratio		0.19	0.19	0.19	0.19	0.19	0.15	0.37	0.37	0.26	0.47	0.47
v/c Ratio		0.53	0.44	0.07	0.01	0.03	0.71	0.39	0.21	0.83	0.45	0.21
Control Delay		43.7	8.3	34.3	32.7	0.1	56.2	26.1	5.5	51.5	20.3	3.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		43.7	8.3	34.3	32.7	0.1	56.2	26.1	5.5	51.5	20.3	3.9
LOS		D	A	C	C	A	E	C	A	D	C	A
Approach Delay		24.0			21.3			29.4			27.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)		91	0	6	2	0	113	125	0	229	162	0
Queue Length 95th (ft)		158	57	23	9	0	191	197	44	#404	275	43
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		618	723	351	580	638	506	1269	654	544	1669	823
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.25	0.27	0.03	0.01	0.01	0.36	0.39	0.21	0.71	0.45	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 124
 Actuated Cycle Length: 99.4
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 27.5
 Intersection LOS: C
 Intersection Capacity Utilization 63.8%
 ICU Level of Service B
 Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2019 Existing Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	471	204	0	1157	2	273	2	1
Future Volume (vph)	2	4	3	471	204	0	1157	2	273	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	12	12	12	11	11	11
Grade (%)	0%			4%			1%		0%		
Storage Length (ft)	0	0	0		0	0		0	0	0	
Storage Lanes	1	1	0		1	0		0	2	0	
Taper Length (ft)	25		25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Fr _t		0.850			0.850				0.998		
Fl _t Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	1835	0	3055	0	0
Fl _t Permitted	0.950			0.995					0.953		
Satd. Flow (perm)	1685	1507	0	1659	1342	0	1835	0	3055	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			208						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Confl. Bikes (#/hr)											
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)	0%			0%			0%		0%		
Adj. Flow (vph)	2	4	3	481	208	0	1181	2	279	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	484	208	0	1183	0	282	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											

Year 2019 Existing Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	106.0	106.0	21.0	106.0	106.0		21.0		
Total Split (%)	7.3%	7.3%	77.4%	77.4%	15.3%	77.4%	77.4%		15.3%		
Maximum Green (s)	5.0	5.0	100.0	100.0	15.0	100.0	100.0		15.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Minimum Gap (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)	5.0	5.0		100.1	125.6		100.1		14.6		
Actuated g/C Ratio	0.04	0.04		0.78	0.98		0.78		0.11		
v/c Ratio	0.03	0.03		0.37	0.16		0.83		0.81		
Control Delay	62.5	0.5		5.8	0.3		16.4		74.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		5.8	0.3		16.4		74.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			4.2			16.4		74.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		100	0		486		118		
Queue Length 95th (ft)	12	0		204	7		1030		#204		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	65	127		1291	1308		1427		356		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.37	0.16		0.83		0.79		

Intersection Summary

Area Type:	Other
Cycle Length:	137
Actuated Cycle Length:	128.6
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	20.1
Intersection LOS:	C
Intersection Capacity Utilization:	87.2%
ICU Level of Service:	E
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	

Queue shown is maximum after two cycles.

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 106 s	 21 s	 10 s
 106 s		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	257	73	203	69	63	32	468	47	32	1149	236	1
Future Volume (vph)	257	73	203	69	63	32	468	47	32	1149	236	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.974		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1754	1508	3257	1500	1805	3470	0	0
Flt Permitted		0.996			0.974				0.314			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	597	3470	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		0%			0%		
Adj. Flow (vph)	271	77	214	73	66	34	493	49	34	1209	248	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	244	318	0	0	139	34	493	49	34	1458	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	43.6	43.6			20.3	28.2	59.7	80.1	71.1	71.1		
Actuated g/C Ratio	0.23	0.23			0.11	0.15	0.32	0.42	0.38	0.38		
v/c Ratio	0.70	0.94			0.74	0.12	0.48	0.07	0.12	1.12		
Control Delay	79.3	105.6			104.8	0.8	56.1	1.0	41.0	116.3		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	79.3	105.6			104.8	0.8	56.1	1.0	41.0	116.3		
LOS	E	F			F	A	E	A	D	F		
Approach Delay		94.2			84.4		51.1			114.6		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	296	413			172	0	270	0	27	~1105		
Queue Length 95th (ft)	434	#657			257	0	357	4	59	#1321		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	361	351			278	379	1028	752	352	1304		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.68	0.91			0.50	0.09	0.48	0.07	0.10	1.12		

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 189.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 96.1
 Intersection Capacity Utilization 87.6%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2	↙ ↘ Ø3	↙ ↘ Ø4	🚶 🚶 Ø7
77 s	51 s	36 s	36 s
↙ ↘ Ø5	↑ Ø6		
26 s	51 s		

Year 2019 Existing Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
 09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	140	300	271	209	162	168
Future Volume (vph)	140	300	271	209	162	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Flt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				218		175
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	146	313	282	218	169	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	313	282	218	169	175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Year 2019 Existing Traffic Volumes
1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
09/13/2022

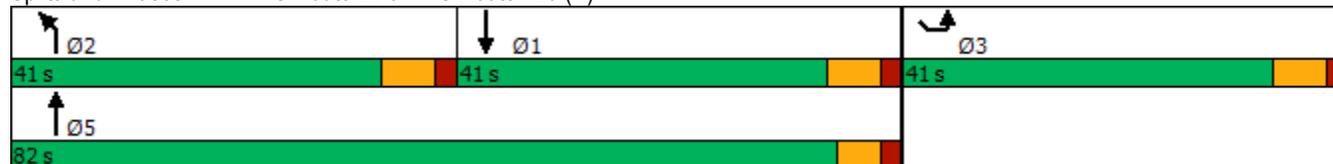


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.2	38.2	14.9	67.3	15.9	67.3
Actuated g/C Ratio	0.23	0.57	0.22	1.00	0.24	1.00
v/c Ratio	0.40	0.17	0.39	0.15	0.46	0.12
Control Delay	27.4	7.6	25.3	0.2	27.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	7.6	25.3	0.2	27.6	0.2
LOS	C	A	C	A	C	A
Approach Delay		13.9	14.4		13.6	
Approach LOS		B	B		B	
Queue Length 50th (ft)	50	28	50	0	58	0
Queue Length 95th (ft)	116	56	101	0	130	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	834	3151	1669	1436	804	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.10	0.17	0.15	0.21	0.12

Intersection Summary

Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	67.3
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	14.0
Intersection Capacity Utilization:	45.6%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)



Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	39	0	245	46	181	258
Future Volume (vph)	39	0	245	46	181	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				49		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	42	0	263	49	195	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	263	49	195	277
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
09/13/2022

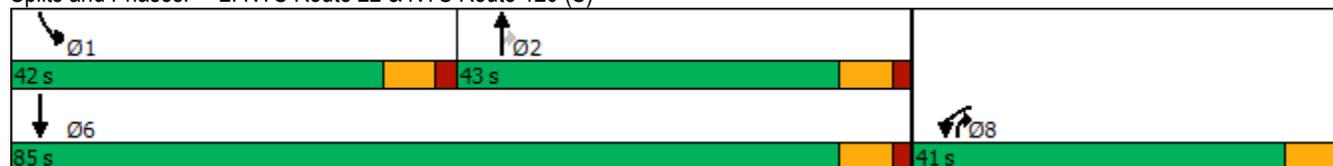


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	10.3		12.4	29.9	12.4	35.4
Actuated g/C Ratio	0.22		0.26	0.63	0.26	0.74
v/c Ratio	0.11		0.32	0.05	0.23	0.11
Control Delay	19.0		17.6	2.5	17.1	4.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.0		17.6	2.5	17.1	4.5
LOS	B		B	A	B	A
Approach Delay	19.0		15.2			9.7
Approach LOS	B		B			A
Queue Length 50th (ft)	11		37	0	26	18
Queue Length 95th (ft)	33		65	11	50	32
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1380		2500	1433	2429	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.03		0.11	0.03	0.08	0.08

Intersection Summary

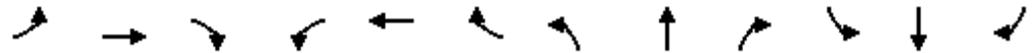
Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	47.6
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.32
Intersection Signal Delay:	12.3
Intersection LOS:	B
Intersection Capacity Utilization:	45.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕				
Traffic Volume (vph)	0	0	0	0	13	1	1	194	6	0	0	0
Future Volume (vph)	0	0	0	0	13	1	1	194	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt					0.991			0.996				
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1796	0	0	1959	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1796	0	0	1959	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	14	1	1	216	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	15	0	0	224	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶		↷					
Traffic Vol, veh/h	0	0	0	0	13	1	1	194	6	0	0	0
Future Vol, veh/h	0	0	0	0	13	1	1	194	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	14	1	1	216	7	0	0	0

Major/Minor	Minor1		Major1		
Conflicting Flow All	-	222	220	0	0
Stage 1	-	222	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-
Critical Hdwy Stg 1	-	4.58	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-
Pot Cap-1 Maneuver	0	709	850	-	-
Stage 1	0	754	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	850	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.3	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	850
HCM Lane V/C Ratio	-	-	0.018
HCM Control Delay (s)	-	-	9.3
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

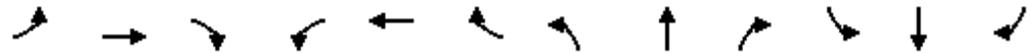
Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕	↗	↗	↕	↗
Traffic Volume (vph)	9	0	9	6	0	4	8	227	3	4	204	19
Future Volume (vph)	9	0	9	6	0	4	8	227	3	4	204	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.624			0.610		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1142	1798	1558	1182	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	0	9	6	0	4	8	239	3	4	215	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	9	0	6	4	8	239	3	4	215	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	Max	Max	None	Max							
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		6.2	6.8		6.1	6.8	50.4	55.5	55.5	50.4	55.5	60.8
Actuated g/C Ratio		0.10	0.11		0.10	0.11	0.83	0.91	0.91	0.83	0.91	1.00
v/c Ratio		0.05	0.04		0.03	0.02	0.01	0.15	0.00	0.00	0.13	0.01
Control Delay		25.4	0.3		25.3	0.2	1.8	2.9	0.0	2.0	2.9	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		25.4	0.3		25.3	0.2	1.8	2.9	0.0	2.0	2.9	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		12.9			15.3			2.8				2.6
Approach LOS		B			B			A				A
Queue Length 50th (ft)		3	0		2	0	0	0	0	0	0	0
Queue Length 95th (ft)		16	1		13	0	3	82	0	2	74	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1247	607		1279	621	1170	1642	1430	1224	1669	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.01	0.01		0.00	0.01	0.01	0.15	0.00	0.00	0.13	0.01

Intersection Summary	
Area Type:	Other
Cycle Length:	119
Actuated Cycle Length:	60.8
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.15
Intersection Signal Delay:	3.3
Intersection LOS:	A
Intersection Capacity Utilization:	35.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway

 Ø1	 Ø2	 Ø4
27 s	47 s	45 s
 Ø5	 Ø6	 Ø8
27 s	47 s	45 s

Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	188	0	33	186
Future Volume (vph)	10	50	188	0	33	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	11	53	198	0	35	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	53	198	0	35	196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.0%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	10	50	188	0	33	186
Future Vol, veh/h	10	50	188	0	33	186
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	11	53	198	0	35	196

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	466	200	0	-	199
Stage 1	199	-	-	-	-
Stage 2	267	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13
Critical Hdwy Stg 1	4.8	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227
Pot Cap-1 Maneuver	604	860	-	0	1367
Stage 1	868	-	-	0	-
Stage 2	818	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	587	859	-	-	1366
Mov Cap-2 Maneuver	587	-	-	-	-
Stage 1	867	-	-	-	-
Stage 2	796	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	587	859	1366
HCM Lane V/C Ratio	-	0.018	0.061	0.025
HCM Control Delay (s)	-	11.2	9.5	7.7
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1

Year 2019 Existing Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	186	195	1
Future Volume (vph)	2	0	0	186	195	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t					0.999	
Fl _t Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1749	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1749	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	2	0	0	198	207	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	198	208	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	0	0	186	195	1
Future Vol, veh/h	2	0	0	186	195	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	198	207	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	408	210	209	0	0
Stage 1	209	-	-	-	-
Stage 2	199	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	564	821	1374	-	-
Stage 1	802	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	563	820	1373	-	-
Mov Cap-2 Maneuver	563	-	-	-	-
Stage 1	801	-	-	-	-
Stage 2	811	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1373	-	563	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2019 Existing Traffic Volumes

Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕	↕		↕	↕		↕	↕
Traffic Volume (vph)	2	193	0	0	186	21	0	0	0	18	0	0
Future Volume (vph)	2	193	0	0	186	21	0	0	0	18	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Fr _t						0.850						
Fl _t Protected											0.950	
Satd. Flow (prot)	0	1760	0	1827	1774	1553	0	1818	1818	0	1638	1827
Fl _t Permitted		0.998									0.757	
Satd. Flow (perm)	0	1757	0	1827	1774	1534	0	1818	1818	0	1305	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						26						
Link Speed (mph)		55			55			30				25
Link Distance (ft)		1813			2280			328				518
Travel Time (s)		22.5			28.3			7.5				14.1
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	205	0	0	198	22	0	0	0	19	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	198	22	0	0	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm			Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max							
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		58.0			58.0	58.0						15.0
Actuated g/C Ratio		0.68			0.68	0.68						0.18
v/c Ratio		0.17			0.16	0.02						0.08
Control Delay		5.3			5.2	1.7						30.4
Queue Delay		0.0			0.0	0.0						0.0
Total Delay		5.3			5.2	1.7						30.4
LOS		A			A	A						C
Approach Delay		5.3			4.9							30.4
Approach LOS		A			A							C
Queue Length 50th (ft)		34			33	0						9
Queue Length 95th (ft)		58			56	6						28
Internal Link Dist (ft)		1733			2200			248				438
Turn Bay Length (ft)						200						
Base Capacity (vph)		1198			1210	1054						230
Starvation Cap Reductn		0			0	0						0
Spillback Cap Reductn		0			0	0						0
Storage Cap Reductn		0			0	0						0
Reduced v/c Ratio		0.17			0.16	0.02						0.08

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.17
Intersection Signal Delay:	6.1
Intersection Capacity Utilization:	30.3%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

 Ø1 13 s	 Ø2 52 s	 Ø4 20 s
 Ø6 65 s	 Ø8 20 s	

Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	59	148	32	62	149
Future Volume (vph)	48	59	148	32	62	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.926		0.976			
Flt Protected	0.978					0.985
Satd. Flow (prot)	1649	0	1704	0	0	1703
Flt Permitted	0.978					0.871
Satd. Flow (perm)	1649	0	1704	0	0	1506
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	61		18			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	50	61	154	33	65	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	0	187	0	0	220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						

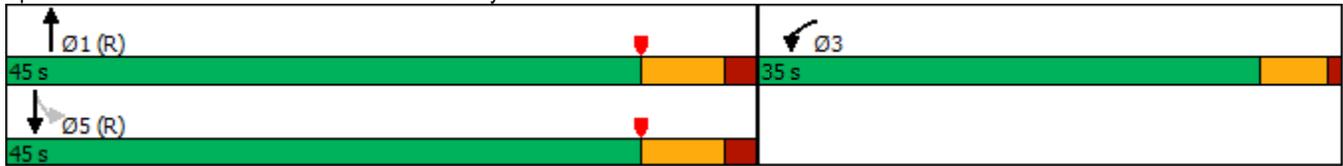


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	8.4		63.1			63.1
Actuated g/C Ratio	0.10		0.79			0.79
v/c Ratio	0.49		0.14			0.19
Control Delay	24.1		2.1			3.7
Queue Delay	0.0		0.0			0.0
Total Delay	24.1		2.1			3.7
LOS	C		A			A
Approach Delay	24.1		2.1			3.7
Approach LOS	C		A			A
Queue Length 50th (ft)	24		9			25
Queue Length 95th (ft)	67		31			58
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	656		1347			1187
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.17		0.14			0.19

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	7.5
Intersection Capacity Utilization:	43.1%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	233	44	136	0	0	197
Future Volume (vph)	233	44	136	0	0	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		47				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	251	47	146	0	0	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	251	47	146	0	0	212
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
09/13/2022

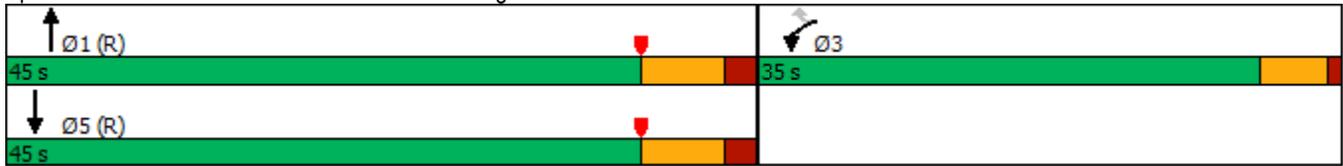


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	16.8	16.8	51.2			51.2
Actuated g/C Ratio	0.21	0.21	0.64			0.64
v/c Ratio	0.67	0.12	0.13			0.20
Control Delay	37.7	7.9	7.1			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.7	7.9	7.1			6.5
LOS	D	A	A			A
Approach Delay	33.0		7.1			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	116	0	25			25
Queue Length 95th (ft)	173	24	59			99
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	661	1113			1082
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.38	0.07	0.13			0.20

Intersection Summary

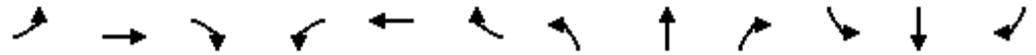
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	18.7
Intersection Capacity Utilization	33.3%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	A

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

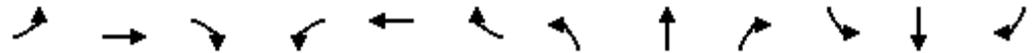
Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	284	72	0	0	0	79	46	43	31	85	314
Future Volume (vph)	90	284	72	0	0	0	79	46	43	31	85	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.971						0.927				0.850
Flt Protected	0.950	0.999					0.950			0.950		
Satd. Flow (prot)	1595	1674	0	0	0	0	1711	3279	0	1694	1750	1545
Flt Permitted	0.950	0.999					0.595			0.691		
Satd. Flow (perm)	1595	1674	0	0	0	0	1072	3279	0	1232	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						47				341
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	98	309	78	0	0	0	86	50	47	34	92	341
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	88	397	0	0	0	0	86	97	0	34	92	341
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	22.9	22.9					31.3	28.0		25.3	21.1	53.0
Actuated g/C Ratio	0.34	0.34					0.46	0.41		0.37	0.31	0.78
v/c Ratio	0.16	0.69					0.15	0.07		0.07	0.17	0.27
Control Delay	17.0	26.0					12.5	11.3		12.8	23.7	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.0	26.0					12.5	11.3		12.8	23.7	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.4						11.9			6.3	
Approach LOS		C						B			A	
Queue Length 50th (ft)	28	149					19	5		7	30	0
Queue Length 95th (ft)	61	253					54	28		27	81	19
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1384	1455					661	1377		685	542	1545
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.06	0.27					0.13	0.07		0.05	0.17	0.22

Intersection Summary

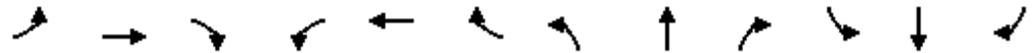
Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	68.1
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	14.9
Intersection Capacity Utilization:	42.1%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2	 Ø1	 Ø3
22 s	27 s	65 s
 Ø6	 Ø5	
22 s	27 s	

Year 2019 Existing Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗				↖			
Traffic Volume (vph)	6	167	0	0	222	171	0	0	279	0	0	0
Future Volume (vph)	6	167	0	0	222	171	0	0	279	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt					0.941				0.865			
Flt Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1713	0	0	0	1594	0	0	0
Flt Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1713	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	182	0	0	241	186	0	0	303	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	427	0	0	0	303	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.1%
Analysis Period (min)	15
	ICU Level of Service A

Year 2019 Existing Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			
Traffic Vol, veh/h	6	167	0	0	222	171	0	0	279	0	0	0
Future Vol, veh/h	6	167	0	0	222	171	0	0	279	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	182	0	0	241	186	0	0	303	0	0	0

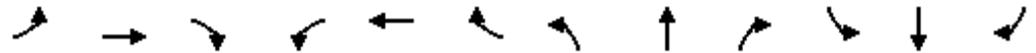
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	427	0	182
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.36
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.354
Pot Cap-1 Maneuver	1143	0	846
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1143	-	846
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	846	1143	-	-	-
HCM Lane V/C Ratio	0.358	0.006	-	-	-
HCM Control Delay (s)	11.6	8.2	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0	-	-	-

Year 2019 Existing Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	222	0	0	0	0	0	173	0	0
Future Volume (vph)	0	0	0	222	0	0	0	0	0	173	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	231	0	0	0	0	0	180	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	231	0	0	0	0	0	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.6%
Analysis Period (min)	15
	ICU Level of Service A

Year 2019 Existing Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	222	0	0	0	0	0	173	0	0
Future Vol, veh/h	0	0	0	222	0	0	0	0	0	173	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	231	0	0	0	0	0	180	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	462	462	-
Stage 1	-	-	-	462	462	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	538	487	0
Stage 1	-	-	0	612	554	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	538	0	-
Mov Cap-2 Maneuver	-	-	-	538	0	-
Stage 1	-	-	-	612	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		15
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	538
HCM Lane V/C Ratio	-	-	0.335
HCM Control Delay (s)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.5

Year 2019 Existing Traffic Volumes

Weekday Peak Mid-Day Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	110	6	150	6	15	23	153	280	9	15	299	81
Future Volume (vph)	110	6	150	6	15	23	153	280	9	15	299	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1888	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.725		0.679			0.950			0.950		
Satd. Flow (perm)	0	1434	1563	1102	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156			79			79			84
Link Speed (mph)		30			30			55				55
Link Distance (ft)		610			598			1191				735
Travel Time (s)		13.9			13.6			14.8				9.1
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	115	6	156	6	16	24	159	292	9	16	311	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	156	6	16	24	159	292	9	16	311	84
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												

Year 2019 Existing Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.7	15.7	15.7	15.7	15.7	12.3	52.5	52.5	5.5	36.3	36.3
Actuated g/C Ratio		0.19	0.19	0.19	0.19	0.19	0.15	0.64	0.64	0.07	0.44	0.44
v/c Ratio		0.44	0.37	0.03	0.04	0.06	0.63	0.14	0.01	0.13	0.21	0.12
Control Delay		35.6	7.8	28.0	28.0	0.3	45.5	7.7	0.0	42.0	16.2	4.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.6	7.8	28.0	28.0	0.3	45.5	7.7	0.0	42.0	16.2	4.9
LOS		D	A	C	C	A	D	A	A	D	B	A
Approach Delay		19.9			13.6			20.6			14.9	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		55	0	3	7	0	77	24	0	8	48	0
Queue Length 95th (ft)		113	48	13	24	0	150	73	0	29	97	29
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		701	844	538	929	830	615	2126	1056	662	1513	699
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.17	0.18	0.01	0.02	0.03	0.26	0.14	0.01	0.02	0.21	0.12

Intersection Summary

Area Type:	Other
Cycle Length:	124
Actuated Cycle Length:	82.5
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	18.2
Intersection LOS:	B
Intersection Capacity Utilization:	44.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2019 Existing Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	381	153	0	357	2	153	0
Future Volume (vph)	3	0	6	4	381	153	0	357	2	153	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	12	12	12	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	1782	0	3164	0
Flt Permitted		0.950			0.997					0.950	
Satd. Flow (perm)	0	1685	1133	0	1739	1391	0	1782	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			159					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Confl. Bikes (#/hr)											
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	3	0	6	4	397	159	0	372	2	159	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	401	159	0	374	0	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Year 2019 Existing Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		7.8	7.8		45.4	65.4		45.4		8.9	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.13	
v/c Ratio		0.02	0.03		0.35	0.12		0.32		0.39	
Control Delay		30.3	0.3		7.3	0.5		7.0		31.1	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.3	0.3		7.3	0.5		7.0		31.1	
LOS		C	A		A	A		A		C	
Approach Delay		10.3			5.4			7.0		31.1	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		53	0		48		30	
Queue Length 95th (ft)		10	0		176	11		160		67	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		495	385		1150	1391		1178		2325	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.35	0.11		0.32		0.07	

Intersection Summary

Area Type:	Other
Cycle Length:	132
Actuated Cycle Length:	68.6
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	9.7
Intersection Capacity Utilization	45.9%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

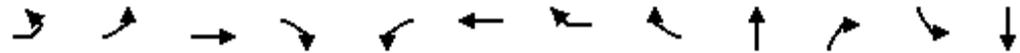
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø1 51 s	 Ø4 56 s	 Ø3 25 s
 Ø5 51 s		

Year 2019 Existing Traffic Volumes

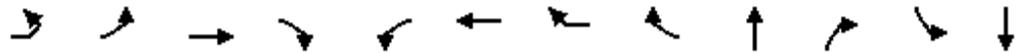
Weekday Peak Mid-Day Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street 09/13/2022



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	206	141	89	61	101	1	68	310	65	45	334
Future Volume (vph)	1	206	141	89	61	101	1	68	310	65	45	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.947			0.999		0.850		0.850		0.943
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1589	0	0	1834	0	1599	3353	1443	1859	3241
Flt Permitted			0.996			0.982					0.284	
Satd. Flow (perm)	0	1546	1588	0	0	1825	0	1576	3353	1443	556	3241
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Adj. Flow (vph)	1	219	150	95	65	107	1	72	330	69	48	355
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	198	267	0	0	173	0	72	330	69	48	574
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												

Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	206	
Future Volume (vph)	206	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Flt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Confl. Bikes (#/hr)		
Peak Hour Factor	0.94	
Growth Factor	100%	
Heavy Vehicles (%)	14%	
Bus Blockages (#/hr)	0	
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)	219	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		29.9	29.9			19.3		28.1	20.0	39.3	34.9	34.9
Actuated g/C Ratio		0.21	0.21			0.14		0.20	0.14	0.28	0.25	0.25
v/c Ratio		0.60	0.79			0.68		0.19	0.69	0.15	0.22	0.71
Control Delay		58.6	69.7			73.7		6.4	66.6	4.1	46.2	54.2
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		58.6	69.7			73.7		6.4	66.6	4.1	46.2	54.2
LOS		E	E			E		A	E	A	D	D
Approach Delay			65.0			53.9			55.8			53.6
Approach LOS			E			D			E			D
Queue Length 50th (ft)		169	238			148		0	148	0	33	245
Queue Length 95th (ft)		296	401			272		28	243	16	80	381
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		511	525			404		507	1108	573	330	1690
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.39	0.51			0.43		0.14	0.30	0.12	0.15	0.34

Intersection Summary	
Area Type:	Other
Cycle Length:	200
Actuated Cycle Length:	139.4
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	57.2
Intersection Capacity Utilization:	67.6%
Analysis Period (min):	15
Intersection LOS:	E
ICU Level of Service:	C

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2 77 s	 Ø3 51 s	 Ø4 36 s	 Ø7 36 s
 Ø5 26 s	 Ø6 51 s		

Lane Group	SBR	Ø7
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Minimum Gap (s)		3.0
Time Before Reduce (s)		0.0
Time To Reduce (s)		0.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Year 2019 Existing Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
 09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	611	581	589	563	249	217
Future Volume (vph)	611	581	589	563	249	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Grade (%)		0%	0%		0%	
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				599		231
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	650	618	627	599	265	231
Shared Lane Traffic (%)						
Lane Group Flow (vph)	650	618	627	599	265	231
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						

Year 2019 Existing Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
 09/13/2022



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	34.4	70.0	28.6	107.9	24.8	107.9
Actuated g/C Ratio	0.32	0.65	0.27	1.00	0.23	1.00
v/c Ratio	1.21	0.29	0.71	0.40	0.69	0.15
Control Delay	146.1	9.2	41.4	0.8	48.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	146.1	9.2	41.4	0.8	48.1	0.2
LOS	F	A	D	A	D	A
Approach Delay		79.4	21.6		25.8	
Approach LOS		E	C		C	
Queue Length 50th (ft)	~548	87	205	0	167	0
Queue Length 95th (ft)	#915	148	299	0	269	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	536	2343	1062	1507	552	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.26	0.59	0.40	0.48	0.15

Intersection Summary

Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	107.9
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.21
Intersection Signal Delay:	46.8
Intersection Capacity Utilization:	80.6%
Analysis Period (min):	15
Intersection LOS:	D
ICU Level of Service:	D

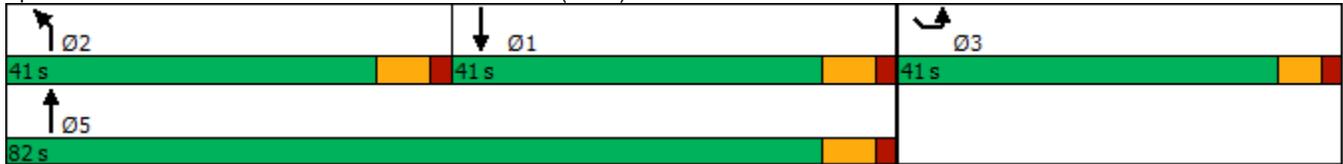
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	277	15	491	25	205	601
Future Volume (vph)	277	15	491	25	205	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor						
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			29		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	326	18	578	29	241	707
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	0	578	29	241	707
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						

Year 2019 Existing Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
09/13/2022

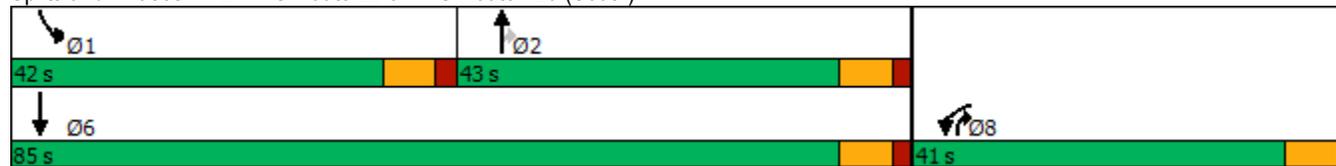


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0		0.0	0.0	0.0	0.0
Recall Mode	None		Min	None	Min	Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	19.6		19.0	45.8	13.1	39.4
Actuated g/C Ratio	0.27		0.26	0.63	0.18	0.54
v/c Ratio	0.68		0.65	0.03	0.40	0.37
Control Delay	31.7		28.0	1.9	30.8	10.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.7		28.0	1.9	30.8	10.6
LOS	C		C	A	C	B
Approach Delay	31.7		26.7			15.8
Approach LOS	C		C			B
Queue Length 50th (ft)	132		115	0	48	85
Queue Length 95th (ft)	237		191	7	95	146
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	924		1742	1263	1659	3362
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.37		0.33	0.02	0.15	0.21

Intersection Summary

Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	72.3
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	22.2
Intersection Capacity Utilization	56.5%
Analysis Period (min)	15
Intersection LOS:	C
ICU Level of Service	B

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2019 Existing Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	48	7	2	679	28	0	0	0
Future Volume (vph)	0	0	0	0	48	7	2	679	28	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t					0.982			0.995				
Fl _t Protected												
Satd. Flow (prot)	0	0	0	0	1848	0	0	2000	0	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	0	0	0	1848	0	0	2000	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	59	9	2	838	35	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	68	0	0	875	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 47.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶		↷					
Traffic Vol, veh/h	0	0	0	0	48	7	2	679	28	0	0	0
Future Vol, veh/h	0	0	0	0	48	7	2	679	28	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	59	9	2	838	35	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	860	856	0	0
Stage 1	-	860	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-
Critical Hdwy Stg 1	-	4.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-
Pot Cap-1 Maneuver	0	370	406	-	-
Stage 1	0	470	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	0	406	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.6	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	406
HCM Lane V/C Ratio	-	-	0.167
HCM Control Delay (s)	-	-	15.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕	↗	↗	↕	↗
Traffic Volume (vph)	100	0	71	24	2	22	17	879	0	1	224	5
Future Volume (vph)	100	0	71	24	2	22	17	879	0	1	224	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t			0.850			0.850						0.850
Fl _t Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1765	1623	1476	1815	1834	1841	1882	1647
Fl _t Permitted		0.738			0.663		0.573			0.101		
Satd. Flow (perm)	0	1374	1479	0	1225	1623	890	1815	1834	196	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			37						147
Link Speed (mph)		30			30			55				55
Link Distance (ft)		601			392			1478				1166
Travel Time (s)		13.7			8.9			18.3				14.5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	115	0	82	28	2	25	20	1010	0	1	257	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	82	0	30	25	20	1010	0	1	257	6
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												

Year 2019 Existing Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	Max	Max	None	Max							
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		11.6	18.4		11.1	18.0	48.7	48.8		45.4	44.0	71.4
Actuated g/C Ratio		0.16	0.26		0.16	0.25	0.68	0.68		0.64	0.62	1.00
v/c Ratio		0.52	0.19		0.16	0.06	0.03	0.81		0.00	0.22	0.00
Control Delay		38.2	6.1		29.3	5.2	4.9	22.6		5.0	10.8	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		38.2	6.1		29.3	5.2	4.9	22.6		5.0	10.8	0.0
LOS		D	A		C	A	A	C		A	B	A
Approach Delay		24.8			18.4			22.2			10.5	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		51	0		12	0	2	281		0	61	0
Queue Length 95th (ft)		97	26		34	11	10	#776		2	115	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		795	745		709	790	804	1240		616	1159	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.14	0.11		0.04	0.03	0.02	0.81		0.00	0.22	0.00

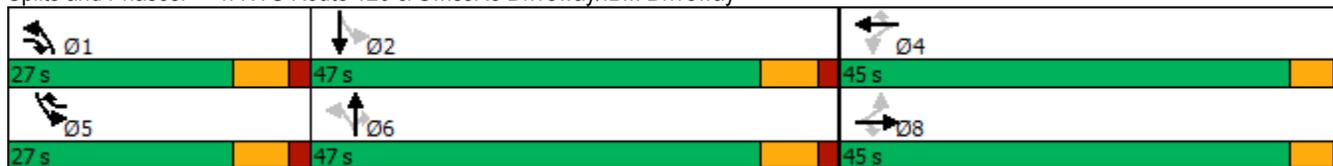
Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 71.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 71.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2019 Existing Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	129	767	1	8	311
Future Volume (vph)	6	129	767	1	8	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	7	147	872	1	9	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	147	872	1	9	353
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	55.0%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	6	129	767	1	8	311
Future Vol, veh/h	6	129	767	1	8	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	147	872	1	9	353

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1243	872	0	-	872	0
Stage 1	872	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308	-
Pot Cap-1 Maneuver	239	376	-	0	733	-
Stage 1	477	-	-	0	-	-
Stage 2	747	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	236	376	-	-	733	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	236	376	733	-
HCM Lane V/C Ratio	-	0.029	0.39	0.012	-
HCM Control Delay (s)	-	20.7	20.6	10	-
HCM Lane LOS	-	C	C	A	-
HCM 95th %tile Q(veh)	-	0.1	1.8	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	767	317	0
Future Volume (vph)	1	0	0	767	317	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1	0	0	924	382	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	924	382	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	0	0	767	317	0
Future Vol, veh/h	1	0	0	767	317	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	924	382	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1306	382	382	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	143	649	1188	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	649	1188	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1188	-	143	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	0	-	30.4	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2019 Existing Traffic Volumes
 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak PM Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗	↗		↖	↗		↖	↗
Traffic Volume (vph)	2	314	1	0	767	19	0	0	0	118	0	0
Future Volume (vph)	2	314	1	0	767	19	0	0	0	118	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00										
Fr _t						0.850						
Fl _t Protected											0.950	
Satd. Flow (prot)	0	1819	0	1827	1792	1412	0	1818	1818	0	1702	1827
Fl _t Permitted		0.997									0.757	
Satd. Flow (perm)	0	1814	0	1827	1792	1412	0	1818	1818	0	1356	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						26						
Link Speed (mph)		55			55			30				25
Link Distance (ft)		1813			2280			328				518
Travel Time (s)		22.5			28.3			7.5				14.1
Confl. Peds. (#/hr)			1	1								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	365	1	0	892	22	0	0	0	137	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	368	0	0	892	22	0	0	0	0	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Turn Type	Perm	NA		pm+pt	NA	Perm			Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												

Year 2019 Existing Traffic Volumes
 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak PM Hour
 09/13/2022

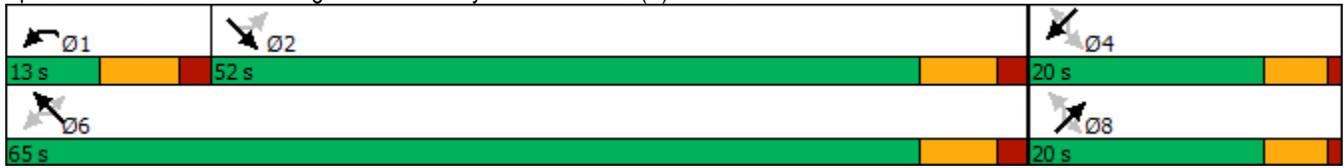


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	Max	Max		None	Max							
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		58.0			58.0	58.0						15.0
Actuated g/C Ratio		0.68			0.68	0.68						0.18
v/c Ratio		0.30			0.73	0.02						0.57
Control Delay		6.1			13.0	1.6						42.6
Queue Delay		0.0			0.0	0.0						0.0
Total Delay		6.1			13.0	1.6						42.6
LOS		A			B	A						D
Approach Delay		6.1			12.8							42.6
Approach LOS		A			B							D
Queue Length 50th (ft)		67			259	0						68
Queue Length 95th (ft)		99			364	5						120
Internal Link Dist (ft)		1733			2200			248				438
Turn Bay Length (ft)						200						
Base Capacity (vph)		1237			1222	971						239
Starvation Cap Reductn		0			0	0						0
Spillback Cap Reductn		0			0	0						0
Storage Cap Reductn		0			0	0						0
Reduced v/c Ratio		0.30			0.73	0.02						0.57

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	13.9
Intersection Capacity Utilization:	56.9%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	B

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2019 Existing Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022



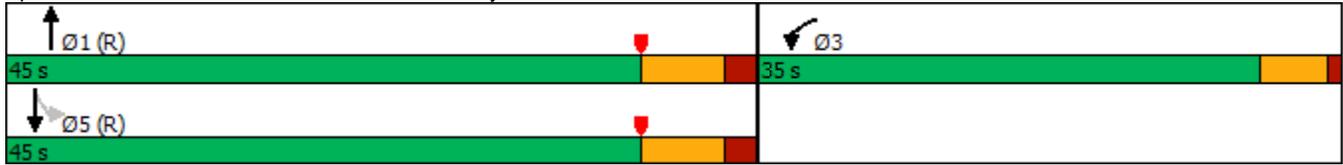
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	273	513	39	174	258
Future Volume (vph)	78	273	513	39	174	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.895		0.991			
Flt Protected	0.989					0.980
Satd. Flow (prot)	1709	0	1765	0	0	1751
Flt Permitted	0.989					0.521
Satd. Flow (perm)	1709	0	1765	0	0	931
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	219		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	89	310	583	44	198	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	399	0	627	0	0	491
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	
Detector Phase	3		1		5	5
Switch Phase						



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Minimum Gap (s)	3.0		3.0		3.0	3.0
Time Before Reduce (s)	0.0		0.0		0.0	0.0
Time To Reduce (s)	0.0		0.0		0.0	0.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	15.1		52.9			52.9
Actuated g/C Ratio	0.19		0.66			0.66
v/c Ratio	0.80		0.54			0.80
Control Delay	25.0		5.3			25.3
Queue Delay	0.0		0.0			0.0
Total Delay	25.0		5.3			25.3
LOS	C		A			C
Approach Delay	25.0		5.3			25.3
Approach LOS	C		A			C
Queue Length 50th (ft)	84		43			152
Queue Length 95th (ft)	152		84			#416
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	777		1168			615
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.51		0.54			0.80
Intersection Summary						
Area Type:	Other					
Cycle Length:	80					
Actuated Cycle Length:	80					
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow					
Natural Cycle:	45					
Control Type:	Actuated-Coordinated					
Maximum v/c Ratio:	0.80					
Intersection Signal Delay:	17.0			Intersection LOS: B		
Intersection Capacity Utilization	89.5%			ICU Level of Service E		
Analysis Period (min)	15					

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	462	90	462	0	0	336
Future Volume (vph)	462	90	462	0	0	336
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		97				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	497	97	497	0	0	361
Shared Lane Traffic (%)						
Lane Group Flow (vph)	497	97	497	0	0	361
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						

Year 2019 Existing Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	None	C-Max			C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	26.1	26.1	41.9			41.9
Actuated g/C Ratio	0.33	0.33	0.52			0.52
v/c Ratio	0.84	0.16	0.53			0.40
Control Delay	38.7	4.6	16.2			9.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.7	4.6	16.2			9.1
LOS	D	A	B			A
Approach Delay	33.2		16.2			9.1
Approach LOS	C		B			A
Queue Length 50th (ft)	222	0	159			65
Queue Length 95th (ft)	325	28	267			m79
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	686	938			910
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.74	0.14	0.53			0.40

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	21.4
Intersection LOS:	C
Intersection Capacity Utilization:	59.9%
ICU Level of Service:	B
Analysis Period (min):	15

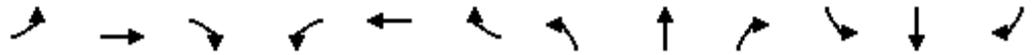
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	338	255	124	0	0	0	283	124	22	31	228	539
Future Volume (vph)	338	255	124	0	0	0	283	124	22	31	228	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.955						0.978				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3376	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.403			0.654		
Satd. Flow (perm)	1689	1686	0	0	0	0	762	3376	0	1124	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29						15				160
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		176			314			586			596	
Travel Time (s)		4.0			7.1			7.3			7.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	360	271	132	0	0	0	301	132	23	33	243	573
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	324	439	0	0	0	0	301	155	0	33	243	573
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												

Year 2019 Existing Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Minimum Gap (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Time Before Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None					None	Min		None	Min	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.3	32.3					42.1	34.8		26.1	20.4	59.8
Actuated g/C Ratio	0.37	0.37					0.49	0.40		0.30	0.24	0.69
v/c Ratio	0.51	0.68					0.55	0.11		0.09	0.58	0.50
Control Delay	23.3	26.2					20.9	20.3		17.5	38.7	5.8
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.3	26.2					20.9	20.3		17.5	38.7	5.8
LOS	C	C					C	C		B	D	A
Approach Delay		25.0						20.7			15.7	
Approach LOS		C						C			B	
Queue Length 50th (ft)	141	192					96	26		9	117	84
Queue Length 95th (ft)	213	290					216	64		33	#255	140
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1190	1196					552	1362		551	422	1509
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.27	0.37					0.55	0.11		0.06	0.58	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 86.7
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 20.2
 Intersection Capacity Utilization 68.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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

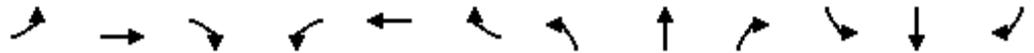
Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2	 Ø1	 Ø3
22 s	27 s	65 s
 Ø6	 Ø5	
22 s	27 s	

Year 2019 Existing Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗				↖			
Traffic Volume (vph)	3	243	0	0	263	559	0	0	474	0	0	0
Future Volume (vph)	3	243	0	0	263	559	0	0	474	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%				2%
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt					0.908				0.865			
Flt Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1695	0	0	0	1690	0	0	0
Flt Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1695	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	259	0	0	280	595	0	0	504	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	262	0	0	875	0	0	0	504	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.5%
Analysis Period (min)	15
	ICU Level of Service A

Year 2019 Existing Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗				↖			
Traffic Vol, veh/h	3	243	0	0	263	559	0	0	474	0	0	0
Future Vol, veh/h	3	243	0	0	263	559	0	0	474	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	259	0	0	280	595	0	0	504	0	0	0

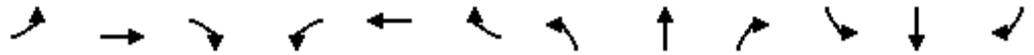
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	875	0	259
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	780	0	779
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	780	-	779
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	779	780	-	-	-
HCM Lane V/C Ratio	0.647	0.004	-	-	-
HCM Control Delay (s)	17.7	9.6	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	4.8	0	-	-	-

Year 2019 Existing Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Volume (vph)	0	0	0	263	0	0	0	0	0	246	0	0
Future Volume (vph)	0	0	0	263	0	0	0	0	0	246	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	283	0	0	0	0	0	265	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	283	0	0	0	0	0	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 34.9% ICU Level of Service A
 Analysis Period (min) 15

Year 2019 Existing Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	10.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕						↕		
Traffic Vol, veh/h	0	0	0	263	0	0	0	0	0	246	0	0
Future Vol, veh/h	0	0	0	263	0	0	0	0	0	246	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	283	0	0	0	0	0	265	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	566	566	-
Stage 1	-	-	-	566	566	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	471	423	0
Stage 1	-	-	0	551	495	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	471	0	-
Mov Cap-2 Maneuver	-	-	-	471	0	-
Stage 1	-	-	-	551	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		22
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	471
HCM Lane V/C Ratio	-	-	0.562
HCM Control Delay (s)	-	-	22
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	3.4

Year 2019 Existing Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour
 09/13/2022

													
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	162	2	192	123	28	295	270	633	9	7	673	115	
Future Volume (vph)	162	2	192	123	28	295	270	633	9	7	673	115	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		250	0		225	680		250	400		250	
Storage Lanes	0		1	1		1	1		1	1		1	
Taper Length (ft)	25			25			86			86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Ped Bike Factor			0.99	1.00									
Frt			0.850			0.850			0.850			0.850	
Flt Protected		0.953		0.950			0.950			0.950			
Satd. Flow (prot)	0	1953	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599	
Flt Permitted		0.708		0.593			0.950			0.950			
Satd. Flow (perm)	0	1451	1594	1104	1900	1615	1711	3574	1324	1805	3539	1599	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			194			298			79			116	
Link Speed (mph)		30			30			55				55	
Link Distance (ft)		610			598			1191				735	
Travel Time (s)		13.9			13.6			14.8				9.1	
Confl. Peds. (#/hr)			1	1									
Confl. Bikes (#/hr)													
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%				0%	
Adj. Flow (vph)	164	2	194	124	28	298	273	639	9	7	680	116	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	166	194	124	28	298	273	639	9	7	680	116	
Enter Blocked Intersection	No	No	No	No	No	No							
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		12			12			12				12	
Link Offset(ft)		0			0			0				0	
Crosswalk Width(ft)		16			16			16				16	
Two way Left Turn Lane													
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15			9	15		9	15	9	
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1	
Detector Template	Left												
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6	
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	
Protected Phases		3			3		6	1		2	5		
Permitted Phases	3		3	3		3			1			5	
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5	
Switch Phase													

Year 2019 Existing Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		23.3	23.3	23.3	23.3	23.3	20.1	60.8	60.8	5.1	36.7	36.7
Actuated g/C Ratio		0.24	0.24	0.24	0.24	0.24	0.20	0.62	0.62	0.05	0.37	0.37
v/c Ratio		0.48	0.37	0.48	0.06	0.49	0.78	0.29	0.01	0.07	0.52	0.17
Control Delay		38.1	6.8	39.7	30.2	6.7	53.9	10.6	0.0	52.0	28.0	5.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.1	6.8	39.7	30.2	6.7	53.9	10.6	0.0	52.0	28.0	5.9
LOS		D	A	D	C	A	D	B	A	D	C	A
Approach Delay		21.2			17.3			23.3			25.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		89	0	66	14	0	164	87	0	4	174	0
Queue Length 95th (ft)		169	55	135	39	66	271	180	0	20	288	42
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		601	773	457	786	843	531	2209	848	560	1319	669
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.28	0.25	0.27	0.04	0.35	0.51	0.29	0.01	0.01	0.52	0.17

Intersection Summary

Area Type:	Other
Cycle Length:	124
Actuated Cycle Length:	98.4
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	22.5
Intersection LOS:	C
Intersection Capacity Utilization:	64.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2019 Existing Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	15	5	1155	254	0	524	5	212	2
Future Volume (vph)	8	2	15	5	1155	254	0	524	5	212	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	12	12	12	11	11
Grade (%)		0%			4%			1%		0%	
Storage Length (ft)		0	0	0		0	0		0	0	0
Storage Lanes		1	1	0		1	0		0	2	0
Taper Length (ft)		25		25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	1852	0	3294	0
Flt Permitted		0.950			0.998					0.953	
Satd. Flow (perm)	0	1685	1507	0	1779	1500	0	1852	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			267					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2						2	2
Confl. Bikes (#/hr)											
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											
Mid-Block Traffic (%)		0%			0%			0%		0%	
Adj. Flow (vph)	8	2	16	5	1216	267	0	552	5	223	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	16	0	1221	267	0	557	0	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.01	1.01	1.01	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											

Year 2019 Existing Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Minimum Gap (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Walk Time (s)											
Flash Dont Walk (s)											
Pedestrian Calls (#/hr)											
Act Effct Green (s)		8.5	8.5		100.5	124.0		100.5		14.8	
Actuated g/C Ratio		0.06	0.06		0.74	0.92		0.74		0.11	
v/c Ratio		0.09	0.10		0.93	0.19		0.41		0.63	
Control Delay		65.7	1.3		30.0	0.5		8.8		66.5	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		65.7	1.3		30.0	0.5		8.8		66.5	
LOS		E	A		C	A		A		E	
Approach Delay		26.1			24.7			8.8		66.5	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		928	0		190		103	
Queue Length 95th (ft)		30	0		#1497	10		305		149	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		187	223		1320	1436		1375		611	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.07		0.93	0.19		0.41		0.37	

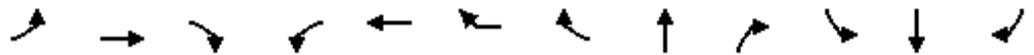
Intersection Summary

Area Type:	Other
Cycle Length:	157
Actuated Cycle Length:	135.4
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	24.9
Intersection Capacity Utilization:	89.2%
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	

Queue shown is maximum after two cycles.

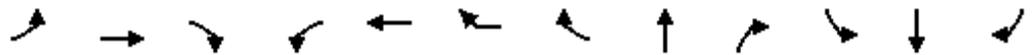
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø1 106 s	 Ø4 31 s	 Ø3 20 s
 Ø5 106 s		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	141	90	75	135	3	109	1107	123	71	522	197
Future Volume (vph)	300	141	90	75	135	3	109	1107	123	71	522	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.959	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3511	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3511	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							101		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	309	145	93	77	139	3	112	1141	127	73	538	203
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	275	272	0	0	219	0	112	1141	127	73	741	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4		5	6	4	5	2	
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5	2	
Switch Phase												

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Bus Blockages (#/hr)	
Parking (#/hr)	
Mid-Block Traffic (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0	
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0	
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%	
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	Min	None	None	Min	
Walk Time (s)	8.0	8.0										8.0
Flash Dont Walk (s)	25.0	25.0										17.0
Pedestrian Calls (#/hr)	6	6										0
Act Effct Green (s)	35.1	35.1			25.7		37.0	45.4	71.1	62.6	62.6	
Actuated g/C Ratio	0.20	0.20			0.14		0.21	0.26	0.40	0.35	0.35	
v/c Ratio	0.85	0.86			0.84		0.27	1.31	0.20	0.45	0.60	
Control Delay	92.7	95.2			101.2		9.0	196.6	8.6	50.8	51.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	92.7	95.2			101.2		9.0	196.6	8.6	50.8	51.1	
LOS	F	F			F		A	F	A	D	D	
Approach Delay		94.0			70.0			177.8			51.1	
Approach LOS		F			E			F			D	
Queue Length 50th (ft)	334	331			255		7	~930	20	60	388	
Queue Length 95th (ft)	473	472			#406		50	#1185	47	110	496	
Internal Link Dist (ft)		452			395			449			698	
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	419	407			307		487	871	687	247	1412	
Starvation Cap Reductn	0	0			0		0	0	0	0	0	
Spillback Cap Reductn	0	0			0		0	0	0	0	0	
Storage Cap Reductn	0	0			0		0	0	0	0	0	
Reduced v/c Ratio	0.66	0.67			0.71		0.23	1.31	0.18	0.30	0.52	

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 177.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 115.4
 Intersection Capacity Utilization 81.0%
 Analysis Period (min) 15

Intersection LOS: F
 ICU Level of Service D

~ Volume exceeds capacity, queue is theoretically infinite.

Lane Group	Ø7
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Minimum Gap (s)	3.0
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2	↙ ↘ Ø3	↙ ↘ Ø4	🚶 Ø7
77 s	51 s	36 s	36 s
↙ ↘ Ø5	↑ Ø6		
26 s	51 s		

YEAR 2024 NO-BUILD CONDITIONS



Year 2024 No-Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	186	514	818	226	524	807
Future Volume (vph)	186	514	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	190	524	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	524	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 09/13/2022



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	22.1	62.2	33.1	110.4	35.1	110.4
Actuated g/C Ratio	0.20	0.56	0.30	1.00	0.32	1.00
v/c Ratio	0.64	0.29	0.84	0.16	1.05	0.57
Control Delay	51.1	12.8	45.9	0.2	91.7	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	12.8	45.9	0.2	91.7	1.7
LOS	D	B	D	A	F	A
Approach Delay		23.0	36.0		37.1	
Approach LOS		C	D		D	
Queue Length 50th (ft)	126	96	290	0	~420	0
Queue Length 95th (ft)	202	127	#435	0	#698	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	456	2187	1020	1478	510	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.24	0.82	0.16	1.05	0.57

Intersection Summary

Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	110.4
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.05
Intersection Signal Delay:	33.5
Intersection LOS:	C
Intersection Capacity Utilization:	78.6%
ICU Level of Service:	D
Analysis Period (min):	15

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

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

 Ø2	 Ø1	 Ø3
41 s	41 s	41 s
 Ø5		
82 s		

Year 2024 No-Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	0	478	185	970	655
Future Volume (vph)	45	0	478	185	970	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				7		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Adj. Flow (vph)	47	0	503	195	1021	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	503	195	1021	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour
 09/13/2022

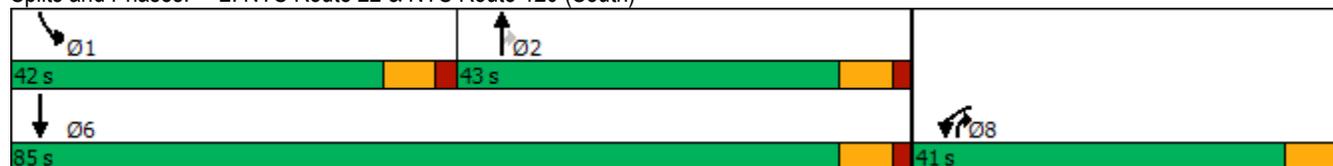


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.1		18.0	35.1	35.1	60.1
Actuated g/C Ratio	0.12		0.22	0.42	0.42	0.72
v/c Ratio	0.23		0.70	0.31	0.72	0.28
Control Delay	37.4		35.8	16.7	24.2	4.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	37.4		35.8	16.7	24.2	4.3
LOS	D		D	B	C	A
Approach Delay	37.4		30.5			16.2
Approach LOS	D		C			B
Queue Length 50th (ft)	22		127	63	218	53
Queue Length 95th (ft)	57		180	110	328	74
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	719		1432	1069	1419	3197
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.07		0.35	0.18	0.72	0.22

Intersection Summary

Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	83.2
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	20.7
Intersection LOS:	C
Intersection Capacity Utilization:	65.9%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	25	6	1	216	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	216	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.973			0.977				
Fl _t Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1746	0	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1746	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	28	7	1	245	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	297	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.2%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶			↷				
Traffic Vol, veh/h	0	0	0	0	25	6	1	216	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	216	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	245	51	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	273	271	0	0
Stage 1	-	273	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-
Critical Hdwy Stg 1	-	4.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-
Pot Cap-1 Maneuver	0	680	802	-	-
Stage 1	0	734	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	0	802	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	802
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	18	4	0	3	146	288	28	27	838	289
Future Volume (vph)	16	1	18	4	0	3	146	288	28	27	838	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Fl _t Permitted							0.164			0.570		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	289	1667	1558	1105	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Adj. Flow (vph)	17	1	20	4	0	3	159	313	30	29	911	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	313	30	29	911	314
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour
09/13/2022

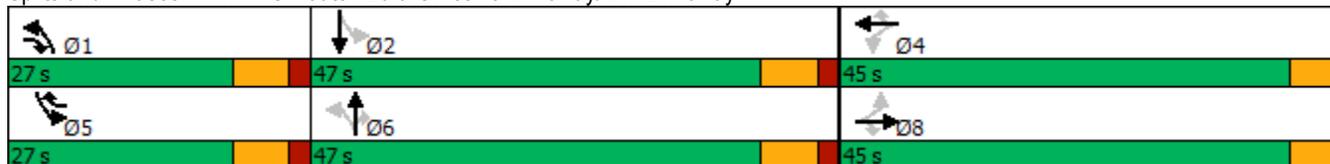


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	Max	None	Max							
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	63.1
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	1.00
v/c Ratio		0.12	0.11		0.02	0.01	0.42	0.22	0.02	0.03	0.75	0.19
Control Delay		29.8	4.8		28.5	0.0	5.3	4.3	0.0	2.4	15.8	0.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	5.3	4.3	0.0	2.4	15.8	0.3
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			4.4				11.6
Approach LOS		B			B			A				B
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	164	0
Queue Length 95th (ft)		27	9		10	0	33	121	0	9	#667	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	691	1420	1340	1178	1208	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.23	0.22	0.02	0.02	0.75	0.19

Intersection Summary

Area Type:	Other
Cycle Length:	119
Actuated Cycle Length:	63.1
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	9.7
Intersection LOS:	A
Intersection Capacity Utilization:	75.6%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	451	5	167	694
Future Volume (vph)	11	11	451	5	167	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Adj. Flow (vph)	12	12	480	5	178	738
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	480	5	178	738
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	11	11	451	5	167	694
Future Vol, veh/h	11	11	451	5	167	694
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	480	5	178	738

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1574	480	0	-	480
Stage 1	480	-	-	-	-
Stage 2	1094	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11
Critical Hdwy Stg 1	4.8	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209
Pot Cap-1 Maneuver	159	573	-	0	1088
Stage 1	679	-	-	0	-
Stage 2	389	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	133	573	-	-	1088
Mov Cap-2 Maneuver	133	-	-	-	-
Stage 1	679	-	-	-	-
Stage 2	325	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	133	573	1088
HCM Lane V/C Ratio	-	0.088	0.02	0.163
HCM Control Delay (s)	-	34.7	11.4	9
HCM Lane LOS	-	D	B	A
HCM 95th %tile Q(veh)	-	0.3	0.1	0.6

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	0	455	701	3
Future Volume (vph)	1	1	0	455	701	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.932				0.999	
Flt Protected	0.976					
Satd. Flow (prot)	1135	0	0	1643	1782	0
Flt Permitted	0.976					
Satd. Flow (perm)	1135	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Adj. Flow (vph)	1	1	0	479	738	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	479	741	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.1%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	0	455	701	3
Future Vol, veh/h	1	1	0	455	701	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	1	1	0	479	738	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1219	740	741	0	-	0
Stage 1	740	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	105	395	875	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	395	875	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	166	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	27	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2024 No-Build Traffic Volumes
 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak AM Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔		↖	↗	↗		↖	↖		↖	↖
Traffic Volume (vph)	1	571	131	133	433	158	22	0	22	26	0	0
Future Volume (vph)	1	571	131	133	433	158	22	0	22	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1769	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.273				0.739			0.742	
Satd. Flow (perm)	0	1769	0	499	1677	1494	0	1343	1545	0	1200	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				170			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Adj. Flow (vph)	1	614	141	143	466	170	24	0	24	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	756	0	143	466	170	0	24	24	0	28	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Year 2024 No-Build Traffic Volumes
 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak AM Hour
 09/13/2022

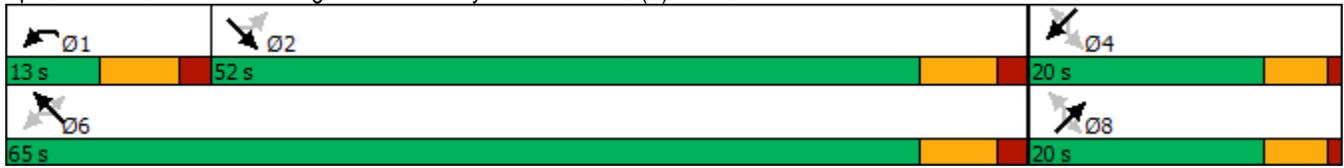


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max							
Act Effct Green (s)		45.2		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.53		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.80		0.34	0.41	0.16		0.10	0.06		0.13	
Control Delay		23.7		6.9	7.2	1.1		30.7	0.3		31.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		23.7		6.9	7.2	1.1		30.7	0.3		31.4	
LOS		C		A	A	A		C	A		C	
Approach Delay		23.7			5.8			15.5			31.4	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)		302		23	94	0		11	0		13	
Queue Length 95th (ft)		467		41	147	17		32	0		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		949		427	1144	1073		237	388		211	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.80		0.33	0.41	0.16		0.10	0.06		0.13	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	15.0
Intersection LOS:	B
Intersection Capacity Utilization:	84.8%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	223	501	44	203	417
Future Volume (vph)	54	223	501	44	203	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.891		0.989			
Flt Protected	0.990					0.984
Satd. Flow (prot)	1692	0	1630	0	0	1743
Flt Permitted	0.990					0.634
Satd. Flow (perm)	1692	0	1630	0	0	1123
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	237		8			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Adj. Flow (vph)	57	237	533	47	216	444
Shared Lane Traffic (%)						
Lane Group Flow (vph)	294	0	580	0	0	660
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022

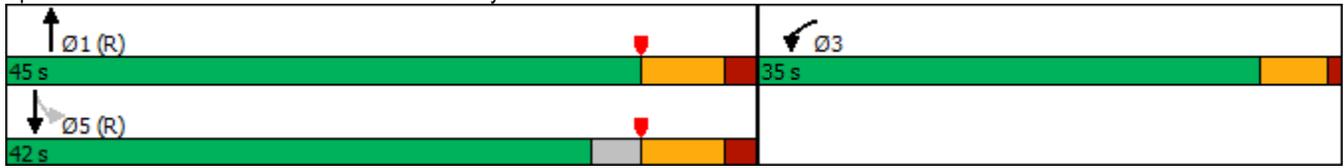


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		42.0	42.0
Total Split (%)	43.8%		56.3%		52.5%	52.5%
Maximum Green (s)	30.0		38.0		35.0	35.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	9.7		58.3			58.3
Actuated g/C Ratio	0.12		0.73			0.73
v/c Ratio	0.71		0.49			0.81
Control Delay	17.9		3.2			19.3
Queue Delay	0.0		0.0			0.0
Total Delay	17.9		3.2			19.3
LOS	B		A			B
Approach Delay	17.9		3.2			19.3
Approach LOS	B		A			B
Queue Length 50th (ft)	27		27			163
Queue Length 95th (ft)	93		45			#516
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	782		1190			818
Starvation Cap Reductn	0		2			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.38		0.49			0.81

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 12.9 Intersection LOS: B
 Intersection Capacity Utilization 94.8% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 No-Build Traffic Volumes
 9: NYS Route 120 & New King Street

Weekday Peak AM Hour
 09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	521	0	0	470
Future Volume (vph)	157	24	521	0	0	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				
Fl _t Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Fl _t Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Adj. Flow (vph)	165	25	548	0	0	495
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	548	0	0	495
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
09/13/2022

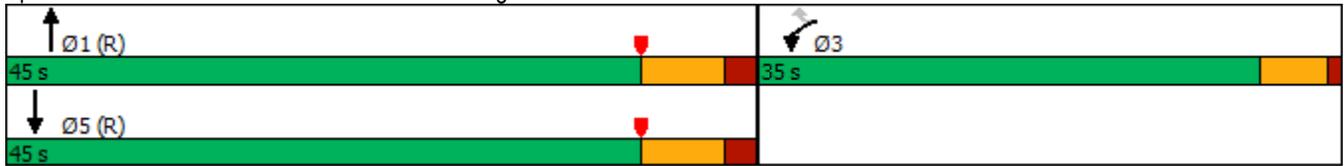


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.49			0.41
Control Delay	38.9	11.3	8.6			3.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.9	11.3	8.6			3.5
LOS	D	B	A			A
Approach Delay	35.2		8.6			3.5
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	111			33
Queue Length 95th (ft)	127	19	221			m64
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.49			0.41

Intersection Summary

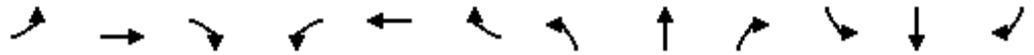
Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 10.7
 Intersection Capacity Utilization 46.1%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.605			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1080	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33						59				456
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	157	456
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	157	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	40.2	40.2					34.8	27.4		30.2	25.1	73.6
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.33	0.28	0.82
v/c Ratio	0.53	1.10					0.20	0.19		0.12	0.33	0.34
Control Delay	23.0	89.0					16.6	17.3		16.2	29.8	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.0	89.0					16.6	17.3		16.2	29.8	1.0
LOS	C	F					B	B		B	C	A
Approach Delay		68.1						17.1			9.0	
Approach LOS		E						B			A	
Queue Length 50th (ft)	168	~574					32	30		17	74	0
Queue Length 95th (ft)	278	#855					62	58		39	135	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	737					556	1450		562	773	1332
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.53	1.10					0.17	0.13		0.09	0.20	0.34

Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	90.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.10
Intersection Signal Delay:	42.8
Intersection LOS:	D
Intersection Capacity Utilization:	72.7%
ICU Level of Service:	C
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	

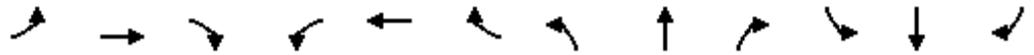
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 47 s	 Ø3 45 s
 Ø6 22 s	 Ø5 47 s	

Year 2024 No-Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗				↖			
Traffic Volume (vph)	1	599	0	0	381	138	0	0	514	0	0	0
Future Volume (vph)	1	599	0	0	381	138	0	0	514	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.964				0.865			
Fl _t Protected												
Satd. Flow (prot)	0	2039	0	0	1757	0	0	0	1565	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	2039	0	0	1757	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Adj. Flow (vph)	1	666	0	0	423	153	0	0	571	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	576	0	0	0	571	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.1%
ICU Level of Service	C
Analysis Period (min)	15

Year 2024 No-Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	55.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			
Traffic Vol, veh/h	1	599	0	0	381	138	0	0	514	0	0	0
Future Vol, veh/h	1	599	0	0	381	138	0	0	514	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	423	153	0	0	571	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	576	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1007	-	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1007	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

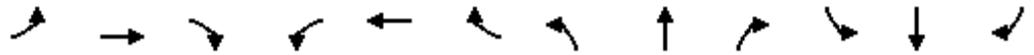
Approach	EB	WB	NB
HCM Control Delay, s	0	0	175.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	1007	-	-	-
HCM Lane V/C Ratio	1.295	0.001	-	-	-
HCM Control Delay (s)	175.3	8.6	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	24.9	0	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Year 2024 No-Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	381	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	381	0	0	0	0	0	600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	438	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	438	0	0	0	0	0	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.0%
ICU Level of Service	B
Analysis Period (min)	15

Year 2024 No-Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	372											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	381	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	381	0	0	0	0	0	600	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	438	0	0	0	0	0	690	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	876	876	-
Stage 1	-	-	-	876	876	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 304	276	0
Stage 1	-	-	0	~ 388	352	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	~ 304	0	-
Mov Cap-2 Maneuver	-	-	-	~ 304	0	-
Stage 1	-	-	-	~ 388	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		\$ 608.2
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	304
HCM Lane V/C Ratio	-	-	2.269
HCM Control Delay (s)	-	-	\$ 608.2
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	53.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Year 2024 No-Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour
 09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	229	35	7	57	188	519	152	420	887	177
Future Volume (vph)	136	26	229	35	7	57	188	519	152	420	887	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Fl _t Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			236			79			157			170
Link Speed (mph)		30			30			55				55
Link Distance (ft)		610			598			1191				735
Travel Time (s)		13.9			13.6			14.8				9.1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Adj. Flow (vph)	140	27	236	36	7	59	194	535	157	433	914	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	236	36	7	59	194	535	157	433	914	182
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15			9	15		9	15	
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm

Year 2024 No-Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour

09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		20.5	20.5	20.5	20.5	20.5	16.4	36.1	36.1	30.1	49.7	49.7
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.49	0.23	0.03	0.17	0.75	0.45	0.25	0.84	0.54	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.9	4.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.9	4.7
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		23.6			18.9			31.4			29.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	126	145	0	274	223	4
Queue Length 95th (ft)		169	62	50	16	22	201	212	46	#481	352	50
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	718	310	546	605	477	1195	638	513	1680	826
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.33	0.12	0.01	0.10	0.41	0.45	0.25	0.84	0.54	0.22

Intersection Summary

Area Type:	Other
Cycle Length:	124
Actuated Cycle Length:	104.7
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	28.7
Intersection LOS:	C
Intersection Capacity Utilization:	68.2%
ICU Level of Service:	C
Analysis Period (min):	15

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

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

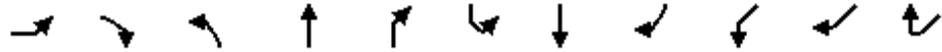
Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	246	0	1216	2	304	2	1
Future Volume (vph)	2	4	3	495	246	0	1216	2	304	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			251						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Adj. Flow (vph)	2	4	3	505	251	0	1241	2	310	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	251	0	1243	0	313	0	0
Enter Blocked Intersection	No										
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Position(ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Size(ft)	40	40	20	40	40	20	40		40		
Detector 1 Type	Cl+Ex		Cl+Ex								
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				43			43				
Detector 2 Size(ft)				40			40				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	101.0	101.0	26.0	101.0	101.0		26.0		
Total Split (%)	7.3%	7.3%	73.7%	73.7%	19.0%	73.7%	73.7%		19.0%		
Maximum Green (s)	5.0	5.0	95.0	95.0	20.0	95.0	95.0		20.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Act Effct Green (s)	5.0	5.0		95.2	123.4		95.2		17.3		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.75		
Control Delay	62.5	0.5		7.4	0.4		12.5		64.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.4	0.4		12.5		64.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.1			12.5		64.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		123	0		337		126		
Queue Length 95th (ft)	12	0		254	7		652		191		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	128		1241	1306		1729		484		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.41	0.19		0.72		0.65		

Intersection Summary	
Area Type:	Other
Cycle Length:	137
Actuated Cycle Length:	126.4
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	17.1
Intersection LOS:	B
Intersection Capacity Utilization:	60.8%
ICU Level of Service:	B
Analysis Period (min):	15
* User Entered Value	

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø3 ↑ Ø1	 ↓ Ø4	
101 s	26 s	10 s
 ↓ Ø5		
101 s		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.975		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted		0.996			0.974				0.271			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	515	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1289	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	552	52	36	1551	0	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	45.0	45.0			21.2	29.3	59.5	80.7	71.1	71.1		
Actuated g/C Ratio	0.24	0.24			0.11	0.15	0.31	0.42	0.37	0.37		
v/c Ratio	0.72	0.96			0.75	0.12	0.55	0.08	0.15	1.20		
Control Delay	80.9	110.2			105.6	0.9	58.9	1.2	41.7	148.8		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	80.9	110.2			105.6	0.9	58.9	1.2	41.7	148.8		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		97.4			84.9		53.9			146.4		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	315	441			181	0	311	0	29	~1240		
Queue Length 95th (ft)	458	#710			267	0	407	6	62	#1462		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	356	346			275	382	1011	741	326	1289		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.72	0.96			0.53	0.09	0.55	0.07	0.11	1.20		

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 191.4
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.20

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 114.0 Intersection LOS: F

Intersection Capacity Utilization 91.1% ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2 77 s	↙ Ø3 51 s	↘ Ø4 36 s	🚶 Ø7 36 s
↘ Ø5 26 s	↑ Ø6 51 s		

Year 2024 No-Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
 09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	165	364	339	234	184	200
Future Volume (vph)	165	364	339	234	184	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		208
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Adj. Flow (vph)	172	379	353	244	192	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	172	379	353	244	192	208
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	16.8	42.5	17.4	73.6	17.7	73.6
Actuated g/C Ratio	0.23	0.58	0.24	1.00	0.24	1.00
v/c Ratio	0.46	0.20	0.46	0.17	0.51	0.14
Control Delay	30.9	8.1	27.5	0.3	31.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	8.1	27.5	0.3	31.0	0.2
LOS	C	A	C	A	C	A
Approach Delay		15.2	16.3		15.0	
Approach LOS		B	B		B	
Queue Length 50th (ft)	66	38	70	0	74	0
Queue Length 95th (ft)	150	73	136	0	163	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	771	3050	1542	1436	742	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.12	0.23	0.17	0.26	0.14

Intersection Summary	
Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	73.6
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	15.6
Intersection LOS:	B
Intersection Capacity Utilization:	46.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)

 Ø2	 Ø1	 Ø3
41 s	41 s	41 s
 Ø5		
82 s		

Year 2024 No-Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑	↗	↖↗	↖↗
Traffic Volume (vph)	46	0	268	54	255	284
Future Volume (vph)	46	0	268	54	255	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Fr _t				0.850		
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				58		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Adj. Flow (vph)	49	0	288	58	274	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	288	58	274	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

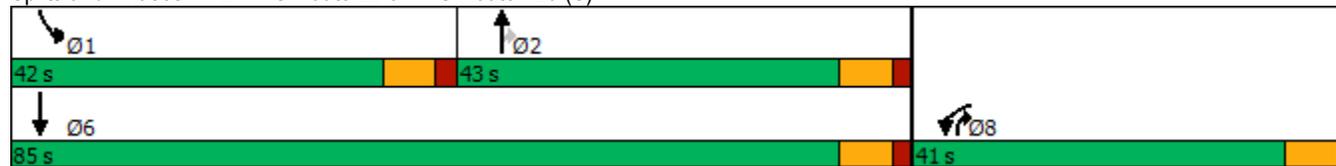


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.2		12.4	29.8	12.4	33.8
Actuated g/C Ratio	0.20		0.24	0.58	0.24	0.66
v/c Ratio	0.13		0.37	0.07	0.35	0.14
Control Delay	19.9		19.2	2.4	19.1	5.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.9		19.2	2.4	19.1	5.2
LOS	B		B	A	B	A
Approach Delay	19.9		16.4			11.8
Approach LOS	B		B			B
Queue Length 50th (ft)	13		41	0	38	21
Queue Length 95th (ft)	38		72	12	68	35
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1274		2309	1452	2243	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.12	0.04	0.12	0.09

Intersection Summary

Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	51.1
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.37
Intersection Signal Delay:	13.8
Intersection LOS:	B
Intersection Capacity Utilization:	45.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕				
Traffic Volume (vph)	0	0	0	0	14	1	1	260	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	260	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.992			0.997				
Fl _t Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1962	0	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1962	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	16	1	1	289	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	297	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 24.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶		↷					
Traffic Vol, veh/h	0	0	0	0	14	1	1	260	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	260	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	289	7	0	0	0

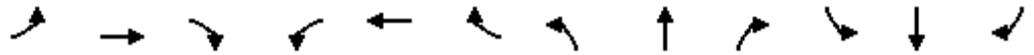
Major/Minor	Minor1		Major1			
Conflicting Flow All	-	295	293	0	0	0
Stage 1	-	295	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-	-
Critical Hdwy Stg 1	-	4.58	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-	-
Pot Cap-1 Maneuver	0	658	782	-	-	-
Stage 1	0	714	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	782	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	782
HCM Lane V/C Ratio	-	-	0.021
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2024 No-Build Traffic Volumes
 4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	18	0	18	6	0	4	16	290	3	4	266	39
Future Volume (vph)	18	0	18	6	0	4	16	290	3	4	266	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.575			0.574		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1053	1798	1558	1112	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55				55
Link Distance (ft)		601			392			1478				1166
Travel Time (s)		13.7			8.9			18.3				14.5
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	19	0	19	6	0	4	17	305	3	4	280	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	305	3	4	280	41
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43				43
Detector 2 Size(ft)		40			40			40				40
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour
09/13/2022

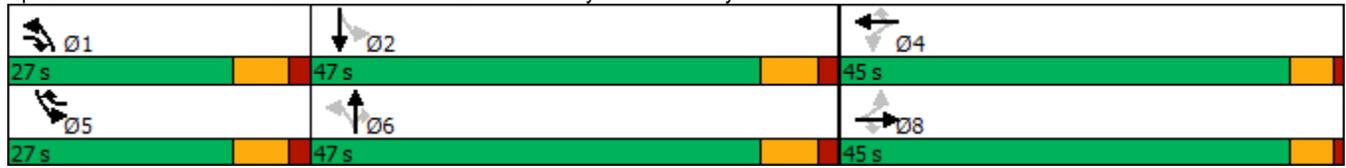


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	Max	None	Max							
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	60.4
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	1.00
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.19	0.00	0.00	0.18	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.1	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.0				3.6
Approach LOS		B			B			A				A
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	110	0	2	102	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1123	1639	1428	1186	1548	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.02	0.19	0.00	0.00	0.18	0.03

Intersection Summary

Area Type:	Other
Cycle Length:	119
Actuated Cycle Length:	60.4
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.19
Intersection Signal Delay:	4.1
Intersection LOS:	A
Intersection Capacity Utilization:	38.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	257	0	35	256
Future Volume (vph)	11	53	257	0	35	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t		0.850				
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Adj. Flow (vph)	12	56	271	0	37	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	271	0	37	269
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↑	↖	↗	↑
Traffic Vol, veh/h	11	53	257	0	35	256
Future Vol, veh/h	11	53	257	0	35	256
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	271	0	37	269

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	616	273	0	-	272	0
Stage 1	272	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13	-
Critical Hdwy Stg 1	4.8	-	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227	-
Pot Cap-1 Maneuver	507	788	-	0	1286	-
Stage 1	814	-	-	0	-	-
Stage 2	765	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	491	787	-	-	1285	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	491	787	1285
HCM Lane V/C Ratio	-	0.024	0.071	0.029
HCM Control Delay (s)	-	12.5	9.9	7.9
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	0	0	255	266	1
Future Volume (vph)	2	0	0	255	266	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1722	1750	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1722	1750	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Adj. Flow (vph)	2	0	0	271	283	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	271	284	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	255	266	1
Future Vol, veh/h	2	0	0	255	266	1
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	2	0	0	271	283	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	557	286	285	0	0
Stage 1	285	-	-	-	-
Stage 2	272	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	451	740	1289	-	-
Stage 1	732	-	-	-	-
Stage 2	744	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	450	739	1288	-	-
Mov Cap-2 Maneuver	450	-	-	-	-
Stage 1	731	-	-	-	-
Stage 2	743	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

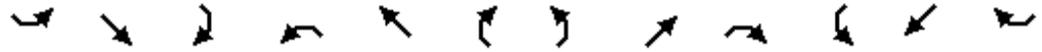
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1288	-	450	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	13	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕	↕		↕	↕		↕	↕
Traffic Volume (vph)	2	218	46	30	209	22	46	0	30	19	0	0
Future Volume (vph)	2	218	46	30	209	22	46	0	30	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Frt		0.977				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1739	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.533				0.744			0.725	
Satd. Flow (perm)	0	1737	0	974	1774	1534	0	1352	1545	0	1250	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2	232	49	32	222	23	49	0	32	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	32	222	23	0	49	32	0	20	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8				4
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max							
Act Effct Green (s)		50.5		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.59		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.27		0.05	0.18	0.02		0.21	0.08		0.09	
Control Delay		9.8		4.5	5.3	1.7		32.5	0.4		30.6	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		9.8		4.5	5.3	1.7		32.5	0.4		30.6	
LOS		A		A	A	A		C	A		C	
Approach Delay		9.8			4.9			19.8			30.6	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		72		5	37	0		23	0		9	
Queue Length 95th (ft)		122		13	62	6		54	0		28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1040		718	1210	1054		238	388		220	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.27		0.04	0.18	0.02		0.21	0.08		0.09	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.27
Intersection Signal Delay:	9.6
Intersection LOS:	A
Intersection Capacity Utilization:	41.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

 Ø1 13 s	 Ø2 52 s	 Ø4 20 s
 Ø6 65 s	 Ø8 20 s	

Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	74	188	34	77	190
Future Volume (vph)	50	74	188	34	77	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.919		0.980			
Flt Protected	0.980					0.986
Satd. Flow (prot)	1641	0	1718	0	0	1704
Flt Permitted	0.980					0.853
Satd. Flow (perm)	1641	0	1718	0	0	1474
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	77		15			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Adj. Flow (vph)	52	77	196	35	80	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	0	231	0	0	278
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour
09/13/2022

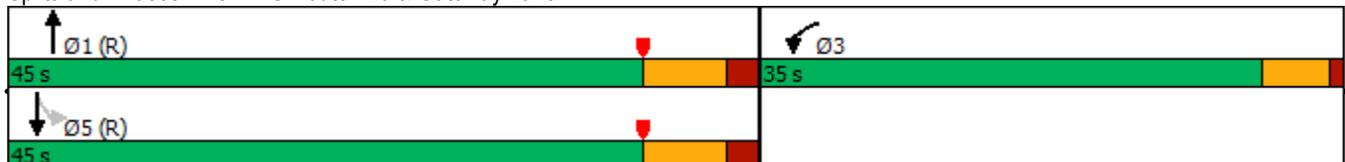


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	8.6		62.9			62.9
Actuated g/C Ratio	0.11		0.79			0.79
v/c Ratio	0.53		0.17			0.24
Control Delay	23.0		2.2			4.1
Queue Delay	0.0		0.0			0.0
Total Delay	23.0		2.2			4.1
LOS	C		A			A
Approach Delay	23.0		2.2			4.1
Approach LOS	C		A			A
Queue Length 50th (ft)	25		12			34
Queue Length 95th (ft)	71		34			77
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	663		1354			1158
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.17			0.24

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 7.2
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 No-Build Traffic Volumes
 9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
 09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	176	0	0	241
Future Volume (vph)	245	46	176	0	0	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Adj. Flow (vph)	263	49	189	0	0	259
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	189	0	0	259
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.17			0.24
Control Delay	37.6	7.7	7.5			6.5
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.5			6.5
LOS	D	A	A			A
Approach Delay	32.9		7.5			6.5
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	34			28
Queue Length 95th (ft)	180	23	77			104
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.40	0.07	0.17			0.24

Intersection Summary

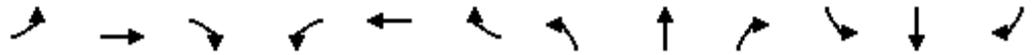
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	17.6
Intersection Capacity Utilization	36.3%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	A

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	298	76	0	0	0	83	58	45	33	99	354
Future Volume (vph)	118	298	76	0	0	0	83	58	45	33	99	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.970						0.934				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1595	1670	0	0	0	0	1711	3296	0	1694	1750	1545
Flt Permitted	0.950	0.998					0.583			0.681		
Satd. Flow (perm)	1595	1670	0	0	0	0	1050	3296	0	1215	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				385
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Adj. Flow (vph)	128	324	83	0	0	0	90	63	49	36	108	385
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	115	420	0	0	0	0	90	112	0	36	108	385
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	24.8	24.8					31.7	28.3		25.4	21.1	54.9
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.20	0.70					0.16	0.08		0.08	0.21	0.30
Control Delay	17.2	26.0					13.5	12.4		13.8	25.5	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.2	26.0					13.5	12.4		13.8	25.5	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.1						12.9			6.9	
Approach LOS		C						B			A	
Queue Length 50th (ft)	36	162					20	7		8	37	0
Queue Length 95th (ft)	76	272					59	34		29	97	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1330	1396					638	1354		661	525	1537
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.09	0.30					0.14	0.08		0.05	0.21	0.25

Intersection Summary

Area Type: Other

Cycle Length: 114

Actuated Cycle Length: 70.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 15.1

Intersection Capacity Utilization 42.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2	 Ø1	 Ø3
22 s	27 s	65 s
 Ø6	 Ø5	
22 s	27 s	

Year 2024 No-Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗				↖			
Traffic Volume (vph)	6	176	0	0	258	180	0	0	316	0	0	0
Future Volume (vph)	6	176	0	0	258	180	0	0	316	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.944				0.865			
Fl _t Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Fl _t Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1720	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	7	191	0	0	280	196	0	0	343	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	476	0	0	0	343	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.8%
ICU Level of Service	A
Analysis Period (min)	15

Year 2024 No-Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			
Traffic Vol, veh/h	6	176	0	0	258	180	0	0	316	0	0	0
Future Vol, veh/h	6	176	0	0	258	180	0	0	316	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	280	196	0	0	343	0	0	0

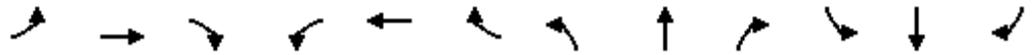
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	476	0	191
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.36
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.354
Pot Cap-1 Maneuver	1097	0	836
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1097	-	836
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1097	-	-	-
HCM Lane V/C Ratio	0.411	0.006	-	-	-
HCM Control Delay (s)	12.3	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	2	0	-	-	-

Year 2024 No-Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Volume (vph)	0	0	0	258	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	258	0	0	0	0	0	182	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	0	0	269	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	269	0	0	0	0	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	258	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	258	0	0	0	0	0	182	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	269	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	538	538	-
Stage 1	-	-	-	538	538	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	484	439	0
Stage 1	-	-	0	562	510	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	484	0	-
Mov Cap-2 Maneuver	-	-	-	484	0	-
Stage 1	-	-	-	562	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		17.1
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	484
HCM Lane V/C Ratio	-	-	0.392
HCM Control Delay (s)	-	-	17.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.8

Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

09/13/2022

													
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Traffic Volume (vph)	118	9	173	26	19	68	177	320	29	58	347	87	
Future Volume (vph)	118	9	173	26	19	68	177	320	29	58	347	87	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12	
Storage Length (ft)	0		250	0		225	680		250	400		250	
Storage Lanes	0		1	1		1	1		1	1		1	
Taper Length (ft)	25			25			86			86			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Ped Bike Factor			0.99	1.00									
Frt			0.850			0.850			0.850			0.850	
Flt Protected		0.955		0.950			0.950			0.950			
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482	
Flt Permitted		0.726		0.673			0.950			0.950			
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			180			79			79			91	
Link Speed (mph)		30			30			55			55		
Link Distance (ft)		610			598			1191			735		
Travel Time (s)		13.9			13.6			14.8			9.1		
Confl. Peds. (#/hr)			1	1									
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%	
Adj. Flow (vph)	123	9	180	27	20	71	184	333	30	60	361	91	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	132	180	27	20	71	184	333	30	60	361	91	
Enter Blocked Intersection	No	No	No	No	No	No							
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		12			12			12			12		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane													
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1	
Detector Template	Left												
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6	
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0	
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex							
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)							43			43			
Detector 2 Size(ft)							40			40			
Detector 2 Type							Cl+Ex			Cl+Ex			
Detector 2 Channel													

Year 2024 No-Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		17.2	17.2	17.2	17.2	17.2	14.0	45.5	45.5	7.5	36.5	36.5
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.53	0.53	0.09	0.42	0.42
v/c Ratio		0.46	0.39	0.12	0.05	0.18	0.68	0.19	0.03	0.38	0.25	0.13
Control Delay		36.1	7.4	30.0	28.4	7.3	47.6	13.0	0.1	46.5	18.3	5.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.1	7.4	30.0	28.4	7.3	47.6	13.0	0.1	46.5	18.3	5.3
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.6			16.1			23.9			19.3	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		62	0	12	9	0	93	48	0	31	62	0
Queue Length 95th (ft)		126	51	36	29	30	177	96	0	77	124	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		678	832	515	896	803	593	1768	891	638	1459	681
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19	0.22	0.05	0.02	0.09	0.31	0.19	0.03	0.09	0.25	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 124
 Actuated Cycle Length: 85.9
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 20.8
 Intersection LOS: C

Intersection Capacity Utilization 48.1% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
 09/13/2022

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Future Volume (vph)	3	0	6	4	400	181	0	375	2	182	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Frt			0.850			0.850		0.999			
Flt Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Flt Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			189					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Adj. Flow (vph)	3	0	6	4	417	189	0	391	2	190	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	189	0	393	0	190	0
Enter Blocked Intersection	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex		Cl+Ex								
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		7.9	7.9		45.4	66.1		45.4		9.6	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.43	
Control Delay		31.0	0.3		7.9	0.5		6.7		31.4	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		31.0	0.3		7.9	0.5		6.7		31.4	
LOS		C	A		A	A		A		C	
Approach Delay		10.6			5.6			6.7		31.4	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		60	0		38		37	
Queue Length 95th (ft)		10	0		193	12		120		77	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		490	382		1137	1391		1459		2301	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.37	0.14		0.27		0.08	

Intersection Summary

Area Type: Other

Cycle Length: 132

Actuated Cycle Length: 69.3

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 10.1

Intersection Capacity Utilization 47.8%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

* User Entered Value

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø1 51 s	 Ø4 56 s	 Ø3 25 s
 Ø5 51 s		

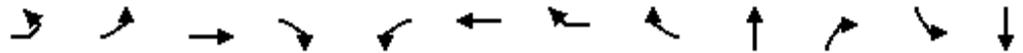
Year 2024 No-Build Traffic Volumes

Weekday Peak Mid-Day Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

												
Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	343	68	47	369
Future Volume (vph)	1	217	148	94	64	106	1	71	343	68	47	369
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.946			0.999		0.850		0.850		0.944
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1587	0	0	1834	0	1599	3353	1443	1859	3249
Flt Permitted			0.996			0.982					0.258	
Satd. Flow (perm)	0	1546	1587	0	0	1825	0	1576	3353	1443	505	3249
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	365	72	50	393
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	209	280	0	0	182	0	76	365	72	50	624
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		20	40		40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			43			43			43			43
Detector 2 Size(ft)			40			40			40			40
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Flt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	14%	
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		32.0	32.0			20.5		29.4	22.0	42.5	37.1	37.1
Actuated g/C Ratio		0.22	0.22			0.14		0.20	0.15	0.29	0.26	0.26
v/c Ratio		0.61	0.80			0.70		0.20	0.72	0.15	0.24	0.75
Control Delay		60.5	72.4			76.5		7.0	68.8	4.2	47.4	57.2
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		60.5	72.4			76.5		7.0	68.8	4.2	47.4	57.2
LOS		E	E			E		A	E	A	D	E
Approach Delay			67.3			56.0			58.1			56.5
Approach LOS			E			E			E			E
Queue Length 50th (ft)		186	262			164		0	172	0	36	283
Queue Length 95th (ft)		320	433			288		32	272	18	84	421
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		491	504			388		504	1066	573	320	1630
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.43	0.56			0.47		0.15	0.34	0.13	0.16	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 144.8
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80

Lane Group	SBR	Ø7
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Signal Delay: 59.7	Intersection LOS: E
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2 77 s	 Ø3 51 s	 Ø4 36 s	 Ø7 36 s
 Ø5 26 s	 Ø6 51 s		

Year 2024 No-Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	733	749	649	603	281	239
Future Volume (vph)	733	749	649	603	281	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		254
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	780	797	690	641	299	254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	690	641	299	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
 09/13/2022



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	34.3	71.6	30.3	111.8	27.1	111.8
Actuated g/C Ratio	0.31	0.64	0.27	1.00	0.24	1.00
v/c Ratio	1.51	0.37	0.76	0.43	0.73	0.17
Control Delay	270.4	10.7	44.3	0.9	50.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	270.4	10.7	44.3	0.9	50.7	0.2
LOS	F	B	D	A	D	A
Approach Delay		139.1	23.4		27.5	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~814	133	241	0	203	0
Queue Length 95th (ft)	#1146	202	336	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	516	2255	1022	1507	531	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.51	0.35	0.68	0.43	0.56	0.17

Intersection Summary	
Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	111.8
Natural Cycle:	130
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.51
Intersection Signal Delay:	76.8
Intersection LOS:	E
Intersection Capacity Utilization:	90.8%
ICU Level of Service:	E
Analysis Period (min):	15

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

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

 Ø2	 Ø1	 Ø3
41 s	41 s	41 s
 Ø5		
82 s		

Year 2024 No-Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
 09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	314	16	531	30	246	643
Future Volume (vph)	314	16	531	30	246	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			35		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Adj. Flow (vph)	369	19	625	35	289	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	0	625	35	289	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 No-Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
 09/13/2022

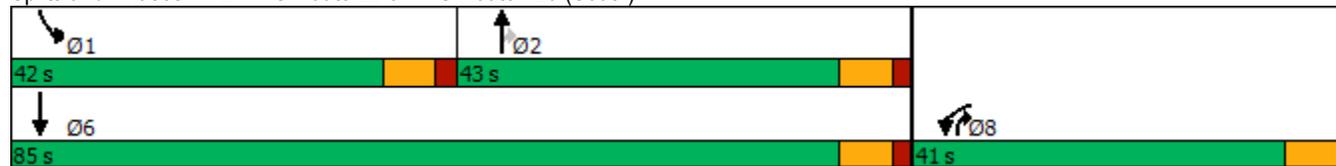


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	22.8		21.4	51.5	14.2	42.9
Actuated g/C Ratio	0.29		0.27	0.65	0.18	0.54
v/c Ratio	0.72		0.68	0.04	0.48	0.40
Control Delay	34.5		30.9	1.8	34.7	12.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.5		30.9	1.8	34.7	12.0
LOS	C		C	A	C	B
Approach Delay	34.5		29.3			18.3
Approach LOS	C		C			B
Queue Length 50th (ft)	164		138	0	65	104
Queue Length 95th (ft)	291		231	8	124	177
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	851		1604	1207	1528	3223
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.46		0.39	0.03	0.19	0.23

Intersection Summary

Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	79.2
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	24.8
Intersection LOS:	C
Intersection Capacity Utilization:	59.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2024 No-Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕				
Traffic Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	927	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.983			0.996				
Fl _t Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2002	0	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2002	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	62	9	2	1144	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1182	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 60.7% ICU Level of Service B

Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶		↷					
Traffic Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	927	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1144	36	0	0	0

Major/Minor	Minor1		Major1			
Conflicting Flow All	-	1166	1162	0	0	0
Stage 1	-	1166	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	266	282	-	-	-
Stage 1	0	367	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	282	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	22	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	282
HCM Lane V/C Ratio	-	-	0.25
HCM Control Delay (s)	-	-	22
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1

Year 2024 No-Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕	↗	↗	↕	↗
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850			0.850						0.850
Fl _t Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Fl _t Permitted		0.737			0.666		0.505			0.090		
Satd. Flow (perm)	0	1372	1479	0	1232	1623	785	1815	1834	174	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	303	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	303	11
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 No-Build Traffic Volumes
 4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
 09/13/2022



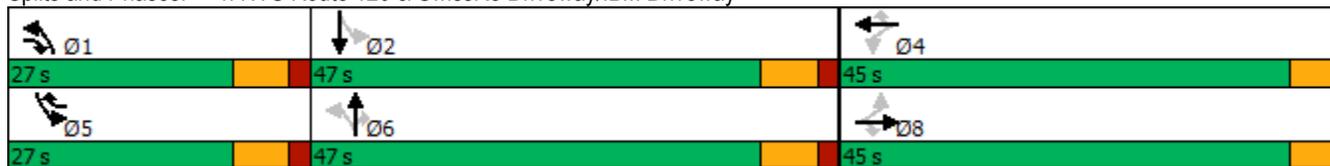
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	Max	None	Max							
Act Effct Green (s)		19.7	30.4		19.7	29.4	51.1	48.6		44.9	40.2	84.7
Actuated g/C Ratio		0.23	0.36		0.23	0.35	0.60	0.57		0.53	0.47	1.00
v/c Ratio		0.74	0.26		0.11	0.04	0.08	1.17		0.01	0.34	0.01
Control Delay		44.6	4.0		25.7	4.3	8.1	108.8		8.0	16.7	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		44.6	4.0		25.7	4.3	8.1	108.8		8.0	16.7	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		27.7			16.0			105.6			16.0	
Approach LOS		C			B			F			B	
Queue Length 50th (ft)		116	0		13	0	7	~725		0	96	0
Queue Length 95th (ft)		190	33		34	11	23	#1214		2	182	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		651	862		584	876	654	1041		504	893	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.36	0.19		0.05	0.03	0.06	1.17		0.00	0.34	0.01

Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 84.7
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 73.8
 Intersection LOS: E
 Intersection Capacity Utilization 86.3%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 No-Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	960	1	8	426
Future Volume (vph)	6	136	960	1	8	426
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Adj. Flow (vph)	7	155	1091	1	9	484
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	1091	1	9	484
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.6%
Analysis Period (min)	15
	ICU Level of Service C

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	6	136	960	1	8	426
Future Vol, veh/h	6	136	960	1	8	426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	1091	1	9	484

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1593	1091	0	-	1091
Stage 1	1091	-	-	-	-
Stage 2	502	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22
Critical Hdwy Stg 1	4.8	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308
Pot Cap-1 Maneuver	155	286	-	0	604
Stage 1	390	-	-	0	-
Stage 2	666	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	153	286	-	-	604
Mov Cap-2 Maneuver	153	-	-	-	-
Stage 1	390	-	-	-	-
Stage 2	656	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	153	286	604
HCM Lane V/C Ratio	-	0.045	0.54	0.015
HCM Control Delay (s)	-	29.6	31.5	11.1
HCM Lane LOS	-	D	D	B
HCM 95th %tile Q(veh)	-	0.1	3	0

Year 2024 No-Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	0	0	960	433	0
Future Volume (vph)	1	0	0	960	433	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frts						
Flt Protected	0.950					
Satd. Flow (prot)	1778	0	0	1756	1801	0
Flt Permitted	0.950					
Satd. Flow (perm)	1778	0	0	1756	1801	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	1	0	0	1157	522	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	0	1157	522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.5%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	960	433	0
Future Vol, veh/h	1	0	0	960	433	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	1	0	0	1157	522	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1679	522	522	0	-	0
Stage 1	522	-	-	-	-	-
Stage 2	1157	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	80	535	1055	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	80	535	1055	-	-	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1055	-	80	-	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	0	-	50.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2024 No-Build Traffic Volumes
 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak PM Hour
 09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	406	25	24	833	20	127	0	127	124	0	0
Future Volume (vph)	2	406	25	24	833	20	127	0	127	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.992				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1805	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.997		0.409				0.601			0.590	
Satd. Flow (perm)	0	1800	0	747	1792	1412	0	1092	1545	0	1057	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				26			148			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	2	472	29	28	969	23	148	0	148	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	0	28	969	23	0	148	148	0	144	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Year 2024 No-Build Traffic Volumes
7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak PM Hour
09/13/2022



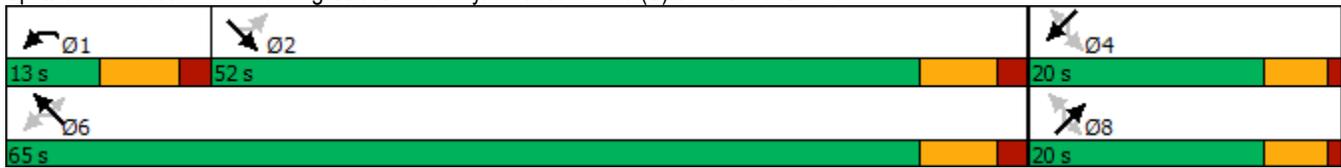
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max							
Act Effct Green (s)		53.0		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.62		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.45		0.05	0.79	0.02		0.77	0.38		0.77	
Control Delay		11.1		4.6	15.6	1.7		61.1	8.6		62.3	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		11.1		4.6	15.6	1.7		61.1	8.6		62.3	
LOS		B		A	B	A		E	A		E	
Approach Delay		11.1			15.0			34.9			62.3	
Approach LOS		B			B			C			E	
Queue Length 50th (ft)		100		4	308	0		76	0		74	
Queue Length 95th (ft)		230		11	438	6		#161	43		#158	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1124		579	1222	971		192	394		186	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.45		0.05	0.79	0.02		0.77	0.38		0.77	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization:	67.5%
ICU Level of Service:	C
Analysis Period (min):	15

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

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	298	579	41	223	433
Future Volume (vph)	82	298	579	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.983
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.459
Satd. Flow (perm)	1708	0	1765	0	0	819
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	177		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	339	658	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	705	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 No-Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	18.7		49.3			49.3
Actuated g/C Ratio	0.23		0.62			0.62
v/c Ratio	0.81		0.65			1.48
Control Delay	28.1		7.6			246.4
Queue Delay	0.0		0.0			0.0
Total Delay	28.1		7.6			246.4
LOS	C		A			F
Approach Delay	28.1		7.6			246.4
Approach LOS	C		A			F
Queue Length 50th (ft)	121		52			~521
Queue Length 95th (ft)	186		95			#562
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	751		1089			504
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.65			1.48

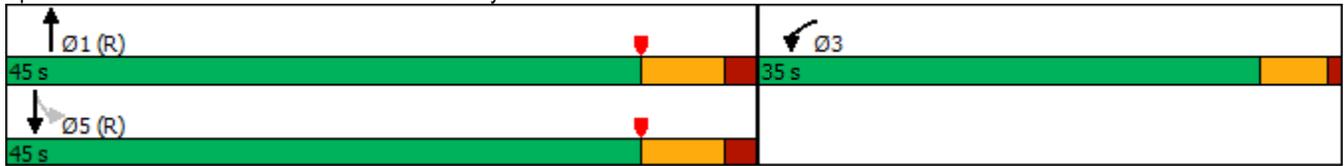
Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 106.8
 Intersection Capacity Utilization 106.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 No-Build Traffic Volumes
 9: NYS Route 120 & New King Street

Weekday Peak PM Hour
 09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	525	0	0	515
Future Volume (vph)	486	95	525	0	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	565	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	565	0	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.61			0.62
Control Delay	40.1	4.5	18.4			8.8
Queue Delay	0.0	0.0	0.0			0.3
Total Delay	40.1	4.5	18.4			9.1
LOS	D	A	B			A
Approach Delay	34.3		18.4			9.1
Approach LOS	C		B			A
Queue Length 50th (ft)	232	0	198			106
Queue Length 95th (ft)	#380	29	319			m65
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			55
Spillback Cap Reductn	0	0	11			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.62			0.66

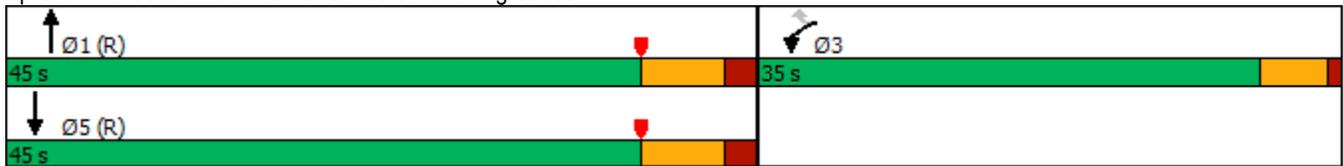
Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	21.1
Intersection LOS:	C
Intersection Capacity Utilization:	64.6%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	

Queue shown is maximum after two cycles.

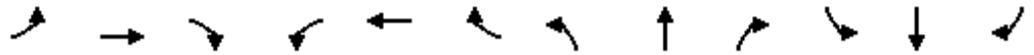
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

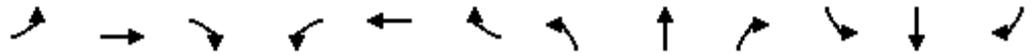
Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	268	130	0	0	0	297	140	23	33	279	689
Future Volume (vph)	385	268	130	0	0	0	297	140	23	33	279	689
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.955						0.979				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3377	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.310			0.643		
Satd. Flow (perm)	1689	1686	0	0	0	0	586	3377	0	1105	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						14				119
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Adj. Flow (vph)	410	285	138	0	0	0	316	149	24	35	297	733
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	369	464	0	0	0	0	316	173	0	35	297	733
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 No-Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	37.9	37.9					42.8	35.2		26.3	20.4	65.4
Actuated g/C Ratio	0.41	0.41					0.46	0.38		0.28	0.22	0.70
v/c Ratio	0.54	0.66					0.67	0.13		0.10	0.75	0.64
Control Delay	22.9	24.7					28.8	23.6		20.6	50.2	8.6
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	22.9	24.7					28.8	23.6		20.6	50.2	8.6
LOS	C	C					C	C		C	D	A
Approach Delay		23.9						26.9			20.6	
Approach LOS		C						C			C	
Queue Length 50th (ft)	166	209					114	33		11	160	159
Queue Length 95th (ft)	244	307					#266	81		39	#385	244
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1111	1119					469	1290		511	395	1456
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.33	0.41					0.67	0.13		0.07	0.75	0.50

Intersection Summary

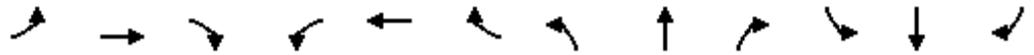
Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 92.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 23.0
 Intersection LOS: C
 Intersection Capacity Utilization 70.6%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2	 Ø1	 Ø3
22 s	27 s	65 s
 Ø6	 Ø5	
22 s	27 s	

Year 2024 No-Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗				↖			
Traffic Volume (vph)	3	255	0	0	399	588	0	0	528	0	0	0
Future Volume (vph)	3	255	0	0	399	588	0	0	528	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.920				0.865			
Fl _t Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Fl _t Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1716	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	271	0	0	424	626	0	0	562	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	1050	0	0	0	562	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.4%
ICU Level of Service	B
Analysis Period (min)	15

Year 2024 No-Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			
Traffic Vol, veh/h	3	255	0	0	399	588	0	0	528	0	0	0
Future Vol, veh/h	3	255	0	0	399	588	0	0	528	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	424	626	0	0	562	0	0	0

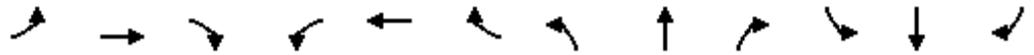
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1050	0	271
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	671	0	767
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	671	-	767
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	671	-	-	-
HCM Lane V/C Ratio	0.732	0.005	-	-	-
HCM Control Delay (s)	21.4	10.4	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	6.5	0	-	-	-

Year 2024 No-Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	399	0	0	0	0	0	259	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	429	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	429	0	0	0	0	0	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.1%
ICU Level of Service	A
Analysis Period (min)	15

Year 2024 No-Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	25.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕						↕		
Traffic Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	399	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	429	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	858	858	-
Stage 1	-	-	-	858	858	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	312	283	0
Stage 1	-	-	0	396	359	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	312	0	-
Mov Cap-2 Maneuver	-	-	-	312	0	-
Stage 1	-	-	-	396	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		64.6
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	312
HCM Lane V/C Ratio	-	-	0.893
HCM Control Delay (s)	-	-	64.6
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	8.3

Year 2024 No-Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour
 09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	207	147	32	350	313	767	35	62	725	124
Future Volume (vph)	171	6	207	147	32	350	313	767	35	62	725	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.577			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1074	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			209			354			79			125
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Adj. Flow (vph)	173	6	209	148	32	354	316	775	35	63	732	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	209	148	32	354	316	775	35	63	732	125
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

Year 2024 No-Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour

09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		26.1	26.1	26.1	26.1	26.1	23.1	54.2	54.2	8.3	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.38	0.55	0.07	0.53	0.83	0.42	0.05	0.44	0.59	0.19
Control Delay		38.6	6.4	42.8	30.5	6.5	58.9	18.5	0.1	58.8	32.3	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.6	6.4	42.8	30.5	6.5	58.9	18.5	0.1	58.8	32.3	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		21.3			18.0			29.3			30.6	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		103	0	87	16	0	206	176	0	42	218	0
Queue Length 95th (ft)		179	55	160	42	69	#337	276	0	92	335	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		569	750	419	742	846	501	1860	726	529	1245	643
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.31	0.28	0.35	0.04	0.42	0.63	0.42	0.05	0.12	0.59	0.19

Intersection Summary

Area Type:	Other
Cycle Length:	124
Actuated Cycle Length:	104.1
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	26.6
Intersection LOS:	C

Year 2024 No-Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour

09/13/2022

Intersection Capacity Utilization 68.8% ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	285	0	551	5	255	2
Future Volume (vph)	8	2	16	5	1214	285	0	551	5	255	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			300					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Adj. Flow (vph)	8	2	17	5	1278	300	0	580	5	268	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	300	0	585	0	270	0
Enter Blocked Intersection	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex		Cl+Ex								
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		8.6	8.6		100.6	126.3		100.6		17.0	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.99	0.21		0.35		0.67	
Control Delay		67.1	1.5		42.8	0.5		8.6		66.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		67.1	1.5		42.8	0.5		8.6		66.7	
LOS		E	A		D	A		A		E	
Approach Delay		25.8			34.8			8.6		66.7	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1267	0		147		125	
Queue Length 95th (ft)		30	0		#1671	11		229		176	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		184	221		1298	1425		1692		601	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.08		0.99	0.21		0.35		0.45	

Intersection Summary

Area Type: Other

Cycle Length: 157

Actuated Cycle Length: 137.7

Natural Cycle: 110

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 32.0

Intersection Capacity Utilization 93.5%

Analysis Period (min) 15

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

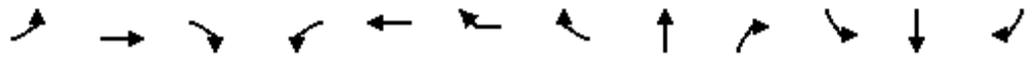
Year 2024 No-Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022

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

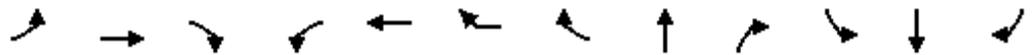
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø1 106 s	 Ø4 31 s	 Ø3 20 s
 Ø5 106 s		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%				-6%
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.961	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)							2					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1219	133	77	599	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1219	133	77	812	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt		NA
Protected Phases	3	3		4	4		5	6	4	5		2
Permitted Phases							4		6		2	
Detector Phase	3	3		4	4		5	6	4	5		2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0		31.0
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0		77.0
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%		38.5%
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0		71.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None		None	None		None	Min	None	None		Min
Walk Time (s)	8.0	8.0										8.0
Flash Dont Walk (s)	25.0	25.0										17.0
Pedestrian Calls (#/hr)	6	6										0
Act Effct Green (s)	37.2	37.2			26.9		38.3	45.3	72.2	62.8		62.8
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.35		0.35
v/c Ratio	0.86	0.88			0.86		0.28	1.43	0.20	0.48		0.67
Control Delay	93.4	96.3			104.0		10.0	244.7	9.1	52.9		54.7
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	93.4	96.3			104.0		10.0	244.7	9.1	52.9		54.7
LOS	F	F			F		A	F	A	D		D
Approach Delay		94.8			71.9			221.5				54.5
Approach LOS		F			E			F				D
Queue Length 50th (ft)	361	360			275		12	~1076	22	66		454
Queue Length 95th (ft)	500	501			#436		55	#1294	51	114		553
Internal Link Dist (ft)		452			395			449				698
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	410	399			301		490	854	675	242		1387
Starvation Cap Reductn	0	0			0		0	0	0	0		0
Spillback Cap Reductn	0	0			0		0	0	0	0		0
Storage Cap Reductn	0	0			0		0	0	0	0		0
Reduced v/c Ratio	0.70	0.72			0.76		0.24	1.43	0.20	0.32		0.59

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 181.2
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.43

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 135.1 Intersection LOS: F

Intersection Capacity Utilization 84.4% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2 77 s	↙ Ø3 51 s	↘ Ø4 36 s	🚶 Ø7 36 s
↘ Ø5 26 s	↑ Ø6 51 s		

YEAR 2024 BUILD CONDITIONS



Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	184	513	756	226	524	757
Future Volume (vph)	184	513	756	226	524	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		465
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	188	523	771	231	535	772
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	523	771	231	535	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 09/13/2022



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	21.8	61.0	32.1	109.2	35.2	109.2
Actuated g/C Ratio	0.20	0.56	0.29	1.00	0.32	1.00
v/c Ratio	0.64	0.29	0.79	0.16	1.04	0.54
Control Delay	50.5	13.0	43.2	0.2	87.4	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	13.0	43.2	0.2	87.4	1.4
LOS	D	B	D	A	F	A
Approach Delay		22.9	33.3		36.6	
Approach LOS		C	C		D	
Queue Length 50th (ft)	124	96	261	0	~419	0
Queue Length 95th (ft)	200	126	368	0	#696	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	462	2215	1033	1478	516	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.24	0.75	0.16	1.04	0.54

Intersection Summary	
Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	109.2
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	32.3
Intersection LOS:	C
Intersection Capacity Utilization:	76.8%
ICU Level of Service:	D
Analysis Period (min):	15

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

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

 Ø2	 Ø1	 Ø3
41 s	41 s	41 s
 Ø5		
82 s		

Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak AM Hour

09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	46	0	478	173	858	655
Future Volume (vph)	46	0	478	173	858	655
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1707	0	3304	1478	3368	3405
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1707	0	3304	1478	3368	3405
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				13		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	10%	0%	3%	3%	1%	3%
Adj. Flow (vph)	48	0	503	182	903	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	503	182	903	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

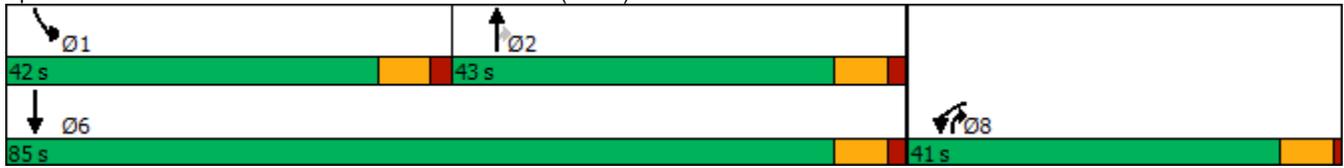


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.2		18.0	35.2	29.6	54.7
Actuated g/C Ratio	0.13		0.23	0.45	0.38	0.70
v/c Ratio	0.22		0.66	0.27	0.71	0.29
Control Delay	36.0		32.3	14.3	24.3	4.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	36.0		32.3	14.3	24.3	4.6
LOS	D		C	B	C	A
Approach Delay	36.0		27.5			15.8
Approach LOS	D		C			B
Queue Length 50th (ft)	21		117	49	184	53
Queue Length 95th (ft)	58		181	100	279	74
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	773		1539	1146	1526	3277
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.06		0.33	0.16	0.59	0.21

Intersection Summary

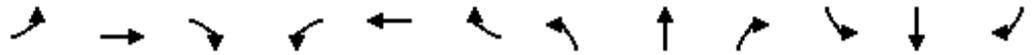
Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	78
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	19.7
Intersection LOS:	B
Intersection Capacity Utilization:	62.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔				
Traffic Volume (vph)	0	0	0	0	25	6	1	213	45	0	0	0
Future Volume (vph)	0	0	0	0	25	6	1	213	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.973			0.977				
Fl _t Protected												
Satd. Flow (prot)	0	0	0	0	1836	0	0	1746	0	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	0	0	0	1836	0	0	1746	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	16%	3%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	28	7	1	242	51	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	35	0	0	294	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.0%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔					
Traffic Vol, veh/h	0	0	0	0	25	6	1	213	45	0	0	0
Future Vol, veh/h	0	0	0	0	25	6	1	213	45	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	4	0	0	16	3	0	0	0
Mvmt Flow	0	0	0	0	28	7	1	242	51	0	0	0

Major/Minor	Minor1		Major1		
Conflicting Flow All	-	270	268	0	0
Stage 1	-	270	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-
Critical Hdwy Stg 1	-	4.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-
Pot Cap-1 Maneuver	0	682	805	-	-
Stage 1	0	735	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	0	805	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	805
HCM Lane V/C Ratio	-	-	0.044
HCM Control Delay (s)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

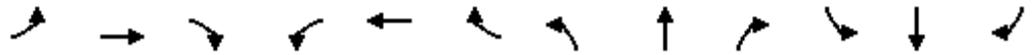
Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	18	4	0	3	146	285	28	27	714	289
Future Volume (vph)	16	1	18	4	0	3	146	285	28	27	714	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955			0.950		0.950			0.950		
Satd. Flow (prot)	0	1309	1190	0	1814	1623	1675	1667	1558	1841	1882	1631
Flt Permitted							0.240			0.572		
Satd. Flow (perm)	0	1370	1190	0	1909	1623	423	1667	1558	1109	1882	1631
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	38%	0%	33%	0%	0%	0%	4%	10%	0%	0%	3%	1%
Adj. Flow (vph)	17	1	20	4	0	3	159	310	30	29	776	314
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	20	0	4	3	159	310	30	29	776	314
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	13.0	13.0	10.0	13.0	13.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	Max	None	Max							
Act Effct Green (s)		6.8	8.4		6.3	7.1	52.3	53.8	53.8	45.4	40.5	63.1
Actuated g/C Ratio		0.11	0.13		0.10	0.11	0.83	0.85	0.85	0.72	0.64	1.00
v/c Ratio		0.12	0.11		0.02	0.01	0.34	0.22	0.02	0.03	0.64	0.19
Control Delay		29.8	4.8		28.5	0.0	3.5	4.3	0.0	2.4	12.3	0.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		29.8	4.8		28.5	0.0	3.5	4.3	0.0	2.4	12.3	0.3
LOS		C	A		C	A	A	A	A	A	B	A
Approach Delay		16.7			16.3			3.8				8.6
Approach LOS		B			B			A				A
Queue Length 50th (ft)		6	0		1	0	1	0	0	0	123	0
Queue Length 95th (ft)		27	9		10	0	33	120	0	9	#480	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		880	447		1226	602	762	1420	1340	1180	1208	1631
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.04		0.00	0.00	0.21	0.22	0.02	0.02	0.64	0.19

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 63.1

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 7.4

Intersection LOS: A

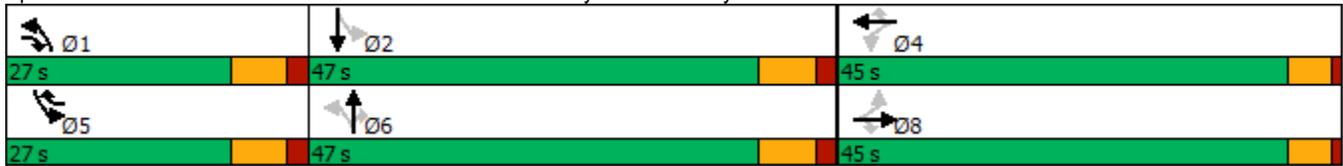
Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

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

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	11	449	5	167	570
Future Volume (vph)	11	11	449	5	167	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1320	1742	1599	1676	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1320	1742	1599	1676	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	20%	8%	0%	1%	4%
Adj. Flow (vph)	12	12	478	5	178	606
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	12	478	5	178	606
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	11	11	449	5	167	570
Future Vol, veh/h	11	11	449	5	167	570
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	20	8	0	1	4
Mvmt Flow	12	12	478	5	178	606

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1440	478	0	-	478
Stage 1	478	-	-	-	-
Stage 2	962	-	-	-	-
Critical Hdwy	5.8	6.1	-	-	4.11
Critical Hdwy Stg 1	4.8	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.209
Pot Cap-1 Maneuver	188	575	-	0	1090
Stage 1	680	-	-	0	-
Stage 2	439	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	157	575	-	-	1090
Mov Cap-2 Maneuver	157	-	-	-	-
Stage 1	680	-	-	-	-
Stage 2	367	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	2
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	157	575	1090
HCM Lane V/C Ratio	-	0.075	0.02	0.163
HCM Control Delay (s)	-	29.8	11.4	8.9
HCM Lane LOS	-	D	B	A
HCM 95th %tile Q(veh)	-	0.2	0.1	0.6

Year 2024 Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	5	1	446	575	5
Future Volume (vph)	8	5	1	446	575	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.948				0.999	
Flt Protected	0.970					
Satd. Flow (prot)	1065	0	0	1643	1782	0
Flt Permitted	0.970					
Satd. Flow (perm)	1065	0	0	1643	1782	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	100%	0%	0%	9%	4%	0%
Adj. Flow (vph)	8	5	1	469	605	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	470	610	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.6%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	8	5	1	446	575	5
Future Vol, veh/h	8	5	1	446	575	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	0	9	4	0
Mvmt Flow	8	5	1	469	605	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1079	608	610	0	-	0
Stage 1	608	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	8	6.5	4.1	-	-	-
Critical Hdwy Stg 1	7	-	-	-	-	-
Critical Hdwy Stg 2	7	-	-	-	-	-
Follow-up Hdwy	4.4	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	134	475	979	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	134	475	979	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	185	-	-
HCM Lane V/C Ratio	0.001	-	0.074	-	-
HCM Control Delay (s)	8.7	0	26	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Year 2024 Build Traffic Volumes

Weekday Peak AM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕	↕		↕	↕		↕	↕
Traffic Volume (vph)	1	575	4	15	435	158	13	0	40	26	0	0
Future Volume (vph)	1	575	4	15	435	158	13	0	40	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1800	0	1736	1677	1494	0	1727	1545	0	1536	1827
Flt Permitted				0.360				0.739			0.748	
Satd. Flow (perm)	0	1800	0	658	1677	1494	0	1343	1545	0	1210	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				170			141			
Link Speed (mph)		55			55			30				25
Link Distance (ft)		1813			2280			328				518
Travel Time (s)		22.5			28.3			7.5				14.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	4%	0%	0%	9%	4%	0%	0%	0%	13%	0%	0%
Adj. Flow (vph)	1	618	4	16	468	170	14	0	43	28	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	623	0	16	468	170	0	14	43	0	28	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Year 2024 Build Traffic Volumes
 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak AM Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max							
Act Effct Green (s)		55.5		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.53		0.03	0.41	0.16		0.06	0.11		0.13	
Control Delay		10.9		4.5	7.2	1.1		30.1	0.6		31.4	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		10.9		4.5	7.2	1.1		30.1	0.6		31.4	
LOS		B		A	A	A		C	A		C	
Approach Delay		10.9			5.6			7.8			31.4	
Approach LOS		B			A			A			C	
Queue Length 50th (ft)		139		2	95	0		6	0		13	
Queue Length 95th (ft)		333		8	147	17		23	0		37	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1176		525	1144	1073		237	388		213	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.53		0.03	0.41	0.16		0.06	0.11		0.13	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization:	59.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

 Ø1 13 s	 Ø2 52 s	 Ø4 20 s
 Ø6 65 s	 Ø8 20 s	

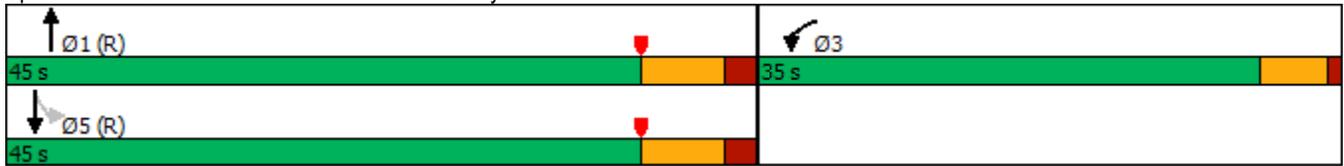
Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak AM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	200	407	44	208	434
Future Volume (vph)	54	200	407	44	208	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.893		0.987			
Flt Protected	0.990					0.984
Satd. Flow (prot)	1696	0	1626	0	0	1743
Flt Permitted	0.990					0.701
Satd. Flow (perm)	1696	0	1626	0	0	1242
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	213		9			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	10%	14%	3%	4%
Adj. Flow (vph)	57	213	433	47	221	462
Shared Lane Traffic (%)						
Lane Group Flow (vph)	270	0	480	0	0	683
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	157	24	427	0	0	487
Future Volume (vph)	157	24	427	0	0	487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1688	1492	1646	0	0	1757
Flt Permitted	0.950					
Satd. Flow (perm)	1688	1492	1646	0	0	1757
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		25				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	8%	13%	11%	0%	0%	4%
Adj. Flow (vph)	165	25	449	0	0	513
Shared Lane Traffic (%)						
Lane Group Flow (vph)	165	25	449	0	0	513
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak AM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	13.3	13.3	54.7			54.7
Actuated g/C Ratio	0.17	0.17	0.68			0.68
v/c Ratio	0.59	0.09	0.40			0.43
Control Delay	38.9	11.3	7.5			3.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	38.9	11.3	7.5			3.7
LOS	D	B	A			A
Approach Delay	35.2		7.5			3.7
Approach LOS	D		A			A
Queue Length 50th (ft)	77	0	83			34
Queue Length 95th (ft)	127	19	167			m70
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	633	575	1125			1201
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.26	0.04	0.40			0.43

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 10.4
 Intersection Capacity Utilization 44.3%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

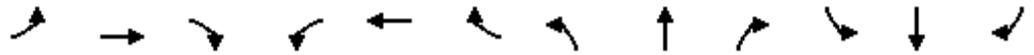
Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour

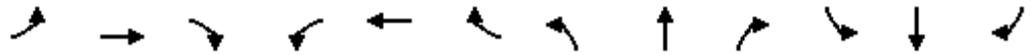
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Future Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.948				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1616	0	0	0	0	1695	3168	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.599			0.644		
Satd. Flow (perm)	1580	1616	0	0	0	0	1069	3168	0	1171	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34						59				470
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	344	439	327	0	0	0	95	111	59	52	163	470
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	310	800	0	0	0	0	95	170	0	52	163	470
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	45.0	45.0					22.0	47.0		22.0	47.0	45.0
Total Split (%)	39.5%	39.5%					19.3%	41.2%		19.3%	41.2%	39.5%
Maximum Green (s)	40.0	40.0					15.0	40.0		15.0	40.0	40.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	40.3	40.3					34.8	27.5		30.3	25.2	73.7
Actuated g/C Ratio	0.45	0.45					0.39	0.30		0.34	0.28	0.82
v/c Ratio	0.44	1.08					0.20	0.17		0.12	0.34	0.35
Control Delay	21.1	84.3					16.6	16.2		16.2	30.0	1.1
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.1	84.3					16.6	16.2		16.2	30.0	1.1
LOS	C	F					B	B		B	C	A
Approach Delay		66.6						16.3			9.1	
Approach LOS		E						B			A	
Queue Length 50th (ft)	131	~562					32	24		17	77	0
Queue Length 95th (ft)	222	#844					62	50		39	140	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	704	739					554	1445		568	773	1335
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.44	1.08					0.17	0.12		0.09	0.21	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 90.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 41.0
 Intersection LOS: D
 Intersection Capacity Utilization 70.8%
 ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

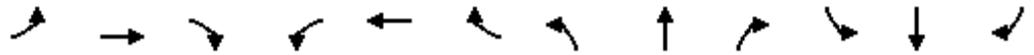
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 47 s	 Ø3 45 s
 Ø6 22 s	 Ø5 47 s	

Year 2024 Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗				↖			
Traffic Volume (vph)	1	599	0	0	393	138	0	0	444	0	0	0
Future Volume (vph)	1	599	0	0	393	138	0	0	444	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.965				0.865			
Fl _t Protected												
Satd. Flow (prot)	0	2039	0	0	1759	0	0	0	1565	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	2039	0	0	1759	0	0	0	1565	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	2%	0%	0%	4%	7%	0%	0%	8%	0%	0%	0%
Adj. Flow (vph)	1	666	0	0	437	153	0	0	493	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	590	0	0	0	493	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.7%
ICU Level of Service	C
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	30.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			
Traffic Vol, veh/h	1	599	0	0	393	138	0	0	444	0	0	0
Future Vol, veh/h	1	599	0	0	393	138	0	0	444	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	2	0	0	4	7	0	0	8	0	0	0
Mvmt Flow	1	666	0	0	437	153	0	0	493	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	590	0	666
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.38
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.372
Pot Cap-1 Maneuver	995	0	~ 441
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	995	-	0 ~ 441
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

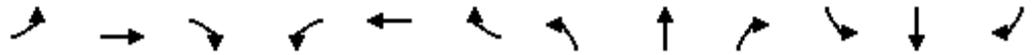
Approach	EB	WB	NB
HCM Control Delay, s	0	0	109.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	441	995	-	-	-
HCM Lane V/C Ratio	1.119	0.001	-	-	-
HCM Control Delay (s)	109.3	8.6	0	-	-
HCM Lane LOS	F	A	A	-	-
HCM 95th %tile Q(veh)	17.3	0	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Year 2024 Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Volume (vph)	0	0	0	393	0	0	0	0	0	600	0	0
Future Volume (vph)	0	0	0	393	0	0	0	0	0	600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	452	0	0	0	0	0	690	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	452	0	0	0	0	0	690	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.7%
ICU Level of Service	B
Analysis Period (min)	15

Year 2024 Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak AM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	393.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	393	0	0	0	0	0	600	0	0
Future Vol, veh/h	0	0	0	393	0	0	0	0	0	600	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	452	0	0	0	0	0	690	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	904	904	-
Stage 1	-	-	-	904	904	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	~ 292	265	0
Stage 1	-	-	0	~ 376	341	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	~ 292	0	-
Mov Cap-2 Maneuver	-	-	-	~ 292	0	-
Stage 1	-	-	-	~ 376	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		\$ 650.8
HCM LOS		F

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	292
HCM Lane V/C Ratio	-	-	2.362
HCM Control Delay (s)	-	-	\$ 650.8
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	54.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Year 2024 Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour
 09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	136	26	217	35	7	57	189	517	152	420	837	177
Future Volume (vph)	136	26	217	35	7	57	189	517	152	420	837	177
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.960		0.950			0.950			0.950		
Satd. Flow (prot)	0	1929	1495	1357	1429	1455	1662	3471	1553	1787	3539	1553
Fl _t Permitted		0.756		0.568			0.950			0.950		
Satd. Flow (perm)	0	1519	1495	811	1429	1455	1662	3471	1553	1787	3539	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			79			157			180
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	8%	33%	33%	11%	5%	4%	4%	1%	2%	4%
Adj. Flow (vph)	140	27	224	36	7	59	195	533	157	433	863	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	224	36	7	59	195	533	157	433	863	182
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm

Year 2024 Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak AM Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		20.5	20.5	20.5	20.5	20.5	16.5	36.1	36.1	30.1	49.7	49.7
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.34	0.34	0.29	0.47	0.47
v/c Ratio		0.56	0.47	0.23	0.03	0.17	0.75	0.45	0.25	0.84	0.51	0.22
Control Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.3	4.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		45.4	8.2	38.4	32.9	5.4	59.8	28.8	5.3	52.6	22.3	4.0
LOS		D	A	D	C	A	E	C	A	D	C	A
Approach Delay		24.1			18.9			31.5			28.9	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		102	0	20	4	0	127	145	0	274	206	1
Queue Length 95th (ft)		169	61	50	16	22	202	211	46	#481	328	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		581	710	310	546	605	477	1195	638	513	1678	831
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.29	0.32	0.12	0.01	0.10	0.41	0.45	0.25	0.84	0.51	0.22

Intersection Summary

Area Type: Other
 Cycle Length: 124
 Actuated Cycle Length: 104.7
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 28.7
 Intersection Capacity Utilization 68.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2024 Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

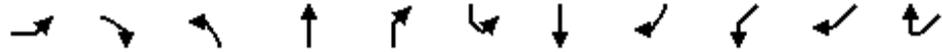
Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	2	4	3	495	234	0	1216	2	305	2	1
Future Volume (vph)	2	4	3	495	234	0	1216	2	305	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	10	10	10	11	11	11
Grade (%)	0%			4%			1%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95	0.95
Ped Bike Factor				1.00			1.00		1.00		
Frt		0.850			0.850				0.999		
Flt Protected	0.950								0.953		
Satd. Flow (prot)	1685	1507	0	1667	1342	0	2296	0	3058	0	0
Flt Permitted	0.950			0.989					0.953		
Satd. Flow (perm)	1685	1507	0	1649	1342	0	2296	0	3058	0	0
Right Turn on Red		Yes			Yes			No			No
Satd. Flow (RTOR)		72			239						
Link Speed (mph)	30			35			35		35		
Link Distance (ft)	155			796			597		998		
Travel Time (s)	3.5			15.5			11.6		19.4		
Confl. Peds. (#/hr)			1					1		1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	8%	14%	0%	3%	0%	11%	0%	0%
Adj. Flow (vph)	2	4	3	505	239	0	1241	2	311	2	1
Shared Lane Traffic (%)											
Lane Group Flow (vph)	2	4	0	508	239	0	1243	0	314	0	0
Enter Blocked Intersection	No										
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)	10			0			0		22		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04	1.04
Turning Speed (mph)	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1	1	2	1	1	2		1		
Detector Template			Left			Left					
Leading Detector (ft)	35	35	20	83	35	20	83		35		
Trailing Detector (ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Position(ft)	-5	-5	0	-5	-5	0	-5		-5		
Detector 1 Size(ft)	40	40	20	40	40	20	40		40		
Detector 1 Type	Cl+Ex		Cl+Ex								
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		
Detector 2 Position(ft)				43			43				
Detector 2 Size(ft)				40			40				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot	Perm	Perm	NA	pm+ov		NA		Prot		

Year 2024 Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak AM Hour
 09/13/2022



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Protected Phases	3			1	4		5		4		
Permitted Phases		3	1		1	5					
Detector Phase	3	3	1	1	4	5	5		4		
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		
Minimum Split (s)	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0		
Total Split (s)	10.0	10.0	101.0	101.0	26.0	101.0	101.0		26.0		
Total Split (%)	7.3%	7.3%	73.7%	73.7%	19.0%	73.7%	73.7%		19.0%		
Maximum Green (s)	5.0	5.0	95.0	95.0	20.0	95.0	95.0		20.0		
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0		
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0		
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		
Total Lost Time (s)	5.0	5.0		6.0	6.0		6.0		6.0		
Lead/Lag	Lag	Lag			Lead				Lead		
Lead-Lag Optimize?	Yes	Yes			Yes				Yes		
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0		
Recall Mode	None	None	Max	Max	None	Max	Max		None		
Act Effct Green (s)	5.0	5.0		95.2	123.4		95.2		17.4		
Actuated g/C Ratio	0.04	0.04		0.75	0.98		0.75		0.14		
v/c Ratio	0.03	0.03		0.41	0.18		0.72		0.75		
Control Delay	62.5	0.5		7.4	0.4		12.5		64.5		
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		
Total Delay	62.5	0.5		7.4	0.4		12.5		64.5		
LOS	E	A		A	A		B		E		
Approach Delay	21.2			5.2			12.5		64.5		
Approach LOS	C			A			B		E		
Queue Length 50th (ft)	2	0		123	0		338		126		
Queue Length 95th (ft)	12	0		254	7		652		191		
Internal Link Dist (ft)	75			716			517		918		
Turn Bay Length (ft)											
Base Capacity (vph)	66	128		1241	1305		1728		484		
Starvation Cap Reductn	0	0		0	0		0		0		
Spillback Cap Reductn	0	0		0	0		0		0		
Storage Cap Reductn	0	0		0	0		0		0		
Reduced v/c Ratio	0.03	0.03		0.41	0.18		0.72		0.65		

Intersection Summary	
Area Type:	Other
Cycle Length:	137
Actuated Cycle Length:	126.4
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	17.2
Intersection LOS:	B
Intersection Capacity Utilization:	60.8%
ICU Level of Service:	B
Analysis Period (min):	15
* User Entered Value	

Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø3 ↑ Ø1	 ↓ Ø4	 →
101 s	26 s	10 s
 ↓ Ø5		
101 s		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	512	49	34	1126	248	1
Future Volume (vph)	270	77	213	73	66	34	512	49	34	1126	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.99						
Frt		0.899				0.850		0.850		0.973		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3464	0	0
Flt Permitted		0.996			0.974				0.279			
Satd. Flow (perm)	1511	1474	0	0	1748	1487	3257	1500	530	3464	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	539	52	36	1185	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	539	52	36	1447	0	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		36.0	36.0	26.0	51.0	36.0	26.0	77.0		
Total Split (%)	25.5%	25.5%		18.0%	18.0%	13.0%	25.5%	18.0%	13.0%	38.5%		
Maximum Green (s)	45.0	45.0		30.0	30.0	20.0	45.0	30.0	20.0	71.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	45.0	45.0			21.2	29.3	59.5	80.7	71.1	71.1		
Actuated g/C Ratio	0.24	0.24			0.11	0.15	0.31	0.42	0.37	0.37		
v/c Ratio	0.72	0.96			0.75	0.12	0.53	0.08	0.14	1.13		
Control Delay	80.9	110.2			105.6	0.9	58.5	1.2	41.7	119.9		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	80.9	110.2			105.6	0.9	58.5	1.2	41.7	119.9		
LOS	F	F			F	A	E	A	D	F		
Approach Delay		97.4			84.9		53.4			118.0		
Approach LOS		F			F		D			F		
Queue Length 50th (ft)	315	441			181	0	302	0	29	~1100		
Queue Length 95th (ft)	458	#710			267	0	397	6	62	#1321		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	356	346			275	382	1011	741	330	1286		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.72	0.96			0.53	0.09	0.53	0.07	0.11	1.13		

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 191.4
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.13

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 98.2 Intersection LOS: F

Intersection Capacity Utilization 88.4% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2 77 s	↖ Ø3 51 s	↗ Ø4 36 s	🚶 Ø7 36 s
↙ Ø5 26 s	↑ Ø6 51 s		

Year 2024 Build Traffic Volumes
 1: NYS Route 22 & NYS Route 120 (N)

Weekday Peak Mid-Day Hour
 09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	155	345	321	234	184	189
Future Volume (vph)	155	345	321	234	184	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1620	3209	3240	1436	1560	1449
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1620	3209	3240	1436	1560	1449
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				244		197
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	5%	4%	5%	8%	4%
Adj. Flow (vph)	161	359	334	244	192	197
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	359	334	244	192	197
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

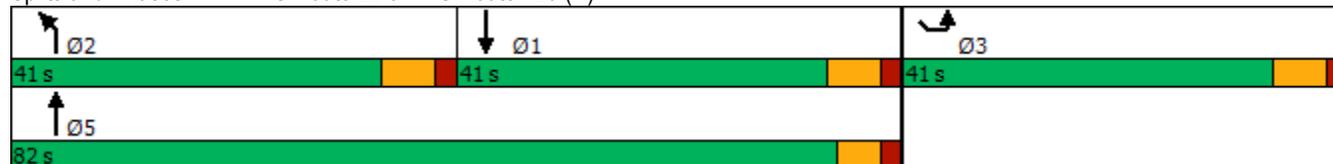


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	76.0	34.0		34.0	
Yellow Time (s)	5.0	4.0	5.0		5.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	6.0	7.0		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	16.3	41.1	16.6	71.9	17.5	71.9
Actuated g/C Ratio	0.23	0.57	0.23	1.00	0.24	1.00
v/c Ratio	0.44	0.20	0.45	0.17	0.51	0.14
Control Delay	30.0	8.1	27.0	0.3	30.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	8.1	27.0	0.3	30.1	0.2
LOS	C	A	C	A	C	A
Approach Delay		14.9	15.7		14.9	
Approach LOS		B	B		B	
Queue Length 50th (ft)	59	35	64	0	70	0
Queue Length 95th (ft)	138	69	126	0	159	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	787	3078	1575	1436	758	1449
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.12	0.21	0.17	0.25	0.14

Intersection Summary

Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	71.9
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	15.2
Intersection LOS:	B
Intersection Capacity Utilization:	46.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (N)



Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	0	268	51	226	284
Future Volume (vph)	43	0	268	51	226	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Fr _t				0.850		
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1823	0	3210	1478	3209	3372
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1823	0	3210	1478	3209	3372
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)				55		
Link Speed (mph)	55		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	4.1		12.3			6.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	6%	3%	6%	4%
Adj. Flow (vph)	46	0	288	55	243	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	288	55	243	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Year 2024 Build Traffic Volumes
 2: NYS Route 22 & NYS Route 120 (S)

Weekday Peak Mid-Day Hour
 09/13/2022

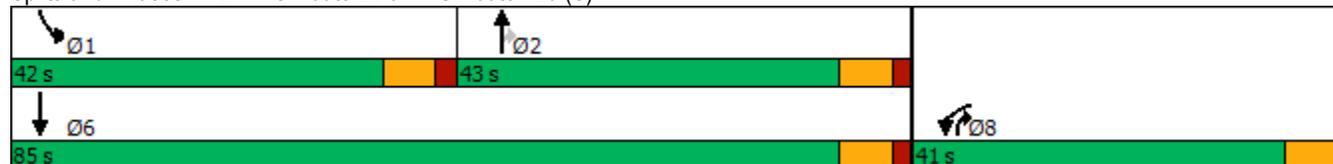


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	10.2		12.4	29.7	12.2	33.6
Actuated g/C Ratio	0.20		0.24	0.58	0.24	0.66
v/c Ratio	0.13		0.37	0.06	0.32	0.14
Control Delay	19.7		19.1	2.3	18.8	5.3
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.7		19.1	2.3	18.8	5.3
LOS	B		B	A	B	A
Approach Delay	19.7		16.4			11.3
Approach LOS	B		B			B
Queue Length 50th (ft)	13		41	0	34	21
Queue Length 95th (ft)	35		71	12	60	35
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	1278		2315	1455	2250	3372
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.04		0.12	0.04	0.11	0.09

Intersection Summary

Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	50.9
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.37
Intersection Signal Delay:	13.6
Intersection LOS:	B
Intersection Capacity Utilization:	45.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (S)



Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	14	1	1	231	6	0	0	0
Future Volume (vph)	0	0	0	0	14	1	1	231	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.992			0.996				
Fl _t Protected												
Satd. Flow (prot)	0	0	0	0	1797	0	0	1960	0	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	0	0	0	1797	0	0	1960	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	8%	0%	100%	3%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	16	1	1	257	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	265	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	22.6%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↶				↷		
Traffic Vol, veh/h	0	0	0	0	14	1	1	231	6	0	0	0
Future Vol, veh/h	0	0	0	0	14	1	1	231	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	8	0	100	3	0	0	0	0
Mvmt Flow	0	0	0	0	16	1	1	257	7	0	0	0

Major/Minor	Minor1		Major1		
Conflicting Flow All	-	263	261	0	0
Stage 1	-	263	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	5.58	5.7	5.1	-
Critical Hdwy Stg 1	-	4.58	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.072	3.3	3.1	-
Pot Cap-1 Maneuver	0	680	811	-	-
Stage 1	0	731	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	0	811	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.5	
HCM LOS	A	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	811
HCM Lane V/C Ratio	-	-	0.021
HCM Control Delay (s)	-	-	9.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	18	6	0	4	16	258	3	4	234	39
Future Volume (vph)	18	0	18	6	0	4	16	258	3	4	234	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00					0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1769	1583	0	1814	1623	1742	1798	1558	1841	1828	1647
Flt Permitted							0.593			0.592		
Satd. Flow (perm)	0	1862	1583	0	1909	1623	1086	1798	1558	1147	1828	1626
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			37			37			83			147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Confl. Peds. (#/hr)							4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	19	0	19	6	0	4	17	272	3	4	246	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	19	0	6	4	17	272	3	4	246	41
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak Mid-Day Hour
09/13/2022

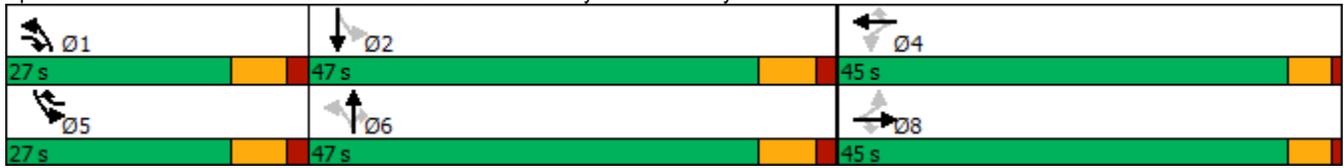


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	45.0	45.0	27.0	45.0	45.0	27.0	27.0	47.0	47.0	27.0	47.0	
Total Split (%)	37.8%	37.8%	22.7%	37.8%	37.8%	22.7%	22.7%	39.5%	39.5%	22.7%	39.5%	
Maximum Green (s)	40.0	40.0	20.0	40.0	40.0	20.0	20.0	40.0	40.0	20.0	40.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	Max	None	Max							
Act Effct Green (s)		6.6	7.0		6.3	6.9	50.0	55.1	55.1	48.4	51.1	60.4
Actuated g/C Ratio		0.11	0.12		0.10	0.11	0.83	0.91	0.91	0.80	0.85	1.00
v/c Ratio		0.09	0.09		0.03	0.02	0.02	0.17	0.00	0.00	0.16	0.03
Control Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.3	4.5		26.2	0.2	1.9	3.1	0.0	2.2	4.0	0.0
LOS		C	A		C	A	A	A	A	A	A	A
Approach Delay		15.4			15.8			3.0				3.4
Approach LOS		B			B			A				A
Queue Length 50th (ft)		5	0		2	0	1	0	0	0	0	0
Queue Length 95th (ft)		26	9		13	0	6	98	0	2	88	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280		445	150		275
Base Capacity (vph)		1257	614		1288	629	1140	1639	1428	1204	1548	1626
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.02	0.03		0.00	0.01	0.01	0.17	0.00	0.00	0.16	0.03

Intersection Summary

Area Type:	Other
Cycle Length:	119
Actuated Cycle Length:	60.4
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.17
Intersection Signal Delay:	4.1
Intersection LOS:	A
Intersection Capacity Utilization:	36.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	53	225	0	35	224
Future Volume (vph)	11	53	225	0	35	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t		0.850				
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1771	1585	1826	1881	1644	1666
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1585	1826	1881	1644	1666
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Confl. Peds. (#/hr)	1	1		1	1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	3%	7%
Adj. Flow (vph)	12	56	237	0	37	236
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	56	237	0	37	236
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	11	53	225	0	35	224
Future Vol, veh/h	11	53	225	0	35	224
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	3	0	3	7
Mvmt Flow	12	56	237	0	37	236

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	549	239	0	-	238
Stage 1	238	-	-	-	-
Stage 2	311	-	-	-	-
Critical Hdwy	5.8	5.9	-	-	4.13
Critical Hdwy Stg 1	4.8	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.227
Pot Cap-1 Maneuver	548	821	-	0	1323
Stage 1	839	-	-	0	-
Stage 2	787	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	532	820	-	-	1322
Mov Cap-2 Maneuver	532	-	-	-	-
Stage 1	838	-	-	-	-
Stage 2	764	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	532	820	1322
HCM Lane V/C Ratio	-	0.022	0.068	0.028
HCM Control Delay (s)	-	11.9	9.7	7.8
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0.2	0.1

Year 2024 Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	1	1	218	229	6
Future Volume (vph)	7	1	1	218	229	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.983				0.997	
Flt Protected	0.958					
Satd. Flow (prot)	1762	0	0	1722	1747	0
Flt Permitted	0.958					
Satd. Flow (perm)	1762	0	0	1722	1747	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Confl. Peds. (#/hr)	1	1	1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	6%	0%
Adj. Flow (vph)	7	1	1	232	244	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	233	250	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1	1	218	229	6
Future Vol, veh/h	7	1	1	218	229	6
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	4	6	0
Mvmt Flow	7	1	1	232	244	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	483	249	251	0	0
Stage 1	248	-	-	-	-
Stage 2	235	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	504	778	1326	-	-
Stage 1	766	-	-	-	-
Stage 2	778	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	502	777	1325	-	-
Mov Cap-2 Maneuver	502	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	777	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1325	-	525	-	-
HCM Lane V/C Ratio	0.001	-	0.016	-	-
HCM Control Delay (s)	7.7	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Year 2024 Build Traffic Volumes

Weekday Peak Mid-Day Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕	↕		↕	↕		↕	↕
Traffic Volume (vph)	2	219	9	8	210	22	9	0	8	19	0	0
Future Volume (vph)	2	219	9	8	210	22	9	0	8	19	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.99						
Frt		0.994				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1755	0	1736	1774	1553	0	1727	1545	0	1638	1827
Flt Permitted		0.999		0.569				0.744			0.751	
Satd. Flow (perm)	0	1753	0	1040	1774	1534	0	1352	1545	0	1295	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	6%	0%	0%	3%	0%	0%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2	233	10	9	223	23	10	0	9	20	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	9	223	23	0	10	9	0	20	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8				4
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max							
Act Effct Green (s)		55.6		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.65		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.21		0.01	0.18	0.02		0.04	0.02		0.09	
Control Delay		7.3		4.4	5.3	1.7		29.8	0.1		30.5	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		7.3		4.4	5.3	1.7		29.8	0.1		30.5	
LOS		A		A	A	A		C	A		C	
Approach Delay		7.3			5.0			15.7			30.5	
Approach LOS		A			A			B			C	
Queue Length 50th (ft)		41		1	37	0		5	0		9	
Queue Length 95th (ft)		107		6	63	6		18	0		28	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1147		758	1210	1054		238	388		228	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.21		0.01	0.18	0.02		0.04	0.02		0.09	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.21
Intersection Signal Delay:	7.3
Intersection LOS:	A
Intersection Capacity Utilization:	39.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120

 Ø1 13 s	 Ø2 52 s	 Ø4 20 s
 Ø6 65 s	 Ø8 20 s	

Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	68	172	34	71	174
Future Volume (vph)	50	68	172	34	71	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922		0.978			
Flt Protected	0.979					0.986
Satd. Flow (prot)	1644	0	1711	0	0	1704
Flt Permitted	0.979					0.860
Satd. Flow (perm)	1644	0	1711	0	0	1486
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	71		17			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	7%	1%	19%	2%	8%
Adj. Flow (vph)	52	71	179	35	74	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	214	0	0	255
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak Mid-Day Hour
09/13/2022

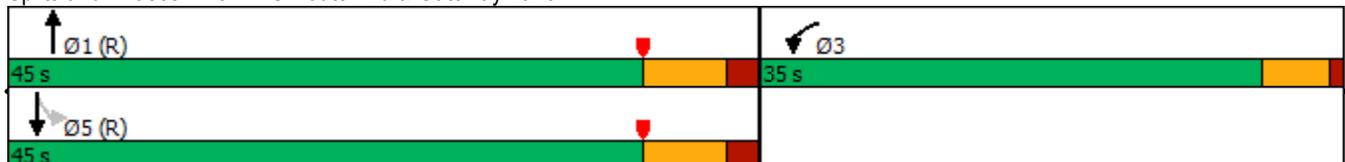


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	8.6		62.9			62.9
Actuated g/C Ratio	0.11		0.79			0.79
v/c Ratio	0.51		0.16			0.22
Control Delay	23.4		2.1			4.0
Queue Delay	0.0		0.0			0.0
Total Delay	23.4		2.1			4.0
LOS	C		A			A
Approach Delay	23.4		2.1			4.0
Approach LOS	C		A			A
Queue Length 50th (ft)	25		11			30
Queue Length 95th (ft)	70		33			69
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	660		1349			1169
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.19		0.16			0.22

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 7.4
 Intersection Capacity Utilization 47.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak Mid-Day Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	245	46	160	0	0	225
Future Volume (vph)	245	46	160	0	0	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	1686	1740	0	0	1692
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	1686	1740	0	0	1692
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		49				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	5%	0%	0%	8%
Adj. Flow (vph)	263	49	172	0	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	49	172	0	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	17.4	17.4	50.6			50.6
Actuated g/C Ratio	0.22	0.22	0.63			0.63
v/c Ratio	0.68	0.12	0.16			0.23
Control Delay	37.6	7.7	7.4			6.6
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	37.6	7.7	7.4			6.6
LOS	D	A	A			A
Approach Delay	32.9		7.4			6.6
Approach LOS	C		A			A
Queue Length 50th (ft)	122	0	31			27
Queue Length 95th (ft)	180	23	70			110
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	663	662	1101			1071
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.40	0.07	0.16			0.23

Intersection Summary

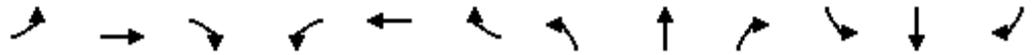
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	18.1
Intersection Capacity Utilization	35.4%
Analysis Period (min)	15
Intersection LOS:	B
ICU Level of Service	A

Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

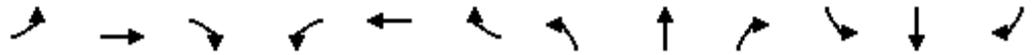
Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	298	76	0	0	0	83	53	45	33	94	344
Future Volume (vph)	107	298	76	0	0	0	83	53	45	33	94	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.970						0.931				0.850
Flt Protected	0.950	0.999					0.950			0.950		
Satd. Flow (prot)	1595	1672	0	0	0	0	1711	3289	0	1694	1750	1545
Flt Permitted	0.950	0.999					0.586			0.684		
Satd. Flow (perm)	1595	1672	0	0	0	0	1056	3289	0	1220	1750	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16						49				374
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	4%	4%	0%	0%	0%	6%	5%	0%	6%	8%	4%
Adj. Flow (vph)	116	324	83	0	0	0	90	58	49	36	102	374
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	104	419	0	0	0	0	90	107	0	36	102	374
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak Mid-Day Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	24.6	24.6					31.7	28.2		25.4	21.1	54.6
Actuated g/C Ratio	0.35	0.35					0.45	0.40		0.36	0.30	0.78
v/c Ratio	0.19	0.70					0.16	0.08		0.07	0.19	0.29
Control Delay	17.1	26.1					13.3	12.1		13.6	25.1	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	17.1	26.1					13.3	12.1		13.6	25.1	1.0
LOS	B	C					B	B		B	C	A
Approach Delay		24.3						12.6			6.7	
Approach LOS		C						B			A	
Queue Length 50th (ft)	33	161					20	6		8	35	0
Queue Length 95th (ft)	70	272					59	32		29	92	19
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1335	1402					642	1355		664	527	1538
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.08	0.30					0.14	0.08		0.05	0.19	0.24

Intersection Summary

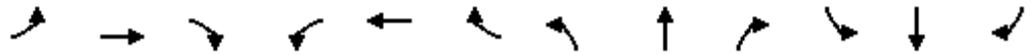
Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	70
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	15.1
Intersection LOS:	B
Intersection Capacity Utilization:	42.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2	 Ø1	 Ø3
22 s	27 s	65 s
 Ø6	 Ø5	
22 s	27 s	

Year 2024 Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			
Traffic Volume (vph)	6	176	0	0	247	180	0	0	306	0	0	0
Future Volume (vph)	6	176	0	0	247	180	0	0	306	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.943				0.865			
Fl _t Protected		0.998										
Satd. Flow (prot)	0	1980	0	0	1717	0	0	0	1594	0	0	0
Fl _t Permitted		0.998										
Satd. Flow (perm)	0	1980	0	0	1717	0	0	0	1594	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	5%	0%	0%	4%	6%	0%	0%	6%	0%	0%	0%
Adj. Flow (vph)	7	191	0	0	268	196	0	0	333	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	464	0	0	0	333	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			
Traffic Vol, veh/h	6	176	0	0	247	180	0	0	306	0	0	0
Future Vol, veh/h	6	176	0	0	247	180	0	0	306	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	0	4	6	0	0	6	0	0	0
Mvmt Flow	7	191	0	0	268	196	0	0	333	0	0	0

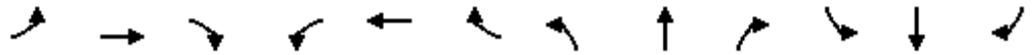
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	464	0	191
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.36
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.354
Pot Cap-1 Maneuver	1108	0	836
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1108	-	836
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0.3	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	836	1108	-	-	-
HCM Lane V/C Ratio	0.398	0.006	-	-	-
HCM Control Delay (s)	12.1	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0	-	-	-

Year 2024 Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Volume (vph)	0	0	0	247	0	0	0	0	0	182	0	0
Future Volume (vph)	0	0	0	247	0	0	0	0	0	182	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1744	0	0	0	0	0	1767	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1744	0	0	0	0	0	1767	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		71			331			377			345	
Travel Time (s)		1.6			7.5			8.6			7.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	0	0	257	0	0	0	0	0	190	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	257	0	0	0	0	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.4%
ICU Level of Service	A
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Vol, veh/h	0	0	0	247	0	0	0	0	0	182	0	0
Future Vol, veh/h	0	0	0	247	0	0	0	0	0	182	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	5	0	0
Mvmt Flow	0	0	0	257	0	0	0	0	0	190	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	514	514	-
Stage 1	-	-	-	514	514	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.14	-	-	6.65	6.7	-
Critical Hdwy Stg 1	-	-	-	5.65	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.236	-	-	3.545	4	-
Pot Cap-1 Maneuver	-	-	0	501	454	0
Stage 1	-	-	0	578	524	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	501	0	-
Mov Cap-2 Maneuver	-	-	-	501	0	-
Stage 1	-	-	-	578	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		16.5
HCM LOS		C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	501
HCM Lane V/C Ratio	-	-	0.378
HCM Control Delay (s)	-	-	16.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.7

Year 2024 Build Traffic Volumes

Weekday Peak Mid-Day Hour

13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	118	9	165	26	19	68	169	310	29	58	337	87
Future Volume (vph)	118	9	165	26	19	68	169	310	29	58	337	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.955		0.950			0.950			0.950		
Satd. Flow (prot)	0	1890	1583	1543	1900	1615	1678	3343	1615	1805	3438	1482
Flt Permitted		0.726		0.673			0.950			0.950		
Satd. Flow (perm)	0	1437	1563	1092	1900	1615	1678	3343	1615	1805	3438	1482
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172			79			79			91
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		610			598			1191			735	
Travel Time (s)		13.9			13.6			14.8			9.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	0%	2%	17%	0%	0%	4%	8%	0%	0%	5%	9%
Adj. Flow (vph)	123	9	172	27	20	71	176	323	30	60	351	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	172	27	20	71	176	323	30	60	351	91
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		17.2	17.2	17.2	17.2	17.2	13.5	44.9	44.9	7.5	36.4	36.4
Actuated g/C Ratio		0.20	0.20	0.20	0.20	0.20	0.16	0.53	0.53	0.09	0.43	0.43
v/c Ratio		0.46	0.38	0.12	0.05	0.18	0.67	0.18	0.03	0.38	0.24	0.13
Control Delay		35.8	7.4	29.7	28.2	7.3	47.4	13.0	0.1	46.1	18.0	5.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.8	7.4	29.7	28.2	7.3	47.4	13.0	0.1	46.1	18.0	5.2
LOS		D	A	C	C	A	D	B	A	D	B	A
Approach Delay		19.8			16.0			23.7			19.0	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		62	0	12	9	0	88	47	0	31	60	0
Queue Length 95th (ft)		124	50	36	28	30	170	93	0	76	120	33
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		682	832	518	901	808	597	1761	888	642	1468	685
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.19	0.21	0.05	0.02	0.09	0.29	0.18	0.03	0.09	0.24	0.13

Intersection Summary

Area Type:	Other
Cycle Length:	124
Actuated Cycle Length:	85.3
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	20.6
Intersection LOS:	C

Intersection Capacity Utilization 47.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

 Ø2 36 s	 Ø1 42 s	 Ø3 46 s
 Ø6 36 s	 Ø5 42 s	

Year 2024 Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	3	0	6	4	400	175	0	375	2	176	0
Future Volume (vph)	3	0	6	4	400	175	0	375	2	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00			
Fr _t			0.850			0.850		0.999			
Fl _t Protected		0.950								0.950	
Satd. Flow (prot)	0	1685	1133	0	1744	1391	0	2229	0	3164	0
Fl _t Permitted		0.950			0.996					0.950	
Satd. Flow (perm)	0	1685	1133	0	1737	1391	0	2229	0	3164	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			74			182					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				1					1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	33%	25%	3%	10%	0%	6%	0%	7%	0%
Adj. Flow (vph)	3	0	6	4	417	182	0	391	2	183	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3	6	0	421	182	0	393	0	183	0
Enter Blocked Intersection	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex		Cl+Ex								
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

Year 2024 Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak Mid-Day Hour
 09/13/2022

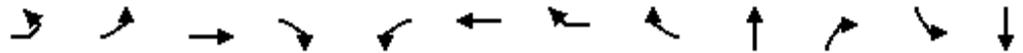


Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	25.0	25.0	25.0	51.0	51.0	56.0	51.0	51.0		56.0	
Total Split (%)	18.9%	18.9%	18.9%	38.6%	38.6%	42.4%	38.6%	38.6%		42.4%	
Maximum Green (s)	20.0	20.0	20.0	45.0	45.0	50.0	45.0	45.0		50.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		7.9	7.9		45.4	65.9		45.4		9.4	
Actuated g/C Ratio		0.11	0.11		0.66	0.95		0.66		0.14	
v/c Ratio		0.02	0.03		0.37	0.14		0.27		0.42	
Control Delay		30.7	0.3		7.8	0.5		6.6		31.3	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		30.7	0.3		7.8	0.5		6.6		31.3	
LOS		C	A		A	A		A		C	
Approach Delay		10.4			5.6			6.6		31.3	
Approach LOS		B			A			A		C	
Queue Length 50th (ft)		1	0		59	0		37		35	
Queue Length 95th (ft)		10	0		192	11		119		75	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		491	382		1140	1391		1463		2308	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.01	0.02		0.37	0.13		0.27		0.08	

Intersection Summary	
Area Type:	Other
Cycle Length:	132
Actuated Cycle Length:	69.1
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	9.9
Intersection Capacity Utilization:	47.6%
Analysis Period (min):	15
* User Entered Value	
Intersection LOS:	A
ICU Level of Service:	A

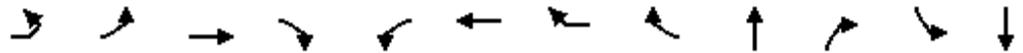
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

 Ø1 51 s	 Ø4 56 s	 Ø3 25 s
 Ø5 51 s		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	217	148	94	64	106	1	71	340	68	47	366
Future Volume (vph)	1	217	148	94	64	106	1	71	340	68	47	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	12	12	12	12	11	11	12	12
Grade (%)			2%			2%			4%			-6%
Storage Length (ft)		115		0	0		180			160	110	
Storage Lanes		1		0	0		1			1	1	
Taper Length (ft)		86			25						86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99	0.99			1.00		0.99				0.99
Frt			0.946			0.999		0.850		0.850		0.944
Flt Protected			0.996			0.982					0.950	
Satd. Flow (prot)	0	1557	1587	0	0	1834	0	1599	3353	1443	1859	3248
Flt Permitted			0.996			0.982					0.259	
Satd. Flow (perm)	0	1546	1587	0	0	1825	0	1576	3353	1443	507	3248
Right Turn on Red				No				Yes		Yes		
Satd. Flow (RTOR)								76		76		
Link Speed (mph)			35			30			45			35
Link Distance (ft)			532			475			529			778
Travel Time (s)			10.4			10.8			8.0			15.2
Confl. Peds. (#/hr)	3	2		10	10		3	2				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	11%	1%	0%	0%	1%	0%	0%	2%	6%	0%	3%
Adj. Flow (vph)	1	231	157	100	68	113	1	76	362	72	50	389
Shared Lane Traffic (%)		10%										
Lane Group Flow (vph)	0	209	280	0	0	182	0	76	362	72	50	620
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left
Median Width(ft)			11			11			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96
Turning Speed (mph)	15	15		9	15		9	9		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left				Left							
Leading Detector (ft)	20	35	83		20	83		35	83	35	35	83
Trailing Detector (ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5		0	-5		-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40		20	40		40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			43			43			43			43
Detector 2 Size(ft)			40			40			40			40
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex

Lane Group	SBR	Ø7
Lane Configurations		
Traffic Volume (vph)	217	
Future Volume (vph)	217	
Ideal Flow (vphpl)	1900	
Lane Width (ft)	12	
Grade (%)		
Storage Length (ft)	0	
Storage Lanes	0	
Taper Length (ft)		
Lane Util. Factor	0.95	
Ped Bike Factor		
Flt		
Flt Protected		
Satd. Flow (prot)	0	
Flt Permitted		
Satd. Flow (perm)	0	
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	1	
Peak Hour Factor	0.94	
Heavy Vehicles (%)	14%	
Adj. Flow (vph)	231	
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	
Enter Blocked Intersection	No	
Lane Alignment	Right	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	0.96	
Turning Speed (mph)	9	
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Perm	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases		3	3		4	4		5	6	4	5	2
Permitted Phases	3							4		6	2	
Detector Phase	3	3	3		4	4		5	6	4	5	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.0	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0	31.0
Total Split (s)	51.0	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0	77.0
Total Split (%)	25.5%	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%	38.5%
Maximum Green (s)	45.0	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0	71.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0			6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None		None	None		None	Min	None	None	Min
Walk Time (s)	8.0	8.0	8.0									8.0
Flash Dont Walk (s)	25.0	25.0	25.0									17.0
Pedestrian Calls (#/hr)	6	6	6									0
Act Effct Green (s)		31.9	31.9			20.5		29.4	21.8	42.3	36.9	36.9
Actuated g/C Ratio		0.22	0.22			0.14		0.20	0.15	0.29	0.26	0.26
v/c Ratio		0.61	0.80			0.70		0.20	0.72	0.15	0.24	0.75
Control Delay		60.4	72.2			76.3		7.0	68.7	4.2	47.4	57.1
Queue Delay		0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		60.4	72.2			76.3		7.0	68.7	4.2	47.4	57.1
LOS		E	E			E		A	E	A	D	E
Approach Delay			67.2			55.9			58.0			56.4
Approach LOS			E			E			E			E
Queue Length 50th (ft)		186	262			164		0	171	0	36	281
Queue Length 95th (ft)		318	432			288		32	269	18	83	418
Internal Link Dist (ft)			452			395			449			698
Turn Bay Length (ft)		115						180		160	110	
Base Capacity (vph)		492	505			389		504	1067	572	320	1632
Starvation Cap Reductn		0	0			0		0	0	0	0	0
Spillback Cap Reductn		0	0			0		0	0	0	0	0
Storage Cap Reductn		0	0			0		0	0	0	0	0
Reduced v/c Ratio		0.42	0.55			0.47		0.15	0.34	0.13	0.16	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 144.6
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.80

Lane Group	SBR	Ø7
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases		7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)		8.0
Minimum Split (s)		36.0
Total Split (s)		36.0
Total Split (%)		18%
Maximum Green (s)		31.0
Yellow Time (s)		3.5
All-Red Time (s)		1.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		3.0
Recall Mode		Ped
Walk Time (s)		8.0
Flash Dont Walk (s)		23.0
Pedestrian Calls (#/hr)		2
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Intersection Signal Delay: 59.5	Intersection LOS: E
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

 Ø2 77 s	 Ø3 51 s	 Ø4 36 s	 Ø7 36 s
 Ø5 26 s	 Ø6 51 s		

Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	686	691	646	603	281	236
Future Volume (vph)	686	691	646	603	281	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		251
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	730	735	687	641	299	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	735	687	641	299	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
09/13/2022



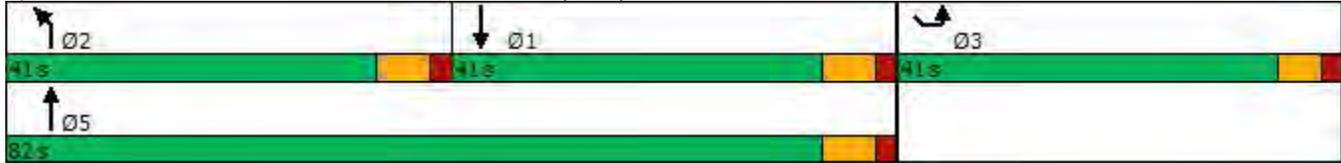
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	82.0	41.0		41.0	
Total Split (%)	33.3%	66.7%	33.3%		33.3%	
Maximum Green (s)	34.0	75.0	34.0		35.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	34.3	71.6	30.3	111.8	27.1	111.8
Actuated g/C Ratio	0.31	0.64	0.27	1.00	0.24	1.00
v/c Ratio	1.41	0.34	0.76	0.43	0.73	0.17
Control Delay	229.4	10.4	44.2	0.9	50.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	229.4	10.4	44.2	0.9	50.7	0.2
LOS	F	B	D	A	D	A
Approach Delay		119.5	23.3		27.7	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~736	120	240	0	203	0
Queue Length 95th (ft)	#1058	183	334	0	307	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	516	2256	1023	1507	531	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.33	0.67	0.43	0.56	0.17

Intersection Summary

Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	111.8
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.41
Intersection Signal Delay:	66.2
Intersection LOS:	E
Intersection Capacity Utilization:	88.1%
ICU Level of Service:	E
Analysis Period (min):	15

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

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 Build Traffic Volumes
2: NYS Route 22 & NYS Route 120 (South)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	303	16	531	30	240	643
Future Volume (vph)	303	16	531	30	240	643
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	11
Grade (%)	-8%		-2%			-1%
Storage Length (ft)	0	0		200	215	
Storage Lanes	1	0		1	2	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frt	0.993			0.850		
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1856	0	3403	1464	3335	3472
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1856	0	3403	1464	3335	3472
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	2			35		
Link Speed (mph)	30		50			50
Link Distance (ft)	334		905			488
Travel Time (s)	7.6		12.3			6.7
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	1%	0%	0%	4%	2%	1%
Adj. Flow (vph)	356	19	625	35	282	756
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	0	625	35	282	756
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		22			22
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.08	1.08	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2	1	1	2
Detector Template	Left		Thru	Right	Left	Thru
Leading Detector (ft)	20		100	20	20	100
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		6	20	20	6
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

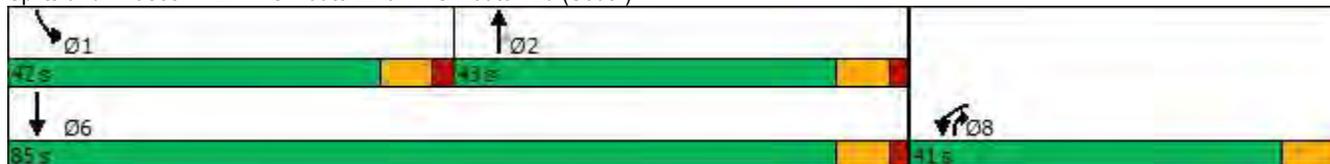


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot		NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases				2		
Detector Phase	8		2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0		12.0	10.0	12.0	12.0
Minimum Split (s)	26.0		36.0	26.0	36.0	36.0
Total Split (s)	41.0		43.0	41.0	42.0	85.0
Total Split (%)	32.5%		34.1%	32.5%	33.3%	67.5%
Maximum Green (s)	35.0		36.0	35.0	35.0	78.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	1.0		2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	6.0	7.0	7.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	None	Min	Min
Act Effct Green (s)	22.0		21.1	50.4	14.0	42.4
Actuated g/C Ratio	0.28		0.27	0.65	0.18	0.54
v/c Ratio	0.71		0.68	0.04	0.47	0.40
Control Delay	34.1		30.3	1.8	34.0	11.7
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.1		30.3	1.8	34.0	11.7
LOS	C		C	A	C	B
Approach Delay	34.1		28.8			17.8
Approach LOS	C		C			B
Queue Length 50th (ft)	155		134	0	62	100
Queue Length 95th (ft)	279		228	8	120	174
Internal Link Dist (ft)	254		825			408
Turn Bay Length (ft)				200	215	
Base Capacity (vph)	866		1631	1221	1554	3244
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.43		0.38	0.03	0.18	0.23

Intersection Summary

Area Type:	Other
Cycle Length:	126
Actuated Cycle Length:	77.9
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	24.2
Intersection LOS:	C
Intersection Capacity Utilization:	59.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: NYS Route 22 & NYS Route 120 (South)



Year 2024 Build Traffic Volumes
3: King Street & Old Post Road

Weekday Peak PM Hour
09/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	50	7	2	823	29	0	0	0
Future Volume (vph)	0	0	0	0	50	7	2	823	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	13	12	12	12	12
Grade (%)		0%			-5%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.983			0.995				
Fl _t Protected												
Satd. Flow (prot)	0	0	0	0	1850	0	0	2000	0	0	0	0
Fl _t Permitted												
Satd. Flow (perm)	0	0	0	0	1850	0	0	2000	0	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		124			297			300			404	
Travel Time (s)		2.8			6.8			6.8			9.2	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	4%	0%	0%	1%	4%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	62	9	2	1016	36	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	1054	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.97	0.97	0.97	0.96	0.92	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	55.2%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶		↷					
Traffic Vol, veh/h	0	0	0	0	50	7	2	823	29	0	0	0
Future Vol, veh/h	0	0	0	0	50	7	2	823	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-5	-	-	-7	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	4	0	0	1	4	0	0	0
Mvmt Flow	0	0	0	0	62	9	2	1016	36	0	0	0

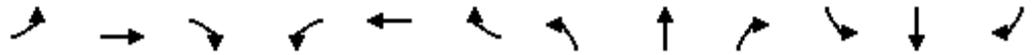
Major/Minor	Minor1		Major1			
Conflicting Flow All	-	1038	1034	0	0	0
Stage 1	-	1038	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	5.54	5.7	4.1	-	-
Critical Hdwy Stg 1	-	4.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.036	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	306	328	-	-	-
Stage 1	0	408	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	328	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	18.9	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	328
HCM Lane V/C Ratio	-	-	0.215
HCM Control Delay (s)	-	-	18.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Year 2024 Build Traffic Volumes
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕	↗	↗	↕	↗
Traffic Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Future Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850			0.850						0.850
Fl _t Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Fl _t Permitted		0.737			0.672		0.507			0.094		
Satd. Flow (perm)	0	1372	1479	0	1243	1623	788	1815	1834	182	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1086	0	1	298	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1086	0	1	298	11
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 Build Traffic Volumes
5: NYS Route 120 & American Lane (N)

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	136	844	1	8	421
Future Volume (vph)	6	136	844	1	8	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	10	10
Grade (%)	-3%		2%			-1%
Storage Length (ft)	0	0		15	175	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				86	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1771	1554	1862	1599	1512	1714
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1771	1554	1862	1599	1512	1714
Link Speed (mph)	25		55			55
Link Distance (ft)	589		993			1478
Travel Time (s)	16.1		12.3			18.3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	2%	1%	0%	12%	4%
Adj. Flow (vph)	7	155	959	1	9	478
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	155	959	1	9	478
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	11		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.01	1.01	1.09	1.09
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.5%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	6	136	844	1	8	421
Future Vol, veh/h	6	136	844	1	8	421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	15	175	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-3	-	2	-	-	-1
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	1	0	12	4
Mvmt Flow	7	155	959	1	9	478

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1455	959	0	-	959
Stage 1	959	-	-	-	-
Stage 2	496	-	-	-	-
Critical Hdwy	5.8	5.92	-	-	4.22
Critical Hdwy Stg 1	4.8	-	-	-	-
Critical Hdwy Stg 2	4.8	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.308
Pot Cap-1 Maneuver	184	338	-	0	678
Stage 1	440	-	-	0	-
Stage 2	669	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	182	338	-	-	678
Mov Cap-2 Maneuver	182	-	-	-	-
Stage 1	440	-	-	-	-
Stage 2	660	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	182	338	678
HCM Lane V/C Ratio	-	0.037	0.457	0.013
HCM Control Delay (s)	-	25.5	24.3	10.4
HCM Lane LOS	-	D	C	B
HCM 95th %tile Q(veh)	-	0.1	2.3	0

Year 2024 Build Traffic Volumes
6: NYS Route 120 & Cooney Hill Road

Weekday Peak PM Hour
09/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	3	4	840	421	7
Future Volume (vph)	5	3	4	840	421	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	3%			5%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.946				0.998	
Flt Protected	0.971					
Satd. Flow (prot)	1719	0	0	1756	1798	0
Flt Permitted	0.971					
Satd. Flow (perm)	1719	0	0	1756	1798	0
Link Speed (mph)	30			55	55	
Link Distance (ft)	639			1813	993	
Travel Time (s)	14.5			22.5	12.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	6	4	5	1012	507	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	1017	515	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.08	1.08	1.03	1.03
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.4%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	4	840	421	7
Future Vol, veh/h	5	3	4	840	421	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	5	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	6	4	5	1012	507	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1533	511	515	0	-	0
Stage 1	511	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Critical Hdwy	7	6.5	4.1	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	100	543	1061	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	543	1061	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	295	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1061	-	143	-	-
HCM Lane V/C Ratio	0.005	-	0.067	-	-
HCM Control Delay (s)	8.4	0	32	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Year 2024 Build Traffic Volumes

Weekday Peak PM Hour

7: 113 King Street Driveway/American Lane (S) & NYS Route 120

09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕		↕	↕	↕		↕	↕		↕	↕
Traffic Volume (vph)	2	409	13	39	838	20	7	0	23	124	0	0
Future Volume (vph)	2	409	13	39	838	20	7	0	23	124	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	10	10	10	11	11	11
Grade (%)		-4%			1%			-5%			1%	
Storage Length (ft)	0		0	120		200	0		95	0		0
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			86			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.996				0.850			0.850			
Flt Protected				0.950				0.950			0.950	
Satd. Flow (prot)	0	1812	0	1736	1792	1412	0	1727	1545	0	1702	1827
Flt Permitted		0.997		0.407				0.606			0.752	
Satd. Flow (perm)	0	1807	0	744	1792	1412	0	1102	1545	0	1347	1827
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				26			141			
Link Speed (mph)		55			55			30			25	
Link Distance (ft)		1813			2280			328			518	
Travel Time (s)		22.5			28.3			7.5			14.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	0%	2%	10%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	2	476	15	45	974	23	8	0	27	144	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	493	0	45	974	23	0	8	27	0	144	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.02	1.02	1.02	1.05	1.05	1.05	1.06	1.06	1.06	1.05	1.05	1.05
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	83		35	83	35	20	83	35	20	83	35
Trailing Detector (ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Position(ft)	0	-5		-5	-5	-5	0	-5	-5	0	-5	-5
Detector 1 Size(ft)	20	40		40	40	40	20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Year 2024 Build Traffic Volumes
7: 113 King Street Driveway/American Lane (S) & NYS Route 120

Weekday Peak PM Hour
09/13/2022

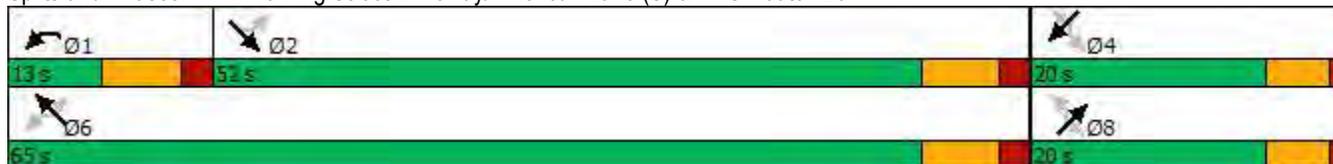


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8				4
Permitted Phases	2			6		6	8		8	4		4
Detector Phase	2	2		1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		3.0	10.0	10.0	3.0	3.0	3.0	5.0	5.0	5.0
Minimum Split (s)	17.0	17.0		10.0	17.0	17.0	10.0	10.0	10.0	10.0	10.0	10.0
Total Split (s)	52.0	52.0		13.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	61.2%	61.2%		15.3%	76.5%	76.5%	23.5%	23.5%	23.5%	23.5%	23.5%	23.5%
Maximum Green (s)	45.0	45.0		6.0	58.0	58.0	15.0	15.0	15.0	15.0	15.0	15.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.0		7.0	7.0	7.0		5.0	5.0		5.0	5.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Max	Max		None	Max							
Act Effct Green (s)		50.4		58.0	58.0	58.0		15.0	15.0		15.0	
Actuated g/C Ratio		0.59		0.68	0.68	0.68		0.18	0.18		0.18	
v/c Ratio		0.46		0.08	0.80	0.02		0.04	0.07		0.61	
Control Delay		12.7		4.7	15.8	1.7		29.9	0.3		44.5	
Queue Delay		0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay		12.7		4.7	15.8	1.7		29.9	0.3		44.5	
LOS		B		A	B	A		C	A		D	
Approach Delay		12.7			15.0			7.1			44.5	
Approach LOS		B			B			A			D	
Queue Length 50th (ft)		156		7	311	0		4	0		72	
Queue Length 95th (ft)		227		16	442	6		15	0		126	
Internal Link Dist (ft)		1733			2200			248			438	
Turn Bay Length (ft)				120		200			95			
Base Capacity (vph)		1072		577	1222	971		194	388		237	
Starvation Cap Reductn		0		0	0	0		0	0		0	
Spillback Cap Reductn		0		0	0	0		0	0		0	
Storage Cap Reductn		0		0	0	0		0	0		0	
Reduced v/c Ratio		0.46		0.08	0.80	0.02		0.04	0.07		0.61	

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	16.6
Intersection LOS:	B
Intersection Capacity Utilization:	67.6%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 7: 113 King Street Driveway/American Lane (S) & NYS Route 120



Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	302	594	41	203	353
Future Volume (vph)	82	302	594	41	203	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.982
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.425
Satd. Flow (perm)	1708	0	1765	0	0	759
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	169		6			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	343	675	47	231	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	722	0	0	632
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 Build Traffic Volumes
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/13/2022

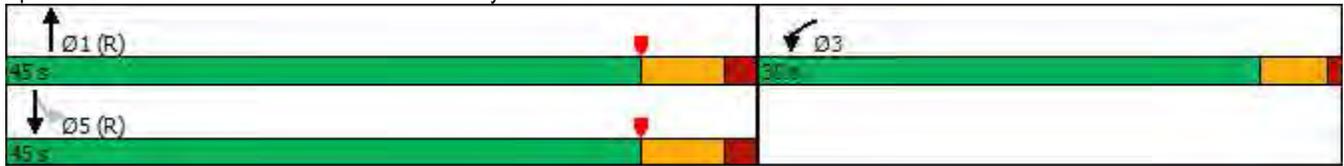


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	35.0		45.0		45.0	45.0
Total Split (%)	43.8%		56.3%		56.3%	56.3%
Maximum Green (s)	30.0		38.0		38.0	38.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	19.3		48.7			48.7
Actuated g/C Ratio	0.24		0.61			0.61
v/c Ratio	0.81		0.67			1.37
Control Delay	28.5		8.6			200.0
Queue Delay	0.0		0.0			0.0
Total Delay	28.5		8.6			200.0
LOS	C		A			F
Approach Delay	28.5		8.6			200.0
Approach LOS	C		A			F
Queue Length 50th (ft)	127		54			~424
Queue Length 95th (ft)	191		#117			#469
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	746		1077			462
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.58		0.67			1.37

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 13 (16%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.37
 Intersection Signal Delay: 81.0
 Intersection LOS: F
 Intersection Capacity Utilization 102.5%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 Build Traffic Volumes
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	541	0	0	434
Future Volume (vph)	486	95	541	0	0	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	582	0	0	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	582	0	0	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.63			0.52
Control Delay	40.1	4.5	18.8			8.6
Queue Delay	0.0	0.0	0.1			0.0
Total Delay	40.1	4.5	18.9			8.6
LOS	D	A	B			A
Approach Delay	34.3		18.9			8.6
Approach LOS	C		B			A
Queue Length 50th (ft)	232	0	208			84
Queue Length 95th (ft)	#380	29	333			m65
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	1	21			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.65			0.52

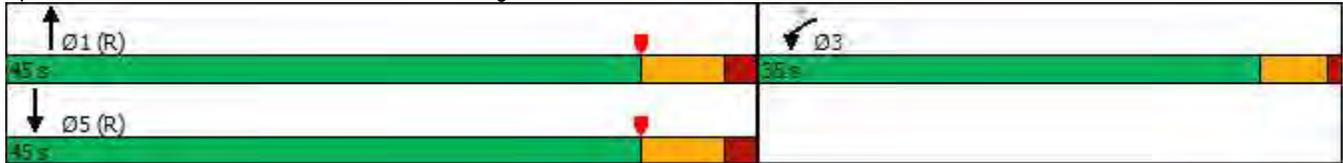
Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	13 (16%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	21.8
Intersection LOS:	C
Intersection Capacity Utilization:	65.4%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	

Queue shown is maximum after two cycles.

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

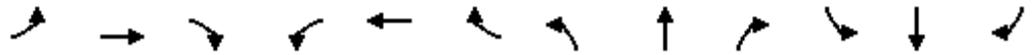
Splits and Phases: 9: NYS Route 120 & New King Street



Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour

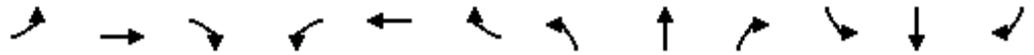
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	268	130	0	0	0	297	145	23	33	259	628
Future Volume (vph)	396	268	130	0	0	0	297	145	23	33	259	628
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.955						0.980				0.850
Flt Protected	0.950	0.996					0.950			0.950		
Satd. Flow (prot)	1689	1686	0	0	0	0	1796	3380	0	1633	1800	1575
Flt Permitted	0.950	0.996					0.343			0.640		
Satd. Flow (perm)	1689	1686	0	0	0	0	648	3380	0	1100	1800	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28						13				128
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	0%	0%	0%	0%	1%	6%	0%	10%	5%	2%
Adj. Flow (vph)	421	285	138	0	0	0	316	154	24	35	276	668
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	379	465	0	0	0	0	316	178	0	35	276	668
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 Build Traffic Volumes
10: NYS Route 120 & Airport Road

Weekday Peak PM Hour
09/13/2022

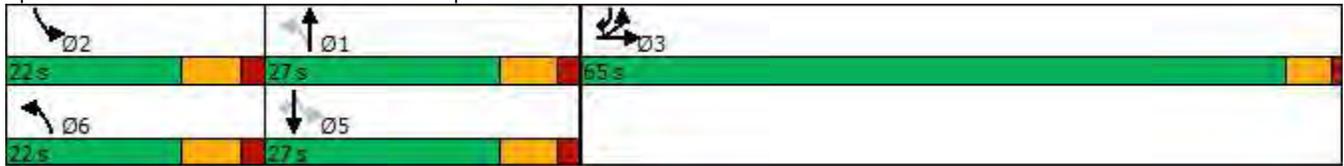


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	20.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	27.0	10.0
Total Split (s)	65.0	65.0					22.0	27.0		22.0	27.0	65.0
Total Split (%)	57.0%	57.0%					19.3%	23.7%		19.3%	23.7%	57.0%
Maximum Green (s)	60.0	60.0					15.0	20.0		15.0	20.0	60.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	36.7	36.7					42.8	35.3		26.3	20.4	64.3
Actuated g/C Ratio	0.40	0.40					0.47	0.38		0.29	0.22	0.70
v/c Ratio	0.56	0.67					0.64	0.14		0.10	0.69	0.59
Control Delay	23.7	25.4					26.7	23.1		20.1	46.2	7.4
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	23.7	25.4					26.7	23.1		20.1	46.2	7.4
LOS	C	C					C	C		C	D	A
Approach Delay		24.6						25.4			18.8	
Approach LOS		C						C			B	
Queue Length 50th (ft)	171	210					111	34		10	144	128
Queue Length 95th (ft)	252	308					#295	82		38	#344	198
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	1126	1133					493	1307		516	399	1467
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.34	0.41					0.64	0.14		0.07	0.69	0.46

Intersection Summary

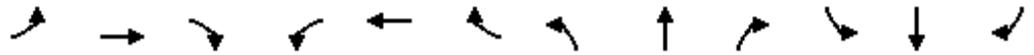
Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 91.8
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 22.3
 Intersection LOS: C
 Intersection Capacity Utilization 70.9%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 10: NYS Route 120 & Airport Road



Year 2024 Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗				↖			
Traffic Volume (vph)	3	255	0	0	338	588	0	0	539	0	0	0
Future Volume (vph)	3	255	0	0	338	588	0	0	539	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	12	12	12	13	13	13	16	16	16
Grade (%)		1%			-1%			1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.914				0.865			
Fl _t Protected		0.999										
Satd. Flow (prot)	0	2037	0	0	1705	0	0	0	1690	0	0	0
Fl _t Permitted		0.999										
Satd. Flow (perm)	0	2037	0	0	1705	0	0	0	1690	0	0	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		331			176			301			377	
Travel Time (s)		7.5			4.0			6.8			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	271	0	0	360	626	0	0	573	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	986	0	0	0	573	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.89	0.89	0.89	0.99	0.99	0.99	0.96	0.96	0.96	0.86	0.86	0.86
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.2%
ICU Level of Service	B
Analysis Period (min)	15

Year 2024 Build Traffic Volumes
 11: I-684 NB Off-Ramp/I-684 NB On-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↗				↖			
Traffic Vol, veh/h	3	255	0	0	338	588	0	0	539	0	0	0
Future Vol, veh/h	3	255	0	0	338	588	0	0	539	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-1	-	-	1	-	-	2	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	2	0	0	0	0	0	0
Mvmt Flow	3	271	0	0	360	626	0	0	573	0	0	0

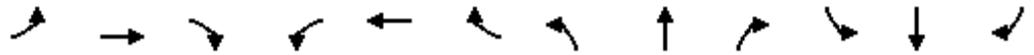
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	986	0	271
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	6.3
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	3.3
Pot Cap-1 Maneuver	709	0	767
Stage 1	-	0	-
Stage 2	-	0	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	709	-	767
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	767	709	-	-	-
HCM Lane V/C Ratio	0.748	0.005	-	-	-
HCM Control Delay (s)	22.2	10.1	0	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	6.9	0	-	-	-

Year 2024 Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Traffic Volume (vph)	0	0	0	338	0	0	0	0	0	259	0	0
Future Volume (vph)	0	0	0	338	0	0	0	0	0	259	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	14	13	13	12
Grade (%)		0%			-1%			2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.950						0.950	
Satd. Flow (prot)	0	0	0	0	1761	0	0	0	0	0	1819	0
Flt Permitted					0.950						0.950	
Satd. Flow (perm)	0	0	0	0	1761	0	0	0	0	0	1819	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		182			331			377			345	
Travel Time (s)		4.1			7.5			8.6			7.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	0	0	0	363	0	0	0	0	0	278	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	363	0	0	0	0	0	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.99	0.99	0.99	1.01	0.93	0.93	0.96	0.96	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.7%
ICU Level of Service	A
Analysis Period (min)	15

Year 2024 Build Traffic Volumes
 12: I-684 SB On-Ramp/I-684 SB Off-Ramp & Airport Road

Weekday Peak PM Hour
 09/13/2022

Intersection												
Int Delay, s/veh	16.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕						↕		
Traffic Vol, veh/h	0	0	0	338	0	0	0	0	0	259	0	0
Future Vol, veh/h	0	0	0	338	0	0	0	0	0	259	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	2	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	3	0	0	0	0	0	2	0	0
Mvmt Flow	0	0	0	363	0	0	0	0	0	278	0	0

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	726	726	-
Stage 1	-	-	-	726	726	-
Stage 2	-	-	-	0	0	-
Critical Hdwy	4.13	-	-	6.62	6.7	-
Critical Hdwy Stg 1	-	-	-	5.62	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.227	-	-	3.518	4	-
Pot Cap-1 Maneuver	-	-	0	376	340	0
Stage 1	-	-	0	460	415	0
Stage 2	-	-	0	-	-	0
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	376	0	-
Mov Cap-2 Maneuver	-	-	-	376	0	-
Stage 1	-	-	-	460	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		37.4
HCM LOS		E

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	376
HCM Lane V/C Ratio	-	-	0.741
HCM Control Delay (s)	-	-	37.4
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	5.8

Year 2024 Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour
 09/13/2022

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	171	6	208	147	32	350	303	720	35	62	722	124
Future Volume (vph)	171	6	208	147	32	350	303	720	35	62	722	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12	12	12	11	12	12	12	12	12
Storage Length (ft)	0		250	0		225	680		250	400		250
Storage Lanes	0		1	1		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.99	1.00								
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.954		0.950			0.950			0.950		
Satd. Flow (prot)	0	1956	1615	1770	1900	1615	1711	3574	1324	1805	3539	1599
Flt Permitted		0.710		0.578			0.950			0.950		
Satd. Flow (perm)	0	1456	1594	1076	1900	1615	1711	3574	1324	1805	3539	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			210			354			79			125
Link Speed (mph)		30			30			55				55
Link Distance (ft)		610			598			1191				735
Travel Time (s)		13.9			13.6			14.8				9.1
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%	2%	1%	22%	0%	2%	1%
Adj. Flow (vph)	173	6	210	148	32	354	306	727	35	63	729	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	179	210	148	32	354	306	727	35	63	729	125
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	0.88	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	2	1	1	2	1	1
Detector Template	Left											
Leading Detector (ft)	20	43	6	6	6	6	83	6	6	83	6	6
Trailing Detector (ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	-5	0	0	-5	0	0
Detector 1 Size(ft)	20	43	6	6	6	6	40	6	6	40	6	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)							43			43		
Detector 2 Size(ft)							40			40		
Detector 2 Type							Cl+Ex			Cl+Ex		
Detector 2 Channel												

Year 2024 Build Traffic Volumes
 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128

Weekday Peak PM Hour
 09/13/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)							0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		3			3		6	1		2	5	
Permitted Phases	3		3	3		3			1			5
Detector Phase	3	3	3	3	3	3	6	1	1	2	5	5
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	2.0	10.0	10.0	2.0	10.0	10.0
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	16.0	42.0	42.0	16.0	42.0	42.0
Total Split (s)	46.0	46.0	46.0	46.0	46.0	46.0	36.0	42.0	42.0	36.0	42.0	42.0
Total Split (%)	37.1%	37.1%	37.1%	37.1%	37.1%	37.1%	29.0%	33.9%	33.9%	29.0%	33.9%	33.9%
Maximum Green (s)	40.0	40.0	40.0	40.0	40.0	40.0	30.0	36.0	36.0	30.0	36.0	36.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	6.0	6.0	6.0	6.0	6.0	6.0	2.0	6.0	6.0	2.0	6.0	6.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0	4.0	4.0
Time Before Reduce (s)	20.0	20.0	20.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	10.0	10.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	0.0	10.0	10.0
Recall Mode	Min	Min	Min	Min	Min	Min	None	Max	Max	None	Max	Max
Act Effct Green (s)		26.0	26.0	26.0	26.0	26.0	22.3	53.5	53.5	8.2	36.6	36.6
Actuated g/C Ratio		0.25	0.25	0.25	0.25	0.25	0.22	0.52	0.52	0.08	0.35	0.35
v/c Ratio		0.49	0.38	0.55	0.07	0.53	0.83	0.39	0.05	0.44	0.58	0.19
Control Delay		38.2	6.4	42.3	30.2	6.4	58.8	18.3	0.1	58.4	31.8	6.2
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.2	6.4	42.3	30.2	6.4	58.8	18.3	0.1	58.4	31.8	6.2
LOS		D	A	D	C	A	E	B	A	E	C	A
Approach Delay		21.0			17.8			29.3			30.1	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		101	0	85	16	0	197	162	0	42	213	0
Queue Length 95th (ft)		179	55	159	42	69	324	256	0	92	333	45
Internal Link Dist (ft)		530			518			1111			655	
Turn Bay Length (ft)			250			225	680		250	400		250
Base Capacity (vph)		573	755	424	748	850	505	1849	723	533	1255	647
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.31	0.28	0.35	0.04	0.42	0.61	0.39	0.05	0.12	0.58	0.19

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 103.3

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 26.3

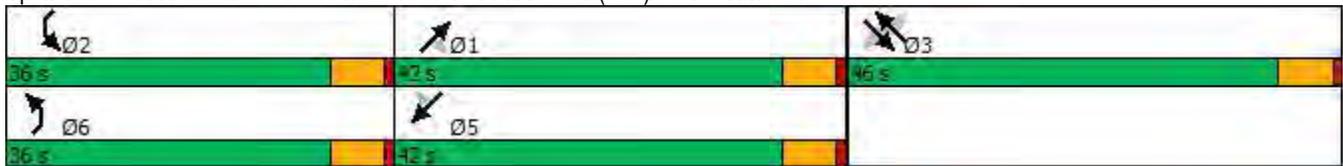
Intersection LOS: C

Intersection Capacity Utilization 68.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 13: NYS Route 22 & North Castle Drive (IBM)/NYS Route 128



Year 2024 Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (vph)	8	2	16	5	1214	289	0	551	5	245	2
Future Volume (vph)	8	2	16	5	1214	289	0	551	5	245	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	11	11
Grade (%)		0%			4%			1%		0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	*0.67	*0.67	*0.67	0.97	0.95
Ped Bike Factor					1.00			1.00		1.00	
Frt			0.850			0.850		0.999		0.999	
Flt Protected		0.950								0.953	
Satd. Flow (prot)	0	1685	1507	0	1782	1500	0	2316	0	3294	0
Flt Permitted		0.950			0.997					0.953	
Satd. Flow (perm)	0	1685	1507	0	1777	1500	0	2316	0	3294	0
Right Turn on Red			Yes			Yes			No		
Satd. Flow (RTOR)			63			304					
Link Speed (mph)		30			35			35		35	
Link Distance (ft)		155			796			597		511	
Travel Time (s)		3.5			15.5			11.6		10.0	
Confl. Peds. (#/hr)				2					2		2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	1%	2%	0%	2%	0%	3%	0%
Adj. Flow (vph)	8	2	17	5	1278	304	0	580	5	258	2
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	10	17	0	1283	304	0	585	0	260	0
Enter Blocked Intersection	No										
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(ft)		10			0			0		22	
Link Offset(ft)		0			0			0		0	
Crosswalk Width(ft)		16			16			16		16	
Two way Left Turn Lane											
Headway Factor	1.09	1.09	1.09	1.07	1.07	1.07	1.10	1.10	1.10	1.04	1.04
Turning Speed (mph)	15	15	9	15		9	15		9	15	9
Number of Detectors	1	1	1	1	2	1	1	2		1	
Detector Template	Left			Left			Left				
Leading Detector (ft)	20	35	35	20	83	35	20	83		35	
Trailing Detector (ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	0	-5		-5	
Detector 1 Size(ft)	20	40	40	20	40	40	20	40		40	
Detector 1 Type	Cl+Ex		Cl+Ex								
Detector 1 Channel											
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)					43			43			
Detector 2 Size(ft)					40			40			
Detector 2 Type					Cl+Ex			Cl+Ex			
Detector 2 Channel											
Detector 2 Extend (s)					0.0			0.0			
Turn Type	Perm	Prot	Perm	Perm	NA	pm+ov		NA		Prot	

Year 2024 Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Protected Phases		3			1	4		5		4	
Permitted Phases	3		3	1		1	5				
Detector Phase	3	3	3	1	1	4	5	5		4	
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	
Minimum Split (s)	10.0	10.0	10.0	11.0	11.0	11.0	11.0	11.0		11.0	
Total Split (s)	20.0	20.0	20.0	106.0	106.0	31.0	106.0	106.0		31.0	
Total Split (%)	12.7%	12.7%	12.7%	67.5%	67.5%	19.7%	67.5%	67.5%		19.7%	
Maximum Green (s)	15.0	15.0	15.0	100.0	100.0	25.0	100.0	100.0		25.0	
Yellow Time (s)	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0		5.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.0	5.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lag	Lag	Lag			Lead				Lead	
Lead-Lag Optimize?	Yes	Yes	Yes			Yes				Yes	
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0		3.0	
Recall Mode	None	None	None	Max	Max	None	Max	Max		None	
Act Effct Green (s)		8.5	8.5		100.6	125.6		100.6		16.3	
Actuated g/C Ratio		0.06	0.06		0.73	0.92		0.73		0.12	
v/c Ratio		0.10	0.11		0.98	0.22		0.34		0.66	
Control Delay		66.7	1.5		41.2	0.5		8.4		67.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0		0.0	
Total Delay		66.7	1.5		41.2	0.5		8.4		67.0	
LOS		E	A		D	A		A		E	
Approach Delay		25.6			33.4			8.4		67.0	
Approach LOS		C			C			A		E	
Queue Length 50th (ft)		9	0		~1259	0		145		120	
Queue Length 95th (ft)		30	0		#1657	11		226		170	
Internal Link Dist (ft)		75			716			517		431	
Turn Bay Length (ft)											
Base Capacity (vph)		185	221		1305	1430		1700		604	
Starvation Cap Reductn		0	0		0	0		0		0	
Spillback Cap Reductn		0	0		0	0		0		0	
Storage Cap Reductn		0	0		0	0		0		0	
Reduced v/c Ratio		0.05	0.08		0.98	0.21		0.34		0.43	

Intersection Summary

Area Type: Other

Cycle Length: 157

Actuated Cycle Length: 137

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 30.9

Intersection Capacity Utilization 93.3%

Analysis Period (min) 15

* User Entered Value

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

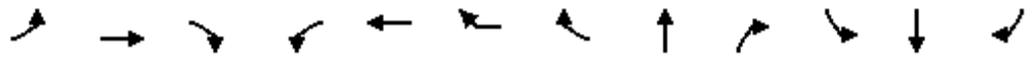
Year 2024 Build Traffic Volumes
 14: NYS Route 22 & Sir John's Plaza & N Broadway

Weekday Peak PM Hour
 09/13/2022

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

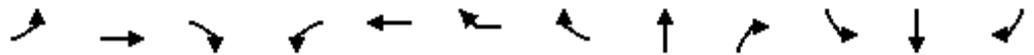
Splits and Phases: 14: NYS Route 22 & Sir John's Plaza & N Broadway

↑ Ø1	↙ Ø4	↘ Ø3
106 s	31 s	20 s
↓ Ø5		
106 s		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Future Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%			-6%	
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.960	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3516	0
Flt Permitted		0.994			0.983					0.078		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	153	3516	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							102		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)						2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1220	133	77	588	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1220	133	77	801	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt		NA
Protected Phases	3	3		4	4		5	6	4	5		2
Permitted Phases							4		6		2	
Detector Phase	3	3		4	4		5	6	4	5		2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0		31.0
Total Split (s)	51.0	51.0		36.0	36.0		26.0	51.0	36.0	26.0		77.0
Total Split (%)	25.5%	25.5%		18.0%	18.0%		13.0%	25.5%	18.0%	13.0%		38.5%
Maximum Green (s)	45.0	45.0		30.0	30.0		20.0	45.0	30.0	20.0		71.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None		None	None		None	Min	None	None		Min
Walk Time (s)	8.0	8.0										8.0
Flash Dont Walk (s)	25.0	25.0										17.0
Pedestrian Calls (#/hr)	6	6										0
Act Effct Green (s)	37.2	37.2			26.9		38.4	45.3	72.2	62.8		62.8
Actuated g/C Ratio	0.21	0.21			0.15		0.21	0.25	0.40	0.35		0.35
v/c Ratio	0.86	0.88			0.86		0.28	1.43	0.20	0.48		0.66
Control Delay	93.4	96.3			104.0		10.0	245.3	9.1	52.9		54.4
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	93.4	96.3			104.0		10.0	245.3	9.1	52.9		54.4
LOS	F	F			F		A	F	A	D		D
Approach Delay		94.8			72.0			222.1				54.2
Approach LOS		F			E			F				D
Queue Length 50th (ft)	361	360			275		12	~1077	22	66		446
Queue Length 95th (ft)	500	501			#436		55	#1296	51	114		544
Internal Link Dist (ft)		452			395			449				698
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	410	399			301		490	854	675	242		1385
Starvation Cap Reductn	0	0			0		0	0	0	0		0
Spillback Cap Reductn	0	0			0		0	0	0	0		0
Storage Cap Reductn	0	0			0		0	0	0	0		0
Reduced v/c Ratio	0.70	0.72			0.76		0.24	1.43	0.20	0.32		0.58

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 181.3
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.43

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 135.6 Intersection LOS: F

Intersection Capacity Utilization 84.4% ICU Level of Service E

Analysis Period (min) 15

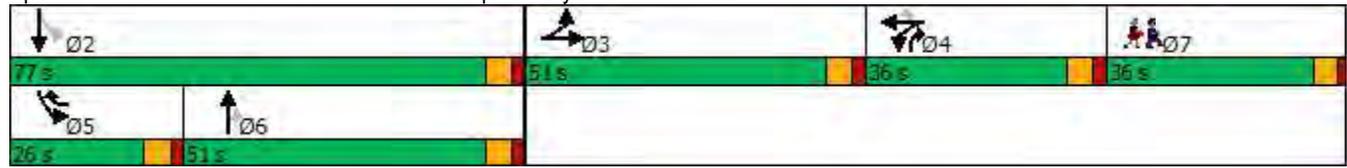
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street



YEAR 2024 NO-BUILD CONDITIONS
W/ IMPROVEMENTS

Year 2024 No-Build Traffic Volumes with Improvements
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	186	514	818	226	524	807
Future Volume (vph)	186	514	818	226	524	807
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		495
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	190	524	835	231	535	823
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	524	835	231	535	823
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes with Improvements
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 09/13/2022



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	78.0	37.0		45.0	
Total Split (%)	33.3%	63.4%	30.1%		36.6%	
Maximum Green (s)	34.0	71.0	30.0		39.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	22.1	59.2	30.1	111.3	39.1	111.3
Actuated g/C Ratio	0.20	0.53	0.27	1.00	0.35	1.00
v/c Ratio	0.65	0.31	0.94	0.16	0.95	0.57
Control Delay	51.5	15.0	58.9	0.2	64.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	15.0	58.9	0.2	64.3	1.7
LOS	D	B	E	A	E	A
Approach Delay		24.7	46.2		26.4	
Approach LOS		C	D		C	
Queue Length 50th (ft)	126	105	306	0	368	0
Queue Length 95th (ft)	202	139	#482	0	#655	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	452	2051	892	1478	563	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.26	0.94	0.16	0.95	0.57

Intersection Summary	
Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	111.3
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	32.7
Intersection LOS:	C
Intersection Capacity Utilization:	78.6%
ICU Level of Service:	D
Analysis Period (min):	15

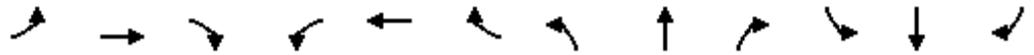
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

 Ø2	 Ø1	 Ø3
41 s	37 s	45 s
 Ø5		
78 s		

Year 2024 No-Build Traffic Volumes with Improvements
10: NYS Route 120 & Airport Road

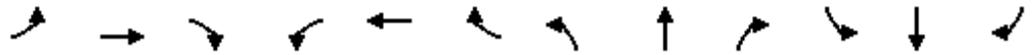
Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Future Volume (vph)	393	413	307	0	0	0	89	127	55	49	148	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.954				0.850
Flt Protected	0.950	0.997					0.950			0.950		
Satd. Flow (prot)	1580	1613	0	0	0	0	1695	3179	0	1727	1734	1530
Flt Permitted	0.950	0.997					0.600			0.630		
Satd. Flow (perm)	1580	1613	0	0	0	0	1071	3179	0	1145	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35						59				456
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	418	439	327	0	0	0	95	135	59	52	157	456
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	376	808	0	0	0	0	95	194	0	52	157	456
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 No-Build Traffic Volumes with Improvements
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	45.3	45.3					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.50	1.03					0.21	0.20		0.13	0.34	0.34
Control Delay	21.6	67.7					18.8	19.0		18.3	32.8	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	21.6	67.7					18.8	19.0		18.3	32.8	1.0
LOS	C	E					B	B		B	C	A
Approach Delay		53.1						19.0			9.9	
Approach LOS		D						B			A	
Queue Length 50th (ft)	169	~576					36	33		19	80	0
Queue Length 95th (ft)	277	#862					67	62		42	144	20
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	782					526	1208		531	639	1340
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.50	1.03					0.18	0.16		0.10	0.25	0.34

Intersection Summary

Area Type:	Other
Cycle Length:	114
Actuated Cycle Length:	95.5
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	35.0
Intersection LOS:	D
Intersection Capacity Utilization:	72.7%
ICU Level of Service:	C
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	

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

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 42 s	 Ø3 50 s
 Ø6 22 s	 Ø5 42 s	

Year 2024 No-Build Traffic Volumes with Improvements

Weekday Peak AM Hour

15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Future Volume (vph)	270	77	213	73	66	34	524	49	34	1225	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.899				0.850		0.850		0.975		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3474	0	0
Flt Permitted		0.996			0.974				0.330			
Satd. Flow (perm)	1511	1474	0	0	1748	1482	3257	1500	627	3474	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	552	52	36	1289	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	552	52	36	1551	0	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	45.0	45.0		22.0	22.0	11.0	86.0	22.0	11.0	97.0		
Total Split (%)	22.5%	22.5%		11.0%	11.0%	5.5%	43.0%	11.0%	5.5%	48.5%		
Maximum Green (s)	39.0	39.0		16.0	16.0	5.0	80.0	16.0	5.0	91.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	39.0	39.0			16.0	21.0	82.2	98.2	91.0	91.0		
Actuated g/C Ratio	0.20	0.20			0.08	0.10	0.41	0.49	0.46	0.46		
v/c Ratio	0.87	1.16			1.04	0.16	0.41	0.07	0.11	0.98		
Control Delay	104.8	169.6			170.9	1.5	43.4	1.0	31.3	71.5		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	104.8	169.6			170.9	1.5	43.4	1.0	31.3	71.5		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		141.4			137.4		39.8			70.6		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	349	~542			~206	0	276	0	26	1055		
Queue Length 95th (ft)	#525	#774			#372	0	334	5	52	#1222		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	295	287			140	224	1338	775	314	1580		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.87	1.16			1.04	0.16	0.41	0.07	0.11	0.98		

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.16

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 82.5 Intersection LOS: F

Intersection Capacity Utilization 91.1% ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2	↖ ↗ Ø3	↖ ↗ Ø4	🚶 🚴 Ø7
97 s	45 s	22 s	36 s
↖ ↗ Ø5 ↑ Ø6			
11 s 86 s			

Year 2024 No-Build Traffic Volumes - with Imp
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/14/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	733	749	649	603	281	239
Future Volume (vph)	733	749	649	603	281	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		254
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	780	797	690	641	299	254
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	797	690	641	299	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 No-Build Traffic Volumes - with Imp
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour
 09/14/2022



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	41.1	76.6	28.5	117.0	27.4	117.0
Actuated g/C Ratio	0.35	0.65	0.24	1.00	0.23	1.00
v/c Ratio	1.32	0.36	0.85	0.43	0.76	0.17
Control Delay	188.0	10.3	54.0	0.9	54.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.0	10.3	54.0	0.9	54.9	0.2
LOS	F	B	D	A	D	A
Approach Delay		98.2	28.4		29.8	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~776	135	265	0	212	0
Queue Length 95th (ft)	#1067	192	#381	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	591	2201	829	1507	476	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.32	0.36	0.83	0.43	0.63	0.17

Intersection Summary	
Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	117
Natural Cycle:	130
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.32
Intersection Signal Delay:	60.4
Intersection LOS:	E
Intersection Capacity Utilization:	90.8%
ICU Level of Service:	E
Analysis Period (min):	15

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

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)

 Ø2	 Ø1	 Ø3
48 s	36 s	39 s
 Ø5		
84 s		

Year 2024 No-Build Traffic Volumes - with Imp
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕	↗	↗	↕	↗
Traffic Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Future Volume (vph)	205	0	146	25	2	23	35	1060	0	1	264	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.509			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	791	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1218	0	1	303	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1218	0	1	303	11
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 No-Build Traffic Volumes - with Imp
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	Max	None	Max							
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	90.8
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	1.00
v/c Ratio		0.75	0.27		0.11	0.05	0.08	1.14		0.01	0.32	0.01
Control Delay		48.2	4.3		27.9	4.7	8.1	95.1		9.0	16.2	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.1	95.1		9.0	16.2	0.0
LOS		D	A		C	A	A	F		A	B	A
Approach Delay		29.9			17.3			92.3				15.6
Approach LOS		C			B			F				B
Queue Length 50th (ft)		126	0		14	0	8	~764		0	98	0
Queue Length 95th (ft)		202	35		36	11	24	#1265		3	185	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	641	1072		435	938	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.06	1.14		0.00	0.32	0.01

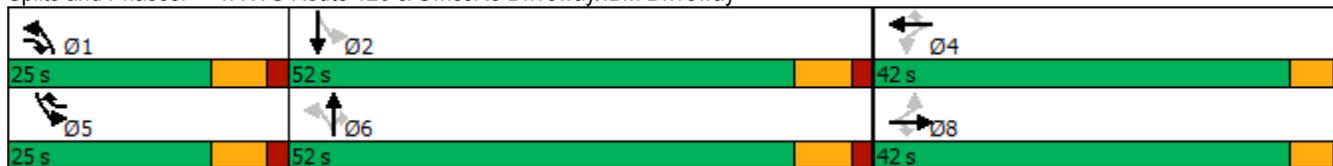
Intersection Summary

Area Type: Other
 Cycle Length: 119
 Actuated Cycle Length: 90.8
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 65.9
 Intersection Capacity Utilization 86.3%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service E

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

Queue shown is maximum after two cycles.

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 No-Build Traffic Volumes - with Imp
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	298	579	41	223	433
Future Volume (vph)	82	298	579	41	223	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.983
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.543
Satd. Flow (perm)	1708	0	1765	0	0	968
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*254		12			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	339	658	47	253	492
Shared Lane Traffic (%)						
Lane Group Flow (vph)	432	0	705	0	0	745
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 No-Build Traffic Volumes - with Imp
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	15.0		65.0		65.0	65.0
Total Split (%)	18.8%		81.3%		81.3%	81.3%
Maximum Green (s)	10.0		58.0		58.0	58.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	10.0		58.0			58.0
Actuated g/C Ratio	0.12		0.72			0.72
v/c Ratio	0.99		0.55			1.06
Control Delay	58.6		3.0			67.1
Queue Delay	0.0		0.0			0.0
Total Delay	58.6		3.0			67.1
LOS	E		A			E
Approach Delay	58.6		3.0			67.1
Approach LOS	E		A			E
Queue Length 50th (ft)	92		17			~416
Queue Length 95th (ft)	#265		41			#601
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	435		1282			701
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.99		0.55			1.06

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 18 (23%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 41.1
 Intersection LOS: D
 Intersection Capacity Utilization 106.8%
 ICU Level of Service G
 Analysis Period (min) 15
 * User Entered Value
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 No-Build Traffic Volumes - with Imp
 9: NYS Route 120 & New King Street

Weekday Peak PM Hour
 09/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	525	0	0	515
Future Volume (vph)	486	95	525	0	0	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	565	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	565	0	0	554
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.61			0.62
Control Delay	40.1	4.5	18.4			11.7
Queue Delay	0.0	0.0	0.0			0.2
Total Delay	40.1	4.5	18.4			12.0
LOS	D	A	B			B
Approach Delay	34.3		18.4			12.0
Approach LOS	C		B			B
Queue Length 50th (ft)	232	0	198			149
Queue Length 95th (ft)	#380	29	319			m148
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			50
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.61			0.66

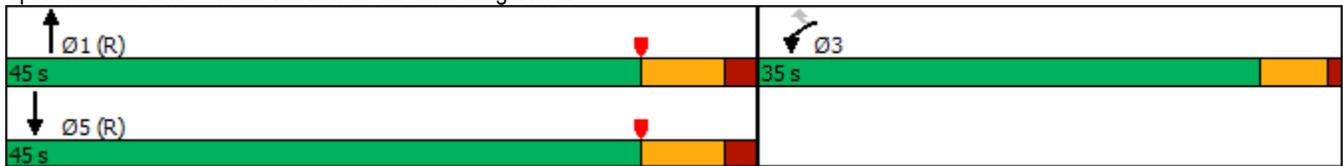
Intersection Summary

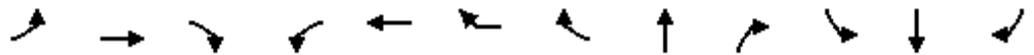
Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 12 (15%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 22.0
 Intersection Capacity Utilization 64.6%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

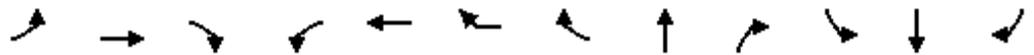
Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Future Volume (vph)	315	148	95	79	142	3	115	1182	129	75	581	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%				-6%
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.961	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3520	0
Flt Permitted		0.994			0.983					0.051		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	100	3520	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)							2					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1219	133	77	599	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1219	133	77	812	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Fr	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt		NA
Protected Phases	3	3		4	4		5	6	4	5		2
Permitted Phases							4		6		2	
Detector Phase	3	3		4	4		5	6	4	5		2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0		31.0
Total Split (s)	43.0	43.0		31.0	31.0		11.0	79.0	31.0	11.0		90.0
Total Split (%)	21.5%	21.5%		15.5%	15.5%		5.5%	39.5%	15.5%	5.5%		45.0%
Maximum Green (s)	37.0	37.0		25.0	25.0		5.0	73.0	25.0	5.0		84.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None		None	None		None	Min	None	None		Min
Walk Time (s)	8.0	8.0										8.0
Flash Dont Walk (s)	25.0	25.0										17.0
Pedestrian Calls (#/hr)	6	6										0
Act Effct Green (s)	36.9	36.9			25.0		30.0	72.7	97.7	83.7		83.7
Actuated g/C Ratio	0.18	0.18			0.13		0.15	0.36	0.49	0.42		0.42
v/c Ratio	0.95	0.97			1.02		0.38	0.98	0.17	0.91		0.55
Control Delay	119.2	123.9			146.1		17.4	82.5	6.5	112.8		45.5
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	119.2	123.9			146.1		17.4	82.5	6.5	112.8		45.5
LOS	F	F			F		B	F	A	F		D
Approach Delay		121.6			102.2			75.0				51.3
Approach LOS		F			F			E				D
Queue Length 50th (ft)	402	401			~318		25	837	19	61		424
Queue Length 95th (ft)	#615	#622			#514		78	#993	41	#167		493
Internal Link Dist (ft)		452			395			449				698
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	305	297			226		316	1251	780	85		1481
Starvation Cap Reductn	0	0			0		0	0	0	0		0
Spillback Cap Reductn	0	0			0		0	0	0	0		0
Storage Cap Reductn	0	0			0		0	0	0	0		0
Reduced v/c Ratio	0.95	0.97			1.02		0.38	0.97	0.17	0.91		0.55

Intersection Summary

Area Type:	Other
Cycle Length:	200
Actuated Cycle Length:	199.6
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.02

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 79.8 Intersection LOS: E

Intersection Capacity Utilization 84.4% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2	↖ Ø3	↙ Ø4	🚶 Ø7
90 s	43 s	31 s	36 s
↘ Ø5 ↑ Ø6			
11 s 79 s			

YEAR 2024 BUILD CONDITIONS
W/ IMPROVEMENTS

Year 2024 Build Traffic Volumes with Improvements
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
09/13/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	184	513	756	226	524	757
Future Volume (vph)	184	513	756	226	524	757
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1478	3209	3303	1478	1604	1436
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1478	3209	3303	1478	1604	1436
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				231		465
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	14%	5%	2%	2%	5%	5%
Adj. Flow (vph)	188	523	771	231	535	772
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	523	771	231	535	772
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes with Improvements
 1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak AM Hour
 09/13/2022

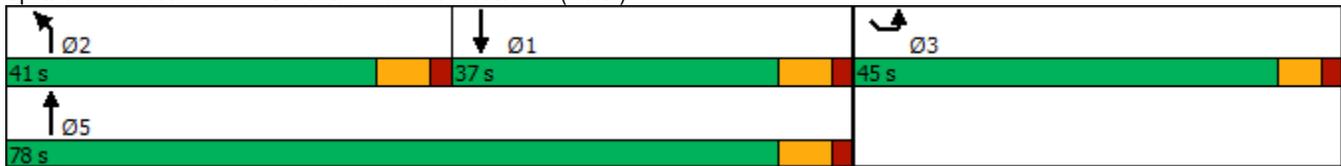


Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	41.0	78.0	37.0		45.0	
Total Split (%)	33.3%	63.4%	30.1%		36.6%	
Maximum Green (s)	34.0	71.0	30.0		39.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	21.9	58.9	29.9	111.0	39.1	111.0
Actuated g/C Ratio	0.20	0.53	0.27	1.00	0.35	1.00
v/c Ratio	0.64	0.31	0.87	0.16	0.95	0.54
Control Delay	51.4	15.0	50.8	0.2	63.7	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	15.0	50.8	0.2	63.7	1.4
LOS	D	B	D	A	E	A
Approach Delay		24.6	39.2		26.9	
Approach LOS		C	D		C	
Queue Length 50th (ft)	124	105	275	0	367	0
Queue Length 95th (ft)	200	138	#424	0	#652	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	453	2056	894	1478	564	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.25	0.86	0.16	0.95	0.54

Intersection Summary	
Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	111
Natural Cycle:	110
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.95
Intersection Signal Delay:	30.5
Intersection LOS:	C
Intersection Capacity Utilization:	76.8%
ICU Level of Service:	D
Analysis Period (min):	15

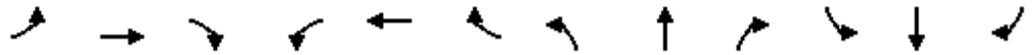
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 Build Traffic Volumes with Improvements
10: NYS Route 120 & Airport Road

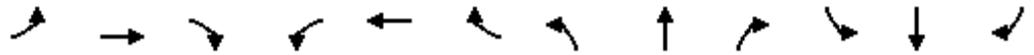
Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Future Volume (vph)	323	413	307	0	0	0	89	104	55	49	153	442
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Grade (%)		1%			-4%			-1%			1%	
Storage Length (ft)	0		0	0		0	385		0	190		460
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.939						0.948				0.850
Flt Protected	0.950	0.998					0.950			0.950		
Satd. Flow (prot)	1580	1616	0	0	0	0	1695	3168	0	1727	1734	1530
Flt Permitted	0.950	0.998					0.593			0.644		
Satd. Flow (perm)	1580	1616	0	0	0	0	1058	3168	0	1171	1734	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36						59				470
Link Speed (mph)		30			30			55				55
Link Distance (ft)		176			314			586				596
Travel Time (s)		4.0			7.1			7.3				7.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	8%	4%	4%	0%	0%	0%	7%	11%	4%	4%	9%	5%
Adj. Flow (vph)	344	439	327	0	0	0	95	111	59	52	163	470
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	310	800	0	0	0	0	95	170	0	52	163	470
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.82	0.82	0.82	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2					1	2		1	2	1
Detector Template												
Leading Detector (ft)	35	83					35	83		35	83	35
Trailing Detector (ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5					-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40					40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43						43			43	
Detector 2 Size(ft)		40						40			40	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	

Year 2024 Build Traffic Volumes with Improvements
10: NYS Route 120 & Airport Road

Weekday Peak AM Hour
09/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA					pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	3	3					6	1		2	5	3
Permitted Phases							1			5		5
Detector Phase	3	3					6	1		2	5	3
Switch Phase												
Minimum Initial (s)	5.0	5.0					3.0	8.0		3.0	25.0	5.0
Minimum Split (s)	10.0	10.0					10.0	15.0		10.0	32.0	10.0
Total Split (s)	50.0	50.0					22.0	42.0		22.0	42.0	50.0
Total Split (%)	43.9%	43.9%					19.3%	36.8%		19.3%	36.8%	43.9%
Maximum Green (s)	45.0	45.0					15.0	35.0		15.0	35.0	45.0
Yellow Time (s)	4.0	4.0					5.0	5.0		5.0	5.0	4.0
All-Red Time (s)	1.0	1.0					2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0					7.0	7.0		7.0	7.0	5.0
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0					2.0	2.0		2.0	2.0	3.0
Recall Mode	None	None					None	Min		None	Min	None
Act Effct Green (s)	45.2	45.2					35.2	27.5		30.4	25.1	78.6
Actuated g/C Ratio	0.47	0.47					0.37	0.29		0.32	0.26	0.82
v/c Ratio	0.41	1.02					0.21	0.18		0.13	0.36	0.35
Control Delay	20.0	64.1					18.8	17.7		18.3	33.0	1.0
Queue Delay	0.0	0.0					0.0	0.0		0.0	0.0	0.0
Total Delay	20.0	64.1					18.8	17.7		18.3	33.0	1.0
LOS	B	E					B	B		B	C	A
Approach Delay		51.8						18.1			10.0	
Approach LOS		D						B			A	
Queue Length 50th (ft)	132	~563					36	26		19	84	0
Queue Length 95th (ft)	222	#850					67	54		42	149	21
Internal Link Dist (ft)		96			234			506			516	
Turn Bay Length (ft)							385			190		460
Base Capacity (vph)	748	784					523	1204		537	639	1342
Starvation Cap Reductn	0	0					0	0		0	0	0
Spillback Cap Reductn	0	0					0	0		0	0	0
Storage Cap Reductn	0	0					0	0		0	0	0
Reduced v/c Ratio	0.41	1.02					0.18	0.14		0.10	0.26	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 95.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 33.5
 Intersection LOS: C
 Intersection Capacity Utilization 70.8%
 ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

Splits and Phases: 10: NYS Route 120 & Airport Road

 Ø2 22 s	 Ø1 42 s	 Ø3 50 s
 Ø6 22 s	 Ø5 42 s	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	270	77	213	73	66	34	512	49	34	1126	248	1
Future Volume (vph)	270	77	213	73	66	34	512	49	34	1126	248	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	11	11	12	12	12	12
Grade (%)		2%			2%		4%			-6%		
Storage Length (ft)	115		0	0				160	110		0	
Storage Lanes	1		0	0				1	1		0	
Taper Length (ft)	86			25					86			
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98			1.00	0.98						
Frt		0.899				0.850		0.850		0.973		
Flt Protected		0.996			0.974				0.950			
Satd. Flow (prot)	1515	1474	0	0	1755	1508	3257	1500	1805	3464	0	0
Flt Permitted		0.996			0.974				0.323			
Satd. Flow (perm)	1511	1474	0	0	1748	1482	3257	1500	614	3464	0	0
Right Turn on Red			No			Yes		Yes				No
Satd. Flow (RTOR)						76		76				
Link Speed (mph)		35			30		45			35		
Link Distance (ft)		532			475		529			778		
Travel Time (s)		10.4			10.8		8.0			15.2		
Confl. Peds. (#/hr)	2		6	6		2						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	14%	6%	1%	3%	6%	6%	5%	2%	3%	3%	11%	0%
Adj. Flow (vph)	284	81	224	77	69	36	539	52	36	1185	261	1
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	256	333	0	0	146	36	539	52	36	1447	0	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right	Right
Median Width(ft)		11			11		12			12		
Link Offset(ft)		0			0		0			0		
Crosswalk Width(ft)		16			16		16			16		
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9		9	15		9	9
Number of Detectors	1	2		1	2	1	2	1	1	2		
Detector Template				Left								
Leading Detector (ft)	35	83		20	83	35	83	35	35	83		
Trailing Detector (ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Position(ft)	-5	-5		0	-5	-5	-5	-5	-5	-5		
Detector 1 Size(ft)	40	40		20	40	40	40	40	40	40		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		43			43		43			43		
Detector 2 Size(ft)		40			40		40			40		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Fr _t	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBT	NBR	SBL	SBT	SBR	SBR2
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		
Turn Type	Split	NA		Split	NA	pm+ov	NA	pm+ov	pm+pt	NA		
Protected Phases	3	3		4	4	5	6	4	5	2		
Permitted Phases						4		6	2			
Detector Phase	3	3		4	4	5	6	4	5	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0		
Minimum Split (s)	39.0	39.0		11.0	11.0	11.0	11.0	11.0	11.0	31.0		
Total Split (s)	51.0	51.0		22.0	22.0	11.0	80.0	22.0	11.0	91.0		
Total Split (%)	25.5%	25.5%		11.0%	11.0%	5.5%	40.0%	11.0%	5.5%	45.5%		
Maximum Green (s)	45.0	45.0		16.0	16.0	5.0	74.0	16.0	5.0	85.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0		
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None		None	None	None	Min	None	None	Min		
Walk Time (s)	8.0	8.0								8.0		
Flash Dont Walk (s)	25.0	25.0								17.0		
Pedestrian Calls (#/hr)	6	6								0		
Act Effct Green (s)	45.0	45.0			16.0	21.0	76.2	92.2	85.0	85.0		
Actuated g/C Ratio	0.22	0.22			0.08	0.10	0.38	0.46	0.42	0.42		
v/c Ratio	0.75	1.01			1.04	0.16	0.43	0.07	0.12	0.98		
Control Delay	87.4	125.1			170.9	1.5	47.8	1.1	34.9	75.6		
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	87.4	125.1			170.9	1.5	47.8	1.1	34.9	75.6		
LOS	F	F			F	A	D	A	C	E		
Approach Delay		108.8			137.4		43.7			74.6		
Approach LOS		F			F		D			E		
Queue Length 50th (ft)	335	~471			~206	0	283	0	28	990		
Queue Length 95th (ft)	462	#711			#372	0	343	6	55	#1153		
Internal Link Dist (ft)		452			395		449			698		
Turn Bay Length (ft)	115					180		160	110			
Base Capacity (vph)	340	331			140	224	1241	732	290	1472		
Starvation Cap Reductn	0	0			0	0	0	0	0	0		
Spillback Cap Reductn	0	0			0	0	0	0	0	0		
Storage Cap Reductn	0	0			0	0	0	0	0	0		
Reduced v/c Ratio	0.75	1.01			1.04	0.16	0.43	0.07	0.12	0.98		

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.04

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 79.3 Intersection LOS: E

Intersection Capacity Utilization 88.4% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2	↙ ↘ Ø3	↙ ↘ Ø4	🚶 Ø7
91 s	51 s	22 s	36 s
↙ ↘ Ø5	↑ Ø6		
11 s	80 s		

Year 2024 Build Traffic Volumes with Imp
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/14/2022

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		 	 			
Traffic Volume (vph)	686	691	646	603	281	236
Future Volume (vph)	686	691	646	603	281	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10
Storage Length (ft)	250			500	250	0
Storage Lanes	1			1	1	1
Taper Length (ft)	86				86	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1685	3336	3336	1507	1685	1507
Fl _t Permitted	0.950				0.950	
Satd. Flow (perm)	1685	3336	3336	1507	1685	1507
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				641		251
Link Speed (mph)		55	55		30	
Link Distance (ft)		767	1064		872	
Travel Time (s)		9.5	13.2		19.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Adj. Flow (vph)	730	735	687	641	299	251
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	735	687	641	299	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		10	15		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	2	0
Detector Template						
Leading Detector (ft)	35	104	104	0	104	0
Trailing Detector (ft)	-5	0	0	0	0	0
Detector 1 Position(ft)	-5	0	0	0	0	0
Detector 1 Size(ft)	40	0	0	0	0	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94		94	
Detector 2 Size(ft)		10	10		10	
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0		0.0	
Turn Type	Prot	NA	NA	Free	Prot	Free

Year 2024 Build Traffic Volumes with Imp
1: NYS Route 22 & NYS Route 120 (North)

Weekday Peak PM Hour

09/14/2022



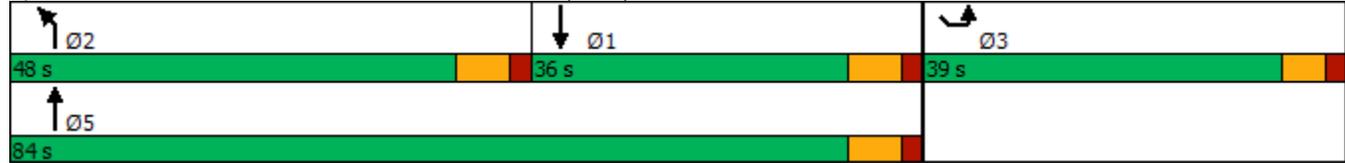
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Protected Phases	2	5	1		3	
Permitted Phases				Free		Free
Detector Phase	2	5	1		3	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0		10.0	
Minimum Split (s)	36.0	36.0	36.0		26.0	
Total Split (s)	48.0	84.0	36.0		39.0	
Total Split (%)	39.0%	68.3%	29.3%		31.7%	
Maximum Green (s)	41.0	77.0	29.0		33.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	6.0	6.0	6.0		6.0	
Minimum Gap (s)	4.0	4.0	4.0		4.0	
Time Before Reduce (s)	20.0	20.0	20.0		20.0	
Time To Reduce (s)	8.0	8.0	8.0		5.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	41.1	76.6	28.4	117.0	27.4	117.0
Actuated g/C Ratio	0.35	0.65	0.24	1.00	0.23	1.00
v/c Ratio	1.23	0.34	0.85	0.43	0.76	0.17
Control Delay	153.7	10.0	53.8	0.9	54.9	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	153.7	10.0	53.8	0.9	54.9	0.2
LOS	F	A	D	A	D	A
Approach Delay		81.6	28.3		29.9	
Approach LOS		F	C		C	
Queue Length 50th (ft)	~697	121	263	0	212	0
Queue Length 95th (ft)	#979	174	#378	0	314	0
Internal Link Dist (ft)		687	984		792	
Turn Bay Length (ft)	250			500	250	
Base Capacity (vph)	592	2202	829	1507	476	1507
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.33	0.83	0.43	0.63	0.17

Intersection Summary

Area Type:	Other
Cycle Length:	123
Actuated Cycle Length:	117
Natural Cycle:	120
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.23
Intersection Signal Delay:	51.9
Intersection LOS:	D
Intersection Capacity Utilization:	88.1%
ICU Level of Service:	E
Analysis Period (min):	15

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

Splits and Phases: 1: NYS Route 22 & NYS Route 120 (North)



Year 2024 Build Traffic Volumes with Imp
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

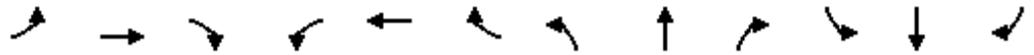
Weekday Peak PM Hour
09/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↑	↗	↗	↑	↗
Traffic Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Future Volume (vph)	205	0	146	25	2	23	35	945	0	1	259	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		4%			-1%			7%			-4%	
Storage Length (ft)	0		315	0		125	280		445	150		275
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			86			86		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected		0.950			0.955		0.950			0.950		
Satd. Flow (prot)	0	1769	1479	0	1767	1623	1476	1815	1834	1841	1882	1647
Flt Permitted		0.737			0.650		0.513			0.081		
Satd. Flow (perm)	0	1372	1479	0	1202	1623	797	1815	1834	157	1882	1647
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			168			37						147
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		601			392			1478			1166	
Travel Time (s)		13.7			8.9			18.3			14.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	7%	0%	50%	0%	18%	1%	0%	0%	3%	0%
Adj. Flow (vph)	236	0	168	29	2	26	40	1086	0	1	298	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	168	0	31	26	40	1086	0	1	298	11
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	0.99	0.99	0.99	1.05	1.05	1.05	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left			Left								
Leading Detector (ft)	20	83	35	20	83	35	35	83	35	35	83	35
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	20	40	40	20	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex											
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Free

Year 2024 Build Traffic Volumes with Imp
4: NYS Route 120 & SwissRe Driveway/IBM Driveway

Weekday Peak PM Hour
09/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8	1		4	5	1	6		5	2	
Permitted Phases	8		8	4		4	6		6	2		Free
Detector Phase	8	8	1	4	4	5	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	3.0	5.0	5.0	3.0	3.0	5.0	5.0	3.0	5.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0	10.0	12.0	
Total Split (s)	42.0	42.0	25.0	42.0	42.0	25.0	25.0	52.0	52.0	25.0	52.0	
Total Split (%)	35.3%	35.3%	21.0%	35.3%	35.3%	21.0%	21.0%	43.7%	43.7%	21.0%	43.7%	
Maximum Green (s)	37.0	37.0	18.0	37.0	37.0	18.0	18.0	45.0	45.0	18.0	45.0	
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	1.0	1.0	2.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	Max	Max	None	Max							
Act Effct Green (s)		20.7	31.4		20.7	30.4	56.2	53.7		49.9	45.3	90.8
Actuated g/C Ratio		0.23	0.35		0.23	0.33	0.62	0.59		0.55	0.50	1.00
v/c Ratio		0.75	0.27		0.11	0.05	0.07	1.01		0.01	0.32	0.01
Control Delay		48.2	4.3		27.9	4.7	8.1	53.3		9.0	16.1	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay		48.2	4.3		27.9	4.7	8.1	53.3		9.0	16.1	0.0
LOS		D	A		C	A	A	D		A	B	A
Approach Delay		29.9			17.3			51.7				15.5
Approach LOS		C			B			D				B
Queue Length 50th (ft)		126	0		14	0	8	500		0	96	0
Queue Length 95th (ft)		202	35		36	11	24	#1087		3	182	0
Internal Link Dist (ft)		521			312			1398			1086	
Turn Bay Length (ft)			315			125	280			150		275
Base Capacity (vph)		562	801		492	803	644	1072		435	938	1647
Starvation Cap Reductn		0	0		0	0	0	0		0	0	0
Spillback Cap Reductn		0	0		0	0	0	0		0	0	0
Storage Cap Reductn		0	0		0	0	0	0		0	0	0
Reduced v/c Ratio		0.42	0.21		0.06	0.03	0.06	1.01		0.00	0.32	0.01

Intersection Summary

Area Type: Other

Cycle Length: 119

Actuated Cycle Length: 90.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 40.1

Intersection LOS: D

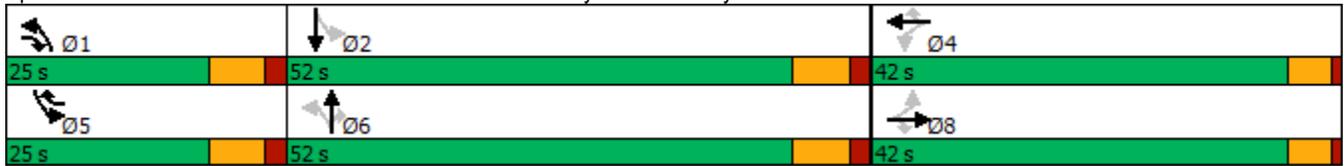
Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 4: NYS Route 120 & SwissRe Driveway/IBM Driveway



Year 2024 Build Traffic Volumes with Imp
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	82	302	594	41	203	353
Future Volume (vph)	82	302	594	41	203	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	-6%		2%			0%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.991			
Flt Protected	0.989					0.982
Satd. Flow (prot)	1708	0	1765	0	0	1753
Flt Permitted	0.989					0.516
Satd. Flow (perm)	1708	0	1765	0	0	921
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	*265		11			
Link Speed (mph)	30		55			55
Link Distance (ft)	328		519			557
Travel Time (s)	7.5		6.4			6.9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	6%	0%	2%	3%	1%	4%
Adj. Flow (vph)	93	343	675	47	231	401
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	722	0	0	632
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.96	0.96	1.06	1.06	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template					Left	
Leading Detector (ft)	35		83		20	83
Trailing Detector (ft)	-5		-5		0	-5
Detector 1 Position(ft)	-5		-5		0	-5
Detector 1 Size(ft)	40		40		20	40
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	3		1			5
Permitted Phases					5	

Year 2024 Build Traffic Volumes with Imp
8: NYS Route 120 & Gateway Lane

Weekday Peak PM Hour
09/14/2022

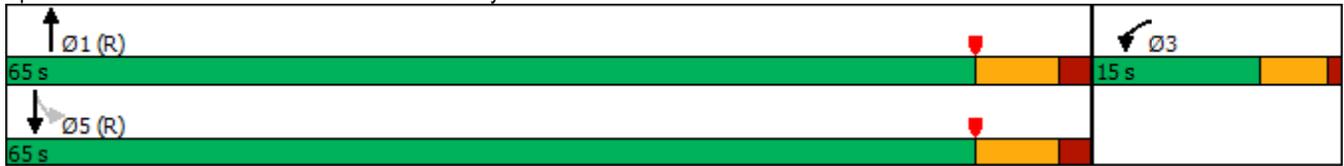


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	3		1		5	5
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	10.0		12.0		12.0	12.0
Total Split (s)	15.0		65.0		65.0	65.0
Total Split (%)	18.8%		81.3%		81.3%	81.3%
Maximum Green (s)	10.0		58.0		58.0	58.0
Yellow Time (s)	4.0		5.0		5.0	5.0
All-Red Time (s)	1.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	5.0		7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	10.0		58.0			58.0
Actuated g/C Ratio	0.12		0.72			0.72
v/c Ratio	0.98		0.56			0.95
Control Delay	54.4		3.1			37.1
Queue Delay	0.0		0.0			0.0
Total Delay	54.4		3.1			37.1
LOS	D		A			D
Approach Delay	54.4		3.1			37.1
Approach LOS	D		A			D
Queue Length 50th (ft)	88		18			225
Queue Length 95th (ft)	#259		41			#492
Internal Link Dist (ft)	248		439			477
Turn Bay Length (ft)						
Base Capacity (vph)	445		1282			667
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.98		0.56			0.95

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	22 (28%), Referenced to phase 1:NBT and 5:SBTL, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	27.6
Intersection LOS:	C
Intersection Capacity Utilization:	102.5%
ICU Level of Service:	G
Analysis Period (min):	15
* User Entered Value	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: NYS Route 120 & Gateway Lane



Year 2024 Build Traffic Volumes with Imp
9: NYS Route 120 & New King Street

Weekday Peak PM Hour
09/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	486	95	541	0	0	434
Future Volume (vph)	486	95	541	0	0	434
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	11	11	11	11
Grade (%)	-2%		1%			1%
Storage Length (ft)	0	175		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1669	1792	0	0	1740
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1669	1792	0	0	1740
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		102				
Link Speed (mph)	30		55			55
Link Distance (ft)	321		928			519
Travel Time (s)	7.3		11.5			6.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	2%	0%	0%	5%
Adj. Flow (vph)	523	102	582	0	0	467
Shared Lane Traffic (%)						
Lane Group Flow (vph)	523	102	582	0	0	467
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.99	0.95	1.05	1.05	1.05	1.05
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template						
Leading Detector (ft)	35	35	83			83
Trailing Detector (ft)	-5	-5	-5			-5
Detector 1 Position(ft)	-5	-5	-5			-5
Detector 1 Size(ft)	40	40	40			40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			43			43
Detector 2 Size(ft)			40			40
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA			NA
Protected Phases	3		1			5
Permitted Phases		3				
Detector Phase	3	3	1			5
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	10.0	10.0	12.0			12.0
Total Split (s)	35.0	35.0	45.0			45.0
Total Split (%)	43.8%	43.8%	56.3%			56.3%
Maximum Green (s)	30.0	30.0	38.0			38.0
Yellow Time (s)	4.0	4.0	5.0			5.0
All-Red Time (s)	1.0	1.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	5.0	5.0	7.0			7.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	26.9	26.9	41.1			41.1
Actuated g/C Ratio	0.34	0.34	0.51			0.51
v/c Ratio	0.86	0.16	0.63			0.52
Control Delay	40.1	4.5	18.8			11.3
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	40.1	4.5	18.8			11.3
LOS	D	A	B			B
Approach Delay	34.3		18.8			11.3
Approach LOS	C		B			B
Queue Length 50th (ft)	232	0	208			105
Queue Length 95th (ft)	#380	29	333			m135
Internal Link Dist (ft)	241		848			439
Turn Bay Length (ft)		175				
Base Capacity (vph)	676	689	921			894
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.77	0.15	0.63			0.52

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 16 (20%), Referenced to phase 1:NBT and 5:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 22.5
 Intersection Capacity Utilization 65.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

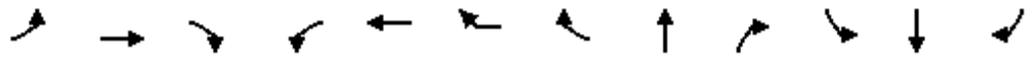
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

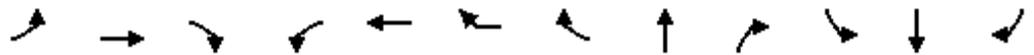
Splits and Phases: 9: NYS Route 120 & New King Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Future Volume (vph)	315	148	95	79	142	3	115	1183	129	75	570	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	11	11	12	12	12
Grade (%)		2%			2%			4%				-6%
Storage Length (ft)	115		0	0		180			160	110		0
Storage Lanes	1		0	0		1			1	1		0
Taper Length (ft)	86			25						86		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.949			0.998		0.850		0.850		0.960	
Flt Protected		0.994			0.983					0.950		
Satd. Flow (prot)	1645	1600	0	0	1810	0	1599	3420	1515	1859	3516	0
Flt Permitted		0.994			0.983					0.051		
Satd. Flow (perm)	1645	1600	0	0	1810	0	1599	3420	1515	100	3516	0
Right Turn on Red			No				Yes		Yes			
Satd. Flow (RTOR)							90		76			
Link Speed (mph)		35			30			45			35	
Link Distance (ft)		532			475			529			778	
Travel Time (s)		10.4			10.8			8.0			15.2	
Confl. Peds. (#/hr)							2					
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	1%	2%	0%	3%	0%	0%	0%	1%	0%	1%	3%
Adj. Flow (vph)	325	153	98	81	146	3	119	1220	133	77	588	213
Shared Lane Traffic (%)	11%											
Lane Group Flow (vph)	289	287	0	0	230	0	119	1220	133	77	801	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Right	Left	Right	Left	Left	Right
Median Width(ft)		11			11			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.01	1.01	1.01	1.01	1.07	1.07	0.96	0.96	0.96
Turning Speed (mph)	15		9	15		9	9		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template				Left								
Leading Detector (ft)	35	83		20	83		35	83	35	35	83	
Trailing Detector (ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Position(ft)	-5	-5		0	-5		-5	-5	-5	-5	-5	
Detector 1 Size(ft)	40	40		20	40		40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	Ø7
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Split	NA		Split	NA		pm+ov	NA	pm+ov	pm+pt		NA
Protected Phases	3	3		4	4		5	6	4	5		2
Permitted Phases							4		6	2		
Detector Phase	3	3		4	4		5	6	4	5		2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	39.0	39.0		11.0	11.0		11.0	11.0	11.0	11.0		31.0
Total Split (s)	42.0	42.0		31.0	31.0		11.0	80.0	31.0	11.0		91.0
Total Split (%)	21.0%	21.0%		15.5%	15.5%		5.5%	40.0%	15.5%	5.5%		45.5%
Maximum Green (s)	36.0	36.0		25.0	25.0		5.0	74.0	25.0	5.0		85.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None		None	None		None	Min	None	None		Min
Walk Time (s)	8.0	8.0										8.0
Flash Dont Walk (s)	25.0	25.0										17.0
Pedestrian Calls (#/hr)	6	6										0
Act Effct Green (s)	36.0	36.0			25.0		30.0	73.1	98.1	84.1		84.1
Actuated g/C Ratio	0.18	0.18			0.13		0.15	0.37	0.49	0.42		0.42
v/c Ratio	0.97	0.99			1.01		0.38	0.97	0.17	0.90		0.54
Control Delay	124.0	129.6			145.4		17.3	80.7	6.4	110.0		44.6
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0		0.0
Total Delay	124.0	129.6			145.4		17.3	80.7	6.4	110.0		44.6
LOS	F	F			F		B	F	A	F		D
Approach Delay		126.8			101.7			73.4				50.4
Approach LOS		F			F			E				D
Queue Length 50th (ft)	405	404			~318		25	832	19	61		413
Queue Length 95th (ft)	#627	#633			#514		78	#982	41	#165		481
Internal Link Dist (ft)		452			395			449				698
Turn Bay Length (ft)	115						180		160	110		
Base Capacity (vph)	297	289			227		317	1271	785	86		1501
Starvation Cap Reductn	0	0			0		0	0	0	0		0
Spillback Cap Reductn	0	0			0		0	0	0	0		0
Storage Cap Reductn	0	0			0		0	0	0	0		0
Reduced v/c Ratio	0.97	0.99			1.01		0.38	0.96	0.17	0.90		0.53

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 199.1
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01

Lane Group	Ø7
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	7
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	36.0
Total Split (s)	36.0
Total Split (%)	18%
Maximum Green (s)	31.0
Yellow Time (s)	3.5
All-Red Time (s)	1.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Ped
Walk Time (s)	8.0
Flash Dont Walk (s)	23.0
Pedestrian Calls (#/hr)	2
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Intersection Signal Delay: 79.9 Intersection LOS: E

Intersection Capacity Utilization 84.4% ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 15: Central Westchester Expressway & NYS Route 22 & Reservoir Road & Church Street

↓ Ø2	↙ Ø3	↘ Ø4	🚶 Ø7
91 s	42 s	31 s	36 s
↙ Ø5 ↑ Ø6			
11 s 80 s			

Appendix G
Proportional Valuation Methodology

To determine the incremental cost of new residents, the proportional valuation method was used to assign a share of the affected budgets (\$10.18 million as determined above and shown in Row A in **Table E-1**) to residential uses. The total equalized assessed value of non-residential parcels within the Town of North Castle is \$14.5 million, which comprises 13 percent of the total real property assessed value within the Town (see rows B and D). The proportional valuation method assumes that assessed value, or total tax revenue, is representative of municipal costs. As detailed by Burchell and Listokin, case studies of non-residential impacts conducted by Rutgers University have shown that while the difference in value between non-residential properties and the average local property grows, the proportional assignment of costs tend to over- or underestimate the magnitude that can be attributed to non-residential property. As such, a refinement coefficient is determined to correct the over- or underestimated costs and more accurately capture the proportional allocation of municipal costs. The average non-residential parcel in North Castle is valued at rate of 2.7 times higher than the average parcel in the Town (see row I), which indicates that municipal costs attributable to non-residential properties may be over or underestimated if a simple proportion is used. Based on this ratio (2.7), a refinement coefficient of 1.5 (see row J) was applied to estimate the municipal cost associated with non-residential properties. As shown in row K, the total municipal expenditures (row A) was multiplied by the proportion of assessed value attributable to non-residential properties (row D), and then multiplied by the refinement coefficient (row J). As shown in row K, the existing municipal expenditures that can be attributed to non-residential properties in the Town is approximately \$1.98 million, which indicates that municipal costs for non-residential properties is equal to 19 percent of total equalized assessed value of non-residential properties (see row L). The remainder of the municipal expenditures not attributable to commercial uses, can be attributed to residential uses (see row M), for a total of \$8.19 million.

Table E-1
Proportional Valuation and Per Capita Method

Step	Model Component	Number
A	Municipal Expenditures (Town General/Library Funds)	\$10,176,932
B	Total Non-Residential Equalized Assessed Value	\$14,459,937
C	Total Real Property Assessed Value	\$111,295,993
D	Ratio of B to C	0.130
E	Count of Non-Residential Parcels	218
F	Count of Total Parcels	4,522
G	Average Value of Non-residential Parcels	\$66,330
H	Average Value of all parcels	\$24,612
I	Ratio of G to H	2.695
J	Refinement Coefficient	1.500
K	Non-residential municipal expenditures (A*D*J)	\$1,983,330
L	Percent of non-residential expenditures to total expenditures	19%
M	Residential Municipal Expenditures	\$8,193,602
N	2020 Residential Population	12,408
O	Per Capita Residential Cost (M/N)	\$660
P	New Resident Population	234
Q	Incremental Cost	\$154,356

Notes: Totals may not sum due to rounding.

Sources: AKRF, Inc.

Appendix H
Preferred Alternative Plan Set

FEIS DRAWINGS SET

AIRPORT CAMPUS

TAX MAP SECTION 118.02 | BLOCK 1 | LOT 1
WESTCHESTER COUNTY
113 KING STREET (NY ROUTE 120)
NORTH CASTLE, NY 10504

Applicant:
AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 POUND RIDGE, NY 10576
 (914) 764-1000

JMC Civil Engineer, Surveyor, &
 Landscape Architect:
 120 BEDFORD ROAD
 ARMONK, NY 10504
 (914) 273-5225

Attorneys:
Veneziano & Associates
 84 BUSINESS PARK DRIVE, SUITE 200
 ARMONK, NY 10504
 (914) 273-1300

Environmental, Planning, and Engineering Consultants:
AKRF, INC.
 34 SOUTH BROADWAY, SUITE 401
 WHITE PLAINS, NY 10601
 (914) 922-2370

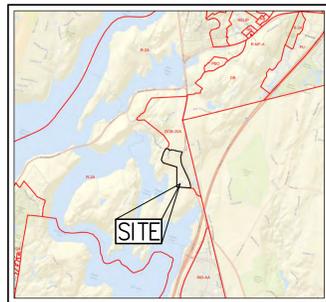
Wetland Consultant:
Ecological Solutions
 1248 SOUTHFORD ROAD
 SOUTHBURY, CT 06488
 (203) 910-4716

Geotechnical Engineer:
Carlin Simpson & Associates
 61 MAIN STREET
 SAYREVILLE, NJ 08872
 (732) 432-5757

Architect:
Multifamily
Lessard Design
 8521 LEESBURG PIKE, SUITE 700
 VIENNA, VA 22182
 (571) 830-1800

Architect:
Townhomes
Toll Brothers
 42 OLD RIDGEBURY ROAD
 DANBURY, CT 06810
 (203) 616-4920

Traffic Engineers:
Colliers Engineer & Design
 400 COLUMBUS AVENUE, SUITE 180E
 VALHALLA, NY 10595
 (914) 347-7500



ZONING MAP
 SCALE: 1" = 3,500'



SITE LOCATION MAP
 SCALE: 1" = 2,500'



AREA MAP
 SCALE: 1" = 150'

JMC Drawing List:

- C-000 COVER SHEET
- C-010 EXISTING CONDITIONS PLAN
- C-100 OVERALL PRELIMINARY LAYOUT PLAN
- C-101 PRELIMINARY LAYOUT PLAN
- C-102 PRELIMINARY LAYOUT PLAN
- C-151 TREE PROTECTION PLAN
- C-152 TREE PROTECTION PLAN
- C-153 TREE PROTECTION TABLE (PART A)
- C-154 TREE PROTECTION TABLE (PART B)
- C-201 PRELIMINARY GRADING PLAN
- C-202 PRELIMINARY GRADING PLAN
- C-301 PRELIMINARY UTILITIES PLAN
- C-302 PRELIMINARY UTILITIES PLAN
- C-401 PRELIMINARY EROSION & SEDIMENT CONTROL PLAN
- C-402 PRELIMINARY EROSION & SEDIMENT CONTROL PLAN
- L-101 PRELIMINARY LANDSCAPE PLAN
- L-102 PRELIMINARY LANDSCAPE PLAN

TABLE OF LAND USE			
PROPOSED USE: AIRPORT CAMPUS RESIDENTIAL DEVELOPMENT			
CURRENT ZONING DISTRICT: DOB-20A (DESIGNED OFFICE BUSINESS DISTRICT)			
PROPOSED ZONING DISTRICT: R-MF-SCH (MULTIFAMILY-SENIOR CITIZEN HOUSING DISTRICT)			
	PROPOSED R-MF-SCH REQUIREMENT	EXISTING CONDITION	PROVIDED
MINIMUM LOT AREA	AS DETERMINED BY TOWN BOARD ⁽¹⁾	38.6 ACRES	38.6 ACRES
TOWNHOME UNIT COUNT	N/A	125	N/A
MULTIFAMILY UNIT COUNT	N/A	50	N/A
MINIMUM FRONT YARD SETBACKS	AS DETERMINED BY TOWN BOARD ⁽¹⁾	61 FT ⁽²⁾	64 FT
MINIMUM REAR YARD SETBACKS	AS DETERMINED BY TOWN BOARD ⁽¹⁾	14 FT	14 FT
MINIMUM SIDE YARD SETBACKS	AS DETERMINED BY TOWN BOARD ⁽¹⁾	4 FT	32 FT
MAXIMUM BUILDING COVERAGE	AS DETERMINED BY TOWN BOARD ⁽¹⁾	7.0 PERCENT	18.7 PERCENT
MAXIMUM BUILDING HEIGHT	2.5 STORIES OR 30 FEET	37.5 FT (3 STORY OFFICE)	TOWNHOME 30 FT MULTIFAMILY 37.5 FT (EXISTING)
FLOOR AREA RATIO	0.15 - 0.40 ⁽³⁾	0.16 ⁽⁴⁾	0.30 ⁽⁵⁾
PARKING (SENIOR CITIZEN DWELLING UNIT)			
MULTIFAMILY	110 ⁽⁶⁾	N/A	110
TOWNHOME	275 ⁽⁶⁾	N/A	500 ⁽⁶⁾

TABLE OF LAND USE NOTES

- (1) THE DETERMINATION OF MAXIMUM PERMITTED FAR, AS WELL AS OTHER DIMENSIONAL STANDARDS FOR EACH INDIVIDUAL ZONE, IS TO BE BASED UPON THE TOWN BOARD'S CONSIDERATION OF THE CHARACTER OF THE NEIGHBORHOOD IN WHICH THE ZONE WILL BE LOCATED, THE ZONE'S RELATIONSHIP TO ADJOINING ZONES, PROPERTIES AND LAND USES, THE ZONE'S TOPOGRAPHY, THE ZONE'S PROXIMITY TO SHOPPING AND TRANSPORTATION SERVICES, AND OTHER SUCH FACTORS WHICH SAID BOARD MAY DETERMINE TO BE APPROPRIATE. (§355-27.8(2)) .
- (2) PREVIOUSLY APPROVED BY SPECIAL PERMIT OF TOWN BOARD.
- (3) THE MAXIMUM PERMITTED AMOUNT OF DEVELOPMENT SHOULD BE IN THE RANGE OF 0.15 FAR TO 0.4 FAR, BASED UPON THE DETERMINATION OF THE TOWN BOARD AT THE TIME OF ZONING APPROVAL. THE FAR IS TO BE BASED ON "NET LOT AREA", WHICH IS DEFINED IN THE TOWN CODE AS "LOT AREA MINUS 75% OF THE AREA OF ANY WETLANDS, WATER BODIES, AND WATERCOURSES, BUT EXCLUDING ANY ADJACENT AREAS, ALL AS DEFINED IN CHAPTER 340, WETLANDS AND WATERCOURSE PROTECTION OF THE TOWN CODE, AND THE AREA OF ANY STEEP SLOPES, AS DEFINED HEREIN, EXCEPT THAT IN THE CASE OF ONE-FAMILY LOTS, THE DEDUCTION FOR STEEP SLOPES SHALL BE ONLY 50%."
- (4) INCREASED FLOOR AREA RATIO PERMITTED DUE TO PREVIOUS TRANSFER OF DEVELOPMENT RIGHTS.
- (5) SENIOR PARKING REQUIREMENT: 1 SPACE PER DWELLING UNIT, PLUS 1/2 PER EACH BEDROOM, PLUS 10% FOR VISITOR PARKING.
- (6) PARKING FOR EACH RESIDENTIAL TOWNHOME UNIT INCLUDES 2 DRIVEWAY AND 2 GARAGE SPACES (4 SPACES PER UNIT TOTAL).

SUBSURFACE UTILITY LOCATIONS ARE BASED ON A COMPLETION OF FIELD EVIDENCE, AVAILABLE RECORD PLANS AND/OR UTILITY MARK-OUTS. THE LOCATION OR COMPLETENESS OF UNDERGROUND INFORMATION CANNOT BE GUARANTEED. VERIFY THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO EXCAVATION OR CONSTRUCTION.



GENERAL CONSTRUCTION NOTES APPLY TO ALL WORK HEREIN:

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CALL 811 "DIG SAFELY" (1-800-962-7862) TO HAVE UNDERGROUND UTILITIES LOCATED INCLUDING ARRANGING FOR A PRIVATE MARK-OUT ON-SITE WHERE APPLICABLE. EXPLORATORY EXCAVATIONS SHALL COMPLY WITH CODE 753 REQUIREMENTS. NO WORK SHALL COMMENCE UNTIL ALL THE OPERATORS HAVE NOTIFIED THE CONTRACTOR THAT THEIR UTILITIES HAVE BEEN LOCATED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL PUBLIC AND PRIVATE UNDERGROUND AND SURFACE UTILITIES AND STRUCTURES AT OR ADJACENT TO THE SITE OF CONSTRUCTION. INsofar AS THEY MAY BE ENDANGERED BY THE CONTRACTOR'S OPERATIONS, THIS SHALL HOLD TRUE WHETHER OR NOT THEY ARE SHOWN ON THE CONTRACT DRAWINGS. IF THEY ARE SHOWN ON THE DRAWINGS, THEIR LOCATIONS ARE NOT GUARANTEED EVEN THOUGH THE INFORMATION WAS OBTAINED FROM THE BEST AVAILABLE SOURCES, AND IN ANY EVENT, OTHER UTILITIES ON THESE PLANS MAY BE ENCOUNTERED IN THE FIELD. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, IMMEDIATELY REPAIR OR REPLACE ANY STRUCTURES OR UTILITIES THAT HE DAMAGES, AND SHALL CONSTANTLY PROCEED WITH CAUTION TO PREVENT UNDEE INTERRUPTION OF UTILITY SERVICE.
2. CONTRACTOR SHALL HAND DIG TEST PITS TO VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL VERIFY EXISTING UTILITIES DEPTHS AND ADVISE OF ANY CONFLICTS WITH PROPOSED UTILITIES. IF CONFLICTS ARE PRESENT, THE OWNER'S FIELD REPRESENTATIVE, JMC, PLLC AND THE APPLICABLE MUNICIPALITY OR AGENCY SHALL BE NOTIFIED IN WRITING. THE EXISTING/PROPOSED UTILITIES RELOCATION SHALL BE DESIGNED BY JMC, PLLC.
3. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY AND ALL LOCAL PERMITS REQUIRED.
4. ALL WORK SHALL BE DONE IN STRICT COMPLIANCE WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES, STANDARDS, ORDINANCES, RULES, AND REGULATIONS. ALL CONSTRUCTION WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL SAFETY CODES. APPLICABLE SAFETY CODES MEAN THE LATEST EDITION INCLUDING ANY AND ALL AMENDMENTS, REVISIONS, AND ADDITIONS THERETO, TO THE FEDERAL DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION'S OCCUPATIONAL SAFETY AND HEALTH STANDARDS (OSHA); AND APPLICABLE SAFETY, HEALTH REGULATIONS AND BUILDING CODES FOR CONSTRUCTION IN THE STATE OF NEW YORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GUARDING AND PROTECTING ALL OPEN EXCAVATIONS IN ACCORDANCE WITH THE PROVISIONS OF SECTION 107-05 (SAFETY AND HEALTH REQUIREMENTS) OF THE NYS001 STANDARD SPECIFICATIONS. IF THE CONTRACTOR PERFORMS ANY HAZARDOUS CONSTRUCTION PRACTICES, ALL OPERATIONS IN THE AFFECTED AREA SHALL BE DISCONTINUED AND IMMEDIATE ACTION SHALL BE TAKEN TO CORRECT THE SITUATION TO THE SATISFACTION OF THE APPROVAL AUTHORITY HAVING JURISDICTION.
5. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AFFECTED BY THE SCOPE OF WORK SHOWN HEREON AT ALL TIMES TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE. RAMPING CONSTRUCTION TO PROVIDE ACCESS MAY BE CONSTRUCTED WITH SUBBASE MATERIAL EXCEPT THAT TEMPORARY ASPHALT CONCRETE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE PEDESTRIAN ACCESS AT ALL TIMES.
6. CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF EXISTING PAVEMENT TO REMAIN.

NOT FOR CONSTRUCTION

No.	Revision	Date	By

JMC
 Planning, Engineering, Landscape
 Architects & Land Surveying, PLLC
 JMC Site Development Consultants, LLC
 John Meyer Consulting, Inc.
 120 BEDFORD ROAD - ARMONK, NY 10504
 voice 914.273.5225 • fax 914.273.2102
 www.jmcpllc.com

Drawn	BMS	Approved	AG
Scale	AS NOTED		
Date	09/21/2022		
Project No.	15072		
902-003	C001	C002	C003

C-000

LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING CONTOUR
	EXISTING INDEX CONTOUR
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING GUIDE RAIL
	EXISTING FENCE
	EXISTING TREE AND DESIGNATION
	EXISTING TREE LINE
	EXISTING DIRECTIONAL ARROWS
	EXISTING PAINT
	EXISTING PARKING WITH NUMBER OF SPACES
	EXISTING HANDICAP PARKING WITH NUMBER OF SPACES
	EXISTING PEDESTRIAN CROSSING
	EXISTING STORM DRAIN LINE AND SIZE
	EXISTING SANITARY LINE AND SIZE
	EXISTING WATER LINE
	EXISTING GAS LINE
	EXISTING OVERHEAD WIRES
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING GAS VALVE
	EXISTING WATER VALVE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	BORING LOCATION AND DESIGNATION

- NOTES:**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF M&A INSURANCE CORP.", PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2023 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY" PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.
 - GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND GROUNDWATER INVESTIGATION", DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
 - THE WETLANDS DEPICTED ON THIS PLAN WERE DELINEATED BY ECOLOGICAL SOLUTIONS, LLC ON 07/03/2019 AND CORRECTED BY THE TOWN WETLANDS CONSULTANT ON 10/01/2020.



NOT FOR CONSTRUCTION

No.	Revisions	Date	By

APPLICANT/OWNER:
AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 FOUNTAIN RIDGE, NY 10579

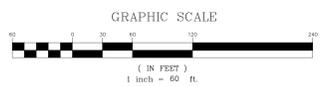
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
 JMC Site Development Consultants, LLC
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 420 BEGFORD ROAD • ARMONK, NY 10504
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EXISTING CONDITIONS PLAN
 AIRPORT CAMPUS
 113 NORTH CASTLE, NY 10504

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn:	BMS	Approved:	AG
Scale:	1" = 60'		
Date:	09/21/2022		
Project No.:	15072		
Sheet No.:	EXIST	EXIST	EXIST
Sheet No.:	C-010		



NOT FOR CONSTRUCTION



LEGEND

[Symbol]	EXISTING PROPERTY LINE
[Symbol]	ADJACENT PROPERTY LINE
[Symbol]	EXISTING SETBACK LINE
[Symbol]	EXISTING EASEMENT LINE
[Symbol]	EXISTING ROADWAY CENTER LINE
[Symbol]	EXISTING WETLAND LINE AND DELINEATION
[Symbol]	EXISTING BUILDING OVERHANG
[Symbol]	EXISTING BUILDING LINE
[Symbol]	EXISTING PAVEMENT EDGE
[Symbol]	EXISTING CURB LINE
[Symbol]	EXISTING STONE WALL
[Symbol]	EXISTING RETAINING WALL
[Symbol]	EXISTING FENCE
[Symbol]	EXISTING TREE
[Symbol]	EXISTING TREE LINE
[Symbol]	EXISTING PAINT
[Symbol]	EXISTING PARKING WITH NUMBER OF SPACES
[Symbol]	EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
[Symbol]	EXISTING PEDESTRIAN CROSSING
[Symbol]	EXISTING UTILITY POLE
[Symbol]	EXISTING LIGHT POLE
[Symbol]	EXISTING SIGN
[Symbol]	EXISTING BUILDING TO REMAIN
[Symbol]	PROPOSED BUILDING
[Symbol]	PROPOSED CONCRETE CURB
[Symbol]	PROPOSED DROP CURB & RAMP
[Symbol]	PROPOSED SAWCUT LINE
[Symbol]	PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
[Symbol]	PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
[Symbol]	PROPOSED CONCRETE SIDEWALK
[Symbol]	PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
[Symbol]	PROPOSED DROP CURB AND RAMP
[Symbol]	PROPOSED PAVEMENT
[Symbol]	PROPOSED TOWNHOME PATIO/DECK
[Symbol]	PROPOSED CONCRETE
[Symbol]	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED 12" WIDE WHITE STOP LINE
[Symbol]	TRAFFIC SIGN LOCATION & DESIGNATION

NOTES

- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY (PORTION OF) OF MEHA INSURANCE CORP." PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2020 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY" PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.

APPLICANT/TOWNER: AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 FOUND RIDGE, NY 10576

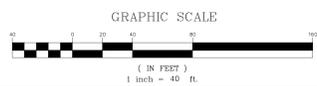
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
 John Meyer Consulting, Inc.
 420 BEGFORD ROAD - ARMONK, NY 10504
 VOICES 914.233.2222 - FAX 914.233.2102
 www.jmcpllc.com



PRELIMINARY LAYOUT PLAN
 AIRPORT CAMPUS
 46 WESTCHESTER AVENUE
 FOUND RIDGE, NY 10576

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn: BMS Approved: AG
 Scale: 1" = 40'
 Date: 09/21/2022
 Project No: 15072
 NYS License: C-101 L&E
 Drawing No: C-101



MATCHLINE
 MATCHLINE

MATCHLINE
MATCHLINE



LEGEND

[Symbol]	EXISTING PROPERTY LINE
[Symbol]	ADJACENT PROPERTY LINE
[Symbol]	EXISTING SETBACK LINE
[Symbol]	EXISTING EASEMENT LINE
[Symbol]	EXISTING ROADWAY CENTER LINE
[Symbol]	EXISTING WETLAND LINE AND DELINEATION
[Symbol]	EXISTING BUILDING OVERHANG
[Symbol]	EXISTING BUILDING LINE
[Symbol]	EXISTING PAVEMENT EDGE
[Symbol]	EXISTING CURB LINE
[Symbol]	EXISTING STONE WALL
[Symbol]	EXISTING RETAINING WALL
[Symbol]	EXISTING FENCE
[Symbol]	EXISTING TREE
[Symbol]	EXISTING TREE LINE
[Symbol]	EXISTING PAINT
[Symbol]	EXISTING PARKING WITH NUMBER OF SPACES
[Symbol]	EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
[Symbol]	EXISTING PEDESTRIAN CROSSING
[Symbol]	EXISTING UTILITY POLE
[Symbol]	EXISTING LIGHT POLE
[Symbol]	EXISTING SIGN
[Symbol]	EXISTING BUILDING TO REMAIN
[Symbol]	PROPOSED BUILDING
[Symbol]	PROPOSED CONCRETE CURB
[Symbol]	PROPOSED DROP CURB & RAMP
[Symbol]	PROPOSED SAWCUT LINE
[Symbol]	PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
[Symbol]	PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
[Symbol]	PROPOSED CONCRETE SIDEWALK
[Symbol]	PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
[Symbol]	PROPOSED DROP CURB AND RAMP
[Symbol]	PROPOSED PAVEMENT
[Symbol]	PROPOSED TOWNHOME PATIO/DECK
[Symbol]	PROPOSED CONCRETE
[Symbol]	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
[Symbol]	PROPOSED FENCE
[Symbol]	PROPOSED 12" WIDE WHITE STOP LINE
[Symbol]	TRAFFIC SIGN LOCATION & DESIGNATION

NOTES

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCELS COMPLETION SURVEY SHOWING LAND OF M&A INSURANCE CORP.", PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2020 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY" PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/10/2022.

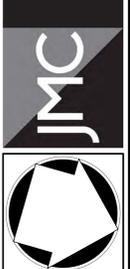
PROPOSED PAVEMENT TO MEET FLUSH WITH EXISTING PAVEMENT

NOT FOR CONSTRUCTION

APPLICANT/OWNER: AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 FOUND RIDGE, NY 10576

Prepared By: [Blank]
 Date: [Blank]
 Revised: [Blank]
 No. [Blank]

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
 JMC Site Development Consultants, LLC
 John Meyer Consulting, Inc.
 120 BEGFORD ROAD - ARMONK, NY 10554
 VOICES 914.233.2222 FAX 914.233.2102
 www.jmcpic.com

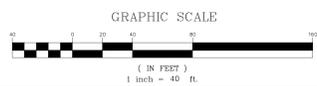


PRELIMINARY LAYOUT PLAN
 AIRPORT CAMPUS
 113 NORTH CASTLE, NY 10554

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn: BMS Approved: AG
 Scale: 1" = 40'
 Date: 09/21/2022
 Project No: 15072
 NYS License: C-102 LAT 001
 Drawing No: C-102

C-102



LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING SETBACK LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING GUIDE RAIL
	EXISTING FENCE
	EXISTING DIRECTIONAL ARROWS
	EXISTING PAINT
	EXISTING PARKING WITH NUMBER OF SPACES
	EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
	EXISTING PEDESTRIAN CROSSING
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	PROPOSED BUILDING LINE
	PROPOSED CONCRETE CURB
	PROPOSED SIDEWALK
	PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
	PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
	PROPOSED CONCRETE SIDEWALK
	PROPOSED DROP CURB AND RAMP
	PROPOSED HEAVY DUTY PAVEMENT
	PROPOSED CONCRETE APRON
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
	PROPOSED GUIDE RAIL
	PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
	PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
	PROPOSED 12" WIDE WHITE STOP LINE
	PROPOSED WORD MARKING ON PAVEMENT
	PROPOSED TRAFFIC SIGN LOCATION & DESIGNATION
	PEDESTRIAN CROSSING
	EXISTING TREES TO BE REMOVED
	EXISTING TREES TO REMAIN

NOTES:
 EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF M&A INSURANCE CO.," PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2020 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY," PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/07/2022. EXISTING TREES DEPICTED HEREON ARE BASED ON A FIELD SURVEY PERFORMED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, IN MARCH, 2019, WHICH COVERS THE MAJORITY OF THE PROPERTY. ADDITIONAL TREE SURVEY WILL BE PERFORMED FOR THE NORTHEASTERN PORTION OF THE PROPERTY, AS WELL AS THE FORMER TAKEEDA PROPERTY. AT THAT TIME, THE TREE QUANTITIES TO REMAIN AND TO BE REMOVED WILL BE UPDATED.



NOT FOR CONSTRUCTION

By	
Date	
Revised	
No.	

APPLICANT/OWNER:
AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 POUND RIDGE, NY 10576

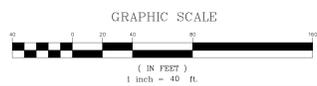
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
 JMC Site Development Consultants, LLC
 John Meyer Consulting, Inc.
 420 BEGFORD ROAD • ARMONK, NY 10504
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 www.jmcplc.com



TREE PROTECTION PLAN
 AIRPORT CAMPUS
 46 WESTCHESTER AVENUE
 POUND RIDGE, NY 10576

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF ARTICLE 145 OF THE NEW YORK STATE EDUCATION LAW EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn	BMS	Approved	AG
Scale	1" = 40'		
Date	09/21/2022		
Project No.	15072		
NOI-WEI	C-151	WEI.kw	
Sheet No.	C-151		



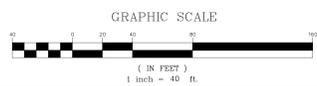
LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING SETBACK LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE
	EXISTING CURB LINE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING GUIDE RAIL
	EXISTING FENCE
	EXISTING DIRECTIONAL ARROWS
	EXISTING PAINT
	EXISTING PARKING WITH NUMBER OF SPACES
	EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
	EXISTING PEDESTRIAN CROSSING
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	PROPOSED BUILDING LINE
	PROPOSED CONCRETE CURB
	PROPOSED SAWCUT LINE
	PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (ORDER TO STRIPING DETAILS)
	PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (ORDER TO STRIPING DETAILS)
	PROPOSED CONCRETE SIDEWALK
	PROPOSED DROP CURB AND RAMP
	PROPOSED HEAVY DUTY PAVEMENT
	PROPOSED CONCRETE APRON
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
	PROPOSED GUIDE RAIL
	PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
	PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
	PROPOSED 12" WIDE WHITE STOP LINE
	PROPOSED WORD MARKING ON PAVEMENT
	PROPOSED TRAFFIC SIGN LOCATION & DESIGNATION
	PROPOSED PEDESTRIAN CROSSING
	EXISTING TREES TO BE REMOVED
	EXISTING TREES TO REMAIN

NOTES:
 EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY (DEPICTING LAND OF MEAN INSURANCE CORP.)", PREPARED BY JOHN MEYER CONSULTING DATED 03/05/2020 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY", PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC DATED 02/10/2022. EXISTING TREES DEPICTED HEREON ARE BASED ON A FIELD SURVEY PERFORMED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC IN MARCH 2018 WHICH COVERED THE MAJORITY OF THE PROPERTY. ADDITIONAL TREE SURVEY WILL BE PERFORMED FOR THE NORTHWESTERN PORTION OF THE PROPERTY, AS WELL AS THE FORMER TAKEEDA PROPERTY. ADJUST THAT TIME, THE TREE QUANTITIES TO REMAIN AND BE REMOVED WILL BE UPDATED.

MATCHLINE
 MATCHLINE



NOT FOR CONSTRUCTION



No.	Revisions	Date	By

APPLICANT/TOWNER:
AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 POUND RIDGE, NY 10576
 www.jmcplc.com

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 JMC Site Development Consultants, LLC
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TREE PROTECTION PLAN
 AIRPORT CAMPUS
 46 WESTCHESTER AVENUE
 POUND RIDGE, NY 10576

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Drawn:	BMS	Approved:	AG
Scale:	1" = 40'		
Date:	09/21/2022		
Project No.:	15072		
NOI-REI:	C-152	TRF-627	
Drawing No.:	C-152		

C-152

TREE TABLE - PART A

744 TREES DESIGNATED HAVING A DIAMETER AT DBH OF 8" OR GREATER

TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE
1	CHERRY	12"	PASS	REMOVE	100	MAPLE	10"	GOOD	REMAIN	200	MAPLE	8"	GOOD	REMOVE	300	BIRCHERRY	10"	PASS	REMOVE
2	SPRUCE	14"	FAIR	REMOVE	101	HICKORY	8"	GOOD	REMAIN	201	ASH	10"	GOOD	REMOVE	301	PINE	28"	FAIR	REMOVE
3	SPRUCE	14"	FAIR	REMOVE	102	MAPLE	10"	GOOD	REMAIN	202	ASH	8"	GOOD	REMOVE	302	SPRUCE	12"	GOOD	REMOVE
4	SPRUCE	14"	FAIR	REMOVE	103	MAPLE	44"	GOOD	REMOVE	203	OAK	14"	FAIR	REMOVE	303	MAPLE	8"	GOOD	REMAIN
5	MAPLE	24"	GOOD	REMOVE	104	MAPLE	10"	GOOD	REMAIN	204	MAPLE	14"	GOOD	REMOVE	304	SPRUCE	12"	PASS	REMAIN
6	SPRUCE	14"	FAIR	REMOVE	105	MAPLE	10"	GOOD	REMAIN	205	SPRUCE	8"	GOOD	REMOVE	305	SPRUCE	8"	GOOD	REMAIN
7	CHERRY	12"	FAIR	REMOVE	106	MAPLE	8"	GOOD	REMAIN	206	PINE	14"	GOOD	REMOVE	306	PINE	10"	PASS	REMOVE
8	MAPLE	16"	GOOD	REMOVE	107	BIRCHERRY	16" TR	GOOD	REMOVE	207	MAPLE	8"	GOOD	REMOVE	307	SPRUCE	14"	PASS	REMAIN
9	MAPLE	38"	GOOD	REMAIN	108	ASH	8"	FAIR	REMAIN	208	PINE	12"	FAIR	REMOVE	308	SPRUCE	8"	GOOD	REMOVE
10	SPRUCE	14"	FAIR	REMOVE	110	MAGNOLIA	14"	GOOD	REMOVE	209	MAPLE	10"	GOOD	REMAIN	309	SPRUCE	12"	GOOD	REMOVE
11	MAPLE	10"	GOOD	REMAIN	111	MAPLE	10"	GOOD	REMAIN	210	PINE	14"	FAIR	REMOVE	310	PINE	18"	FAIR	REMOVE
12	SPRUCE	14"	FAIR	REMOVE	112	MAPLE	10"	GOOD	REMAIN	211	PINE	10"	FAIR	REMOVE	311	ASH	10"	FAIR	REMOVE
13	ASH	8"	GOOD	REMAIN	113	PINE	12"	GOOD	REMAIN	212	SPRUCE	8"	GOOD	REMOVE	312	CEDAR	10"	GOOD	REMOVE
14	MAPLE	8"	GOOD	REMOVE	114	MAPLE	8"	GOOD	REMAIN	213	SPRUCE	8"	FAIR	REMAIN	313	MAPLE	22"	GOOD	REMOVE
15	MAPLE	8"	GOOD	REMAIN	115	MAPLE	16"	GOOD	REMAIN	214	CHERRY	9"	FAIR	REMAIN	314	SPRUCE	14"	GOOD	REMOVE
16	ASH	14"	GOOD	REMAIN	116	MAPLE	8"	GOOD	REMAIN	215	OAK	14"	FAIR	REMOVE	315	PINE	26"	GOOD	REMOVE
17	SPRUCE	14"	FAIR	REMOVE	117	PINE	14" 8"	GOOD	REMOVE	216	MAPLE	16"	FAIR	REMOVE	316	CEDAR	10"	FAIR	REMOVE
18	ASH	10"	GOOD	REMAIN	118	SPRUCE	14"	P	REMOVE	217	MAPLE	10"	FAIR	REMOVE	317	MAPLE	30"	PASS	REMOVE
19	ASH	14"	GOOD	REMAIN	119	PINE	14"	FAIR	REMOVE	218	SPRUCE	12"	GOOD	REMOVE	318	PINE	24"	FAIR	REMAIN
20	ASH	10"	GOOD	REMAIN	120	MAPLE	10"	GOOD	REMAIN	219	MAPLE	8"	GOOD	REMAIN	319	PINE	14"	FAIR	REMOVE
21	ASH	10"	GOOD	REMAIN	121	BIRCHERRY	12" MU	GOOD	REMOVE	220	PEAR	10"	GOOD	REMOVE	320	CEDAR	12"	FAIR	REMOVE
22	MAPLE	8"	GOOD	REMAIN	122	MAPLE	10"	GOOD	REMAIN	221	SPRUCE	8"	GOOD	REMOVE	321	SPRUCE	12"	GOOD	REMOVE
23	MAPLE	8"	GOOD	REMAIN	123	MAPLE	8"	FAIR	REMAIN	222	SPRUCE	8"	FAIR	REMOVE	322	OAK	12"	GOOD	REMOVE
24	MAPLE	8"	GOOD	REMOVE	124	MAPLE	12" 8"	FAIR	REMAIN	223	MAPLE	9" TW	GOOD	REMOVE	323	DECIDUOUS	10"	PASS	REMOVE
25	MAPLE	8"	GOOD	REMAIN	125	OAK	20"	FAIR	REMOVE	224	MAPLE	8"	GOOD	REMAIN	324	CEDAR	10"	FAIR	REMOVE
26	MAPLE	26"	GOOD	REMAIN	126	SPRUCE	18" TW	P	REMOVE	225	SPRUCE	8"	FAIR	REMOVE	325	MAPLE	18"	GOOD	REMOVE
27	MAPLE	8"	GOOD	REMAIN	127	MAPLE	8"	GOOD	REMAIN	226	MAPLE	10"	GOOD	REMAIN	326	PINE	14"	FAIR	REMAIN
28	MAPLE	10"	GOOD	REMAIN	129	MAPLE	12"	GOOD	REMAIN	227	PINE	8"	FAIR	REMAIN	327	PINE	28"	GOOD	REMOVE
29	MAPLE	10" 6"	GOOD	REMAIN	130	MAPLE	8"	GOOD	REMAIN	228	LOCUST	12"	GOOD	REMOVE	328	CEDAR	10"	FAIR	REMOVE
30	ASH	12"	GOOD	REMAIN	132	MAPLE	8"	GOOD	REMAIN	229	PINE	10"	GOOD	REMOVE	329	ASH	12"	FAIR	REMOVE
31	MAPLE	12"	GOOD	REMAIN	134	MAPLE	10"	GOOD	REMAIN	230	PINE	10"	FAIR	REMOVE	330	CEDAR	10"	FAIR	REMOVE
32	SPRUCE	14"	FAIR	REMOVE	135	PINE	14"	GOOD	REMOVE	231	PINE	10"	FAIR	REMOVE	331	MAPLE	20"	GOOD	REMAIN
33	ASH	8"	GOOD	REMAIN	136	MAPLE	8"	GOOD	REMAIN	232	MAPLE	10"	GOOD	REMAIN	332	CEDAR	10"	FAIR	REMOVE
34	ASH	8"	GOOD	REMAIN	137	PINE	10"	P	REMOVE	233	MAPLE	10"	GOOD	REMOVE	333	PINE	14"	FAIR	REMAIN
35	MAPLE	8"	GOOD	REMAIN	138	MAPLE	10"	GOOD	REMAIN	234	PINE	10"	PASS	REMAIN	334	DECIDUOUS	12"	GOOD	REMOVE
36	ASH	8"	FAIR	REMAIN	139	SPRUCE	14"	FAIR	REMOVE	235	PINE	10"	FAIR	REMOVE	335	CHERRY	10"	GOOD	REMOVE
37	CHERRY	12"	GOOD	REMAIN	140	SPRUCE	14"	FAIR	REMOVE	236	MAPLE	12" TR	FAIR	REMAIN	336	MAPLE	14"	FAIR	REMOVE
38	CHERRY	8"	PASS	REMAIN	141	OAK	10"	GOOD	REMOVE	237	SPRUCE	12"	GOOD	REMAIN	337	MAPLE	10"	GOOD	REMOVE
39	MAPLE	8"	PASS	REMAIN	142	OAK	10"	FAIR	REMOVE	238	SPRUCE	12"	GOOD	REMAIN	338	SPRUCE	10"	GOOD	REMOVE
40	ASH	12" TW	FAIR	REMAIN	143	MAPLE	12"	GOOD	REMAIN	239	SPRUCE	8"	FAIR	REMAIN	339	MAPLE	14"	GOOD	REMOVE
41	MAPLE	10"	GOOD	REMAIN	144	HICKORY	10"	GOOD	REMAIN	240	SPRUCE	8"	GOOD	REMOVE	340	CEDAR	8" TW	FAIR	REMOVE
42	CHERRY	8"	PASS	REMAIN	145	OAK	18"	GOOD	REMOVE	242	LOCUST	14"	GOOD	REMOVE	341	PEAR	22"	GOOD	REMOVE
43	MAPLE	34"	GOOD	REMAIN	146	OAK	10"	GOOD	REMOVE	243	SPRUCE	8"	FAIR	REMAIN	342	CEDAR	10" TW	FAIR	REMOVE
44	ASH	8"	GOOD	REMAIN	147	ASH	16"	FAIR	REMOVE	244	MAPLE	8"	FAIR	REMOVE	343	PINE	36"	GOOD	REMOVE
45	MAPLE	8"	GOOD	REMAIN	148	MAPLE	12"	GOOD	REMAIN	245	SPRUCE	12"	GOOD	REMAIN	344	APPLE	8"	GOOD	REMOVE
46	MAPLE	44"	FAIR	REMOVE	149	BIRCHERRY	8"	GOOD	REMOVE	246	MAPLE	8"	FAIR	REMAIN	345	OAK	8"	FAIR	REMOVE
47	MAPLE	36"	GOOD	REMOVE	150	OAK	12"	GOOD	REMOVE	247	SPRUCE	8"	FAIR	REMAIN	346	CEDAR	10"	GOOD	REMAIN
48	MAPLE	20"	FAIR	REMOVE	151	PEAR	16"	FAIR	REMOVE	248	SPRUCE	8"	GOOD	REMOVE	347	OAK	34"	GOOD	REMAIN
49	MAPLE	8"	GOOD	REMAIN	152	OAK	12"	GOOD	REMOVE	249	MAPLE	12"	FAIR	REMAIN	348	MAGNOLIA	8"	FAIR	REMOVE
50	MAPLE	34"	GOOD	REMAIN	154	MAPLE	10"	GOOD	REMOVE	250	MAPLE	12" 8" 6"	FAIR	REMAIN	349	MAGNOLIA	12"	FAIR	REMOVE
51	MAPLE	8"	GOOD	REMAIN	155	OAK	8"	GOOD	REMOVE	251	MAPLE	10"	FAIR	REMAIN	350	SPRUCE	10"	FAIR	REMOVE
52	MAPLE	16"	GOOD	REMAIN	156	ASH	10"	GOOD	REMAIN	252	SPRUCE	8"	GOOD	REMOVE	351	CEDAR	12" TW	GOOD	REMOVE
53	MAPLE	8"	GOOD	REMAIN	157	PINE	10"	GOOD	REMAIN	253	MAPLE	8"	GOOD	REMAIN	352	CEDAR	8"	FAIR	REMOVE
54	OAK	30"	GOOD	REMAIN	158	OAK	8"	GOOD	REMOVE	254	OAK	36"	GOOD	REMAIN	353	MAPLE	24"	PASS	REMOVE
55	MAPLE	4"	GOOD	REMOVE	159	SPRUCE	14"	GOOD	REMOVE	255	SPRUCE	8"	GOOD	REMOVE	354	SPRUCE	16"	GOOD	REMOVE
56	MAPLE	12"	GOOD	REMAIN	160	LOCUST	6"	GOOD	REMOVE	256	MAPLE	14"	FAIR	REMOVE	355	CEDAR	8"	FAIR	REMOVE
57	MAPLE	48"	GOOD	REMOVE	161	PINE	8"	P	REMOVE	257	MAPLE	12" 8" 6"	FAIR	REMAIN	356	APPLE	8"	FAIR	REMAIN
58	MAPLE	26"	FAIR	REMAIN	162	PINE	8"	FAIR	REMOVE	258	LOCUST	12"	GOOD	REMOVE	357	CEDAR	10"	GOOD	REMOVE
59	MAPLE	44"	PASS	REMOVE	163	SPRUCE	10"	GOOD	REMAIN	259	ASH	18"	GOOD	REMOVE	358	SPRUCE	10"	GOOD	REMOVE
60	MAPLE	8"	GOOD	REMAIN	164	PINE	8"	FAIR	REMOVE	260	MAPLE	8"	GOOD	REMOVE	359	DE	16"	GOOD	REMOVE
61	OAK	28"	GOOD	REMAIN	166	SPRUCE	8"	FAIR	REMAIN	261	SPRUCE	8"	FAIR	REMAIN	360	CEDAR	14"	FAIR	REMOVE
62	MAPLE	28"	GOOD	REMAIN	167	OAK	14"	GOOD	REMOVE	263	OAK	12"	GOOD	REMOVE	361	MAPLE	16"	GOOD	REMOVE
63	CHERRY	8"	FAIR	REMAIN	168	MAPLE	10"	GOOD	REMAIN	264	SPRUCE	8"	GOOD	REMOVE	362	OAK	40"	GOOD	REMAIN
64	MAPLE	12"	GOOD	REMAIN	169	PEAR	21"	FAIR	REMOVE	265	PINE	12"	FAIR	REMOVE	363	CEDAR	12"	FAIR	REMOVE
65	CHERRY	10"	FAIR	REMAIN	170	SPRUCE	8"	GOOD	REMOVE	266	ASH	10"	GOOD	REMOVE	364	MAPLE	18"	GOOD	REMOVE
66	MAPLE	8"	GOOD	REMAIN	171	OAK	14"	FAIR	REMOVE	268	SPRUCE	8"	FAIR	REMAIN	366	CEDAR	10"	FAIR	REMOVE
67	MAPLE	22"	FAIR	REMOVE	172	OAK	20"	GOOD	REMOVE	269	SPRUCE	8"	GOOD	REMOVE	367	HM	18"	PASS	REMOVE
68	CHERRY	10"	GOOD	REMAIN	173	OAK	14"	GOOD	REMOVE	270	SPRUCE	8"	FAIR	REMOVE	368	CEDAR	14"	FAIR	REMOVE
69	MAPLE	12"	GOOD	REMOVE	174	MAPLE	12"	GOOD	REMOVE	271	SPRUCE	12"	PASS	REMAIN	369	APPLE	8"	FAIR	REMOVE
70	MAPLE	8"	GOOD	REMAIN	175	MAPLE	14"	GOOD	REMOVE	272	DOGWOOD	10"	PASS	REMOVE	370	APPLE	8"	GOOD	REMOVE
71	MAPLE	20" 12"	FAIR	REMAIN	176	SPRUCE	8"	GOOD	REMOVE	273	PINE	20"	FAIR	REMOVE	371	SPRUCE	14"	GOOD	REMOVE
72	MAPLE	12"	GOOD	REMAIN	177	SPRUCE	8"	FAIR	REMOVE	274	OAK	10"	GOOD	REMOVE	372	SY	16"	FAIR	REMOVE
73	MAPLE	10"	GOOD	REMAIN	178	MAPLE	10"	GOOD	REMOVE	275	SPRUCE	14"	PASS	REMAIN	373	CEDAR	12"	FAIR	REMOVE
74	ASH	24"	FAIR	REMAIN	179	SPRUCE	8"	FAIR	REMOVE	276	SPRUCE	8"	FAIR	REMOVE	374	HM	8"	PASS	REMOVE
75	MAPLE	8"	GOOD	REMAIN	180	MAPLE	8"	GOOD	REMAIN	277	SM	24"	GOOD	REMAIN	375	MAPLE	12"	GOOD	REMOVE
76	MAPLE	12"	GOOD	REMOVE	181	SPRUCE	14"	GOOD	REMOVE	278	SPRUCE	16"	GOOD	REMAIN	376	HM	8"	PASS	REMOVE
77	MAPLE	12"	GOOD	REMAIN	182	SPRUCE	14"	FAIR	REMOVE	279	PINE	16"	FAIR	REMOVE	377	MAPLE	12"	PASS	REMOVE
78	MAPLE	10"	GOOD	REMAIN	183	SPRUCE	12"	GOOD	REMOVE	280	CEDAR	12"	GOOD	REMAIN	378	SPRUCE	14"	FAIR	REMOVE
79	MAPLE	8" 6"	GOOD	REMAIN	184	SPRUCE	14"	FAIR	REMOVE	281	MAPLE	16"	GOOD	REMOVE	380	MAPLE	12"	GOOD	REMAIN
80	SPRUCE	12"	FAIR	REMOVE	185	SPRUCE	8"	FAIR	REMOVE	282	PINE	10"	FAIR	REMAIN	381	BIRCHERRY	14"	GOOD	REMAIN
81	MAPLE	12"	GOOD	REMAIN	186	SPRUCE	8"	FAIR	REMOVE	283	SPRUCE	14"	PASS	REMAIN	382	BIRCHERRY	14"	GOOD	REMAIN
82	SPRUCE	12"	FAIR	REMOVE	187	SPRUCE	8"	FAIR	REMOVE	284	OAK	14"	GOOD	REMAIN	383	PINE	28"	FAIR	REMOVE
83	MAPLE	12"	GOOD	REMAIN	188	SPRUCE	8"	FAIR	REMOVE	285	SPRUCE	8"	GOOD	REMOVE	384	SPRUCE	20"	GOOD	REMOVE
84	MAPLE	12"	GOOD	REMOVE	189	MAPLE	10"	GOOD	REMOVE	286	BIRCHERRY	12"	GOOD	REMAIN	385	APPLE	10"	GOOD	REMOVE
85	SPRUCE	14"	GOOD	REMOVE	190	MAPLE	10"	GOOD	REMAIN	287	BIRCHERRY	8"	PASS	REMAIN	386	OAK	30"		

TREE TABLE - PART B

744 TREES DESIGNATED HAVING A DIAMETER AT DBH OF 8" OR GREATER

TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE	TREE NO.	COMMON NAME	DIAM.	COND.	REMAIN OR REMOVE
400	SPRUCE	12"	POOR	REMOVE	500	CHERRY	20"	POOR	REMOVE	600	CHERRY	14"	POOR	REMOVE	700	AP	12"	DEAD	REMOVE
401	CHERRY	22"	POOR	REMOVE	501	DE	16"	FAIR	REMAIN	602	ASH	18"	POOR	REMOVE	702	ASH	14"	POOR	REMAIN
402	MAPLE	14"	GOOD	REMOVE	502	TOH	18"	FAIR	REMOVE	603	CHERRY	12"	POOR	REMOVE	703	SA	18"	FAIR	REMAIN
403	MAPLE	24"	FAIR	REMOVE	503	MAPLE	18"	GOOD	REMOVE	604	CHERRY	12"	DEAD	REMOVE	704	ASH	10"	FAIR	REMOVE
404	OAK	16"	FAIR	REMOVE	504	ASH	16"	FAIR	REMOVE	605	TOH	24" TW	FAIR	REMAIN	705	AP	28"	POOR	REMAIN
405	MAPLE	12"	GOOD	REMOVE	505	SY	16"	GOOD	REMOVE	606	CHERRY	14"	POOR	REMOVE	707	PINE	48"	GOOD	REMOVE
406	MAPLE	22"	FAIR	REMOVE	506	MAPLE	16"	FAIR	REMAIN	607	MAPLE	16"	DEAD	REMOVE	709	MAPLE	50"	GOOD	REMOVE
407	CHERRY	10"	POOR	REMOVE	507	BIRCHERRY	8"	POOR	REMOVE	608	CHERRY	14"	POOR	REMOVE	710	MAPLE	18"	FAIR	REMOVE
408	SPRUCE	14"	FAIR	REMOVE	508	CHERRY	8"	GOOD	REMOVE	609	TOH	8" MU	FAIR	REMOVE	712	CHERRY	18"	FAIR	REMAIN
409	SPRUCE	10"	POOR	REMOVE	509	MAPLE	16"	GOOD	REMAIN	610	OAK	38"	GOOD	REMOVE	713	CHERRY	18"	FAIR	REMAIN
410	OAK	22"	GOOD	REMOVE	510	ASH	40"	POOR	REMAIN	611	ASH	12" TW	DEAD	REMOVE	715	MAPLE	48"	GOOD	REMAIN
411	OAK	24"	FAIR	REMOVE	511	CHERRY	10"	DEAD	REMOVE	612	ASH	20"	POOR	REMOVE	716	SA	18"	FAIR	REMAIN
412	CHERRY	18"	FAIR	REMOVE	512	AP	12"	DEAD	REMOVE	614	LOCUST	20"	POOR	REMOVE	717	ASH	18"	POOR	REMOVE
413	OAK	20"	GOOD	REMAIN	513	CHERRY	10"	FAIR	REMOVE	616	PINE	10"	DEAD	REMOVE	718	MAPLE	10"	FAIR	REMOVE
414	SPRUCE	10"	POOR	REMOVE	514	AP	16"	DEAD	REMOVE	617	WI	60"	POOR	REMAIN	719	MAPLE	10" TW	FAIR	REMAIN
415	SPRUCE	12"	FAIR	REMOVE	515	LOCUST	14"	POOR	REMOVE	618	OAK	12"	FAIR	REMOVE	720	MAPLE	12" TW	FAIR	REMOVE
416	DE	16"	GOOD	REMAIN	516	CHERRY	16"	FAIR	REMOVE	619	CHERRY	8"	POOR	REMOVE	721	BIRCHERRY	14" TR	FAIR	REMOVE
417	DE	16"	GOOD	REMAIN	517	ASH	14"	POOR	REMOVE	620	CT	18" 6"	GOOD	REMOVE	722	TOH	16"	GOOD	REMOVE
419	SPRUCE	20"	FAIR	REMOVE	518	LOCUST	12"	DEAD	REMOVE	621	PINE	20"	GOOD	REMOVE	723	OAK	18"	FAIR	REMOVE
420	LINDEN	16"	GOOD	REMAIN	519	SPRUCE	24"	FAIR	REMAIN	622	PINE	10"	POOR	REMOVE	724	SA	18"	FAIR	REMOVE
421	SPRUCE	8"	FAIR	REMAIN	520	CHERRY	14"	DEAD	REMOVE	623	PINE	24"	FAIR	REMOVE	725	AP	16"	POOR	REMOVE
422	HM	8"	FAIR	REMOVE	521	CHERRY	12"	FAIR	REMOVE	624	CT	32"	GOOD	REMOVE	726	OAK	20"	FAIR	REMOVE
423	AP	12"	GOOD	REMOVE	523	MAPLE	22" TW	FAIR	REMOVE	625	PINE	18"	FAIR	REMOVE	728	MAPLE	20"	FAIR	REMOVE
424	SPRUCE	10"	POOR	REMOVE	524	ASH	16"	POOR	REMOVE	626	SPRUCE	14"	POOR	REMOVE	729	CHERRY	8"	DEAD	REMOVE
425	OAK	8"	GOOD	REMOVE	525	CHERRY	10"	FAIR	REMOVE	627	CT	20"	FAIR	REMAIN	730	FR	16"	POOR	REMOVE
426	SPRUCE	12"	FAIR	REMOVE	527	CHERRY	10"	FAIR	REMOVE	628	PINE	16"	FAIR	REMOVE	731	OAK	28"	FAIR	REMOVE
427	SPRUCE	8"	FAIR	REMAIN	528	CEDAR	10"	GOOD	REMOVE	629	OAK	26"	GOOD	REMOVE	732	MAPLE	32"	GOOD	REMOVE
428	APPLE	8"	FAIR	REMAIN	529	CEDAR	10" 8"	GOOD	REMOVE	630	AP	18" TR	POOR	REMOVE	733	CHERRY	16" TW	FAIR	REMOVE
429	OAK	12"	GOOD	REMOVE	530	MAPLE	28"	GOOD	REMOVE	631	OAK	22"	FAIR	REMOVE	735	SPRUCE	16"	GOOD	REMOVE
430	APPLE	8"	POOR	REMOVE	531	PINE	18"	POOR	REMOVE	632	OAK	20"	FAIR	REMOVE	736	MAGNOLIAB	16"	GOOD	REMOVE
431	SPRUCE	10"	GOOD	REMAIN	532	MAPLE	20"	FAIR	REMAIN	633	PINE	22"	POOR	REMOVE	737	SPRUCE	16"	GOOD	REMOVE
432	SPRUCE	12"	POOR	REMAIN	533	ASH	12"	FAIR	REMOVE	634	CHERRY	18"	FAIR	REMOVE	739	WT	12"	GOOD	REMOVE
433	SPRUCE	12"	FAIR	REMAIN	535	PINE	16"	FAIR	REMOVE	635	MAPLE	16"	FAIR	REMOVE	740	HM	12" 10"	GOOD	REMOVE
434	SPRUCE	14"	FAIR	REMAIN	536	CHERRY	12"	POOR	REMOVE	636	OAK	16"	GOOD	REMOVE	741	MAPLE	8" TR	POOR	REMOVE
435	OAK	22"	FAIR	REMOVE	537	CHERRY	10"	POOR	REMOVE	637	CHERRY	12"	FAIR	REMOVE	742	HM	14"	GOOD	REMOVE
436	MAPLE	26"	GOOD	REMAIN	538	MAPLE	48"	POOR	REMOVE	638	PINE	18"	POOR	REMOVE	743	AP	24"	POOR	REMOVE
437	SPRUCE	12"	POOR	REMOVE	539	MAPLE	26"	FAIR	REMOVE	639	ASH	12"	POOR	REMOVE	744	PINE	22"	GOOD	REMOVE
438	BIRCHERRY	12" MU	FAIR	REMOVE	540	CHERRY	12"	POOR	REMOVE	641	ASH	24"	POOR	REMOVE	745	PINE	22"	GOOD	REMOVE
439	SPRUCE	12"	POOR	REMOVE	541	CHERRY	12"	FAIR	REMOVE	642	OAK	28"	FAIR	REMOVE	746	BIRCHERRY	22"	GOOD	REMOVE
440	BIRCHERRY	12" MU	FAIR	REMOVE	544	CHERRY	8"	FAIR	REMOVE	643	OAK	30"	FAIR	REMOVE	748	MAPLE	24" 8"	FAIR	REMOVE
441	BIRCHERRY	18" TR	FAIR	REMOVE	545	LOCUST	22"	POOR	REMOVE	644	ASH	12"	POOR	REMOVE	752	BIRCHERRY	10" 4"	GOOD	REMOVE
442	SPRUCE	10"	POOR	REMOVE	546	MAPLE	18"	FAIR	REMOVE	645	ASH	12"	POOR	REMOVE	753	SA	10"	GOOD	REMAIN
443	SPRUCE	10"	POOR	REMOVE	547	ASH	10" TW	POOR	REMOVE	646	PINE	16" MU	POOR	REMOVE	754	MAPLE	22" 14"	GOOD	REMAIN
444	MAPLE	14"	GOOD	REMOVE	548	PINE	12"	POOR	REMOVE	647	APPLE	20"	DEAD	REMOVE	755	SA	8"	GOOD	REMAIN
445	SPRUCE	8"	POOR	REMOVE	549	ASH	14"	POOR	REMOVE	648	PINE	16"	GOOD	REMOVE	756	OAK	28"	GOOD	REMAIN
446	HM	8"	FAIR	REMOVE	550	BIRCHERRY	8"	GOOD	REMOVE	649	OAK	24"	FAIR	REMOVE	757	MAPLE	10"	GOOD	REMOVE
447	LOCUST	10"	FAIR	REMAIN	551	CHERRY	8"	DEAD	REMOVE	650	ASH	10"	POOR	REMOVE	758	DE	8"	POOR	REMOVE
448	CEDAR	10"	FAIR	REMOVE	552	SY	8"	GOOD	REMAIN	651	ASH	8"	POOR	REMOVE	759	HICKORY	16"	GOOD	REMAIN
449	HM	10"	POOR	REMOVE	553	PINE	16"	FAIR	REMOVE	652	OAK	16" TW	POOR	REMOVE	760	CHERRY	8"	POOR	REMOVE
451	HM	12"	FAIR	REMOVE	554	CHERRY	18"	POOR	REMOVE	653	OAK	26"	GOOD	REMAIN	761	CHERRY	8"	POOR	REMAIN
452	SPRUCE	20"	POOR	REMOVE	555	APPLE	18"	DEAD	REMOVE	654	SPRUCE	24"	FAIR	REMOVE	762	MAPLE	8"	GOOD	REMAIN
454	CEDAR	10"	FAIR	REMOVE	556	WT	16"	POOR	REMAIN	655	MAPLE	24"	FAIR	REMAIN	763	MAPLE	10" 6"	POOR	REMAIN
455	MAPLE	18"	FAIR	REMOVE	557	MAPLE	20"	FAIR	REMOVE	656	PINE	30" MU	FAIR	REMOVE	764	MAPLE	12"	GOOD	REMAIN
456	LOCUST	12"	DEAD	REMOVE	558	ASH	12"	DEAD	REMOVE	657	SPRUCE	10" MU	FAIR	REMAIN	765	MAPLE	8"	GOOD	REMAIN
457	CHERRY	20"	GOOD	REMOVE	560	LOCUST	20"	FAIR	REMOVE	658	PINE	22"	FAIR	REMOVE	766	ASH	22"	GOOD	REMOVE
458	MAPLE	10" MU	POOR	REMOVE	561	DOGWOOD	8"	FAIR	REMAIN	659	MAPLE	8"	FAIR	REMOVE	767	MAPLE	12"	GOOD	REMOVE
460	CEDAR	20"	POOR	REMOVE	562	CHERRY	10"	FAIR	REMOVE	660	SPRUCE	28"	FAIR	REMOVE	768	MAPLE	10"	GOOD	REMOVE
461	CHERRY	16"	FAIR	REMOVE	563	PINE	16"	DEAD	REMOVE	661	CHERRY	22"	POOR	REMAIN	770	HICKORY	26"	GOOD	REMOVE
465	MAPLE	8"	FAIR	REMOVE	564	ASH	10"	FAIR	REMAIN	662	CHERRY	14"	POOR	REMAIN	771	CHERRY	8"	POOR	REMOVE
466	MAPLE	18"	GOOD	REMOVE	565	LOCUST	18"	FAIR	REMOVE	663	PINE	20"	FAIR	REMOVE	772	LOCUST	10"	POOR	REMOVE
467	12"	MAPLE	FAIR	REMOVE	566	CHERRY	10"	FAIR	REMOVE	664	ASH	12"	POOR	REMAIN	773	BIRCHERRY	10"	POOR	REMOVE
470	OAK	24"	FAIR	REMAIN	567	LOCUST	18"	FAIR	REMOVE	665	MAPLE	14"	GOOD	REMAIN	774	SPRUCE	10"	FAIR	REMOVE
471	MAPLE	12"	GOOD	REMAIN	568	MAPLE	22" TW	FAIR	REMAIN	667	PINE	18"	FAIR	REMOVE	775	MAPLE	10"	FAIR	REMOVE
472	PINE	16"	FAIR	REMOVE	569	PINE	16"	POOR	REMOVE	668	SPRUCE	18"	GOOD	REMOVE	776	MAPLE	8"	FAIR	REMOVE
473	PINE	24"	FAIR	REMOVE	570	PINE	14"	POOR	REMOVE	669	BIRCHERRY	12"	FAIR	REMAIN	777	SPRUCE	10"	POOR	REMOVE
474	MAPLE	16"	FAIR	REMAIN	571	SPRUCE	18"	GOOD	REMAIN	671	MAPLE	10"	FAIR	REMAIN	778	SPRUCE	10"	POOR	REMOVE
475	OAK	14"	FAIR	REMAIN	572	LOCUST	14"	FAIR	REMOVE	672	PINE	20"	FAIR	REMOVE	779	DE	10"	DEAD	REMAIN
476	PINE	24"	FAIR	REMOVE	573	MAPLE	12"	FAIR	REMOVE	673	ASH	8"	FAIR	REMAIN	780	PINE	14"	DEAD	REMOVE
477	PINE	16"	FAIR	REMOVE	574	TOH	14"	FAIR	REMOVE	674	ASH	10"	POOR	REMAIN	781	HE	14"	POOR	REMOVE
478	MAPLE	30"	POOR	REMAIN	575	CHERRY	10"	FAIR	REMOVE	675	MAPLE	50"	FAIR	REMAIN	782	OAK	38"	GOOD	REMOVE
479	PINE	16"	FAIR	REMOVE	576	CHERRY	14"	FAIR	REMOVE	676	HICKORY	10"	GOOD	REMAIN	783	DE	18"	DEAD	REMOVE
480	PINE	8"	DEAD	REMAIN	577	MAPLE	18"	FAIR	REMOVE	677	APPLE	12"	GOOD	REMOVE	784	DE	12"	POOR	REMOVE
481	MAPLE	10"	POOR	REMAIN	578	CHERRY	14"	POOR	REMOVE	678	MAPLE	24"	GOOD	REMOVE	785	MAPLE	10"	FAIR	REMOVE
482	MAPLE	10"	GOOD	REMAIN	579	CHERRY	16"	FAIR	REMOVE	679	MAPLE	12"	GOOD	REMAIN	786	MAPLE	10"	FAIR	REMOVE
483	PINE	28"	FAIR	REMOVE	580	HM	8"	FAIR	REMOVE	680	ASH	10"	FAIR	REMAIN	787	DE	14"	POOR	REMOVE
484	MAPLE	12"	POOR	REMAIN	581	PINE	16"	DEAD	REMOVE	681	ASH	10"	FAIR	REMAIN	788	DE	14"	FAIR	REMAIN
485	MAPLE	18"	GOOD	REMAIN	582	ASH	20"	POOR	REMOVE	682	PINE	18"	GOOD	REMOVE	789	DE	22"	POOR	REMAIN
486	PINE	28"	FAIR	REMOVE	583	LOCUST	30"	FAIR	REMOVE	683	DE	8"	FAIR	REMAIN	790	OAK	24"	GOOD	REMAIN
487	PINE	8"	DEAD	REMOVE	584	ASH	16"	FAIR	REMOVE	684	ASH	8"	POOR	REMAIN	791	OAK	20"	GOOD	REMAIN
488	PINE	16"	FAIR	REMOVE	585	LOCUST	14"	FAIR	REMOVE	685	TOH	16"	GOOD	REMAIN	792	OAK	20"	FAIR	REMAIN
489	LOCUST	26"	POOR	REMAIN	586	BIRCHERRY	12"	POOR	REMOVE	690	MAPLE	10"	FAIR	REMAIN	793	DE	12"	DEAD	REMOVE
490	PINE	16"	FAIR	REMOVE	587	LOCUST	10"	FAIR	REMOVE	691	CEDAR	16"	FAIR	REMOVE	794	DE	8"	POOR	REMOVE
491	ASH	14"	POOR	REMOVE	588	BIRCHERRY	26"	POOR	REMOVE	692	PINE	16"	FAIR	REMOVE	795	DE	10"	POOR	REMOVE
492	CHERRY	12"	POOR	REMOVE	589	TOH	20"	GOOD	REMOVE	693	CEDAR	14" MU							

NOT FOR CONSTRUCTION



LEGEND

---	EXISTING PROPERTY LINE
- - -	ADJACENT PROPERTY LINE
- - -	EXISTING EASEMENT LINE
---	EXISTING METLAND LINE AND DELINEATION
---	EXISTING METLAND BUFFER
---	EXISTING BUILDING OVERHANG
---	EXISTING BUILDING
---	EXISTING PAVEMENT EDGE / CURB LINE
---	EXISTING CONTOUR
---	EXISTING INDEX CONTOUR
---	EXISTING SPOT GRADE
---	EXISTING STONE WALL
---	EXISTING RETAINING WALL
---	EXISTING FENCE
---	EXISTING DRAIN INLET
---	EXISTING MANHOLE
---	EXISTING UTILITY POLE
---	EXISTING LIGHT POLE
---	EXISTING SIGN
---	EXISTING BUILDING TO REMAIN
---	PROPOSED BUILDING LINE
---	PROPOSED CONCRETE CURB
---	PROPOSED CONCRETE SIDEWALK
---	PROPOSED DROP CURB AND RAMP
---	PROPOSED FINISHED GRADE
---	PROPOSED SPOT GRADE
---	PROPOSED SANITARY SEWER MANHOLE
---	PROPOSED STORM DRAIN MANHOLE
---	PROPOSED TYPE O DRAIN INLET
---	PROPOSED TYPE U DRAIN INLET
---	PROPOSED HEADWALL
---	PROPOSED WATER QUALITY STRUCTURE
---	PROPOSED BYPASS MANHOLE
---	PROPOSED OUTLET CONTROL STRUCTURE
---	PROPOSED HYDRANT
---	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
---	PROPOSED LIGHTING STANDARD (DESIGN BY OTHERS)
---	TEST PIT/BORING LOCATION AND DESIGNATION
---	PROPOSED LIMIT OF DISTURBANCE
---	PROPOSED DITCH OR SWALE
---	PROPOSED RP-RAP

- NOTES**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF MBA INSURANCE CORP." PREPARED BY JOHN WETER CONSULTING, DATED 09/30/2005.
 - GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND FOUNDATION INVESTIGATION," DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
 - ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
 - ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
 - EXCAVATIONS AND FILLS SHALL NOT ENDANGER ADJACENT PROPERTIES, NOR DISSECT WATER ONSITE, THE PROPERTY OF OTHERS AT ANY TIME DURING THE COURSE OF CONSTRUCTION.
 - CONTRACTOR SHALL REFER TO EROSION AND SEDIMENT CONTROL PLAN FOR FURTHER DIRECTION REGARDING SITE STABILIZATION THROUGHOUT THE COURSE OF CONSTRUCTION.

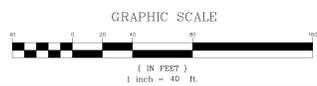
APPLICANT/OWNER: AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 FOUNTAIN ROCK, NY 10876

JMC Planning, Engineering, Landscaping, Architecture & Land Surveying, PLLC
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PRELIMINARY GRADING PLAN
 AIRPORT CAMPUS
 113 NORTH CASTLE, NY 10504

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

Drawn: BMS Approved: AG
 Scale: 1" = 40'
 Date: 09/21/2022
 Project No: 15072
 H2O-NAME: C-201 Q140.07
 Drawing No: C-201



MATCHLINE
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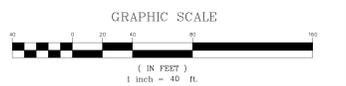
MATCHLINE
MATCHLINE



LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING WETLAND LINE AND DELINEATION
	EXISTING WETLAND BUFFER
	EXISTING BUILDING OVERHANG
	EXISTING PAVEMENT EDGE / CURB LINE
	EXISTING CONTOUR
	EXISTING INDEX CONTOUR
	EXISTING SPOT GRADE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING FENCE
	EXISTING DRAIN INLET
	EXISTING MANHOLE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	EXISTING BUILDING TO REMAIN
	PROPOSED BUILDING LINE
	PROPOSED CONCRETE CURB
	PROPOSED CONCRETE SIDEWALK
	PROPOSED DROP CURB AND RAMP
	PROPOSED FINISHED GRADE
	PROPOSED SPOT GRADE
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED TYPE O DRAIN INLET
	PROPOSED TYPE DI DRAIN INLET
	PROPOSED TYPE LI DRAIN INLET
	PROPOSED HEADWALL
	PROPOSED WATER QUALITY STRUCTURE
	PROPOSED BYPASS MANHOLE
	PROPOSED OUTLET CONTROL STRUCTURE
	PROPOSED HYDRANT
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)
	PROPOSED LIGHTING STANDARD (DESIGN BY OTHERS)
	TEST PIT/BORING LOCATION AND DESIGNATION
	PROPOSED LIMIT OF DISTURBANCE
	PROPOSED DITCH OR SWALE
	PROPOSED RIP-RAP

- NOTES:**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF MBA INSURANCE CORP.," PREPARED BY JOHN WETER CONSULTING, DATED 09/30/2005.
 - GEOTECHNICAL BORING/TEST PIT LOCATIONS DEPICTED ON THIS PLAN WERE TAKEN FROM THE GEOTECHNICAL REPORT ENTITLED, "LETTER REPORT ON SUBSURFACE SOIL AND FOUNDATION INVESTIGATION," DATED 12/20/2021, PREPARED BY CARLIN SIMPSON & ASSOCIATES, LLC.
 - ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER, DURING CONSTRUCTION OF THE PRACTICE, THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
 - ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
 - EXCAVATIONS AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTIES, NOR DISSECT WATER OVER THE PROPERTY OF OTHERS AT ANY TIME DURING THE COURSE OF CONSTRUCTION.
 - CONTRACTOR SHALL REFER TO EROSION AND SEDIMENT CONTROL PLAN FOR FURTHER DIRECTION REGARDING SITE STABILIZATION THROUGHOUT THE COURSE OF CONSTRUCTION.

NOT FOR CONSTRUCTION



APPLICANT/TOWNER:

AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 FOUNTAIN ROCK, NY 10879

Prepared By: [Blank]
 Date: [Blank]
 No.: [Blank]

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PRELIMINARY GRADING PLAN
AIRPORT CAMPUS
 113 NORTH CASTLE, NY 10504

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Drawn: BMS Approved: AG
 Scale: 1" = 40'
 Date: 09/21/2022
 Project No: 15072
 H20-2000 C-202 09/04/21
 Drawing No: **C-202**

NOT FOR CONSTRUCTION



LEGEND

---	EXISTING PROPERTY LINE
---	ADJACENT PROPERTY LINE
---	EXISTING EASEMENT LINE
---	EXISTING WETLAND LINE AND DELINEATION
---	WETLAND BUFFER
---	EXISTING BUILDING OVERHANG
---	EXISTING BUILDING LINE
---	EXISTING PAVEMENT EDGE/CURB LINE
---	EXISTING STONE WALL
---	EXISTING RETAINING WALL
---	EXISTING FENCE
---	EXISTING STORM DRAIN LINE AND SIZE
---	EXISTING SANITARY LINE AND SIZE
---	EXISTING WATER LINE
---	EXISTING GAS LINE
---	EXISTING OVERHEAD WIRES
---	EXISTING DRAIN INLET
---	EXISTING MANHOLE
---	EXISTING FIRE HYDRANT
---	EXISTING GAS VALVE
---	EXISTING WATER VALVE
---	EXISTING UTILITY POLE
---	EXISTING LIGHT POLE
---	EXISTING SIGN
---	EXISTING BUILDING TO REMAIN
---	PROPOSED BUILDING
---	PROPOSED CONCRETE CURB
---	PROPOSED CONCRETE SIDEWALK
---	PROPOSED SANITARY SEWER MANHOLE
---	PROPOSED STORM DRAIN MANHOLE
---	PROPOSED TYPE C DRAIN INLET
---	PROPOSED TYPE U DRAIN INLET
---	PROPOSED TYPE L DRAIN LAMN INLET
---	PROPOSED HEADWALL
---	PROPOSED WATER QUALITY STRUCTURE
---	PROPOSED OUTLET CONTROL STRUCTURE
---	PROPOSED CLEANOUT
---	PROPOSED HYDRANT
---	PROPOSED STORM DRAIN LINE & SIZE
---	PROPOSED SANITARY SEWER LINE & SIZE
---	PROPOSED WATER LINE
---	PROPOSED RETAINING WALL (DESIGN BY OTHERS)

- NOTES**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF M&A INSURANCE CORP.", PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY", PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/07/2022.
 - ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER, DURING CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
 - UNLESS OTHERWISE SPECIFIED, PPE FOR STORM DRAINS SHALL BE HIGH DENSITY POLYETHYLENE (HDPE) WITH A SMOOTH INTERIOR AND ANNUAL EXTERIOR CORROSION RESISTANCE IN ACCORDANCE WITH ASTM F-2948. JOINTS SHALL BE WATER TIGHT IN ACCORDANCE WITH ASTM D-3212.
 - UNLESS OTHERWISE SPECIFIED, PPE FOR SANITARY SEWER GRAVITY LINES SHALL BE POLYETHYLENE GLASS REINFORCED (PEGR), 200-30, WITH PUSH-ON JOINTS IN ACCORDANCE WITH ASTM D-3034 AND D-3212.
 - UNLESS OTHERWISE SPECIFIED, PPE FOR WATER LINES SHALL BE DOUBLE CONCENTRIC LINED DUCTILE IRON PIPE (DIP), CLASS 50, WITH PUSH ON JOINTS IN ACCORDANCE WITH AWWA C-150, C-151, C-104 AND C-111.
 - ELECTRIC, TELEPHONE, FIRE ALARM AND CABLE TELEVISION LINES SHALL BE INSTALLED UNDERGROUND IN CONJUNCTION WITH THE REQUIREMENTS OF THE UTILITY COMPANY HAVING JURISDICTION.

APPLICANT/OWNER: AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 FOUND RIDGE, NY 10576

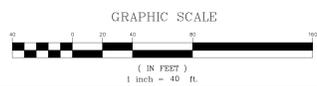
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
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 JMC Site Development Consultants, LLC
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PRELIMINARY UTILITIES PLAN
 AIRPORT CAMPUS
 113 NORTH CASTLE, NY 10504

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Drawn:	BMS	Approved:	AG
Scale:	1" = 40'		
Date:	09/21/2022		
Project No.:	15072		
NOI/URES:	C-201	UTIL	001
Sheet No.:	C-301		



MATCHLINE
 MATCHLINE

MATCHLINE
MATCHLINE

NOT FOR CONSTRUCTION



LEGEND	
	EXISTING PROPERTY LINE
	ADJACENT PROPERTY LINE
	EXISTING EASEMENT LINE
	EXISTING WETLAND LINE AND DELINEATION
	WETLAND BUFFER
	EXISTING BUILDING OVERHANG
	EXISTING BUILDING LINE
	EXISTING PAVEMENT EDGE/CURB LINE
	EXISTING STONE WALL
	EXISTING RETAINING WALL
	EXISTING FENCE
	EXISTING STORM DRAIN LINE AND SIZE
	EXISTING SANITARY LINE AND SIZE
	EXISTING WATER LINE
	EXISTING GAS LINE
	EXISTING OVERHEAD WIRES
	EXISTING STORM DRAIN MANHOLE
	EXISTING MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING GAS VALVE
	EXISTING WATER VALVE
	EXISTING UTILITY POLE
	EXISTING LIGHT POLE
	EXISTING SIGN
	EXISTING BUILDING TO REMAIN
	PROPOSED BUILDING
	PROPOSED CONCRETE CURB
	PROPOSED CONCRETE SIDEWALK
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED TYPE O DRAIN INLET
	PROPOSED TYPE L DRAIN INLET
	PROPOSED HEADWALL
	PROPOSED WATER QUALITY STRUCTURE
	PROPOSED OUTLET CONTROL STRUCTURE
	PROPOSED CLEANOUT
	PROPOSED HYDRANT
	PROPOSED STORM DRAIN LINE & SIZE
	PROPOSED SANITARY SEWER LINE & SIZE
	PROPOSED WATER LINE
	PROPOSED WATER VALVE
	PROPOSED RETAINING WALL (DESIGN BY OTHERS)

- NOTES:**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPLETION SURVEY DEPICTING LAND OF M&A INSURANCE CORP." PREPARED BY JOHN MEYER CONSULTING, DATED 09/20/2005 AND SUPPLEMENTED WITH SURVEY TITLED, "TOPOGRAPHIC SURVEY, PREPARED BY JMC PLANNING, ENGINEERING, LANDSCAPE ARCHITECTURE & LAND SURVEYING, PLLC, DATED 02/07/2022.
 - ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER, DURING CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
 - UNLESS OTHERWISE SPECIFIED, PIPE FOR STORM DRAINS SHALL BE HIGH DENSITY POLYETHYLENE (HDPE) WITH A SMOOTH INTERIOR AND ANNULAR EXTERIOR CORRUGATIONS IN ACCORDANCE WITH ASTM F-2948. JOINTS SHALL BE WATER TIGHT IN ACCORDANCE WITH ASTM D-3212.
 - UNLESS OTHERWISE SPECIFIED, PIPE FOR SANITARY SEWER GRAVITY LINES SHALL BE POLYETHYLENE GLASS REINFORCED (PPGL) 300-30, WITH PUSH-ON JOINTS IN ACCORDANCE WITH ASTM D-3034 AND D-3212.
 - UNLESS OTHERWISE SPECIFIED, PIPE FOR WATER LINES SHALL BE DOUBLE CORNERS DUCTILE IRON PIPE (DIP) CLASS 50, WITH PUSH ON JOINTS IN ACCORDANCE WITH AWWA C-150, C-151, C-104 AND C-111.
 - ELECTRIC, TELEPHONE, FIRE ALARM AND CABLE TELEVISION LINES SHALL BE INSTALLED UNDERGROUND IN CONJUNCTION WITH THE REQUIREMENTS OF THE UTILITY COMPANY HAVING JURISDICTION.

APPLICANT/OWNER: AIRPORT CAMPUS I-V LLC
 46 WESTCHESTER AVENUE
 FOUNTAIN HILL, NY 10879

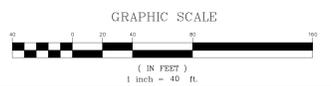
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PRELIMINARY UTILITIES PLAN
 AIRPORT CAMPUS
 113 CONROY HILL ROAD
 NORTH CASTLE, NY 10504

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Drawn: BMS Approved: AG
 Scale: 1" = 40'
 Date: 09/21/2022
 Project No: 15072
 HDX/FILES: C-302 UTL07
 Drawing No: C-302



LEGEND

[Symbol]	PROPOSED INLET PROTECTION
[Symbol]	PROPOSED CONSTRUCTION FENCE
[Symbol]	PROPOSED SILT FENCE
[Symbol]	PROPOSED STONE CHECK DAM
[Symbol]	PROPOSED LIMIT OF DISTURBANCE
[Symbol]	PROPOSED STABILIZED CONSTRUCTION ENTRANCE
[Symbol]	PROPOSED STOCKPILE AREA
[Symbol]	PROPOSED TEMPORARY SWALE
[Symbol]	PROPOSED TEMPORARY SEDIMENT BASIN/TRAP
[Symbol]	PROPOSED TEMPORARY RIVER & ANTI-VORTEX DEVICE
[Symbol]	CONCRETE TRUCK WASHOUT

- NOTES**
- EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PRELIMINARY CONSTRUCTION SURVEY OF THE LAND OF NEAR INSURANCE CORP.," PREPARED BY JOHN MEYER CONSULTING, LAST REVISED 09/30/2005.
 - THE LIMIT OF DISTURBANCE SHALL BE STAKED IN THE FIELD PRIOR TO CONSTRUCTION.
 - THIS PLAN IS FOR TEMPORARY EROSION AND SEDIMENT CONTROL INFORMATION ONLY.
 - PRIOR TO BEGINNING ANY CLEARING, GRUBBING OR EXCAVATION, ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH ALL THE PLANS AND SPECIFICATIONS. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL THE SITE IS STABILIZED. FINAL STABILIZATION OF LANDSCAPED AREAS SHALL BE IN ACCORDANCE WITH THE LANDSCAPE PLAN.
 - THE CONTRACTOR SHALL INSPECT AND MAINTAIN ON-SITE EROSION AND SEDIMENT CONTROL MEASURES ON A DAILY BASIS. ALL COLLECTED SEDIMENT WITHIN SEDIMENT BARRIERS SHALL BE REMOVED PERIODICALLY AS REQUIRED TO MAINTAIN THE FUNCTION OF THE SEDIMENT BARRIERS. ALL SEDIMENT COLLECTED SHALL BE REUSED ON-SITE WITHIN STABILIZED AREAS AS DIRECTED BY THE OWNERS REPRESENTATIVE.
 - THE CONTRACTOR SHALL INSPECT DOWNSTREAM CONDITIONS FOR EVIDENCE OF SEDIMENTATION ON A WEEKLY BASIS. AFTER EACH RAINFALL, AND AS MAY BE REQUIRED OR DIRECTED BY ALL APPLICABLE APPROVALS AND PERMITS, THE CONTRACTOR SHALL IMMEDIATELY PROVIDE A WRITTEN REPORT ON FINDINGS OF SEDIMENT IN DOWNSTREAM AREAS TO ALL AUTHORITIES HAVING JURISDICTION AND MAKE REPAIRS AS REQUIRED OR DIRECTED.
 - ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED BY THE CONTRACTOR AS REQUIRED/WARRANTED BY FIELD CONDITIONS AND AS DIRECTED BY THE OWNERS REPRESENTATIVE, INC. AND/OR ANY AUTHORITY HAVING JURISDICTION.
 - STOCKPILING OF CONSTRUCTION MATERIAL SHALL BE PLACED ON-SITE IN THE AREA DESIGNATED ON THIS PLAN OR AS APPROVED BY THE OWNERS REPRESENTATIVE. STOCKPILED EXCAVATED MATERIAL SHALL HAVE TWO ROWS OF SILT FENCE LOCATED AROUND ITS PERIMETER. ALL STOCKPILED MATERIAL SHALL BE MAINTAINED IN AN ORDERLY MANNER SO AS NOT TO IMPED OR PEDESTRIAN AND/OR VEHICULAR TRAFFIC CIRCULATION ROUTES.
 - DUST SHALL BE CONTROLLED BY SPRINKLING OR OTHER APPROVED METHODS AS NECESSARY, OR AS DIRECTED BY THE OWNERS REPRESENTATIVE.
 - ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER, DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND CONTROL ANY ENVIRONMENTAL CONSEQUENCES (EVIDENCE OF EROSION AND SEDIMENT CONTROL, GUIDELINES) AND THE ALSO ADD "BEST MANAGEMENT PRACTICES" FOR TREE AND SHRUB PLANTING, TRANSPORTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITION, AS FOLLOWS:
 - SEED MIXTURE AND RATE OF APPLICATION:
 - IN SPRING, SUMMER OR EARLY FALL, SEED THE AREA WITH HYDRAGRASS (ANNUAL OR PERENNIAL) AT 30 POUNDS PER ACRE (APPROXIMATELY 0.7 POUNDS/1000 SQUARE FEET) OR USE 1 POUND/1000 SQUARE FEET.
 - IN LATE FALL OR EARLY WINTER, SEED THE AREA WITH CRYSTAL BROMUS "ARISTOCOCK" WINTER RYE (CERIAL RYE) AT 100 POUNDS PER ACRE (2.5 POUNDS/1000 SQUARE FEET).
 - APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS.
 - MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (50 POUNDS PER 1000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
 - ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS THAT WILL NOT BE FURTHER DISTURBED WITHIN 30 CALENDAR DAYS BUT LESS THAN 1 YEAR, SHALL BE TEMPORARILY SEEDDED WITHIN 14 DAYS AFTER SUSPENSION OF GRADING. IN ACCORDANCE WITH THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY AND THE ALSO ADD "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPORTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITION, AS FOLLOWS:
 - FOR SEED MIXTURE AND RATE OF APPLICATION CONTRACTOR SHALL REFER TO TABLE 7-2 IN THE CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL.
 - APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS. SEEDING RATES SHALL BE INCREASED BY 10% WHEN HYDROSEEDING.
 - MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (50 POUNDS PER 1000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
 - ALL EXPOSED SLOPES AND GRADED/DISTURBED AREAS THAT WILL NOT BE FURTHER DISTURBED WITHIN A PERIOD OF 3-6 MONTHS OR NOT SCHEDULED FOR PERMANENT SEED WITHIN 60 CALENDAR DAYS, SHALL BE TEMPORARILY SEEDDED WITHIN 14 DAYS AFTER SUSPENSION OF GRADING. IN ACCORDANCE WITH THE STANDARDS FOR SOIL EROSION AND SEDIMENT CONTROL IN NEW JERSEY AND THE ALSO ADD "BEST MANAGEMENT PRACTICES FOR TREE AND SHRUB PLANTING, TRANSPORTING, MAINTENANCE AND CARE," PREPARED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA), LATEST EDITION, AS FOLLOWS:
 - FOR SEED MIXTURE AND RATE OF APPLICATION CONTRACTOR SHALL REFER TO TABLE 7-2 "TEMPORARY VEGETATIVE STABILIZATION GRASSES, SEEDING RATES, DATES AND DEPTH."
 - APPLICATION SHALL BE UNIFORM BY MECHANICAL OR HYDROSEED METHODS.
 - MULCH ALL SEEDED AREAS WITH STRAW AT A RATE OF 2 TONS PER ACRE (50 POUNDS PER 1000 SQUARE FEET) SUCH THAT THE MULCH FORMS A CONTINUOUS BLANKET.
 - ALL SEEDED AREAS SHALL BE FERTILIZED, RESEEDED, AND MULCHED AS NECESSARY TO MAINTAIN MODERATE, DENSE VEGETATIVE COVER.
 - TEMPORARY SEED MIXTURES SHALL NOT BE PLACED ON AREAS WHERE FINAL GRAZE HAS BEEN ESTABLISHED AND TOPSOIL HAS BEEN PLACED UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT.

SEQUENCE OF CONSTRUCTION

- PRE-CONSTRUCTION MEETING SHALL BE HELD WITH REPRESENTATIVES OF THE TOWN OF NORTH CASTLE AND INPAC.
- DEMOLITION OF EXISTING BUILDINGS AS REQUIRED.
- ESTABLISH STABILIZED CONSTRUCTION ACCESS AND STAGING AREAS IN LOCATIONS INDICATED ON THE PLAN.
- INSTALL SILT FENCE, INLET PROTECTION, AND TREE PROTECTION FENCE AS SHOWN ON PLAN.
- CLEAR AND GRUB FOR STORMWATER MANAGEMENT AREAS, STORM AND STOCKPILE SOIL.
- BEFORE EXCAVATION OF STORMWATER MANAGEMENT AREAS TO BE USED AS TEMPORARY SEDIMENT BASINS.
- INSTALL LEVEL SPREADER VALVES CONTROL STRUCTURE, TEMPORARY RIVER AND ANTI-VORTEX DEVICE AND EMERGENCY SPILLWAY.
- ESTABLISH TEMPORARY DIVERSION DITCHES PRIOR TO ANY OTHER CLEARING OR GRADING.
- CLEAR AREAS TO BE DEVELOPED, STORM STOCKPILE, STOCKPILE WHERE INDICATED ON PLAN AND COVER.
- ROOM GRADE THE SITE AND ESTABLISH SWALES.
- BEFORE BUILDING AND READY FOR CONSTRUCTION.
- INSTALL STORM STRUCTURES AND ASSOCIATED STORM SYSTEM PIPING COMPLETE. IMMEDIATELY INSTALL INLET PROTECTION ON ALL STRUCTURES AS INDICATED ON THE SEDIMENT AND EROSION CONTROL PLANS.
- INSTALL SANITARY SEWER, GAS, ELECTRIC AND TELEPHONE SERVICES.
- INSTALL CURBING AND SIDEWALKS.
- INSTALL PAVEMENT SUBGRADE AND FINISH COURSE.
- INSTALL TEMPORARY DIVERSION AREAS SHALL BE COMPLETELY STABILIZED PRIOR TO REMOVING THE EROSION CONTROL DEVICES AND CONVERTING THE TEMPORARY SEDIMENT BASIN TO A PERMANENT STORMWATER MANAGEMENT BASIN.
- CLEAR ANEMATION AND STORM SYSTEM OF ALL ACCUMULATED SEDIMENT IN CONJUNCTION WITH THE REMOVAL OF ALL TEMPORARY SEDIMENTATION AND EROSION CONTROL DEVICES.
- INSTALL PAVEMENT TOP COURSE.
- REMOVE THE SEDIMENT FROM THE TEMPORARY SEDIMENT BASIN AND COMPLETE GRADING AND LANDSCAPING FOR THE PERMANENT STORMWATER MANAGEMENT BASIN.

TABLE OF SOIL RESTORATION REQUIREMENTS

TYPE OF SOIL DISTURBANCE	SOIL RESTORATION REQUIREMENTS	COMMENTS/EXAMPLES
NO SOIL DISTURBANCE	RESTORATION NOT PERMITTED	PRESERVATION OF NATURAL FEATURES
MINIMAL SOIL DISTURBANCE	RESTORATION NOT REQUIRED	CLEARING AND GRUBBING
AREAS WHERE TOPSOIL IS STRIPPED ONLY (NO CHANGE IN GRADE)	HSS A&B AND APPLY 6 INCHES OF TOPSOIL	PROTECT AREA FROM ANY ONGOING CONSTRUCTION ACTIVITIES
AREAS OF CUT OR FILL	HSS A&B AND APPLY 6 INCHES OF TOPSOIL	CLEARING AND GRUBBING
HEAVY TRAFFIC AREAS ON SITE (ESPECIALLY IN A ZONE 5 TO 24 FEET AROUND BUILDINGS BUT NOT WITHIN A 5 FOOT PERIMETER AROUND FOUNDATION WALLS)	APPLY FULL SOIL RESTORATION (OCCUPATION AND COMPOST ENHANCEMENT)	KEEP CONSTRUCTION EQUIPMENT FROM CROSSING THESE AREAS (TO PROTECT NEWLY INSTALLED PRACTICES FROM ANY ONGOING CONSTRUCTION ACTIVITIES) (CONSTRUCT A SWALE PHASE OPERATION FENCE AREA)
AREAS WHERE RUNOFF REDUCTION AND/OR INFILTRATION PRACTICES ARE APPLIED	RESTORATION NOT REQUIRED, BUT MAY BE APPLIED TO ENHANCE THE REDUCTION SPECIFIED FOR APPROPRIATE PRACTICES	
REDEVELOPMENT PROJECTS	SOIL RESTORATION IS REQUIRED ON REDEVELOPMENT PROJECTS IN AREAS WHERE EXISTING IMPROVED AREAS WILL BE COVERED TO REDEVELOP AREA	

TABLE OF SOIL RESTORATION REQUIREMENTS NOTES:

- SOIL REMOVAL INCLUDES THE USE OF MACHINES SUCH AS TRACTOR-DRAWN IMPLEMENTS WITH COLLATER MAKING A NARROW SLIT IN THE SOIL. A ROLLER WITH MANY SPIKES MAKING INDENTATIONS IN THE SOIL, OR PROMOS WHICH FUNCTION LIKE A MINI-SUBSOILER.
- PER "DEEP RIPPING AND DE-COMPACT, INTSDCC 2008"

GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

Scale: 1" = 40'
Date: 09/21/2022
Project No: 15072
TWO-045 C-401 SE-04
Drawing No: C-401

PRELIMINARY EROSION AND SEDIMENT CONTROL PLAN

AIRPORT CAMPUS I-V LLC
66 WESTCHESTER AVENUE
PO BOX 976
NORTH CASTLE, NY 11754

JMC
JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC
John Meyer Consulting, Inc.
420 BELFORD ROAD - ARMONK, NY 10504
PHONE: 914.233.2222 - FAX: 914.233.2192
www.jmcp.com

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW EXCEPT AS PROVIDED FOR BY SECTION 7209. SUBSECTION 2.

Drawn: BMS Approved: AG
Scale: 1" = 40'
Date: 09/21/2022
Project No: 15072
TWO-045 C-401 SE-04
Drawing No: C-401



NOT FOR CONSTRUCTION

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DATE PLOTTED: 09/21/2022 10:54 AM
PROJECT: AIRPORT CAMPUS I-V LLC
DRAWING: PRELIMINARY LANDSCAPE PLAN
SCALE: 1" = 40'
DRAWN BY: JMC
CHECKED BY: JMC
APPROVED BY: JMC



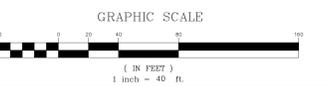
LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING TREE AND DESIGNATION
- EXISTING TREE LINE
- EXISTING DIRECTIONAL ARROWS
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED PERVIOUS PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED MULCH TRAIL
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED FENCE
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- 2-4" WIDE YELLOW LINES 8" O.C.
- 12" WIDE WHITE STOP LINE
- TRAFFIC SIGN LOCATION & DESIGNATION
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS
- PROPOSED SHRUB MASSING
- EXISTING FEATURE TO BE REMOVED

- NOTES:**
- ALL PLANT MATERIAL SHALL BE FIRST QUALITY STOCK. PLANTED MATERIAL AND METHODS OF INSTALLATION SHALL CONFORM TO THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
 - ALL AREAS OF THE SITE NOT OCCUPIED BY BUILDING OR PAVEMENT AND NOT SPECIFIED AS BEING PLANTED WITH TREES, SHRUBS OR GROUND COVER SHALL BE LAWN.
 - ALL PLANTING BEDS SHALL BE MULCHED WITH 3" OF BROWN MULCH. MULCH SHALL BE CLEAN, NON-DYED, TOXIC FREE, SHREDDED HARDWOOD.
 - PLANT MATERIALS AS SPECIFIED ON THE DRAWINGS AND DELIVERED TO THE SITE SHALL BE NURSERY GROWN AND CERTIFIED TRUE TO THEIR GENUS, SPECIES AND VARIETY. SUBSTITUTIONS ARE NOT PERMITTED WITHOUT THE PROJECT LANDSCAPE ARCHITECT'S WRITTEN APPROVAL.
 - ALL LANDSCAPING SHALL CONTINUE TO BE MAINTAINED IN A HEALTHY GROWING CONDITION THROUGHOUT THE DURATION OF THE PROJECT. ANY PLANTING NOT SO MAINTAINED SHALL BE REPLACED WITH NEW PLANTS AT THE BEGINNING OF THE NEXT, IMMEDIATELY FOLLOWING, GROWING SEASON.
 - ALL TREES AND SHRUBS SHALL BE PRUNED AND SHAPED AND BE SUBJECT TO THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT AND GOVERNMENTAL AUTHORITIES HAVING JURISDICTION.
 - PLANTING STOCK SHALL BE WELL-BRANCHED AND WELL-FORMED, SOUND, VIGOROUS, HEALTHY, FREE FROM DISEASE, SUN-SCALE, WINDBURN, ABRASION, AND HARMFUL INSECTS OR INSECT EGGS, AND SHALL HAVE HEALTHY, NORMAL UNBROKEN ROOT SYSTEMS. DECIDUOUS TREES AND SHRUBS SHALL BE SYMMETRICALLY DEVELOPED, OF UNIFORM HABIT OF GROWTH, WITH STRAIGHT TRUNKS OR STEMS, AND FREE FROM OBJECTIONABLE DISFIGUREMENTS. EVERGREEN TREES AND SHRUBS SHALL HAVE WELL-DEVELOPED SYMMETRICAL TOPS WITH TYPICAL SPREAD OF BRANCHES FOR EACH PARTICULAR SPECIES OR VARIETY. ONLY VINES AND GROUND COVER PLANTS WELL ESTABLISHED IN REMOVAL CONTAINERS, INTEGRAL CONTAINERS, OR FORMED HOMOGENEOUS SOIL SECTIONS SHALL BE USED. PLANTS SHALL BE GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
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 - ALL PLANTING BEDS, LAWNS AND LANDSCAPED AREAS SHALL RECEIVE A MINIMUM 4" THICK LAYER OF TOPSOIL, UNLESS OTHERWISE SPECIFIED.

PLANT SCHEDULE

ACC	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AB	37	Abies balsamea	Balsam Fir	6' - 8' HT.	B & B	
ACC	104	Abies concolor	White Fir	6' - 8' HT.	B & B	
PA	100	Picea abies	Norway Spruce	8' - 10' HT.	B & B	
PG	10	Picea glauca	White Spruce	8'-10' HT.	B & B	
PC	81	Pinus strobus	White Pine	6' - 8' HT.	B & B	
TI	12	Thuja x 'Green Giant'	Green Giant Arborvitae	15 gal	CONT.	
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AR	83	Acer rubrum	Red Maple	3" - 3 1/2" Cal.	B & B	
AG	62	Acer rubrum 'October Glory'	October Glory Maple	3" - 3 1/2" Cal.	B & B	
AC	105	Amenanchier canadensis	Shadblow Serviceberry	7' - 8' HT.	B & B	
BN	60	Betula nigra 'Heritage'	Heritage River Birch	7' - 8' HT.	B & B	
CR	77	Cornus x rutgersensis 'Rutgan TM'	Stellar Pink Dogwood	2 1/2" - 3" CAL.	B & B	
PO	48	Platanus occidentalis	American Sycamore	2 1/2" - 3" CAL.	B & B	
QP	17	Quercus palustris	Pin Oak	3" - 3 1/2" CAL.	B & B	
OAK	35	Quercus rubra	Red Oak	3" - 3 1/2" CAL.	B & B	



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PRELIMINARY LANDSCAPE PLAN
AIRPORT CAMPUS
113 NORTH CASTLE, NY 12554

APP/CA/IT: AIRPORT CAMPUS I-V LLC
46 WESTCHESTER AVENUE
POUND RIDGE, NY 10576
ARCHITECT: LESSARD DESIGN
8521 LEEBURG PIKE, 7TH FLOOR
VIENNA, VA 22182

Drawn: JMC Approved: JMC
Scale: 1" = 40'
Date: 09/21/2022
Project No: 15072
NSD: JMC L-101 UNB: JMC
Drawing No: L-101

MATCHLINE
MATCHLINE



LEGEND

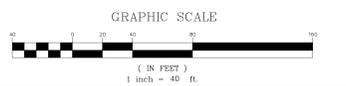
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PA	100	Picea abies	Norway Spruce	8' - 10' HT.	B & B	
PG	10	Picea glauca	White Spruce	8' - 10' HT.	B & B	
PS	81	Pinus strobus	White Pine	6' - 8' HT.	B & B	
TI	12	Thuja x Green Giant	Green Giant Arborvitae	15 gal	CONT.	

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AC	105	Amelanchier canadensis	Shadblo Serviceberry	7' - 8' HT.	B & B	
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PO	48	Platanus occidentalis	American Sycamore	2 1/2" - 3" CAL.	B & B	
QSP	117	Quercus sp. stellata	Pin Oak	3" - 3 1/2" CAL.	B & B	
QR	36	Quercus rubra	Red Oak	3" - 3 1/2" CAL.	B & B	



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PRELIMINARY LANDSCAPE PLAN

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 113 NORTH CASTLE, NY 12554

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LESSARD DESIGN
 8521 LEEBURG PIKE, 7TH FLOOR
 VIENNA, VA 22182

Drawn: **JJ** Approved: **AG**
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 NDR-100 L-102 LWB:ar
 Drawing No: **L-102**