

December 12, 2022

Julie Hargrave, Policy & Planning Manager Central Pine Barrens Joint Planning & Policy Commission 624 Old Riverhead Road Westhampton Beach, NY 11978

Re: Venezia Square, Wading River; DRS Jurisdiction Determination; NPV No. 06180

Dear Julie:

Attached, please find the Expanded Environmental Assessment Form (EEAF) dated December 1, 2022 submitted to the Town of Riverhead Planning Board for review in connection with the above referenced site plan application which is currently under review. The EEAF includes two (2) traffic impact studies (TISs) prepared by Schneider Engineering, one prepared in 2018 and one prepared in May 2022.

The original 2018 TIS showed Level of Service (LOS) of C (Midday Peak), D (PM Peak) and E (Saturday Peak) for Future "No Build" Conditions. When compared to Future "Build" Conditions the LOS decreased from C to D (Midday Peak), remained the same D to D (PM Peak) and decreased from E to F (Saturday Peak). The 2022 revised TIS shows the following with respect to LOS:

Peak Period	Existing Conditions	No Build Conditions	Build Conditions		
Midday Peak	LOS C	LOS C	LOS C		
	25.0 s/veh	25.9 s/veh	26.7 s/veh		
PM Peak	LOS C	LOS C	LOS C		
1111 (1111) (1111) (1111)	25.3 s/veh	27.6 s/veh	29.5 s/veh		
Saturday Peak	LOS C	LOS D	LOS D		
	29.6 s/veh	35.6 s/veh	42.6 s/veh		

Table 1. Overall LOS Analysis Summary

These levels are based on no mitigation. In other words, the Future "No Build" conditions are unchanged by the proposed project. The 2022 TIS states the following with respect to this analysis:

In this report we prepared an updated LOS analysis at the intersection with new turning movement counts (2022) and updated background traffic growth from other proposed developments in the immediate vicinity. Our finding is that under a conservative analysis, the future no build scenario will have an overall LOS C during the peak midday and PM conditions and LOS D during the Saturday condition. In the build scenario service levels will not be reduced from the no build scenario. Therefore, the proposed development will not result in a traffic impact that reduces service levels.

Logically, if the proposed project does not cause a decrease in service level, how can it be considered a DRS under the applicable definition? It is requested that the Commission acknowledge that the proposed project is not a DRS based on this definition and the data provided. Once determined, the Town will perform review of the site plan under Town of Riverhead Zoning and Land Development Code, Chapter 301; Article XLI; Pine Barrens Overlay District in conformance with established procedures. Please feel free to call if questions.

Very truly yours, NELSON, POPE & VOORHIS, LLC

Charles J. Voorhis, CEP, AICP; Principal

cc: Jefferson Murphree, Town of Riverhead Joseph Vento, Venezia Square Applicant Steven Schneider, Schneider Engineering

> Long Island: 70 Maxess Road, Melville, NY 11747 • 631.427.5665 • nelsonpopevoorhis.com Hudson Valley: 156 Route 59, Suite C6, Suffern, NY 10901 • 845.368.1472

EXPANDED ENVIRONMENTAL ASSESSMENT FORM (EAF)

Venezia Square

Site Plan Application Hamlet of Wading River, Town of Riverhead, NY

NPV No.06180

Prepared for Submission to: Riverhead Town Planning Board c/o Town Planning Department 201 Howell Avenue Riverhead, New York 11901 Contact: Jefferson V. Murphree, AICP, Building & Planning Administrator Phone: (631) 727-3200

Prepared by:



NELSON POPE VOORHIS

environmental • land use • planning

70 Maxess Road Melville, NY 11747 Contact: Charles J. Voorhis, CEP, AICP; Principal Phil Malicki, CEP, AICP LEED AP; Senior Environmental Planner office: 631.427.5665 | cvoorhis@nelsonpopevoorhis.com

December 1, 2022

EXPANDED ENVIRONMENTAL ASSESSMENT FORM

VENEZIA SQUARE

Site Plan Application

NYS Route 25A, opposite Dogwood Drive SCTM: 0600-73-1-1.4 & 1.16 to 1.19

Hamlet of Wading River, Town of Riverhead Suffolk County, New York

Prepared for:

Venezia Corp./Joseph Vento 15 Seville Lane Stony Brook, NY 11790 *Contact:* Mr. Joseph Vento (631) 941-0456

For Submission to:

Riverhead Town Planning Board c/o Town Planning Department 201 Howell Avenue Riverhead, New York 11901 *Contact:* Jefferson V. Murphree, AICP; Building & Planning Administrator (631) 727-3200

Prepared by:

(Traffic Engineering) Schneider Engineering, PLLC 1 Comac Loop, Suite 14B3 Ronkonkoma, New York 11779 *Contact:* Steve Schneider, PE (631) 698-6200

(Cultural Resources) Tracker Archaeology Services 62 Pickerel Road Monroe, New York 10950 Contact: Alfred Cammisa, MA, RPA (845) 783-4082 (Environmental Analysis and Planning) Nelson, Pope & Voorhis, LLC 70 Maxess Road Melville, New York 11747 *Contact:* Charles Voorhis, CEP, AICP; Principal Phil Malicki; CEP, AICP, LEED[®] AP; Senior Environmental Planner (631) 427-5665

(Civil Engineering) Bohler Engineering 2929 Expressway Drive North Hauppauge, New York 11749 Contact: Robert A. Lauro, Manager

Copyright © 2022 by Nelson, Pope, & Voorhis, LLC



TABLE OF CONTENTS

COVE	RSHEE	т	Page i
TABL	E OF CO	ONTENTS	ii
1.0	INTR	ODUCTION	1
2.0	DESC	CRIPTION OF THE PROPOSED PROJECT	3
3.0	ANA	LYSIS OF POTENTIAL IMPACTS	6
	3.1	Critical Environmental Area: SGPA	6
	3.2	Critical Environmental Area: Central Pine Barrens	8
	3.3	Proximity to Cultural Areas	10
	3.4	Proximity to Threatened and Endangered Species	11
	3.5	Clearing	12
	3.6	Parking Sufficiency	12
	3.7	Traffic Impacts	13
	3.8	Cumulative Impacts	21
4.0	SUM	MARY & CONCLUSIONS	24
	4.1	Summary	24
	4.2	Conclusions	26

TABLES

1	Tax Lots	2
2	Anticipated Water Use/Wastewater Generation, Proposed Project	4
3	Parking Requirements	12
4	2018 Existing Conditions Capacity Analysis	15
5	2020 Future No Build Conditions Capacity Analysis	16
6	Venezia Square Site Generated Trips	17
7	New vs. Pass-by Site Generated Trips	18
8	Future with Build Conditions Capacity Analysis	18
9	Future with Build Conditions Capacity Analysis with Mitigation Measures	19

FIGURES

(in separate section following text)

- 1a Location Map, Regional
- 1b Location Map, Local
- 2 Existing Conditions
- 3 Land Use Map
- 4 Zoning Map
- 5 SGPA Plan, Recommended Land Use Map



- 6 Central Pine Barrens, CGA Map
- 7 Water Table Contour Map
- 8 Slope Map
- 9 Cultural Resources Sensitivity Map
- 10 NYSDEC Freshwater Wetlands Map
- 11 National Wetlands Inventory Map

APPENDICES:

- A SEQRA Staff Report, Jeffrey Seeman, CEP; Environmental Planner, January 7, 2016
- B Conformance to CPB Standards and/or Guidelines
 - B-1 Conformance to Town Pine Barrens Standards
 - B-2 Conformance to CPB CLUP Standards and Guidelines for Land Use
- C Cultural Resources-Related Documents
 - C-1 Archaeological Investigation, Phase I, Tracker Archaeological Services, Inc., July 2016
 - C-2 No-Effect Letter, SHPO, February 15, 2017
- D NYS Natural Heritage Program Correspondence
- **E Updated Traffic Impact Study**, Schneider Engineering, PLLC, *December 2018*
- **F Revised Traffic Impact Study**, Schneider Engineering, PLLC, *May 10, 2022*

PLANS:

(In pouches at the back of this document)

Boundary & Topographic Survey, Control Point Associates, Inc., *revised 1-18-16* **Site Plan**, Bohler Engineering, *revised 11/18/15*



1.0 INTRODUCTION

This document is an Expanded Environmental Assessment Form (EEAF) that has been prepared in response to the Town Planning Department Staff Report (see **Appendix A**) on a pending site plan application for a proposed commercial development known as "Venezia Square" (hereafter, the "proposed project"). The purpose of this EEAF is to provide the Riverhead Town Planning Board (hereafter, "the Board"), the entity having discretionary jurisdiction over the site plan application, with information necessary to support the Determination of Significance that the Board is required to prepare, under the New York State (NYS) Environmental Quality Review Act (SEQRA).

The site of the proposed project is located on the south side of Sound Avenue (NYS Route 25A), approximately 780 feet west of Wading River Road, in the hamlet of Wading River, Suffolk County, New York (see **Figures 1a and 1b**, *located immediately following the text portion of this document*). The property is comprised of 6.34 acres of successional field. The site was cleared of natural vegetation in the past for farming and has been undergoing successional revegetation for a number of years. The site is not characteristic of native pine barrens habitat (see **Figure 2**) as the site habitat is characterized as an overgrown successional field.

The subject property is surrounded by vacant, commercial and residential uses. Residential uses are generally located to the south, commercial uses to the west, north and east along Sound Avenue (NYS Route 25A) and farmland abuts the property to the east. As shown in **Figure 3**, abutting the site to the west is a funeral home (in the Town of Brookhaven); land to the north across Sound Avenue (NYS Route 25A) is a mix of vacant and commercial uses (i.e., at the northeast corner of the intersection of Dogwood Dr. is a dentist's office, for which a site plan application was submitted for an addition). Toward the northeast there is vacant wooded land, an automotive garage, and a small shopping center with various uses including another dental office and a Subway sandwich shop); to the east is vacant, naturally-vegetated land and farmed land (on the Mays Farm parcel, for which a site plan has been submitted for two buildings, one to be built initially for office use, including a veterinary office, and a future building for office/retail), and to the south are single-family residences and farmland.

The subject property is zoned Business CR, which matches that of abutting properties and much of the area, particularly along the Sound Avenue (NYS Route 25A) commercial corridor (see **Figure 4**). Additionally, R-80 Residence zoning and development is located immediately south of the subject property and to the north, beyond the Business CR-zoned land along the Sound Avenue (NYS Route 25A) commercial corridor. Zoning in the vicinity also includes sites zoned in the SC-Shopping Center, VC-Village Center, and IN-Institutional districts.

As shown in the **Boundary & Topographic Survey** (*in a pouch at the back of this document*), the project site consists of five tax lots (as designated in the Suffolk County Tax Map; see **Table 1**):



TABLE 1 TAX LOTS

District	Section	Block	Lot(s)
			1.4
	73		1.16
0600		1	1.17
			1.18
			1.19

This document is organized to address each of issues specified in the Town Staff Report. This format provides the Town Planning Board with information that is responsive to staff comments pertaining to potential environmental impacts of the proposed action and facilitates staff and Town review and use of this EEAF as a decision-making document.

This EEAF ensures that the Board has sufficient information to take a "hard look" at the proposed project prior to issuing its Determination of Significance pursuant to Title 6, New York Code of Rules & Regulations (6 NYCRR), Part 617, which administers the SEQRA review process.



2.0 DESCRIPTION OF THE PROPOSED PROJECT

As depicted on the **Site Plan** (*in a pouch at the back of this document*), the proposed project conforms to all of the bulk and setback requirements of the Town Code, as well as to the requirements of Central Pine Barrens (CPB) Comprehensive Land Use Plan (CLUP). As a result, no variances, special exceptions or special permits are needed to implement the project and pending Town review and confirmation of consistency with the project with the Town's Pine Barrens Overlay District [Article XLI; Chapter 301; §301-197 A. (1) through (16)], no separate review by the Central Pine Barrens Joint Planning & Policy Commission is needed (CPBJPPC).

The proposed commercial development will include five (5) one-story buildings, with sizes varying from 4,000 square feet (SF) to 10,000 SF. Specifically, there will be a 6,000 SF building for two "take-out" restaurants (1,500 SF/16 seats each) and a 3,000 SF/84 seat "sit-down" restaurant; a 4,000 SF bank (with drive-thru service; and three 10,000 SF retail buildings. Thus, the total floor area of the project is 40,000 SF. With an additional 855 SF in the project's outdoor sign and other small structures, the total building coverage of the site is 40,855 SF.

The site has been designed so that the developed area will occupy the northern and central portions of the site, so that the southerly and easterly portions, abutting vacant lands, would remain undisturbed and naturally-vegetated. Such an arrangement will maximize the contiguity of natural vegetation, for aesthetic and habitat benefits.

The five structures are arranged so the bank will be located in the center of the site's developed area, with the other four structures arrayed around it; these latter four buildings will be oriented so that their front facades will face inward, toward the bank. In this way, the focus of the overall development would stress internal aesthetics and walkability with a sense of place through inclusion of a sitting area with a water feature planned for the area adjacent to the bank but open to all site patrons. Sidewalks, crosswalks and pedestrian ramps along all buildings fronts will enable safe movement within the site; these will also connect to sidewalks to be installed along the south side of Sound Avenue (NYS Route 25A).

Approximately 0.94 acres of the site will be covered with buildings, another 2.32 acres will be paved surfaces, and new landscaping will cover 0.84 acres; the remaining 2.24 acres of the site will be retained naturally-vegetated land.

One combined vehicle access into and exit from the site is planned, off Sound Avenue (NYS Route 25A) opposite Dogwood Drive, which will have been created as a four-way intersection controlled by a new traffic signal. The eastern portion of the site will be provided with a right turn/exit only, configured to direct exiting vehicles in the eastbound direction on Sound Avenue (NYS Route 25A). This exit will be controlled by a Stop sign. At the developed area's eastern boundary, a parking area aisle is designed so as to be available for conversion to an internal access to the undeveloped land abutting to the east, should this land be developed in the future. This is consistent with Town of Riverhead planning goals to reduce curb cuts on Sound Avenue (NYS Route 25A), provide



interconnected parking and ultimately create a through road from the subject site east to Wading River Road.

A minimum of 186 parking spaces are required by Town Code for the uses and yields proposed; the project will provide 186 parking spaces, in conformance with this requirement. Storm water drainage features will be provided to capture, store and recharge runoff generated by impervious surfaces.

The property is located in Groundwater Management Zone III, wherein the maximum allowed sanitary wastewater generation is 300 gallons per day (gpd)/acre, if an on-site septic system is used. For the 6.34-acre subject site, this means that, if septic systems are desired, the total wastewater generation of the project may not exceed 1,902 gpd. Based on the uses and yields proposed, and the applicable standards of the Suffolk County Sanitary Code (SCSC) Article 6 for wastewater system design, the proposed project will generate a total of 1,320 gallons of sanitary wastewater daily (gpd; see Table 2). Thus, septic systems would be allowed under SCSC Article 6, and will be used; each of the five proposed buildings will be provided with a separate septic system. Note that the above 1,320 gpd represents only one part of the overall domestic water use value of the project; according to SCSC Article 6, the total domestic flow of the project (i.e., the total amount of water used in the structures for combined sanitary and other purposes), will be 2,040 gpd. This value represents the amount of water conveyed to the project's treatment systems.

TABLE 2	
ANTICIPATED WATER USE/WASTEWATER GENERATION	J

Project Component	Yield	Sanitary Flow (per SCSC Article 6)	Sanitary Flow (gpd)	Total Flow (per SCSC Article 6)	Total Flow (gpd)
Take Out Restaurant	1,500 SF/16 seats	0.03 gpd/SF	45	0.15 gpd/SF	225
Take out Restaurant	1,500 SF/16 seats	0.03 gpd/SF	45	0.15 gpd/SF	225
Restaurant	3,000 SF/84 seats	0.03 gpd/SF	90	0.15 gpd/SF	450
Bank	4,000 SF	0.06 gpd/SF	240	0.06 gpd/SF	240
Retail	10,000 SF	0.03 gpd/SF	300	0.03 gpd/SF	300
Retail	10,000 SF	0.03 gpd/SF	300	0.03 gpd/SF	300
Retail	10,000 SF	0.03 gpd/SF	300	0.03 gpd/SF	300
Totals			1,320		2,040
Landscape Irrigation	0.84 acres (max.)				0/2,433*
TOTALS			1.320		2.040/4.473

Proposed Project

* Indicates range in irrigation demand over the course of a calendar year; averages 2,433 gpd during the 5-month irrigation season, and 0 gpd outside of irrigation season.

Finally, assuming an irrigation rate of 16 inches over the irrigation season, an irrigation season of five months duration (mid-April to mid-September assumed), and 0.84 acres of landscaped area, it



is calculated that irrigation demand will vary from 0 gpd outside of the irrigation season to 2,433 gpd during the 150-day irrigation season.

Based on the above discussion of water use, the project's total demand on the Riverhead Water District will average 4,473 gpd from mid-April to mid-September, and decrease to an average of 2,040 gpd from mid-September to mid-April.

A natural buffer will be located between the backs of the two southern retail structures and the southern property line. This buffer will vary in depth from 104 feet to 243 feet. Along the western side of the site, a 36-foot deep buffer of natural vegetation will be retained between the property line and the internal access roadway. For the eastern side, a buffer of natural vegetation varying between 30 feet and 121 feet will be retained. Landscaping will be installed along the site's northern boundary abutting Sound Avenue (NYS Route 25A); this area will feature a landscaped buffer between 38 feet and 55 feet in depth.



3.0 ANALYSIS OF POTENTIAL IMPACTS

3.1 Critical Environmental Area: SGPA

A "Special Groundwater Protection Area" (SGPA) is defined in the NYS Environmental Conservation Law (ECL) as:

A recharge watershed area within a designated sole source aquifer area contained within counties having a population of one million or more which is particularly important for the maintenance of large volumes of high quality groundwater for long periods of time. For the purposes of this article, each "special groundwater protection area" shall be classified as a critical area of environmental concern as used under article eight of this chapter (Section 55-0107 ECL Article 55).

In response to this legislation, the SGPA Plan was prepared by the Long Island Regional Planning Board in 1992 to study land use and groundwater quality within the several SGPAs designated on Long Island. The subject site was designated within the Central Suffolk SGPA (North) sector, and is recommended for Commercial Use (see **Figure 5**). The SGPA Plan makes general recommendations that are applicable to all of the identified SGPA, as well as specific recommendations for development within each SGPA. Where restrictions of the CPB CLUP, as promulgated under the Long Island Pine Barrens Protection Act, duplicate those of the SGPA Plan, the former supersedes those of the latter. The plan is useful for historical context but it is recognized that groundwater protection can be achieved through development that conforms to current sanitary and stormwater management standards as well as recommendations of the SGPA Plan.

The following is that portion of the "Opportunities" segment of the SGPA Plan that discusses issues of concern in the Central Suffolk SGPA (North) sector pertaining to the subject site.

The northeast sector of the Central Suffolk SGPA contains a continuous belt of farmland that extends from Wading River on the west to the Riverhead-Southold town boundary on the east, and from Route 25 on the south to Sound Avenue on the north. With selective acquisitions that belt could be linked with the farm areas in western Southold. Over 3,000 acres of productive agricultural land have been protected from development, primarily through the Suffolk County Farmland Development Rights Program. There is an opportunity to expand the Farm Preserve through continued purchase of development rights, albeit on a reduced scale, and through the transfer of development rights to sites outside the SGPA. The use of mandatory clustering with the reservation of at least half of the property for agriculture or open space could allow further expansion of the protected area at minimal cost. Such clustering could preserve half of the farmland while allowing development that meets Health Department regulations to occur on the remainder.

It would be most desirable to transfer the development rights of properties that are surrounded by protected farmland to areas north of Sound Avenue or around the hamlet of



Riverhead. Admittedly, farming activities have been a source of groundwater contamination, however, there is an opportunity to employ modern best management practices that reduce the reliance on agricultural chemicals and lessen the threat to groundwater.

The acquisition of selected woodland and other non-farm parcels could facilitate watershed preservation and wellhead protection. Purchase of the unused portion of Camp Wauwepex in Wading River could protect pine barrens land and provide a well site that would be preferable to the proposed Wading River Road site in the middle of the farmland. A few smaller acquisitions in the Town of Riverhead could enhance the already partially protected Peconic River corridor.

Most of the commercial development in Riverhead is outside or at the periphery of the SGPA, and could be confined to present locations. There are some commercial services located at the end of the Expressway, and the edge of the Wading River business district is in the SGPA. There are also small business areas in Jamesport and Aquebogue, and a few neighborhood or highway commercial establishments on Sound Avenue, Middle Road and Route 25. In western Southold, there is extensive commercial development south of the railroad tracks in Mattituck and a small cluster of commercial development south of the railroad tracks in Mattituck and a small cluster of commercial buildings on Aldrich Land and Route 25 in Laurel. The siting of new business development at locations outside the SGPA or within the boundaries of existing commercial areas within the SGPA could help to maintain the integrity of the agricultural and open space lands that protect the groundwater and surface waters in this sector.

Specific SGPA Plan recommendations for the Central Suffolk SGPA (North) sector include the following:

- Suffolk County, together with the Towns of Riverhead and Southold should expand the existing agricultural preserve. The County should continue to acquire development rights under its Farmland Preservation Program.
- The Town of Riverhead should amend its zoning to require a five-acre minimum lot size for all farmland located within the SGPA. At the same time, it should provide for the transfer of development rights to non-farm sites outside the SGPA at one dwelling unit per two acres.
- The Town of Riverhead should require clustering of development on those parcels where TDR [transfer of development rights] is not feasible. The County and the Town of Southold should use a combination of selective acquisition, TDR and mandatory clustering to assemble and protect a 200+ acre watershed preserve in the vicinity of Laurel Lake. Such a preserve would comprise both woodlands and portions of farm parcels.
- The Towns of Riverhead and Southold should review their zoning ordinances and amend them as necessary to preclude the expansion of commercial activities beyond the limits of those SGPA areas where such activities currently exist.



The proposed project will conform to the Commercial Use recommended for the subject property in the SGPA Plan.

The project will eliminate the potential for a renewal of farming on the project site. However, such activity ceased on the site a number of years ago, which would presumably have reflected the farmer's response to conditions no longer conducive to farming on this small parcel of land.

The elimination of farming on the subject site would also end the use of any agricultural chemicals (e.g., pesticides, herbicides, fungicides) on the site, which incrementally reduce impacts to groundwater quality in the area. The proposed 0.84 acres of landscaped area is small, conforms to the CPB CLUP and Town Code §301-197 A.(9), and will require minimal maintenance.

The subject site is located along the northern boundary of the SGPA, where analysis indicates that the water recharged on the subject site will flow northward, away from the SGPA.

The site is located at the periphery of the Wading River business district [within the Sound Avenue (NYS Route 25A) commercial corridor], and is on land zoned for commercial use. This would suggest that the Town Board has determined that, assuming that the requirements of the Town Zoning Code, CLUP and SCSC Article 6 are met, the location would be appropriate for commercial use.

3.2 Critical Environmental Area: Central Pine Barrens

The Long Island Pine Barrens Act of 1993 divided the Long Island Pine Barrens into two geographic areas, the entire CPB of about 100,000 acres, and within this larger area is the smaller 52,500-acre Core Preservation Area (CPA). Areas not contained within the CPA are referred to as the Compatible Growth Area (CGA) and comprise approximately 47,500 aces. As shown in **Figure 6**, the subject site is in the CGA. As a result, under NYS ECL 57-0123(2)(a) and Section 4.5.4 of the CPB CLUP, the project is subject to conformance with the CPB CLUP. The Town of Riverhead adopted the Town Pine Barrens Overlay District [Article XLI; Chapter 301; §301-197 A. (1) through (16)], which establishes standards or development in the CGA of the CPB. If the project is not a Development of Regional Significance, and the applicable Pine Barrens standards are adhered to, then no separate review by the CPBJPPC is needed. The applicant has reviewed the applicable Town standards in the Pine Barrens Overlay District and it is believed that the project is consistent with all applicable standards (see **Appendix B-1**).

In addition, **Appendix B-2** presents each of standards and guidelines of the CPB CLUP for development within the CGA, with accompanying descriptions/discussions of whether and how the proposed project conforms to each. The table demonstrates that the proposed project is in conformance with and consistent with the Standards and Guidelines of the CPB CLUP as well as the Town Pine Barrens Overlay District.



Finally, the updated Traffic Impact Study (TIS) for the project (see **Appendix E**) determined that the proposed project, with mitigation at the intersection of NYS Route 25A and Wading River-Manor Road, would not result insignificant adverse impacts to traffic conditions:

The capacity analysis results demonstrate that the addition of Venezia Square will impact the NYS Route 25A and Wading River Manor Road intersection LOS at the Midday and Saturday peak periods, lowering each from a C to a D and an E to an F, respectively. However, if the signal timing is changed, the LOS at these peak periods can be a C and a D, respectively. To further help improve traffic conditions and the LOS, we recommend installing a right-turn lane at the eastbound approach. Overall, the addition of Venezia Square will not significantly impact traffic conditions.

The significance of this potential impact is that, under CLUP Section 4.5.5.1, "A development project resulting in a traffic impact which would reduce service by two (2) levels below existing conditions or to a level of service of D or below" would constitute a Development of Regional Significance (DRS), requiring a Hardship application and review by the CPBJPPC. In response, the Applicant had a revised analysis prepared to establish whether the intersection in question would still experience the same reduction in LOS if the mitigation described in the TIS were not implemented. This revised analysis (see **Appendix F**) states:

Schneider Engineering, PLLC has prepared this report to serve as an updated version of the Traffic Impact Study we had submitted in December 2018 for the Venezia Square project. The location of this project is on NY-25A across from Dog Wood Drive, Wading River, New York.

In a letter from the Town of Riverhead Planning Department dated February 15, 2022 to Nelson, Pope & Voorhis, LLC, concern was expressed regarding the Level-of-Service (LOS) impact at the intersection of NYS 25A and Wading River Manor Road. The 2018 existing conditions capacity analysis identified the overall LOS as operating at LOS C during the peak midday, PM and Saturday conditions. The future build scenario with mitigation measures identified the overall LOS reducing from a C to a D during the PM peak hour and Saturday peak hour. The Town's concern is that the proposed development would result in a traffic impact which would reduce service to a level D or below.

In this report we prepared [a new] LOS analysis at the intersection with new turning movement counts (2022) and [new] background traffic growth from other proposed developments in the immediate vicinity. Our finding is that under a conservative analysis, the future no build scenario will have an overall LOS C during the peak midday and PM conditions and LOS D during the Saturday condition. In the build scenario service levels will not be reduced from the no build scenario. Therefore, the proposed development will not result in a traffic impact that reduces service levels.



The above-described revised traffic impact analysis indicates that the proposed project does not qualify as a DRS under the CLUP, so that no Hardship submission to the CPBJPPC is necessary or warranted.

3.3 Proximity to Cultural Areas

As shown in **Figure 9**, the site lies within a NYS-designated archaeologically sensitive area, which suggests that cultural resources (e.g., surface or subsurface pre-historic era or historic era cultural remains) may be present. As a result, the applicant has elected to complete a full Phase I Archaeological Investigation of the site and vicinity, to determine the presence and location of such resources and, if found, to estimate the potential for impacts. That document is presented herein in **Appendix C-1**. The following has been taken from the Phase I Archaeological Investigation.

INTRODUCTION

Between July 7 and 20, 2016, TRACKER Archaeology, Inc. conducted a Phase IA documentary study and Phase IB archaeological testing and reconnaissance at the proposed Venezia Square subdivision, in Wading River, Township of Riverhead, Suffolk County, New York.

The purpose of the documentary study was to determine the prehistoric and historic potential of the project area for the recovery of archaeological remains. This was accomplished by a review of the original and current environmental data, archaeological site files, other archival literature, maps, and documents.

A prehistoric and historic site file search was conducted utilizing the resources of the New York State Historic Preservation Office [NYSHPO] in Waterford, New York. Various historic and archaeology web sites were visited to review any pertinent site information.

The purpose of the Phase IB field survey was to determine the presence or absence of archaeological sites on the property. This was accomplished through subsurface testing and ground surface reconnaissance.

The project area (APE [area of potential effect]) consists of the about 4.5 acres from the approximate 6-acre property. The property is located on the south side of Port Jefferson-Riverhead Road (NYS Route 25A, Sound Avenue) at the intersection of Dogwood Drive. It is bound to the north by Port Jefferson-Riverhead Road (NYS Route 25A, Sound Avenue) and to the remaining sides by other private properties.

CONCLUSIONS AND RECOMMENDATIONS

Based upon topographic characteristics and distance to known prehistoric sites and Indian trails, the property was assessed as having a higher than average potential for encountering prehistoric sites. Based upon topographic characteristics and distance to historic map



documented structures, reported wigwams, and Indian trails, the property was assessed as having a moderate potential for encountering historic aboriginal sites.

During the course of the Phase IB archaeological field survey, 79 ST [shovel test] holes were excavated. No prehistoric or historic sites were encountered. No historic sites were encountered. No further work is recommended.

The Phase I Archaeological Investigation concludes that there are no cultural (i.e., prehistoric or historic era) resources on the project site, so that there could be no impact on such resources associated with the proposed project.

Appendix C-2 contains correspondence from the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) that states:

We have reviewed the report entitled "Phase I Archaeological Investigation at the Venezia Subdivision, Wading Rover, Town of Riverhead, Suffolk County, New York" (July 2016). No archaeological resources were identified and no additional archaeological work is necessary.

We have no concerns regarding the project's potential to impact historic architectural resources. Therefore, it is OPRHP's opinion that the project will have No Impact on archaeological and/or historic resources listed in or eligible for the New York State and National Registers of Historic Places.

3.4 Proximity to Threatened and Endangered Species

Figures 10 and 11 depict the presence and proximity of freshwater wetlands to the subject site, for wetlands designated by the NYS Department of Environmental Conservation (NYSDEC) and the National Wetlands Inventory (NWI), respectively. As can be seen, there is only one surface water body in the vicinity; it is named Deep Pond (designated by the NYSDEC as freshwater wetland W-1), and is located about 3,800 feet to the southeast of the site.

The property is presently comprised of 6.34 acres of successional old field previously utilized for farming practices. The site was cleared of natural vegetation by virtue of its past use as farmland; no significant vegetation or habitats are present on the subject property. Information on the potential presence of rare, threatened, endangered or special concern species that may inhabit or use the subject site was solicited from the NYS Natural Heritage Program (NYSNHP); the response is provided in **Appendix D**. The endangered Tiger Salamander was identified as being present approximately 1/3 mile from the project site. The species would have no association with the site due to the following:

• The species travels upland from vernal ponds typically in the range of 535 feet, but sometimes just over 1,000 feet. The location (1/3 mile away) is more than 1,700 feet from the subject site and as a result, migration to the property is not expected.



- There is intervening development south of the site between the Tiger Salamander breeding pond and the subject site.
- The site does not contain suitable upland sandy soil, pine barrens habitat for mole habits of the Tiger Salamander.

As a result, no impact is expected with respect to the Tiger Salamander.

Finally, it should be noted that not all of the site's existing natural habitat will be removed; an estimated 2.24 acres of successional old field vegetation (35.3% of the site, in conformance with the CLUP Standard), will remain. This will enable the site to continue to support wildlife and plant life.

3.5 Clearing

The Town Pine Barrens Overlay District, §301-197 A. (8) and the CPB CLUP allows, for development of a commercial use, a maximum of 65% of the site to be cleared. As noted above, the subject site is presently fully covered by successional field vegetation. Thus, the clearing standard would permit clearing of up to 4.12 acres of this natural vegetation. As shown on the **Site Plan**, the proposed project seeks to clear 4.10 acres of land, which is 64.6% of the total site. Thus, the proposed project conforms to the clearance standard of the CPB CLUP.

3.6 Parking Sufficiency

As shown in the **Site Plan**, a total of at least 186 parking spaces are required by Town Code Section 108-60A. **Table 3** presents the individual minimum parking requirements for each of the three commercial use types proposed:

Commercial Use Proposed	Commercial YieldParking Space RateProposed(per Town Code, minimum)		Parking Spaces Required (minimum)
Bank	4,000 SF	1 space/150 SF	27
Retail (total)	30,000 SF	1 space/250 SF	120
Restaurants (total)	116 seats	1 space/3 seats	39
Total Parking			186 spaces

TABLE 3 PARKING REQUIREMENTS

The **Site Plan** shows that the project will provide a total of 186 parking spaces, in conformance with the Town Code.



3.7 Traffic Impacts

The following discussion and analysis of the traffic-related aspects of the project has been taken from the TIS prepared for the project, by Schneider Engineering, PLLC of Ronkonkoma, New York. The entire revised TIS is contained herein, as **Appendix E**.

Existing Conditions

The area surrounding the subject development site contains a mixture of commercial uses and undeveloped land parcels. The western perimeter of the site borders Alexander Rothwell Funeral Home. The eastern and southern perimeter of the site borders on undeveloped land parcels. The northern perimeter of the site borders NYS Route 25A.

NYS Route 25A is a two-lane state highway (one lane in each direction) serving eastbound and westbound traffic. It is classified as a Principal Urban Arterial (FC-14) and is under the jurisdiction of the NYSDOT. At and near the proposed site, the lanes on the highway are approximately 12 feet in width in each direction with paved shoulders at approximately 8 feet in width. The posted speed limit in the vicinity of the site is 45 mph for both directions.

Dogwood Drive, on the north side of NYS Route 25A and across from the proposed site, is a two-lane local roadway serving northbound and southbound traffic that forms the northern leg of a three-legged T-intersection with NYS Route 25A. It intersects NYS Route 25A with a slight skew and traffic is STOP controlled on the side street. Traffic on NYS Route 25A at that intersection is not controlled. While it is not marked as a two-lane approach, the roadway is flared at the intersection and allows ample room for the queuing of vehicles turning left and right. The roadway serves commercial and residential properties located near NYS Route 25A. It is under Town of Riverhead Jurisdiction. The road is approximately 30 feet wide although there is no centerline marking installed. Sidewalk is present only on the departure lane adjacent to the Astoria Bank. The posted speed limit is 30 mph for both directions.

The intersection of NYS Route 25A and Wading River Manor Road is a four-way signalized intersection, with NYS Route 25A running east and west and Wading River Manor Road running north and south. The speed limit on Wading River Manor Road is 30 mph. Each of the four approaches has an exclusive left-turn lane and a shared through and right turn lane. Surrounding the intersection are commercial-use buildings such as McDonald's, Speedway, BNB Bank, Greek Island Diner, Little Bay Realty, Phil's Restaurant, and more along NYS Route 25A. The intersection is controlled by a multiphase semi-actuated uncoordinated signal with the following phasing:

- Eastbound and westbound protected left turns
- East-west through movements with permitted left turns
- North-south protected left turns
- North-south through movements with permitted left turns



2018 Existing Conditions Traffic Volumes

Peak periods for the proposed site, as it is classified as a Shopping Center (Land Use 820) by ITE in its Trip Generation Manual, are expected to be 11:00AM-1:00PM and 4:00PM-6:00PM during the week and 11:00AM-2:00PM on weekends. Turning movement counts were collected for these times on dates Thursday, October 18, 2018 and Sunday, October 28, 2018 at the intersections of NYS Route 25A with Dogwood Drive and Wading River Manor Road. The Sunday counts were taken because of very poor weather conditions on Saturday and will be used as Saturday peak volumes. The difference effects are expected to be negligible to our analysis due to the urban nature of the area. The turning movement count data are presented in Appendix A [of **Appendix E**].

Since the traffic counts were conducted in October, a seasonal factor was applied to the recorded peak hour traffic to account for the summer months when traffic in the area increases. A factor of 1.23 was applied to the midday and PM peak hour traffic, and a factor of 1.19 was applied to the Saturday peak hour traffic. The 2017 NYSDOT seasonal adjustment factors that were used can be found in Appendix B [of **Appendix E**].

At the intersection of NYS 25A and Dogwood Drive, the traffic volume data revealed that the midday peak period occurred at 12:30PM, the PM peak period occurred at 5:30PM, and the Saturday peak period occurred at 1:30PM. The peak hour traffic volumes for NYS 25A and Dogwood Drive are depicted in Figure 4 [of **Appendix E**].

At the intersection of NYS Route 25A and Wading River Manor Road, the traffic volume data revealed that the midday peak period occurred at 12:45PM, the PM peak period occurred at 5:15PM, and the Saturday peak period occurred at 12:30PM. The peak hour traffic volumes for NYS 25A and Wading River Manor Road are also depicted in Figure 4 [of **Appendix E**].

2018 Existing Conditions Capacity Analysis

The existing conditions capacity analysis results are illustrated in **Table 4** for intersections NYS Route 25A and Dogwood Drive and NYS Route 25A and Wading River Manor Road. The capacity analysis reports for the existing conditions are presented in Appendix C [of **Appendix E**].



		Lane	Mid	day	PM		Saturday	
Intersection	Movement	Group	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
NYS Route 25A & Dogwood Drive	SB	RL	23.8	С	48.6	Е	25.5	D
		L	10.4	В	13.6	В	12.4	В
	EB	TR	18.8	В	19.8	В	28.2	С
		Approach	17.8	В	19.1	В	26.8	С
	WB	L	13.6	В	13.3	В	19.8	В
		TR	16.0	В	18.8	В	17.3	В
NYS Route 25A &		Approach	15.7	В	18.0	В	17.7	В
Wading River		L	45.7	D	48.4	D	44.1	D
Manor Road	NB	TR	56.2	E	57.0	Е	61.0	E
		Approach	51.5	D	53.1	D	53.7	D
		L	43.9	D	44.3	D	46.7	D
	SB	TR	54.7	D	52.6	D	55.6	E
		Approach	50.4	D	49.4	D	51.9	D
	Overall		28.5	С	29.0	С	34.0	С

TABLE 42018 EXISTING CONDITIONS CAPACITY ANALYSIS

2020 No Build Conditions

In order to examine the effects of the proposed development on the surrounding roadway network, first the existing condition traffic volumes must be projected for the year in which the project is anticipated to be completed. Based on the NYSDOT *Long Island Transportation Plan (LITP)*, the traffic volumes were projected by applying an annual growth rate of 1.7% annually to account for normal background traffic growth. Therefore, a total growth rate of 3.4% was utilized (1.7% x 2 years) for developing the background growth for the estimated time of completion (ETC) of Venezia Square in 2020.

In addition to normal background growth, we examined traffic associated with other nearby projects presently under development or planned for the near future. The Planning Departments at the Towns of Brookhaven and Riverhead identified several projects containing new development or the expansion of existing developments. The projects and their descriptions are listed as follows:

- Central Square is located along the south side of Route 25A, approximately a quarter mile to the east of the intersection of Wading River Manor Road and Route 25A. The proposed development is comprised of a restaurant, 14,076 SF of retail space, a 4,250 SF bank with drive thru and 28,962 SF of professional office space.
- **6333 Realty Group** is located adjoining Venezia Square on the east. This proposed development comprises of 6,960 SF of Medical Offices and 1,120 SF of General Office.



- **6336 Route 25A** is located on the northeast corner of Route 25A and Dogwood Drive. This proposed development includes a proposed 1,212 SF addition to an existing medical office building for the purpose of providing a 15-seat take-out restaurant.
- Hamlet Professional Offices is located on the north side of NYS Route 25A, east of Wading River Manor Road. This proposed development will consist of 5 office buildings for use as professional offices with a gross floor area of 31,181 SF.
- Real Life Church of Wading River is located approximately 315 FT north of the intersection of Route 25A and Dogwood Drive. The proposed development includes a proposed 2,952 SF expansion to the existing 2,533 SF church, which will include approximately 1,220 SF of office area in the basement of the church, 1,323 SF of meeting rooms in the basement, and 409 SF of sanctuary space to include 205 seats.

The other planned development traffic volumes are illustrated in Figure 5 [of **Appendix E**]. To obtain the 2020 No Build traffic volumes at the study intersections, the trips anticipated to be generated by the other planned developments in the vicinity of Venezia Square were added to the resulting volumes inflated by the background growth factor. The 2020 No Build traffic volumes are illustrated in Figure 6 [of **Appendix E**].

2020 No Build Capacity Analysis

The anticipated future no build conditions capacity analysis results are illustrated in **Table 5** for the intersections of NYS Route 25A with Dogwood Drive and Wading River Manor Road. The capacity analysis reports for the future no build conditions are included in Appendix D [of **Appendix E**].

		Lane	Mid	Midday		PM		Saturday	
Intersection	Movement	Group	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
NYS Route 25A & Dogwood Drive	SB	RL	36.3	Е	147.3	F	66.2	F	
		L	14.4	В	28.7	С	19.7	В	
	EB	TR	28.4	С	34.9	С	84.1	F	
		Approach	26.7	С	34.2	С	77.9	E	
	WB	L	21.0	С	25.9	С	41.2	D	
		TR	21.6	С	38.7	С	27.8	С	
NYS Route 25A &		Approach	21.6	С	36.7	D	29.9	С	
Wading River		L	41.8	D	46.3	D	77.7	E	
Manor Road	NB	TR	62.9	E	65.7	Е	64.9	E	
		Approach	53.8	D	57.0	Е	70.3	E	
		L	45.5	D	41.9	D	108.7	F	
	SB	TR	50.2	D	49.0	D	56.7	E	
		Approach	48.1	D	46.0	D	79.8	E	
	Overall		33.5	С	40.6	D	63.6	E	

TABLE 52020 FUTURE NO BUILD CONDITIONS CAPACITY ANALYSIS



Venezia Square Trip Generation

The proposed development is a 37,000 SF shopping center consisting of a bank with three drive thru windows (4,000 SF), three retail buildings (10,000 SF for two of those buildings and 7,000 SF for one), two fast food restaurants (1,500 SF each), and an 84-seat sit-down restaurant (3,000 SF). In order to assess its potential impact on future traffic conditions, the total traffic generated by the new facility was estimated for each analysis period. The trip generation was based on data from the ITE Trip Generation Manual, 9th Edition, where Shopping Center (Land Use Code 820) was selected as most appropriate for the proposed development based on the description in the manual. We decided to use a component size of 40,000 SF to be conservative and account for additional traffic using the cross-access from the adjoining eastern property, 6333 Realty Group.

The trip generation calculations are presented in Table 6.

Project Component	Size	Midday Pea	ak Hour	PM Peak	Hour	Saturday Peak Hour		
		Trips = EXP(Trips = EXP(0.67*LN Trips=EXP(0.67*(X/1,000)		Trips=EXP(0.67*LN(X/1,000)			
ITE #020	40,000	(X/1,000) +3.31)		+3.31)		+3.78)		
ITE #820		Entering	Exiting	Entering	Exiting	Entering	Exiting	
Shopping	SF	48%	52%	48%	52%	52%	48%	
Center		158	166	158	166	252	231	
		Total = 324		Total = 324		Total = 483		

TABLE 6VENEZIA SQUARE SITE GENERATED TRIPS

Pass-by trips involve traffic already on the road making an unplanned stop at the particular land use. According to ITE's Trip Generation Handbook, 3rd Edition, there is a pass-by credit associated with the shopping center land use. ITE recommended an average pass-by percentage of 34% during the PM peak hour and 26% during the Saturday peak hour. We applied the recommended PM Peak hour 34% pass-by rate to the traffic generated during the midday and PM peak hour traffic and the recommended 26% pass-by rate to the Saturday peak hour.

The new versus pass-by generated trips are presented in **Table 7**.



	Midday Peak Hour		PM Pea	ak Hour	Saturday Peak Hour		
	Enter	Exit	Enter	Exit	Enter	Exit	
New	104	112	104	112	186	165	
Pass-by	54	54	54	54	66	66	
Total	158	166	158	166	252	231	

TABLE 7 NEW vs. PASS-BY SITE GENERATED TRIPS

2020 Build Condition Traffic Volumes

The site generated traffic volumes were added to the 2020 No Build condition traffic volumes at the intersections NYS Route 25A with Dogwood Drive and Wading River Road, and the site's right-turn out only driveway to establish the 2020 Build Condition traffic volumes. This condition represents the anticipated traffic volumes that will occur in the build-out year and includes background growth, other development growth, and site generated traffic. The 2020 Build Condition traffic volumes are presented in Figure 8 [of **Appendix E**].

2020 Build Condition Capacity Analysis

The anticipated future build conditions capacity analysis results are found in **Table 8** for the intersections of NYS Route 25A with Dogwood Drive and Wading River Manor Road. A capacity analysis was also performed for the site's right turn out only driveway 360± feet east of the site's main drive. The capacity analysis reports for the future build conditions are included in Appendix E [of **Appendix E**].

		Long	Midd	ау	PM		Saturday	
Intersection	Movement	Lane Group	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
		L	6.6	А	32.9	С	12.3	В
	EB	TR	12.7	В	20.8	С	31.8	С
		Approach	12.5	В	21.2	С	31.4	С
	WB	L	9.5	А	20.9	С	33.5	С
		TR	9.4	А	35.3	D	14.5	В
NYS Route 25A &		Approach	9.4	А	34.5	С	16.4	В
Dogwood Drive	NB	L	49.3	D	49.6	D	52.7	D
		TR	47.3	D	48.5	D	47.2	D
		Approach	48.6	D	49.2	D	50.8	D
	SB	TLR	47.3	D	47.6	D	45.6	D
	Overall		14.3	В	29.6	С	26.2	С
Venezia Square Right Turn Out Exit	NB	R	18.6	С	24.7	С	25.8	D

 TABLE 8

 FUTURE WITH BUILD CONDITIONS CAPACITY ANALYSIS



Venezia Square Site Plan Application Expanded EAF

Intersection	Movement	Lane Group	Midday		PM		Saturday	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
& NYS Route 25A								
NYS Route 25A & Wading River Manor Road	EB	L	15.7	В	38.3	D	23.1	C
		TR	33.5	С	46.5	D	128.9	F
		Approach	31.4	С	45.5	D	118.8	F
	WB	L	25.0	С	38.7	D	41.2	D
		TR	23.4	С	53.0	D	32.3	C
		Approach	23.6	С	50.9	D	33.6	C
	NB	L	46.4	D	54.2	D	136.4	F
		TR	62.8	E	65.7	Е	64.8	E
		Approach	55.3	E	60.3	Е	97.6	F
	SB	L	45.5	D	41.9	D	108.4	F
		TR	51.3	D	49.2	D	60.7	E
		Approach	48.8	D	46.2	D	81.4	F
	Overall		36.0	D	50.3	D	85.3	F

Since the worst conditions occur on Saturday where the LOS for the intersection at NYS Route 25A and Wading River Manor Road becomes an F, we recommend changing the signal timing of the light following the capacity analysis reports in Appendix [of **Appendix E**] in order to result in better and more acceptable LOS as shown in **Table 9**.

TABLE 9 FUTURE WITH BUILD CONDITIONS CAPACITY ANALYSIS WITH MITIGATION MEASURES

Intersection	Movement	Lane Group	Midday		PM		Saturday	
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
NYS Route 25A & Wading River Manor Road	EB	L	14.7	В	38.0	D	18.5	В
		TR	28.8	С	34.8	С	67.8	F
		Approach	27.1	С	35.2	D	63.0	E
	WB	L	22.0	С	33.8	С	61.1	E
		TR	21.9	С	41.8	D	25.3	С
		Approach	21.9	С	40.6	D	30.5	С
	NB	L	49.3	D	56.8	E	69.3	E
		TR	54.9	D	54.0	D	53.9	D
		Approach	52.3	D	55.4	E	61.2	E
	SB	L	47.1	D	43.3	D	68.8	E
		TR	51.8	D	50.5	D	53.3	D
		Approach	49.7	D	47.4	D	60.2	E
Overall		33.4	С	42.1	D	53.1	D	



Conclusions

This updated traffic impact study was performed to investigate the potential impacts from traffic associated with Venezia Square, a 40,000 SF proposed shopping center, located along NYS Route 25A adjacent to the Alexander-Rothwell Funeral Home in Wading River, Riverhead. The intersections examined in this study were NYS Route 25A with Dogwood Drive and NYS Route 25A with Wading River Manor Road. Presently, the site is vacant. The estimated time of completion (ETC) of the project is 2020.

Existing traffic volume counts were taken in October, and the appropriate seasonal factors were applied to account for the area's busier season. Traffic volumes were then projected to the project year of completion using conservative background growth rates of 1.7% per annum in addition to adding site generated trips from new or expanded development in the area. These projections were used to perform capacity analysis to estimate the likely future traffic conditions with, and without, the proposed development. The results were compared to determine the difference in traffic conditions and if this difference would result in any appreciable impact on the surrounding roadway network.

The capacity analysis results demonstrate that the addition of Venezia Square will impact the NYS Route 25A and Wading River Manor Road intersection LOS at the Midday and Saturday peak periods, lowering each from a C to a D and an E to an F, respectively. However, if the signal timing is changed, the LOS at these peak periods can be a C and a D, respectively. To further help improve traffic conditions and the LOS, we recommend installing a right-turn lane at the eastbound approach. Overall, the addition of Venezia Square will not significantly impact traffic conditions.

The accident history review examined all of the accidents that occurred at the study intersections and surrounding roadway segments for the most recently available three year period. The analysis revealed that there is a pattern of rear-end accidents occurring at both intersections of NYS Route 25A with Dogwood Drive and Wading River Manor Road. General countermeasures for rear-end accidents can be found in Table 10. Additionally, a handful of deer-crossing related accidents occur in this area each year, but these accidents are unrelated to the roadway design. The to-be installed signalized light at Dogwood Drive with NYS Route 25A is expected to relieve the frequency of rear-end accidents occurring at this location.

As noted in **Section 3.2**, the updated TIS of December 2018 was revised in May 2022 in response to a Town Planning Department inquiry as to whether the intersection of NYS 25A and Wading River Manor Road would experience the same reduction in LOS if the mitigation described in the updated TIS were not implemented. The revised analysis (see **Appendix F**) indicates that, with new turning movement counts and considering updated background traffic growth, the future no build scenario will have an overall LOS C during the peak midday and PM conditions and LOS D during the Saturday condition. In the build scenario, service levels will not



be reduced from the no build scenario. Therefore, the proposed development will not result in a traffic impact that reduces service levels.

3.8 Cumulative Impacts

This subsection analyzes the impacts of the other projects in the area whose impacts, in conjunction with those of the proposed project, may cumulatively result in impacts that are significantly greater than the individual impacts that would occur from each project.

Based on the revised TIS (as determined by the Towns of Riverhead and Brookhaven planning departments for that study), there are two (2) other development project pending in the vicinity of the subject site:

- **Central Square** is located along the south side of NYS Route 25A, approximately a quarter mile to the east of the intersection of Wading River Manor Road and NYS Route 25A. The proposed development is comprised of a restaurant, 14,076 SF of retail space, a 4,250 SF bank with drive thru and 28,962 SF of professional office space.
- Real Life Church of Wading River is located approximately 315 feet north of the intersection of NYS Route 25A and Dogwood Drive. The proposed development includes a proposed 2,952 SF expansion to the existing 2,533 SF church, which will include approximately 1,220 SF of office area in the basement of the church, 1,323 SF of meeting rooms in the basement, and 409 SF of sanctuary space to include 208 seats.

The following briefly describes and discusses potential cumulative impacts that may be expected.

- It should be noted that each of these proposals would be constructed independently of the other, on separate time schedules. As a result, the construction-related impacts anticipated from <u>each</u> proposal may not occur simultaneously with the other project, which would mitigate the potential <u>cumulative</u> construction-related impacts.
- Temporary increases in the potential for fugitive dust and construction-related traffic and noise impacts would be expected for any proposal. However, as these impacts would be temporary in nature, no significant cumulative construction impacts are expected.
- In total, these proposals would involve some disturbance to local geological resources, primarily as a result of excavations for building foundations and utility connections. The area is relatively flat, so extensive volumes of soil are not expected from site grading operations.
- Each of these applications will conform to the requirements of SCSC Article 6, ensuring that significant adverse impacts to groundwater quality do not occur, either separately or cumulatively



- There are no freshwater wetlands in the vicinity of these proposals, so no impacts to surface water bodies are expected, as each development site will have to conform to Town requirements for on-site retention of stormwater runoff.
- As the proposal sites are either already developed or do not have significant ecological resources, no adverse cumulative impacts to ecological resources are expected, from habitat loss, removal of significant natural vegetation, or eradication of significant flora or fauna.
- New uses are anticipated to occupy buildings that would conform to height, bulk and setback requirements of their respective zonings, unless special permits or variances are requested. For each of these five proposals, the applicable Town entity would be responsible to determine the degree of conformance to, among other parameters, the patterns of land uses and zoning in the area, the applicable zoning requirements, and the recommendations of the Town Land Use Plan, the SGPA, the CPB CLUP, and any other applicable plans. As a result, development of each of these sites would have to demonstrate conform to a range of established land use and development controls, thereby minimizing the potential for adverse impacts to the use, zoning and planning environment in the area.
- Each of the proposals under consideration here are relatively small in scale, so that the anticipated traffic-related impacts of each on the local roadway network would also be relatively small. Cumulatively, however, these small impacts may result in a large impact on the operation of local intersections, necessitating improvements such as signal timing changes, new signal installations, road striping, roadside drainage systems, road lighting, turning lanes or road widenings. However, the revised TIS that was prepared for the proposed project (see Appendix F) included the two other development proposals in its analysis, so that the cumulative traffic-related impacts of all three proposals has been addressed. That analysis concluded that no significant adverse impacts to traffic conditions would occur.
- While these applications would combine to increase the demand upon local community services (e.g., schools, fire and police protection, public water supply, solid waste handling, etc.), these service demand increases would be incremental in nature, and would not introduce any new service needs. On the other hand, each of these services will receive an increase in funds from the tax revenues generated from the developments, which would offset at least a portion of the increased expenditures made necessary by these new developments, enabling these service providers to continue to have sufficient capability to provide services.
- As each of these projects would change the use and appearance of their sites, there will be a cumulative impact on the visual resources and character of the community. However, the area is already significantly developed with uses of a type similar to those of these five proposals.

In general, while some impacts are anticipated from these projects, based on the forgoing considerations, it is the applicant's opinion that impacts would not cumulatively be significant. Ultimately the involved agencies will review each application on its own merits, will weigh the



potential cumulative impacts outlined herein, and will render a decision on the significance of impacts and appropriateness of each project.



4.0 SUMMARY & CONCLUSIONS

The investigations contained in this document are useful in determining the importance of the proposed project's impacts, based on the criteria included in the format for an Expanded EAF. The criteria are as follows:

- the probability of the impact occurring,
- the duration of the impact,
- its irreversibility, including permanently lost resources of value,
- whether the impact can or will be controlled,
- the regional consequence of the impact,
- the potential divergence from local needs and goals,
- whether known objections to the project relate to this impact.

The following summarizes the anticipated impacts of the proposed project, as described and discussed in **Section 3.0** of this document.

4.1 Summary

Critical Environmental Area: SGPA

- The proposed project will conform to the Commercial Use recommended for the subject property in the SGPA Plan.
- The project will eliminate the potential for a renewal of farming on the project site. However, such activity ceased on the site a number of years ago, which would presumably have reflected the farmer's response to conditions no longer conducive to farming on this small parcel of land.
- The elimination of farming on the subject site would also end the use of any agricultural chemicals (e.g., pesticides, herbicides, fungicides) on the site, which incrementally reduce impacts to groundwater quality in the area. The proposed 0.84 acres of landscaped area is small, conforms to the CPB CLUP and Town Code §301-197 A.(9), and will require minimal maintenance.
- The subject site is located along the northern boundary of the SGPA, where analysis indicates that the water recharged on the subject site will flow northward, away from the SGPA.
- The site is on the periphery of the Wading River business district (within the Sound Avenue/NYS Route 25A commercial corridor), and is on land zoned for commercial use. This would suggest that the Town Board has determined that, assuming that the requirements of the Town Zoning Code, the Town Pine Barrens Overlay District, the CLUP and SCSC Article 6 are met, the location would be appropriate for commercial use.

Critical Environmental Area: Central Pine Barrens

• The tables in **Appendix B** presents each of standards and guidelines of the Town Pine Barrens Overlay District and the CPB CLUP for development within the CGA, with accompanying



descriptions/discussions of whether and how the proposed project conforms to each. The tables **(Appendices B-1 and B-2)** demonstrate that the proposed project is in conformance with and consistent with the Town Pine Barrens Overlay District and the Standards and Guidelines of the CPB CLUP.

• The revised TIS indicates that the intersection of NYS Route 25A and Wading River-Manor Road will not experience any decline in LOS, so that the project would not qualify as a DRS under CLUP, and no Hardship review by the CPBJPPC would be necessary or warranted.

Proximity to Cultural Areas

- The Phase I Archaeological Investigation concludes that there are no cultural (i.e., prehistoric or historic era) resources on the project site, so that there could be no impact on such resources associated with the proposed project.
- Appendix C-2 contains correspondence from the NYS OPRHP that states:
 - We have reviewed the report entitled "Phase I Archaeological Investigation at the Venezia Subdivision, Wading Rover, Town of Riverhead, Suffolk County, New York" (July 2016). No archaeological resources were identified and no additional archaeological work is necessary.
 - We have no concerns regarding the project's potential to impact historic architectural resources. Therefore, it is OPRHP's opinion that the project will have No Impact on archaeological and/or historic resources listed in or eligible for the New York State and National Registers of Historic Places.

Proximity to Threatened and Endangered Species

- The endangered Tiger Salamander was identified by the NYS NHP as being present in ponds approximately 1/3 mile from the project site. The species would have no association with the site due to the following:
 - The species travels upland from vernal ponds typically in the range of 535 feet, but sometimes just over 1,000 feet. The location (1/3 mile away) is more than 1,700 feet from the subject site and as a result, migration to the property is not expected.
 - There is intervening development south of the site between the Tiger Salamander breeding pond and the subject site.
 - $\circ~$ The site does not contain suitable upland sandy soil, pine barrens habitat for mole habits of the Tiger Salamander.
- As a result, no impact is expected with respect to the Tiger Salamander.
- It should be noted that not all of the site's existing vegetation will be removed; an estimated 2.24 acres of successional old field vegetation (35.3% of the site, in conformance with the Town and CLUP Standard), will remain. This will enable the site to continue to support wildlife and plant life.

Clearing

• The Town Pine Barrens Overlay District and the CPB CLUP allow, for development of a commercial use, a maximum of 65% of the site to be cleared. The subject site is presently fully covered by successional farm field vegetation. Thus, the clearing standard would



permit clearing of up to 4.12 acres of this natural vegetation. As shown on the **Site Plan**, the proposed project seeks to clear 4.10 acres of land, which is 64.6% of the total site. Thus, the proposed project conforms to the clearance standard of the Town Pine Barrens Overlay District and the CPB CLUP.

Parking Sufficiency

• As shown in the **Site Plan**, a total of at least 186 parking spaces are required by Town Code Section 108-60A. The **Site Plan** shows that the project will provide a total of 186 parking spaces, in conformance with the Town Code.

Traffic Impacts

 An updated TIS (2018) and a revised TIS (2022) were prepared to investigate the traffic and transportation impacts of the proposed project. Traffic volumes anticipated to be generated by the project were calculated using established background growth rates and allowances for new or expanded development in the area. These projections were used to perform capacity analyses to estimate the likely future traffic conditions with, and without, the proposed development. The results were compared to determine the difference in traffic conditions and if this difference would result in any appreciable impact on the surrounding roadway network. The results demonstrate that the proposed development will not have any appreciable impact on the surrounding roadway network.

Cumulative Impacts

 In general, while some impacts are anticipated from the three projects evaluated, based on the forgoing considerations, it is the applicant's opinion that impacts would not cumulatively be significant. Ultimately the involved agencies will review each application on its own merits, will weigh the potential cumulative impacts outlined herein, and will render a decision on the significance of impacts and appropriateness of each project.

4.2 Conclusions

The environmental review process is a balancing process, wherein the potential adverse impacts of the proposed project are weighed against its merits, to give reviewing entities sufficient information and analysis to render an informed decision to approve or deny the application. The analyses in this document (and summarized in **Section 4.1** above) support a conclusion that the potential adverse impacts of the proposed project will not be significant and will, in any case, be geographically localized.

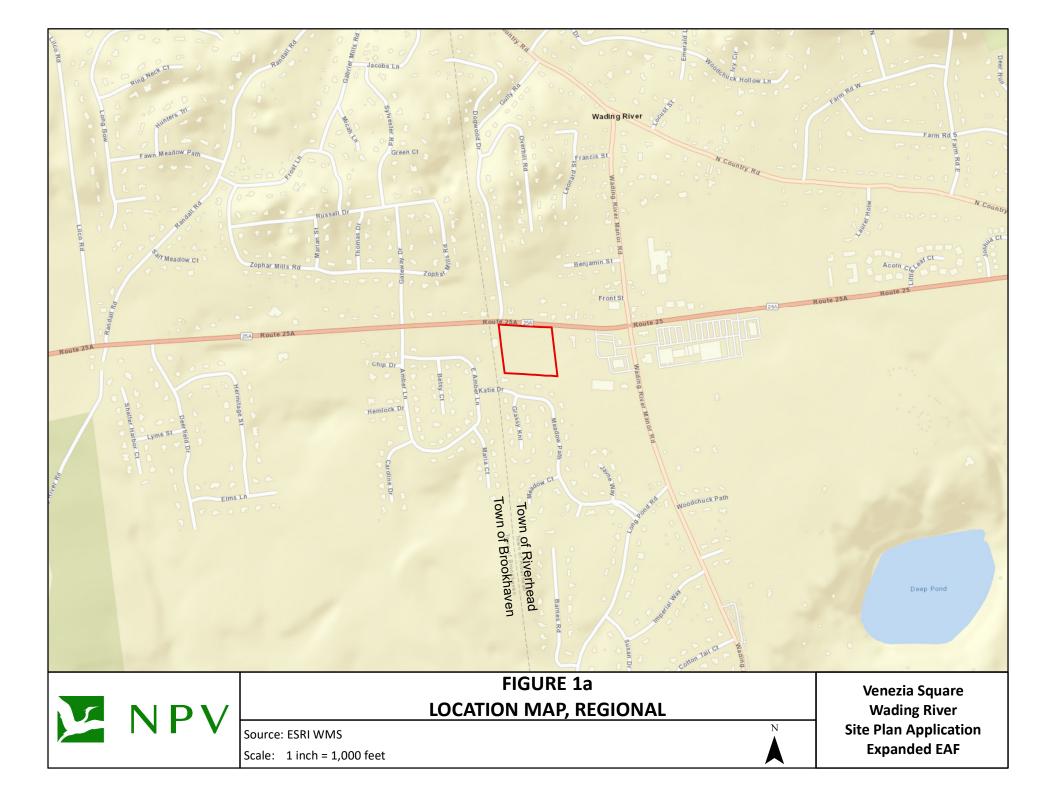
This report has been structured to provide additional information on the issues specified in the Town Planning Department memo, which reflects the concerns of the Town planning and environmental staff acting on behalf of the Town Board. The impact discussions and analyses herein are to be used to determine the environmental significance of the proposed project. Therefore, based on the contents of this EEAF, it is respectfully submitted that no significant impacts are expected to occur, and thus, a Negative Declaration is appropriate for the proposed project.

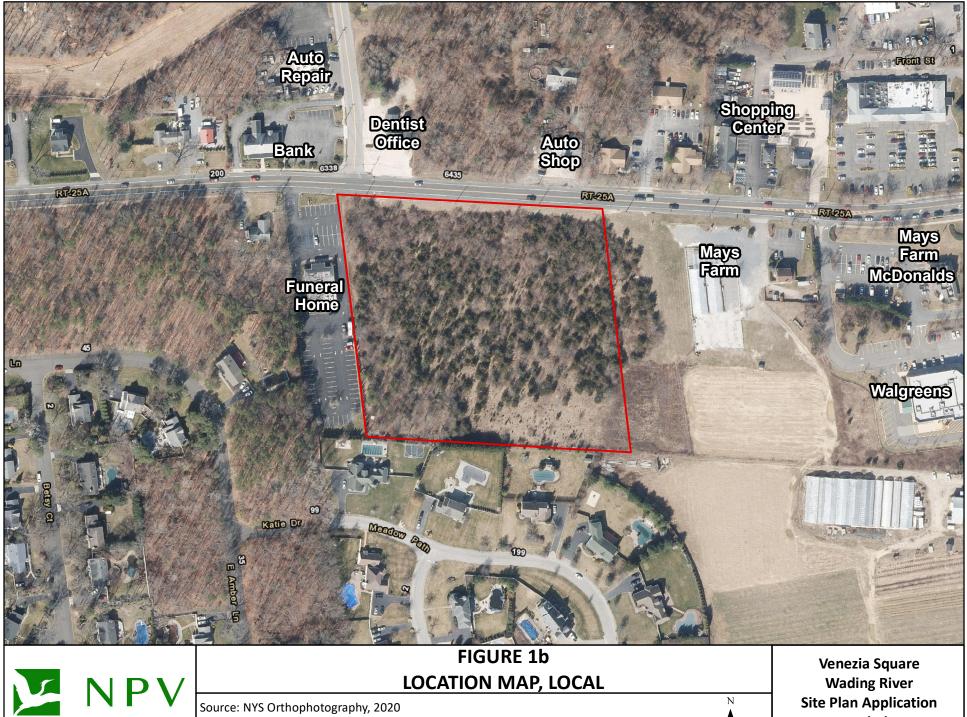


Venezia Square Site Plan Application Expanded EAF

FIGURES



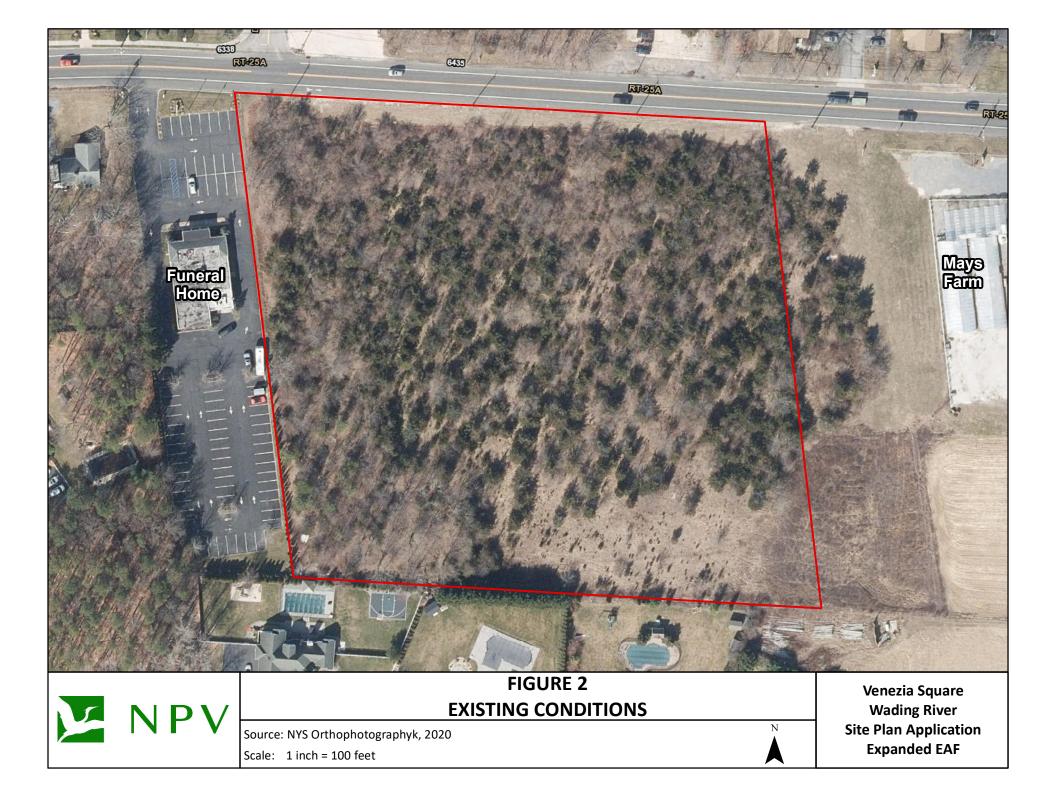


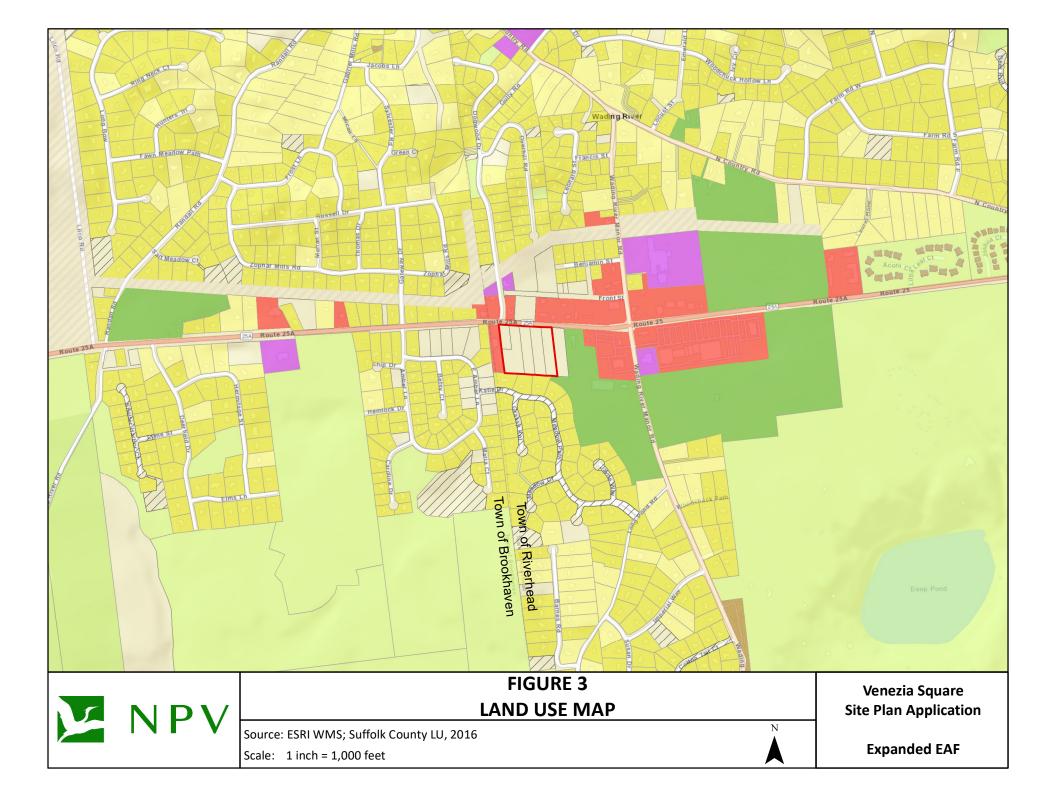


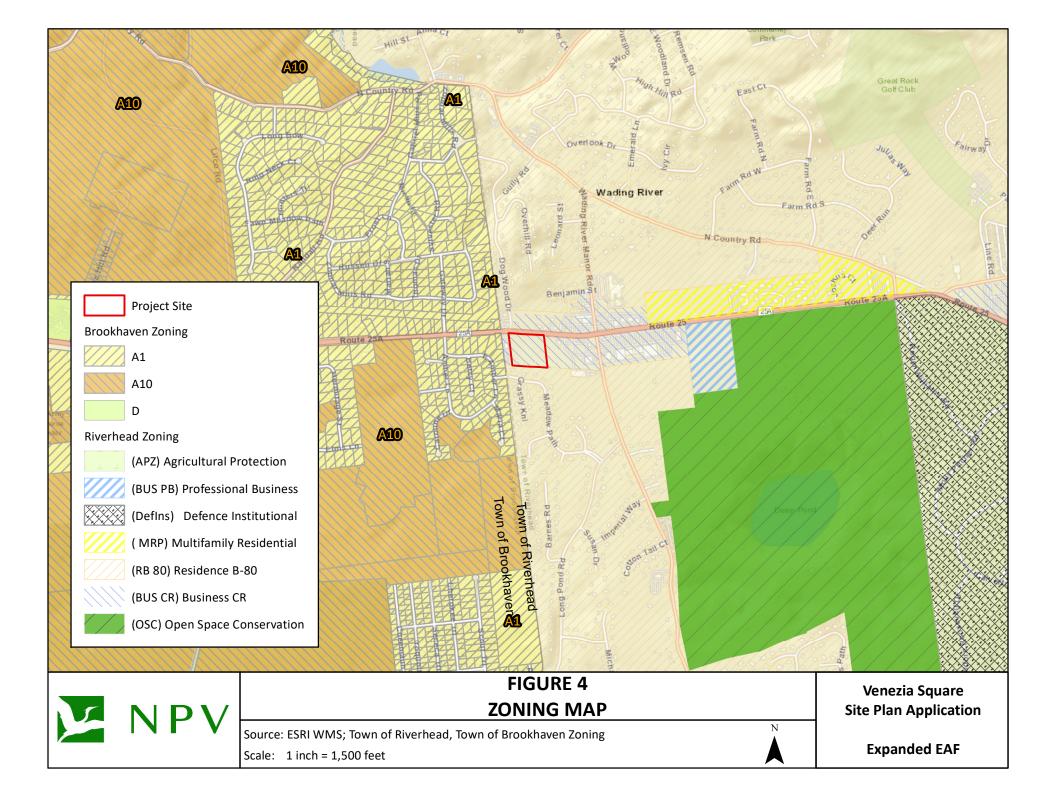
Source: NYS Orthophotography, 2020

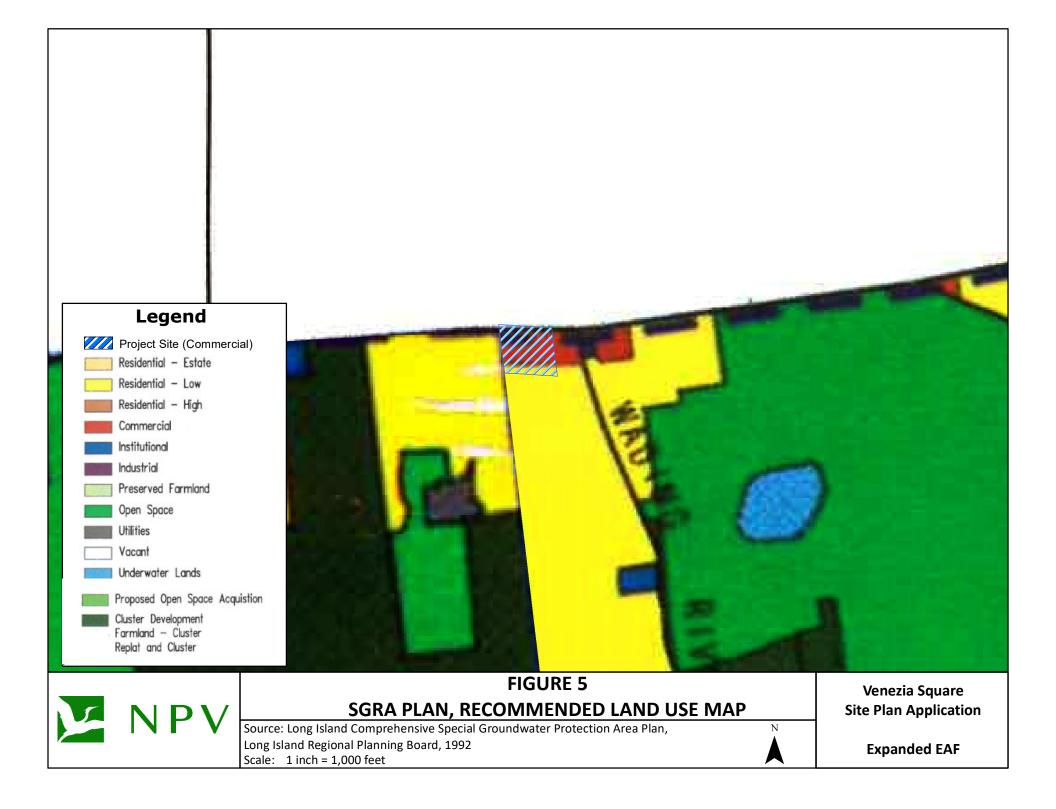
Scale: 1 inch = 200 feet

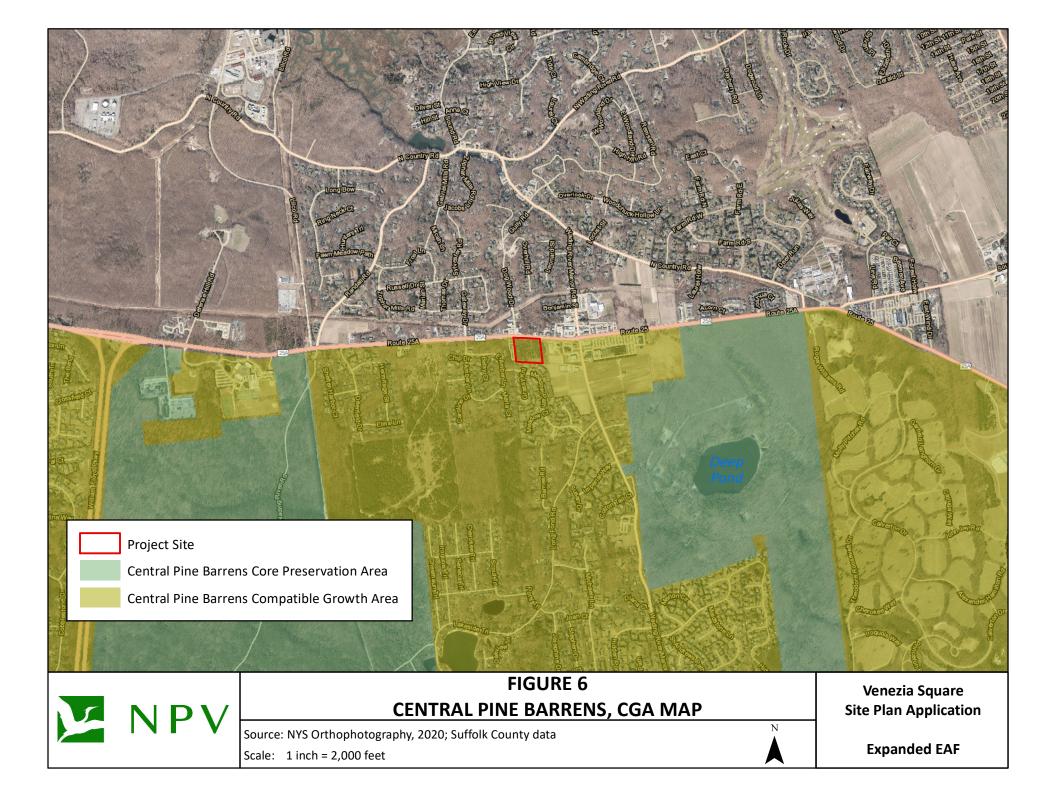
Expanded EAF

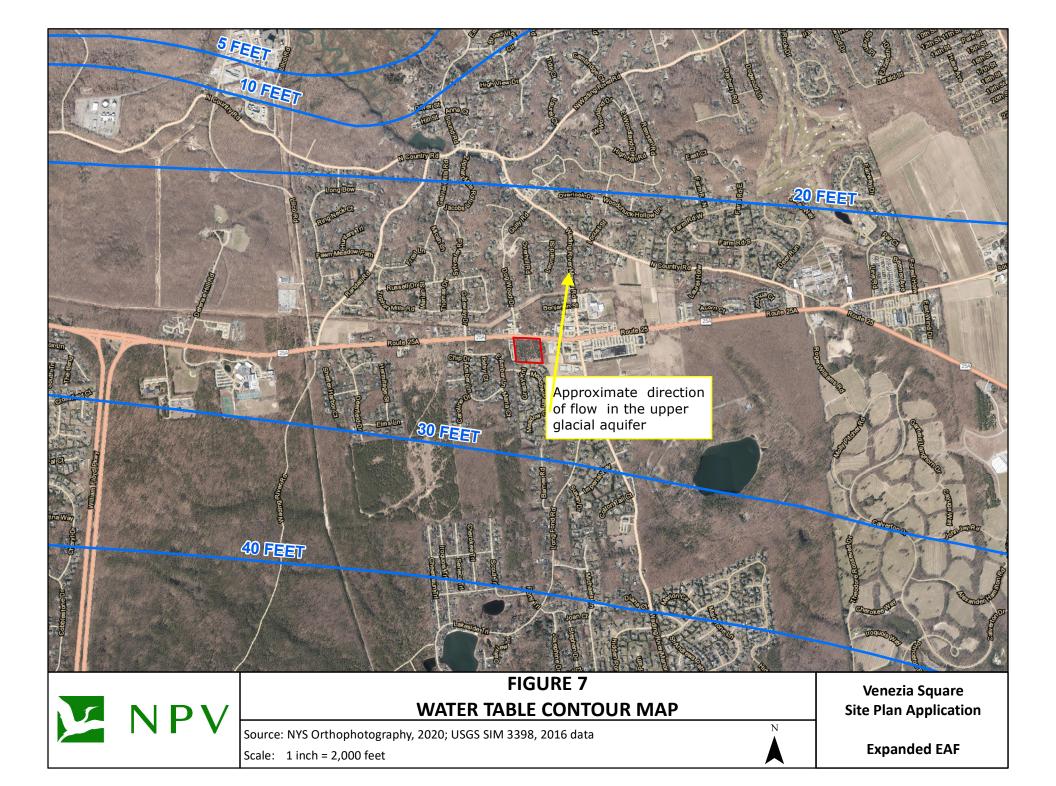


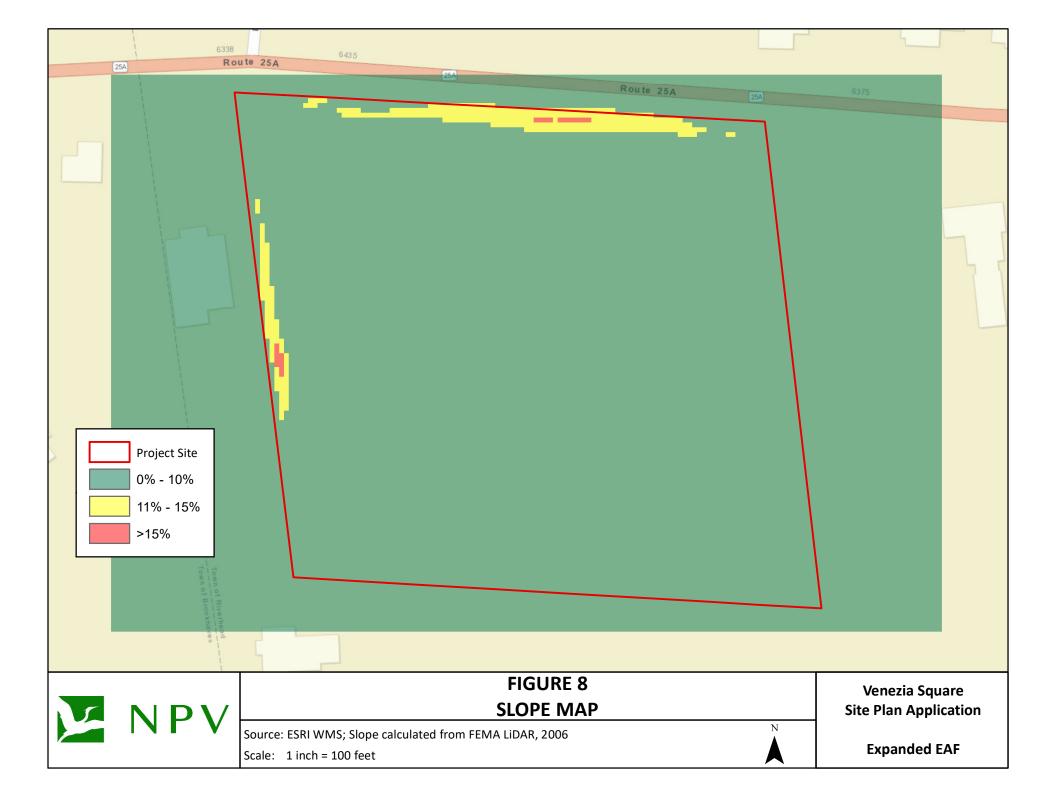


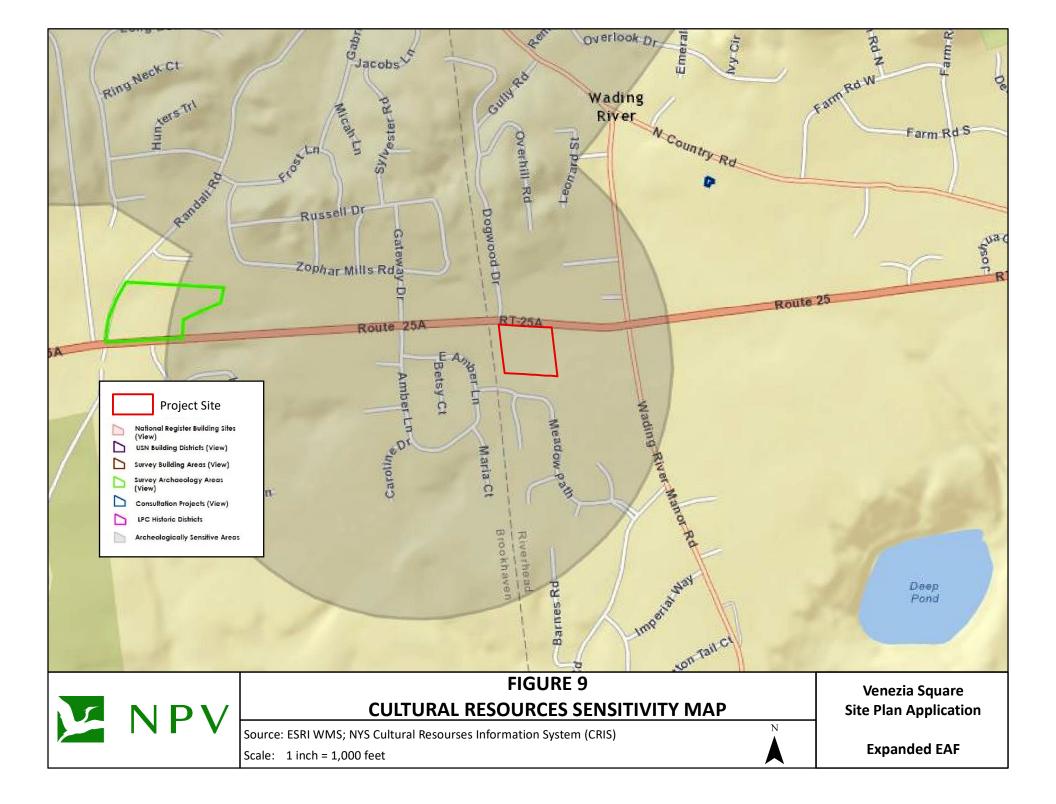


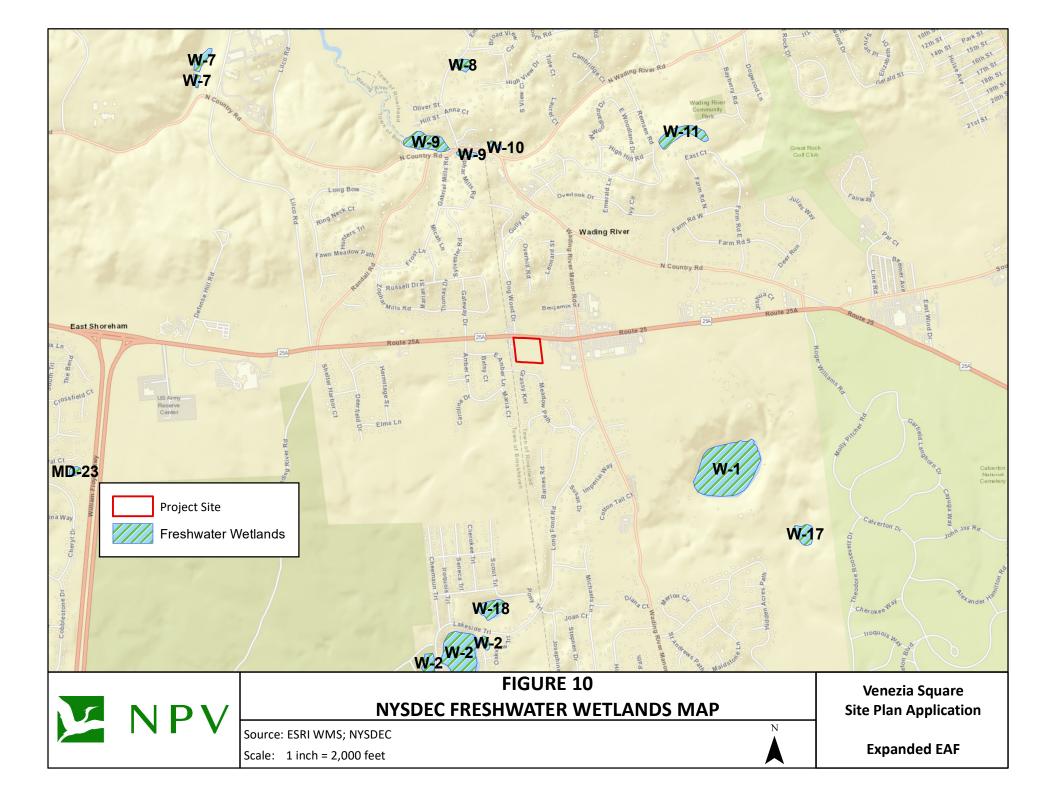


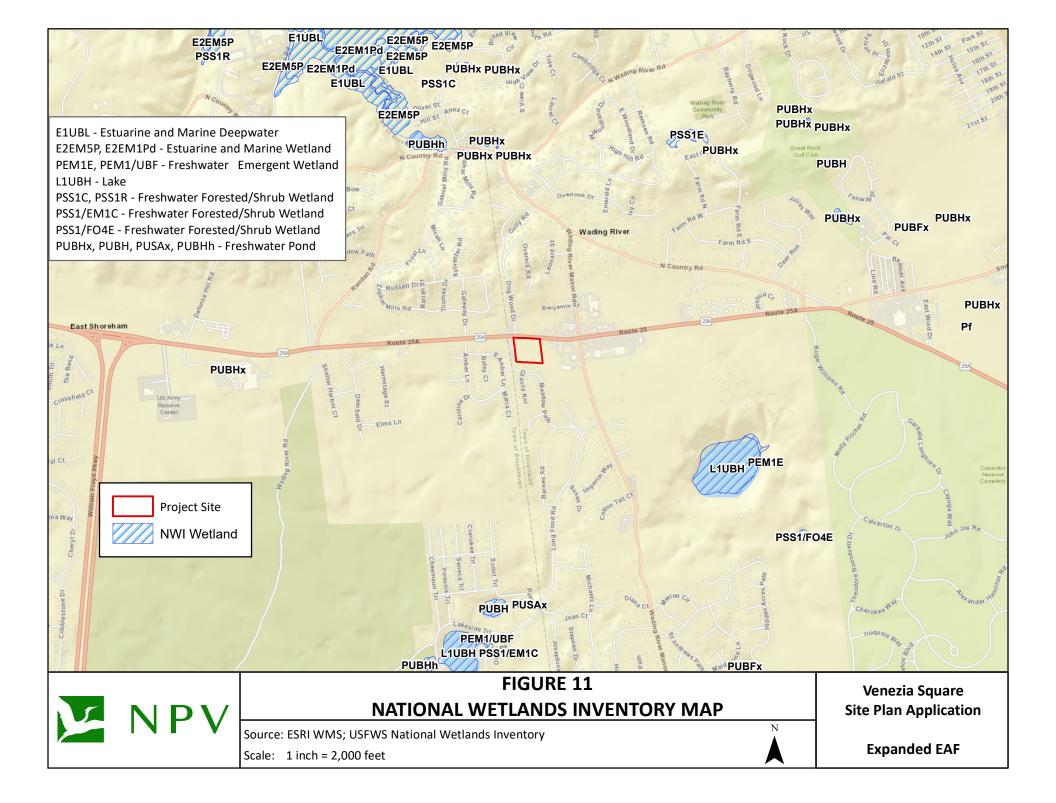












APPENDICES



APPENDIX A SEQRA STAFF REPORT

Jeffrey Seeman, CEP; Environmental Planner January 7, 2016





TOWN OF RIVERHEAD PLANNING DEPARTMENT

200 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596 (631) 727-3200, FAX (631) 727-9101

Jefferson V. Murphree, AICP Town Building and Planning Administrator Ext. 239 Jeffrey Seeman Environmental Planner Ext. 207 Karin Gluth Planner Ext. 206 Jaime Ritter Account Clerk Typist Clerk to the CAC Clerk to the ARB Ext. 267 Kim E. Fuentes Secretary to the Planning Board Secretary to the Zoning Board of Appeals Ext. 240

SEQRA Staff Report

Date: January 7, 2016

To: Stan Carey, Chairman Riverhead Planning Board

From: Jeffrey Seeman, CEP, Environmental Planner

Subject: SEQRA Evaluation and Review: Venezia Square, LLC c/o Northwind Group

<u>Application:</u> The applicant seeks to develop five (5) commercial buildings totaling 40,000 SF in floor area and associated site improvements on a vacant, 6.34 acre site. The buildings will be used as retail stores, a bank, and a restaurant. Existing natural area will remain along the western, southern and eastern property lines. Two curb cuts are proposed along the northern property line in the right of way of NYS Route 25A. A 204 stall parking field is proposed. The buildings will connect to an existing water main, located on 25A. Stormwater control devices include leaching pools and sanitary disposal will be provided by sanitary leaching pools.

The site is located within the Central Pine Barrens "Compatible Growth Area" (CGA) with CPB restrictions placed on site clearing and areas of fertilized dependent vegetation.

<u>Site Location</u>: Port Jefferson- Riverhead Road (NYS Route 25 A, Wading River, Town of Riverhead, NY SCTM # 600-73-1-1.4 and 1.16-1.19

<u>Plans/Information Submitted</u>: Plans reviewed were prepared by Bohler Engineering (Sheets C-1 through C-13), last dated December 8, 2009 and a Short Environmental Assessment Form (SEAF) Part 1, dated February 5, 2015 and signed by Joseph Vento. A site plan application was received on April 10, 2015 for conversion of several contiguous parcels of vacant land (with one partially farmed) in Wading River into a commercial center with 30,000 sq. ft. of retail (in three 10,000 sq. ft. buildings), a 4,000 sq. ft. bank with a drive-through, a 3,000 sq. ft., 84 seat restaurant, and two 1,500 sq. ft. take-out spaces (seating not specified).

Visit us on the web: www.townofriverheadny.gov

The site, zoned Business CR, is 276,249 sq. ft. (6.342 acres) on the south side of Port Jefferson-Riverhead Rd. (Route 25A) several parcels west of the intersection with Wading River Rd. The western portion is across from Dogwood Dr. to the north. The site is within the Central Pine Barrens Compatible Growth Area.

The surrounding uses include a funeral home (in Brookhaven Town) to the west, single-family residences and farmland to the south, and vacant and farmed land to the east on a parcel for which a site plan has been submitted for two buildings, one to be built initially for office use, including a veterinary office, and a future building for office/retail.

Across Route 25A at the northeast corner of the intersection of Dogwood Dr. is a dentist's office, for which a site plan application was submitted for an addition. Going east there is vacant wooded land, an automotive garage, and a small shopping center with various uses including another dental office and a Subway sandwich shop.

It should be noted that a site plan application was previously submitted for this property in 2011, but the application was considered incomplete because required items were not submitted. The application was ultimately returned due to the time elapsed. A new application was submitted on October 30, 2014, but the application was not complete until February 9, 2015.

The revised site plan reviewed, last dated September 18, 2008, prepared by Joseph A. Deal, P. E., shows a "potential cross access" to the east and an area labeled "natural area to remain undisturbed" that includes a portion of a corn field.

It should be noted that the plan under review is from 2008 and has not been updated to include a code change increasing the amount of square footage per parking stall for retail use, from 200 sq. ft. per stall to 250 sq. ft. per stall. This change was a recommendation of the 2012 Wading River Corridor Study.

Planning staff is conducting a review of the site plan application.

<u>SEQRA:</u> Staff recommends the Planning Board act as lead agency, and staff advises the Planning Board a coordinated review with involved agencies may take place. The application's SEAF was reviewed by staff on October 22, 2015. The use of the SEAF has some limitation on staff's ability to comprehensively review potential for impacts. The applicant has provided a copy of the Environmental Assessment Form Mapper (EAFM), a screening tool to aid in the review process. The EAFM identified the following items recommended for the lead agency to consider: Critical Environmental Area: Central Pine Barrens, Special Groundwater Protection Area, Proximity to Archeological Site(s) and Threatened and Endangered Species.

The EAFM does not automatically and conclusively affirm the aforementioned conditions exist, but is used as a tool for review and SEQRA determination.

Staff recommends the applicant provide more detail to explore the potential for impact to the items listed form the EAFM and the following staff concerns:

1. Critical Environmental Area: Central Pine Barrens, Special Groundwater Protection Area

- 2. Proximity to Archeological Site(s)
- 3. Threatened and Endangered Species
- 4. Proposed clearing limits that may exceed the land use restrictions set forth under the CRA of the CPB.
- 5. Justification of parking calculations and the required number of stalls.
- 6. Traffic generated by the proposed project and impacts upon area development.
- 7. Cumulative impacts (community character, purpose and need, waste water disposal, etc.) potentially generated by additional land development within this area of Wading River.

Based on the information provided to date, the project is categorized as an Unlisted Action as it is below the SEQRA threshold of a Type I. The additional information required to comply with the goal of SEQRA and "take a hard look" directs staff to recommend a Supplemental Narrative Statement be prepared by the applicant. Staff recommends the applicant and lead agency representatives of the Planning Department schedule a meeting to scope the requirements, methods of study for the Supplemental Narrative Statement.

Cc:

Jefferson V. Murphree, AICP, Town Building and Planning Administrator Karin Gluth, Planner, Riverhead Town Planning Department Kim Fuentes, Secretary to the Planning Board William Duffy, Attorney to the Planning Board Vincent Gaudiello, PE, Raynor Group

APPENDIX B CONFORMANCE TO CPB STANDARDS AND/OR GUIDELINES



APPENDIX B-1 Conformance to Town Pine Barrens Standards



Table B-1CONFORMANCE TO TOWN PINE BARRENS STANDARDS

	Standard (S)/Guideline (G)	Explanation and Document Page Reference (Att
301-197. A. (1)	All development subject to the provisions of Article 6 of the SCSC shall meet the applicable requirements of the SCDHS.	The proposed project will conform to SCSC Article 6 requirements is wastewater. All wastewater will be treated and recharged to grou requirements. Appropriate County approvals and permits will be obtai allowable flow. Based on the measures incorporated into the project to groundwater (i.e., conformance to SCSC Article 6, and limiting the acrease project is expected to generate an overall nitrogen concentration in rech
301-197. A. (2)	As determined by the State of New York or the County of Suffolk, any new public or private sewage treatment plant discharge shall be outside of the CPA and shall be located north of the groundwater divide, as defined by the SCDHS, as site conditions permit.	The proposed project will conform to SCSC Article 6 requirements; based proposed project, so that no STP is necessary. It is acknowledged tha However, the project will operate under the jurisdiction of the SCDHS that no impact to underlying groundwater quality will occur. Review of indicates that groundwater flows toward the north, away from the Cent site does not (and would not in the future) flow into the CGA or the CP/ in this critical region.
301-197. A. (3)	All development shall comply with the provisions of Articles 7 and 12 of the SCSC.	These regulations concern water pollution control (Article 7) and storage use (Article 12). The proposed project is consistent with SCSC Article 7 in excess of the quantities allowed. As the proposed project is not an in acknowledged that the proposed project will include the use, storage fertilizers, pesticides, etc., and cleaning agents for retail, office & restau for proper facilities for these substances, as well as procedures for their procedures for cleanup and disposal, in conformance with pertinent Cou
301-197. A. (4)	All development involving significant discharges to groundwater and located proximate to public water supply wells shall require measures to mitigate impacts upon water quality as required under Article 17 of the NYS ECL. The SCDHS's guidelines for private wells should be used for private wellhead protection.	This standard restricts activities that could degrade the public water However, no public water supply wellfields are located within 200 feet o "significant discharge" such that it would have the potential to impact pu The subject property slopes downward slightly from northwest to sout level (asl) is encountered at the northwest corner of the property we elevation of groundwater beneath the subject property is approximate associated with the water year. Therefore, the depth to groundwater McDonald Geoscience to a depth of 17 feet did not encounter water. T table and the bottoms of the proposed leaching pools will be mainta systems. The septic systems will be subject to the review and approval of contours (see Figure 7) indicates that groundwater flows toward the no water recharged on this site does not (and would not in the future) adversely impact groundwater in this critical region. The proposed pro- sanitary recharge will flow in a northerly direction (see Figure 7). As a r that portion of the Riverhead Water District that would include public wellfield's cone of depression would occur.
301-197. A. (5)	Development proposals for sites containing or abutting freshwater wetlands shall be separated by a nondisturbance buffer area which shall be in accordance with Article 24 of the NYS ECL, the WSRR Act (the Rivers Act) and Chapter 295, Wetlands, of the Code of the Town of Riverhead, whichever is most restrictive. Distances shall be measured horizontally from the wetland edge	N/A; there are no areas of designated or suspected Town-regulated fre vicinity; no impacts to this resource are expected, and no buffers are nec

Attach additional sheets if necessary)

s for the treatment, handling and disposal of its sanitary bundwater through facilities conforming to SCSC Article 6 cained. The proposed project will not exceed SCSC Article 6 that would tend to minimize potential nitrogen impacts to age of fertilized landscaping to less than 15% of the site), the charge of less than 2.5 mg/l.

ed on its standards, septic systems would be allowed for the nat the project's effluent will be recharged within the CGA. S and in conformance with SCSC Article 6, thereby assuring of the orientation of the water table contours (see **Figure 7**) ntral Pine Barrens. This implies that water recharged on this CPA, where it could otherwise adversely impact groundwater

age of hazardous or toxic materials associated with industrial in that it will not store or use hazardous or toxic materials in industrial operation, SCSC Article 12 is not applicable. It is rage and handling of various chemicals (e.g., landscaping aurant maintenance, etc.). However, the project will provide eir application by trained and certified personnel, as well as bunty and State regulations and professional standards.

er supply within a 200-foot radius of a public supply well. to f the project site, and the proposed project will not have a public water supply.

while the lowest elevation of 125 feet above mean sea while the lowest elevation is in the eastern portion. The nately 35 feet asl, depending on meteorological conditions er is approximately 93 feet. Test holes installed in 2006 by Therefore, sufficient vertical separation between the water nationed to ensure proper performance of the on-site septic al of the SCDHS. Review of the orientation of the water table north, away from the Central Pine Barrens. This implies that e) flow into the CGA or the CPA, where it could otherwise project is in accordance with SCSC Articles 6 and 7, and all a result, sanitary recharge will flow in a direction away from blic water supply wellfields, so that no impact to any such

reshwater wetlands on the project site or in the immediate ecessary or proposed.

	established for wetlands as appropria with conditions imposed to assure the	ineation or local ordinance. Stricter buffer areas may be te. Buffer areas shall be delineated on development plans ne preservation of the freshwater wetland resource. Said claration of covenants, conservation easement or similar	
301-197. A. (6)	the standards of the Act. Variances	in the regulated area of the NY WSRR Act shall conform to rom the Act shall meet all requirements imposed by the eemed to have met the requirements of this standard. erhead ZBA shall not be required.	N/A; the project site is not located within or adjacent to any WSRR boun
301-197. A. (7)	exists in an off-site drainage system. encourage the use of natural recharg disturbance of native vegetation w alternative to excavated recharge bas use of ponds only if such ponds a constructed for aesthetic purposes.	oment shall be recharged on site unless surplus capacity In the review of development plans, the Town Board shall e areas or drainage system design which result in minimal with the use of natural swales and depressions as an is where feasible. Development plans should include the re designed to retain stormwater and are not merely Adequate measures should be employed to control soil ing construction, as per guidelines promulgated by the	There are no natural surface areas on or proximate to the proposed development of such features, the proposed project will utilia and leaching pools to retain all runoff within the property for on-site rear Town requirements. The project's drainage system will not utilize a marallowed to exit the site, based on the stringent retention and design require be subject to the review and approval of the Town engineering staff stormwater project notification and preparation of a SWPPP (if applic intent of this standard. An erosion & sediment control plan will be prepisoil erosion during and/or after the construction period do not occur.
301-197. A. (8)	Clearing		
(a)	shall conform to the following clearing Zoning Use District RB80 APZ Ind A Ind C BUS CR EPCAL, LI, PIP, CO & PRP Districts	Maximum Clearing (percentage) 53% 55% 65% 65% 65% see map in Dept. of Planning	The project site is zoned Business CR, wherein the maximum allowed (conversely, a minimum of 35% of the site, or 2.22 acres, would have to proposed project will clear 4.10 acres, or 64.62% of the site, and retain conform to this standard.
(b)	including but not limited to public hi structures and recharge areas. De vegetated areas, shall calculate tho previous activities and shall contain vegetation and indicate the clearing li	se portions of the site that are already cleared due to a calculations for the amount of disturbance of native mits thereof.	The clearing percentage has been calculated over the entire property. The existing natural areas and presents calculations of existing and anticipate
(c)	the clearing limits, the site shall be	includes CPA property, and for the purpose of calculating construed to be the combined CPA and CGA portions. cleared without a hardship exemption.	N/A; no portion of the project site is within the CPA.
(d)	now known as "EPCAL" shall be add prohibited. The areas where clearing	strict within the fence line of the former Grumman facility pted designating those areas of EPCAL where clearing is is prohibited shall constitute 35% of the overall site. Those land clearing is not prohibited may be cleared. The map v local law of the Town Board.	

undary.

development area that could be used as part of the project's ilize a combination of slopes on paved surfaces, catch basins recharge in a drainage system designed in conformance with man-made pond. No runoff from developed surfaces will be equirements of the Town. The project's drainage system will ff and the project will comply with SPDES GP 0-15-002 for licable). The proposed stormwater design conforms to the epared for the proposed project to ensure that impacts from

ed clearing is 65% which, for the 6.34-acre site, is 4.12 acres e to be retained in its existing, naturally-vegetated state. The ain 2.24 acres (35.3%) of the site. As a result, the project will

The **Site Plan** for the proposed project delineates the site's ated natural areas.

(e)	Land subdivision maps and site plans outside of the EPCAL site shall also be designed to encourage the preservation of large unbroken blocks that provide for contiguous open spaces to be established when adjacent parcels are developed. Applications for subdivision and site plan shall contain calculations for clearing, and these limits shall become part of the filed map or approved drawings. Nonnative vegetation species to be avoided are contained in Figure 5-2 of the CPB CLUP.	
301-197. A. (9)	Development projects shall place no more than 15% of the entire site in fertilizer-dependent vegetation. Development designs shall consider native planting suggestions made part of the plan.	No more than 15% of a project site shall be established in fertilizer-dependent vegetation. As the p of landscaping that requires fertilization may be planted on this site. Based on the Site Plan , a to unlikely event that all of these 0.84 landscaped acres are fertilized, the project will conform to this s that less than 15% of the site is established in fertilizer-dependent vegetation. None of the non-nat part of the project's final site plan landscape design plans. More than 35% of the site will remain in its current vegetated state. Landscaping will primarily inc
301-197. A. (10)	Development which will have a significant negative impact upon a habitat essential to those species identified on the New York State maintained lists as rare, threatened or of special concern, or upon the communities classified by the New York State Natural Heritage Program as G1, G2 or G3 or as S1, S2 or S3 or upon any federal listed endangered or threatened species, appropriate mitigation measures, as determined by the state, county or local government agency, shall be imposed to protect such species.	 vicinity of the building. Landscaping will consider the species listed in Figure 5-2 of the CLUP to the r The property is presently comprised of 6.34 acres of successional old field previously utilized for farr by virtue of its past use as farmland; no significant vegetation or habitats are present on the subject threatened, endangered or special concern species that may inhabit or use the subject site was sol the response is provided in Appendix D. The endangered Tiger Salamander was identified as being site. The species would have no association with the site due to the following: The species travels upland from vernal ponds typically in the range of 535 feet, but sometimes j than 1,700 feet from the subject site and as a result, migration to the property is not expected. There is intervening development south of the site between the Tiger Salamander breeding por The site does not contain suitable upland sandy soil, pine barrens habitat for mole habits of the As a result, no impact is expected with respect to the Tiger Salamander. Finally, it should be noted removed; an estimated 2.24 acres of successional old field vegetation (35.3% of the site) will remain and plant life.
301-197. A. (11)	Development projects shall minimize disturbance of the natural grade and/or natural vegetation where slopes exceed 10%. Construction in areas with slopes exceeding 10% may be approved if the site design incorporates adequate soil stabilization and erosion control measures so as to mitigate negative environmental impacts. Where applicable, nondisturbance buffers shall be placed on those portions of the site where slopes exceed 10%. Development plans shall include a slope analysis depicting existing slopes in the ranges of 0% to 10%, 11% to 15% and 15% or greater. Erosion and sediment control plans and details of retaining walls and erosion control structures shall be required for construction in areas where slopes exceed 15% and for roads and	A slope interval map has been prepared depicting slope intervals of 0-10%, 10-15% and greater than of acres of steep slopes (i.e., in excess of 10% and 15%) on the subject site, and these are located all of the site that will not be disturbed. As only small areas of slopes in excess of 10% are found on the parking areas or buildings is foreseen. The site plan to be reviewed by the Town Planning Board will to Town engineering review and is typical of the developed portions of a commercial site with minim An Erosion & Sediment Control Plan will be prepared as part of the site plan application for the p construction may include: use of groundcovers (vegetative or artificial), drainage diversions, so elements at one time, and minimizing the time span that soil is exposed to erosive elements. Soi backfill (if it displays acceptable bearing capacity and leaching characteristics) to produce accepta design conforms to the intent of this standard. The potential for erosion during construction of implementing a SWPPP, which will include engineered Erosion Control Plans within the Site Plan

ndard concerns preservation of natural vegetation in large ty. The project will retain the entire southern third of the e contiguous, thereby forming an open space continuum as

e project site is a total of 6.34 acres in size, up to 0.95 acres total of 0.84 acres of landscaping area proposed. In the s standard on fertilized acreage. Final site plans will ensure ative species listed in Figure 5-2 of the CLUP will be used as

nclude grass species and typical shrub/tree plantings in the emaximum extent practicable.

arming practices. The site was cleared of natural vegetation act property. Information on the potential presence of rare, solicited from the NYS Natural Heritage Program (NYSNHP); ng present in ponds approximately ¼ mile from the project

es just over 1,000 feet. The location (1/3 mile away) is more d.

oond and the subject site.

he Tiger Salamander.

ted that not all of the site's existing natural habitat will be ain. This will enable the site to continue to support wildlife

an 15% (see **Figure 8**). As shown, there are only small areas along the northern and the western property lines, in areas the subject sited, no use of retaining walls for the project's will include site grading and drainage. All grading is subject imal topographic relief.

project. Erosion prevention measures to be taken during soil traps, minimizing the area of soil exposed to erosive oil removed during grading and excavation will be used as ptable slopes for construction. The proposed stormwater or after construction is completed will be controlled by lan review. Applicable Town of Riverhead standards and

	driveways traversing slopes of 10%.	construction practices specified by the appropriate Town agencies will be followed. Conformance SPDES review of stormwater control measures may be necessary, to be consistent with Phase II stor excess of 1-acre (the SPDES GP-0-15-002 permit; hereafter, the General Permit), if applicable.
301-197. A. (12)	In order to provide for orderly development and the efficient provision of infrastructure, applications for development projects depicting either open space or reserve areas shall specify the conditions of ownership and the use of such lands, and such conditions shall be set forth in the deed of dedication, declaration of covenants, conservation easement or similar instrument.	N/A; the proposed project does not include any dedications of land for public open space purposes site will remain in private ownership, to be preserved under binding covenant. The Applicant will par protect the naturally-vegetated portion of the site, to remain under private ownership if required ensure preservation of the remaining natural areas on the site.
301-197. A. (13)	Where applicable, the use of a planned residential development or use of cluster design pursuant to Article LIV, Cluster Development, of this chapter shall be encouraged to preserve open space. Further, the use of planned industrial park development pursuant to the provisions of Article LIII, Subdivision Regulations, of this chapter shall be encouraged to preserve open spaces.	While the proposed project does not specifically incorporate clustering of the structures, the port located in the northern and central parts of the site, to minimize the area developed and thereby me
301-197. A. (14)	Any existing, expanded or new activity involving agricultural production or horticulture shall comply with best management practices as set forth in the plan, as may be amended from time to time.	N/A; the project is commercial in nature, and does not include any agricultural or horticultural comp
301-197. A. (15)	Development plans shall indicate established recreational and educational trails and trail corridors, active recreational sites, scenic corridors, roads, vistas and viewpoints, sites of historical or cultural significance, including historic districts, sites on the State or National Registers of Historic Places and historic structures listed on the State or National Registers of Historic Places, or recognized by local law or statute, sensitive archeological sites as identified by the New York State Historic Preservation Officer or the New York State Museum, within 500 feet of the proposed development, and shall provide adequate measures to protect such natural resources. The use of existing natural buffers or the restoration of degraded buffer areas, the use of signs or other man-made structures, consistent in style and scale with the community character, or other similar measures shall be taken to protect roadside areas as well as scenic and recreational resources.	 N/A; the Archaeological Investigation prepared for the project site (see Appendix C-1) does not ind Appendix C-2, the NYS OPRHP confirms that no impact to cultural resources is anticipated from the post inspections have not revealed the existence of any recreational or educational trails or trail cor Archaeological Investigation did not reveal the presence of any cultural resources on the subject site the proposed project will not impact any scenic, historic or cultural resources. Project design will retain buffers of natural vegetation along the site's southern and western bound for observers in these directions. Due to the commercial nature of the project, the small size complementary commercial sites to the north and the east, it is not feasible to retain buffers noteworthy that the decision to maintain natural buffers to the south and to the west (by placing the reflects the applicant's decision to maximize protection of aesthetics for observers in these directions to maximize protection of aesthetics for observers in these direction the area and congruent with the surrounding land uses. The project's developed area has been located so as to provide for the maximum practicable retent receptors (i.e., to the south and to the west), recognizing that the existing pattern of development protection of scenic resources along this commercial corridor. Finally, plantings of landscape species buffering effect of natural vegetation, reducing the potential adverse impact on scenic resources and
301-197. A. (16)	All commercial or industrial development shall comply with the applicable provisions of the SCSC and all other applicable federal, state or local laws.	The proposed project complies with all applicable requirements of the SCSC, including Articles 6, 7 a SCDHS. The project has been designed to comply with the applicable bulk and setback requirements

nce to the Town Code and to the requirements of NYSDEC comwater permitting requirements for construction sites in

ses. The 2.24 acres of retained naturally-vegetated land onparticipate in the preparation of a covenant to permanently red. Otherwise, the approved site plan is binding and will

ortion of the site to be developed has preferentially been meet this standard.

nponents.

ndicate the presence of any cultural resources. Further, in e proposed project.

corridors, or active recreation sites, on the project site. The ite. In consideration of the above, it may be concluded that

indaries, which will reduce potential adverse visual impacts ze of the site, and the presence and proximity of other, rs of natural vegetation in these directions as well. It is the developed area in the northern portion of the property) tions (where development is less prevalent), as opposed to dscaped appropriately, using species approved in the CLUP, nent and complementary landscape design that would be

ention of natural vegetation as buffers to the more sensitive ent along NYS Route 25A (to the east and north) precludes ecces around and within the developed area will add to the and community character.

7 and 12, as well as with all applicable requirements of the nts of the Town Code for the CR Business zone.

APPENDIX B-2 Conformance to CLUP Standards and Guidelines for Land Use



Table B-2CONFORMANCE TO CPB CLUP STANDARDS AND GUIDELINES FOR LAND USE

		Standard (S)/Guideline (G)	Explanation and Document Page Refe
		5.3.3.1 Nitrate-nitrogen	
S 5.3.3.1.1	SCSC Article 6 compliance	All development proposals subject to SCSC Article 6 shall meet all applicable requirements of the SCDHS. Projects which require variances from the provisions of Article 6 shall meet all requirements of the SCDHS Board of Review in order to be deemed to have met the requirements of this standard.	The proposed project will conform to SCSC Article of its sanitary wastewater. All wastewater will be conforming to SCSC Article 6 requirements. Appl The proposed project will not exceed SCSC Article 6
S 5.3.3.1.2	STP discharge	The proposed project will conform to SCSC Article would be allowed for the proposed project, so project's effluent will be recharged within the CGA of the SCDHS and in conformance with SCSC Ar groundwater quality will occur.	
G 5.3.3.1.3	Nitrate-nitrogen goal	A more protective goal of two and one half (2.5) ppm may be achieved for new projects through an average residential density of one (1) unit per two (2) acres (or its commercial or industrial equivalent), through clustering, or through other mechanisms to protect surface water quality for projects in the vicinity of ponds and wetlands.	Based on the measures incorporated into the p impacts to groundwater (i.e., conformance to landscaping to less than 15% of the site), the concentration in recharge of less than 2.5 mg/l.
		5.3.3.2 Other chemical contaminants	of concern
S 5.3.3.2.1	SCSC Articles 7 & 12 compliance	All development projects must comply with the provisions of SCSC Articles 7 and 12, including any provisions for variances or waivers if needed, and all applicable state laws and regulations in order to ensure that all necessary water resource and wastewater management infrastructure shall be in place prior to, or as part of, the commencement of construction.	These regulations concern water pollution contro associated with industrial use (Article 12). The pro will not store or use hazardous or toxic material project is not an industrial operation, SCSC Artic proposed project will include the use, storage fertilizers, pesticides, etc., and cleaning agents for the project will provide for proper facilities for the by trained and certified personnel, as well as pro pertinent County and State regulations and profess
		5.3.3.3 Wellhead protection	
S 5.3.3.3.1	Significant discharges and public supply well locations	The location of nearby public supply wells shall be considered in all applications involving significant discharges to groundwater, as required under the NYS ECL Article 17.	This standard restricts activities that could degrad public supply well. However, no public water sup site, and the proposed project will not have a "sig to impact public water supply. The subject proper (see Boundary & Topographic Survey). The high encountered at the northwest corner of the proper The elevation of groundwater beneath the subject meteorological conditions associated with the approximately 93 feet. Test holes installed in 200 encounter water. Therefore, sufficient vertical sep proposed leaching pools will be maintained to er The septic systems will be subject to the review a the water table contours (see Figure 7) indicates t Central Pine Barrens. This implies that water rech flow into the CGA or the CPA, where it could other

eference (Attach additional sheets if necessary)

e 6 requirements for the treatment, handling and disposal be treated and recharged to groundwater through facilities propriate County approvals and permits will be obtained. e 6 allowable flow.

cle 6 requirements; based on its standards, septic systems o that no STP is necessary. It is acknowledged that the GA. However, the project will operate under the jurisdiction Article 6, thereby assuring that no impact to underlying

e project that would tend to minimize potential nitrogen to SCSC Article 6, and limiting the acreage of fertilized the project is expected to generate an overall nitrogen

crol (Article 7) and storage of hazardous or toxic materials proposed project is consistent with SCSC Article 7 in that it ials in excess of the quantities allowed. As the proposed article 12 is not applicable. It is acknowledged that the ge and handling of various chemicals (e.g., landscaping for retail, office & restaurant maintenance, etc.). However, hese substances, as well as procedures for their application procedures for cleanup and disposal, in conformance with essional standards.

rade the public water supply within a 200-foot radius of a supply wellfields are located within 200 feet of the project significant discharge" such that it would have the potential erty slopes downward slightly from northwest to southeast ighest elevation of 125 feet above mean sea level (asl) is operty while the lowest elevation is in the eastern portion. oject property is approximately 35 feet asl, depending on e water year. Therefore, the depth to groundwater is 006 by McDonald Geoscience to a depth of 17 feet did not separation between the water table and the bottoms of the ensure proper performance of the on-site septic systems. v and approval of the SCDHS. Review of the orientation of s that groundwater flows toward the north, away from the charged on this site does not (and would not in the future) erwise adversely impact groundwater in this critical region.

G 5.3.3.3.2	Private well protection	The SCDHS guidelines for private wells should be used for wellhead protection.	The project will conform to SCSC Articles 6 and 7; sanitary recharge will flow away from that portion water supply wellfields, so that no impact to any su
	T	5.3.3.4 Wetlands and surface w	aters
S 5.3.3.4.1 Nondisturband buffers		Development proposals for sites containing or abutting freshwater or tidal wetlands or surface waters must be separated by a nondisturbance buffer area which shall be no less than that required by the New York State Tidal Wetland, Freshwater Wetland, or WSRR Act or local ordinance. Distances shall be measured horizontally from the wetland edge as mapped by the NYSDEC, field delineation or local ordinance. Projects which require variances or exceptions from these state laws, local ordinances and associated regulations, shall meet all requirements imposed in a permit by the NYSDEC or a municipality in order to be deemed to have met the requirements of this standard.	N/A; there are no areas of designated or suspected or in the immediate vicinity; no impacts to this res
S 5.3.3.4.2	Buffer delineations, covenants and conservation easements	Buffer areas shall be delineated on the site plan, and covenants and/or conservation easements, pursuant to the NYS ECL and local ordinances, shall be imposed to protect these areas as deemed necessary.	N/A; there are no areas of designated or suspected or in the immediate vicinity, so that no buffers are
S 5.3.3.4.3	WSRR Act compliance	Development shall conform to the provisions of the NYS WSRR Act, where applicable. Projects which require variances or exceptions under the NYS WSRR Act shall meet all requirements imposed by the NYSDEC in order to be deemed to have met the requirements of this standard.	N/A; the project site is not located within or adjace
G 5.3.3.4.4	Additional nondisturbance buffers	Stricter nondisturbance buffer areas may be established for wetlands as appropriate.	N/A; there are no areas of designated or suspected or in the immediate vicinity, so that no buffers are
	I	5.3.3.5 Stormwater runoff	
S 5.3.3.5.1	Stormwater recharge	Development projects must provide that all stormwater runoff originating from development on the property is recharged on-site unless surplus capacity exists in an off-site drainage system.	Runoff from developed surfaces will be retained of Town requirements. This system will use sloped all runoff within the property for on-site recharge exit the site, based on the stringent retention and system will be subject to the review and approval with SPDES GP 0-15-002 for stormwater project The proposed stormwater design conforms to the
G 5.3.3.5.2	Natural recharge and drainage	Natural recharge areas and/or drainage system designs that cause minimal disturbance of native vegetation should be employed, where practical, in lieu of recharge basins or ponds that would require removal of significant areas of native vegetation.	There are no natural recharge areas on or near the project's drainage system. In lieu of such features surfaces, catch basins and leaching pools to retain
G 5.3.3.5.3	Ponds	Ponds should only be created if they are to accommodate stormwater runoff, not solely for aesthetic purposes.	N/A; the project's drainage system will not utilize a
G 5.3.3.5.4	Natural topography in lieu of recharge basins	The use of natural swales and depressions should be permitted and encouraged instead of excavated recharge basins, whenever feasible	N/A; the project does not include any recharge ba available to be utilized for stormwater runoff dete
G 5.3.3.5.5	Soil erosion and stormwater runoff control during construction	During construction, the standards and guidelines promulgated by the NYSDEC pursuant to state law, which are designed to prevent soil erosion and control stormwater runoff, should be adhered to.	An erosion & sediment control plan will be prepar soil erosion during and/or after the construction GP 0-15-002 permit will be obtained prior to the project will comply with its requirements. The engineering review, implementation of erosion of ensure that off-site sediment transport does not of not expected to result in off-site sedimentation.

7; sanitary recharge will flow to the north (see **Figure 7**), so on of the Riverhead Water District that would include public such wellfield's cone of depression would occur.

ted Town-regulated freshwater wetlands on the project site esource are expected.

ted Town-regulated freshwater wetlands on the project site re necessary or proposed.

acent to any WSRR boundary.

ted Town-regulated freshwater wetlands on the project site re necessary or proposed.

d on-site and recharged in a drainage system conforming to d paved surfaces, catch basins and leaching pools to retain rge. No runoff from developed surfaces will be allowed to nd design requirements of the Town. The project's drainage al of the Town engineering staff and the project will comply ct notification and preparation of a SWPPP (if applicable). he intent of this standard.

the proposed development area that could be used in the res, the project will utilize a combination of slopes on paved in all runoff within the property for on-site recharge.

e a man-made pond.

basins, and no natural topographic low points or swales are tention or recharge.

bared for the proposed project to ensure that impacts from n period do not occur. Additionally, if applicable, a SPDES he onset of construction of the proposed project, and the e project will be subject to Town drainage requirements, n control measures during construction, and measures to t occur. The site is relatively flat and existing topography is

	5.3.3.6 Natural vegetation and plant habitat				
S 5.3.3.6.1	Vegetation Clearance Limits	The clearance of natural vegetation shall be strictly limited. Site plans, surveys and subdivision maps shall delineate the existing naturally vegetated areas and calculate those portions of the site that are already cleared due to previous activities. Areas of the site proposed to be cleared combined with previously cleared areas shall not exceed the percentages in Figure 5-1 [of the CLUP]. These percentages shall be taken over the total site and shall include, but not be limited to, roads, building sites and drainage structures. The clearance standard that would be applied to a project site if developed under the existing residential zoning category may be applied if the proposal involves multi-family units, attached housing, clustering or modified lot designs. Site plans, surveys and subdivision maps shall be delineated with a clearing limit line and calculations for clearing to demonstrate compliance with this standard. To the extent that a portion of a site includes CPA property, and for the purpose of calculating the clearance limits, the site shall be construed to be the combined CPA and CGA portions. However, the CPA portion may not be cleared except in accordance with Section 5.2 of the CLUP.	Under the clearance standards listed in Figure 5 subject site is 65%, or 4.12 acres (conversely, a n be retained in its existing, naturally-vegetated st the site, and retain 2.24 acres (35.3%) of the site		
S 5.3.3.6.2	Unfragmented open space	Subdivision and site design shall support preservation of natural vegetation in large unbroken blocks that allow contiguous open spaces to be established when adjacent parcels are developed. Subdivision and site designs should also be configured in such a way so as to prioritize the preservation of native pine barrens vegetation to the maximum extent practicable. For the purpose of this paragraph, native pine barrens vegetation shall include pitch pines and various species of oak trees, understory and ground cover plants such as blueberry, wintergreen, bearberry and bracken fern, grasses and sedges such as little bluestem, Pennsylvania sedge and indian grass as well as those ecological communities listed in sections 5.6 and 5.7 in Chapter 5, Volume 2 of the CLUP. It is recognized that the preservation of nonnative but ecologically important habitats may be consistent with the intent and goals of the plan when such action would result in the creation of large contiguous natural open space areas and or the protection of rare, threatened or endangered species or their habitat.	This standard concerns preservation of natural spaces contiguous to on-site and, if possible, off-		
S 5.3.3.6.3	Fertilizer dependent vegetation limit	No more than 15% of an entire development project site shall be established in fertilizer- dependant vegetation including formalized turf areas. Generally, nonnative species require fertilization; therefore, planting of such nonnative species shall be limited to the maximum extent practicable. The use of the nonnative plants in Figure 5-2 [of the CLUP] is specifically not recommended.	No more than 15% of a project site shall be established is a total of 6.34 acres in size, up to 0.95 planted on this site. Based on the Site Plan , a tunlikely event that all of these 0.84 landscap standard on fertilized acreage. Final site plans w fertilizer-dependent vegetation. None of the notused as part of the project's final site plan landscored acrease.		
S 5.3.3.6.4	Native Plantings	Development designs shall consider the native planting suggestions in Figure 5-2 [of the CLUP].	More than 35% of the site will remain in its cur grass species and typical shrub/tree plantings in species listed in Figure 5-2 of the CLUP to the ma		
		5.3.3.7 Species and communities of spec			
\$ 5.3.3.7.1	Special Species and	Where a significant negative impact upon a habitat essential to those species identified on the	The property is presently comprised of 6.34 acre		

5-1 of the CLUP, the maximum allowed clearance for the minimum of 35% of the site, or 2.22 acres, would have to state. The proposed project clear 4.10 acres, or 64.62% of te. As a result, the project will conform to this standard.

ral vegetation in large unbroken blocks to establish open iff-site property. The project will retain the entire southern h reflects the character of the abutting land to which it will continuum as intended by this standard.

cablished in fertilizer-dependent vegetation. As the project p5 acres of landscaping that requires fertilization may be a total of 0.84 acres of landscaping area proposed. In the aped acres are fertilized, this will conform to the CLUP is will ensure that less than 15% of the site is established in non-native species listed in Figure 5-2 of the CLUP will be scape design plans.

urrent vegetated state. Landscaping will primarily include in the vicinity of the building. Landscaping will consider the naximum extent practicable.

res of successional old field previously utilized for farming

	Ecological Communities	New York State maintained lists as rare, threatened, endangered or of special concern, or upon natural communities classified by the New York Natural Heritage Program as G1, G2, G3 or S1, S2 or S3, or on any federally listed endangered or threatened species is proposed, appropriate mitigation measures as determined by the appropriate state, county or local government agency shall be taken to protect these species.	 endangered Tiger Salamander was identified as a project site. The species would have no association. The species travels upland from vernal point over 1,000 feet. The location (1/3 mile awa result, migration to the property is not experime. There is intervening development south of and the subject site. The site does not contain suitable upland Tiger Salamander. As a result, no impact is expected with respect t not all of the site's existing natural habitat will b field vegetation (35.3% of the site, in conformant set is set in the site of the site is in the site.
		5.3.3.8 Soils	will enable the site to continue to support wildlife
G 5.3.3.8.1	Clearing envelopes	Clearing envelopes should be placed upon lots within a subdivision so as to maximize the placement of those envelopes on slopes less than ten percent (10%).	N/A; this Guideline refers to establishment of or proposed project does not include a subdivision the subject site was previously cleared and gr (whether in excess of 10% or not) remain on it.
G 5.3.3.8.2	Stabilization and erosion control	Construction of homes, roadways and private driveways on slopes greater than ten percent (10%) may be approved if technical review shows that sufficient care has been taken in the design of stabilization measures, erosion control practices and structures so as to mitigate negative environmental impacts.	N/A; this Guideline refers to implementing eros individual homes; as the proposed project is co this guideline does not strictly apply. Neverthele as part of the site plan application for the pro- construction may include: use of groundcovers minimizing the area of soil exposed to erosive el- soil is exposed to erosive elements. Soil remove (if it displays acceptable bearing capacity and le- construction. The proposed stormwater design c Applicable Town of Riverhead standards and co agencies will be followed. Conformance to the review of stormwater control measures may be permitting requirements for construction sites hereafter, the General Permit), if applicable.
G 5.3.3.8.3	Slope analysis	Project review is facilitated if submissions contain a slope analysis showing slopes in the ranges 0-10%, 11-15% and 15% and greater. In areas with steep slopes, slope analysis maps should be required. This can be satisfied with cross hatching or shading on the site plan for the appropriate areas.	A slope interval map has been prepared depicting (see Figure 8). As shown, there are only small a 15%) on the subject site, and these are located areas of the site that will not be disturbed.
G 5.3.3.8.4	Erosion and sediment control plans	Erosion and sediment control plans should be required in areas of fifteen percent (15%) or greater slopes.	N/A; only small areas of slopes in excess of 15% to occur during construction or after constructi

etation by virtue of its past use as farmland; no significant oject property. Information on the potential presence of ern species that may inhabit or use the subject site was m (NYSNHP); the response is provided in **Appendix D**. The s being present in ponds approximately 1/3 mile from the ation with the site due to the following:

onds typically in the range of 535 feet, but sometimes just way) is more than 1,700 feet from the subject site and as a pected.

of the site between the Tiger Salamander breeding pond

d sandy soil, pine barrens habitat for mole habits of the

t to the Tiger Salamander. Finally, it should be noted that be removed; an estimated 2.24 acres of successional old ance with the CLUP Standard 5.3.3.6.1), will remain. This ife and plant life.

f clearing envelopes for lots within a subdivision; as the on, this guideline does not strictly apply. Additionally, as graded for use as agricultural fields, no natural slopes

rosion control measures associated with development of commercial in nature and does not include a subdivision, eless, an Erosion & Sediment Control Plan will be prepared roject. Erosion prevention measures to be taken during rs (vegetative or artificial), drainage diversions, soil traps, elements at one time, and minimizing the time span that ved during grading and excavation will be used as backfill leaching characteristics) to produce acceptable slopes for a conforms to the intent of this standard.

construction practices specified by the appropriate Town the Town Code and to the requirements of NYSDEC SPDES be necessary, to be consistent with Phase II stormwater es in excess of 1-acre (the SPDES GP-0-15-002 permit;

ing slope intervals of 0-10%, 10-15% and greater than 15% l areas of acres of steep slopes (i.e., in excess of 10% and ed along the northern and the western property lines, in

% are found on the project site. The potential for erosion ction is completed will be controlled by implementing a

			SWPPP, which will include engineered Erosion Co
G 5.3.3.8.5	Placement of roadways	Roads and driveways should be designed to minimize the traversing of slopes greater than ten percent (10%) and to minimize cuts and fills.	N/A; only small areas of slopes in excess of 10% a
G 5.3.3.8.6	Retaining walls and control structures	Details of retaining walls and erosion control structures should be provided for roads and driveways which traverse slopes greater than ten percent (10%).	N/A; only small areas of slopes in excess of 10% walls for the project's parking areas or buildings Planning Board will include site grading and drai and is typical of the developed portions of a com
	Γ	5.3.3.9 Coordinated design for open space	
S 5.3.3.9.1	5.3.3.9.1open space dedicationsApplications must specify the entity to which dedicated open space will be transferred.		N/A; the proposed project does not include any 2.24 acres of retained naturally-vegetated land o under binding covenant.
G 5.3.3.9.2	Clustering	Municipalities are strongly urged to maximize the use of the clustering technique where its usage would enhance adjacent open space or provide contiguous open space connections with adjacent open space parcels.	While the proposed project does not specifically i the site to be developed has preferentially been minimize the area developed and thereby meet the
G 5.3.3.9.3	Protection of dedicated open space	Proposed open space should be protected with covenants, conservation easements or dedications that specify proper restrictions on its use and contingencies for its future management.	The Applicant will participate in the preparation vegetated portion of the site, to remain under participate plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure preservation of the site plan is binding and will ensure plan blan blan blan blan blan blan blan b
	-	5.3.3.10 Agriculture and horticult	ture
		Any existing, expanded, or new activity involving agriculture or horticulture in the CGA should	
G 5.3.3.10.1	BMPs	comply with best management practices as defined herein and relevant requirements including local law. BMPs are, for purposes of this CLUP, the same practices stated in the most recent version of <i>Controlling Agricultural Nonpoint Source Water Pollution in New York State</i> (Bureau of Technical Services and Research, Division of Water, NYSDEC, 1991 and as later amended).	
		5.3.3.11 Scenic, historic and cultural r	esources
G 5.3.3.11.1	Cultural resource consideration	 Development proposals should account for, review, and provide protection measures for: Established recreational and educational trails and trail corridors, including but not limited to those trail corridors inventoried elsewhere in this Plan. Active recreation sites, including existing sites and those proposed as part of a development. Scenic corridors, roads, vistas and viewpoints located in CRAs, and along the LIE, Sunrise Highway, County Road 111 and William Floyd Parkway. Sites of historical or cultural significance, including historic districts, sites on the State or National Registers of Historic Places, and historic structures listed on the State or National Registers of Historic Places, or recognized by local municipal law or statute. Sensitive archaeological areas as identified by the NYSHPO or the New York State Museum. 	or active recreation sites, on the project site proposed project did not reveal the presenc consideration of the above, it may be concluded
G 5.3.3.11.2	Inclusion of cultural resources in application	Development proposals should note established recreation and educational trails and trail corridors; active recreation sites; scenic corridors, roads, vistas and viewpoints located in CRAs and undisturbed portions of the roadsides of the LIE, Sunrise Highway, County Road 111 and William Floyd Parkway; sites on the State or National Register of Historic Places, and historic structures and landmarks recognized by municipal law or statute, or listed on the State or National Registers of Historic Places; and sensitive archaeological areas as identified by the NYSHPO or the New York State Museum within a five hundred (500) foot radius of the outside perimeter of the project site, including any project parcels which are physically separate from the bulk of the proposed development area.	N/A; the Archaeological Investigation prepared for the presence of any cultural resources. Furthe impact to cultural resources is anticipated from the

Control Plans within the Site Plan review.

are found on the project site.

0% are found on the subject sited, so no use of retaining gs is foreseen. The site plan to be reviewed by the Town rainage. All grading is subject to Town engineering review mmercial site with minimal topographic relief.

y dedications of land for public open space purposes. The l on-site will remain in private ownership, to be preserved

y incorporate clustering of the structures, these portion of en located in the northern and central parts of the site, to t the CLUP Clearing Standard.

ion of a covenant to permanently protect the naturallyr private ownership if required. Otherwise, the approved n of the remaining natural areas on the site.

and does not include any agricultural or horticultural

e of any recreational or educational trails or trail corridors, ite. The Archaeological Investigation prepared for the nce of any cultural resources on the subject site. In ded that the proposed project will not impact any scenic,

d for the project site (see **Appendix C-1**) does not indicate ther, in **Appendix C-2**, the NYS OPRHP confirms that no the proposed project.

-	1		
		A development proposal may be disapproved or altered if the local municipality determines that the development proposal, in its current form, may have a significant negative impact on any of the above resources.	
G 5.3.3.11.3	Protection of scenic and recreational resources	Protection measures for scenic and recreational resources should include, but not be limited to, retention of visually shielding natural buffers, replacement of degraded or removed natural visual buffers using native species, use of signs which are in keeping in both style and scale with the community character, and similar measures.	Project design will retain buffers of natural veget which will reduce potential adverse visual im- commercial nature of the project, the small size complementary commercial sites to the north ar vegetation in these directions as well. It is note the south and to the west (by placing the develop the applicant's decision to maximize protection development is less prevalent), as opposed to the The northern setback area will be landscaped ap 5-2. The project's buildings and amenities w complementary landscape design that would be of with the surrounding land uses.
G 5.3.3.11.4	Roadside design and management	Undisturbed portions of the roadside should be maintained in a manner that protects the scenic features of these areas. Clearing (including that for aisles, driveways, access and parking) is not precluded within these roadside areas, provided that appropriate buffers are maintained, and that manmade structures meet standards consistent with the character of the area.	The project's developed area has been located so natural vegetation as buffers to the more ser recognizing that the existing pattern of develo precludes protection of scenic resources along t species around and within the developed area reducing the potential adverse impact on scenic r
		5.3.3.12 Commercial and industrial dev	elopment
S 5.3.3.12.1	Commercial and industrial compliance with SCSC	All commercial and industrial development applications shall comply with the provisions of the SCSC as applied by the SCDHS, and all other applicable federal, state or local laws. Projects which require variances from the provisions of the SCSC shall meet all requirements of the SCDHS Board of Review in order to be deemed to have met the requirements of this standard.	The proposed project complies with all applicab 12, as well as with all applicable requirements o with the applicable bulk and setback requirement

etation along the site's southern and western boundaries, mpacts for observers in these directions. Due to the ize of the site, and the presence and proximity of other, and the east, it is not feasible to retain buffers of natural teworthy that the decision to maintain natural buffers to oped area in the northern portion of the property) reflects on of aesthetics for observers in these directions (where the north and the east, where development already exists. appropriately, using species approved in the CLUP, Figure will employ an attractive architectural treatment and e consistent with the aesthetics of the area and congruent

so as to provide for the maximum practicable retention of ensitive receptors (i.e., to the south and to the west), elopment along NYS Route 25A (to the east and north) g this commercial corridor. Finally, plantings of landscape ea will add to the buffering effect of natural vegetation, c resources and community character.

able requirements of the SCSC, including Articles 6, 7 and of the SCDHS. The project has been designed to comply ents of the Town Code for the CR Business zone.

APPENDIX C CULTURAL RESOURCES-RELATED DOCUMENTS



APPENDIX C-1 Archaeological Investigation, Phase I

Tracker Archaeological Services, Inc. July 2016



Phase I Archaeological Investigations at the Venezia Square subdivision Wading River, Town of Riverhead, Suffolk County, New York

July 2016

Prepared for: Nelson Pope & Voorhis, LLC, Melville, New York

> Alfred G. Cammisa, RPA Alexander Padílla (CAD)

> > 868

MANAGEMENT SUMMARY

<u>PR#:</u> not known

Involved agencies: Town of Riverhead

<u>Phase:</u> Phase IA & IB

Location: Wading River Town of Riverhead Suffolk County

<u>Survey Area:</u> Length: about 400 feet (122m) north-south Width: about 540 feet (165m) east-west. Acres Surveyed: approximately 4.5 acres (1.8 hectares)

USGS: Wading River, NY

Survey overview: ST no. & interval: 79 ST's at 50-25 ft (15-7.5m) intervals Size of freshly plowed area: na Surface survey transect interval: na

<u>Results:</u> No prehistoric or historic remains

Strucutres:

No. Of buildings/structures/cemeteries in project area: none No. Of buildings/structures/cemeteries adjacent to project area: 2 No. Of previously determined NR listed or eligible buildings/structures/cemeteries/districts: none No. Of identified eligible buildings/structures/cemeteries/districts: none

<u>Authors:</u> Alfred G. Cammisa, M.A./RPA Alexander Padilla, B.A. (CAD)

Date of Report: Report completed July 2016

TABLE OF CONTENTS

Introduction 1	
Environment	1-2
Prehistoric Potential	2-3
Historic Potential	3-5
Field Methods 5	
Field Results 6	
Conclusion and Recommendations 6	
Bibliography	6-8
Appendix 1: Figures and Photographs	
Appendix 2: Shovel Tests	

LIST OF FIGURES

- Figure 1 Portion of Wading River, NY USGS
- Figure 2 Location of the shovel tests on the project area
- Figure 3 Portion of the 1836 Colton map
- Figure 4 Portion of the 1858 Chace map
- Figure 5 Portion of the 1896 Hyde atlas
- Figure 6 Portion of the 1903 USGS
- Figure 7 Portion of the County Soil Survey

LIST OF PHOTOGRAPHS

- Photo 1 Looking at the project area from the road
- Photo 2 Looking south from near ST 34
- Photo 3 Looking west from near ST 34
- Photo 4 Looking north from near ST 51

INTRODUCTION

Between July 7 and 20, 2016, TRACKER Archaeology, Inc. conducted a Phase IA documentary study and Phase IB archaeological testing and reconnaissance at the proposed Venezia Square subdivision, in Wading River, Township of Riverhead, Suffolk County, New York.

The purpose of the documentary study was to determine the prehistoric and historic potential of the project area for the recovery of archaeological remains. This was accomplished by a review of the original and current environmental data, archaeological site files, other archival literature, maps, and documents.

A prehistoric and historic site file search was conducted utilizing the resources of the New York State Historic Preservation Office in Waterford, New York. Various historic and archaeology web sites were visited to review any pertinent site information.

The purpose of the Phase IB field survey was to determine the presence or absence of archaeological sites on the property. This was accomplished through subsurface testing and ground surface reconnaissance.

The project area (APE) consists of the about 4.5 acres from the approximate 6 acre property. The property is located on the south side of Port Jefferson-Riverhead Road (SR 25A-Sound Avenue) at the intersection of Dogwood Drive. It is bound to the north by Port Jefferson-Riverhead Road (SR 25A-Sound Avenue) and to the remaining sides by other private properties.

The study was conducted by TRACKER Archaeology, Inc. of Monroe, New York. Prehistoric and historic research was conducted by Alfred G. Cammisa, M.A.. Phase IB field work was conducted by field director, Edward Tassinari, B.A. and field technician Conner Winters, B.A. Report preparation by Alfred G. Cammisa and Alexander Padilla, B.A.

The work was performed for Nelson Pope & Voorhis, LLC, Melville, New York

ENVIRONMENT

<u>Geology</u>

The study area is located in the southeast portion of New York State, in the northeastern part of Suffolk County. This portion of New York lies in the Atlantic Coastal Plains Physiographic Province. The coastal plains slopes gently eastward and is actually a strip of recently emerged sea bottom. The soils in this region consist largely of sand, clay and marl (a mixture of clay, finely fragmented shell and calcite). The project area lies on an outwash plain south of the Harbor Hill Moraine (Schuberth 1968: cover map, 9, 184-186; Jensen and Soren 1974; Sirkin 1995: 45).

<u>Soils and Topography</u> Soils in the study area consist primarily of:

Name	Soil Horizon Depth cm(in)	Color	Texture Inclusion	Slope %	Drainage	Landform
Haven loam	A 0-3in(0-7) B 3-10(7-25) B2 10-19(25-48)	10YR4/2 7.5YR4/4 7.5YR5/6	Lo	0-2	well	outwash plains
Riverhead	A=0-12 (0-30) B=12-27 (-69)	10YR4/3 7.5YR5/6	SaLo	0-3 & 3-8	well	moraines & outwash plains

(Warner 1975: map#26, pg. 71, 81-83).

Elevations on the property are approximately 110 feet above mean sea level.

<u>Hydrology</u>

The property is about 3928 feet southeast of Wading River and 3749 feet northwest of Deep Pond. Wading River drains north into the Long Island Sound.

Vegetation

The predominant forest community inhabiting the Atlantic Coastal Plain Physiographic province in this vicinity (Cape Cod to the Carolinas) was the Northern Pine-Oak Forest. Northern Pine-Oak Forests occur on sandy, or otherwise poor soils that are overly dry. These forests are maintained largely by the effects of frequent fires. The Northern Pine-Oak Forest is actually a unique part of the Oak-Hickory Forest that never quite becomes dominated by oak and hickories due to the combination of dry, sandy soil and resulting frequent fires. Were it not for the fires which the pine species have adapted to, these forests would slowly changes to mesic, dominated by oak, hickory and red maple. The Atlantic Coastal Plains are all Xeric (dry forest). They generally have lower species diversity than bottomland forests (Kricher 1988: 16-17, 65-66).

At the time of the Phase IB survey, the property consisted of a heavily overgrown wooded parcel along the road with an open weedy field with scattered hardwood and softwood further from the road.

PREHISTORIC POTENTIAL

A prehistoric site file search was conducted utilizing the resources of the New York State Historic Preservation Office - Field Services Bureau (NYSHPO). The site file search included a 1 mile radius around the study area. The following sites were recorded:

NYSM Site	NYSHPO Site	Distance from APE ft(m)	Site Type
	10302.000021	571 (174)	Kurovics Farm: Early Archaic to Transitional, Late Woodland with numerous points (from a pot-hunter collection-plowed fleids)
4880		3968 (1210)	ACP: large shell middens

NYSM Site	NYSHPO Site	Distance from APE ft(m)	Site Type
5587		1 mile	Split Rock: orient points., flakes, some 2oth century

Indian trails were recorded in the vicinity. One appeared to parallel the Wading River south to the Peconic following the drainage ponds. Although the trails were recorded during the Contact Period, they undoubtedly existed prior to European settlement (Stone nd: map).

Assessing the known environmental and prehistoric archaeological data, we can summarize the following points.

-The property is about 3928 feet southeast of Wading River and 3749 feet northwest of Deep Pond. Wading River drains north into the Long Island Sound.

-The project area contains well drained soils on level to moderately sloping terrain.

-Prehistoric sites have been recorded in the vicinity.

-Indian trails were in the vicinity of the project property.

In our opinion, the study area has a higher than average potential for the recovery of prehistoric sites. The type of site encountered could be a small procurement/processing camp from the Archaic or Woodland prehistoric periods.

HISTORIC POTENTIAL

Contact Period (Seventeenth Century)

At the time of European contact and settlement, the study area was possibly occupied by the Pahquahkossit people. These people were probably a branch or village of the larger Yennocock tribe (Stone nd: map; Stone-Levine 1980: 161). Indian trails were recorded in the vicinity. Indian trails were recorded in the vicinity. One appeared to parallel the Wading River south to the Peconic following the drainage ponds (Stone nd:map).

Ross (1903:1010) mentions that Aquebogue was the site of an Indian village of considerable size with a strange temple and graves which were desecrated in 1879. Lower Aquebogue is situated east of Aquebogue proper and is now known as Jamesport (Bayles 1962:300).

Eighteenth Century

Native American wigwams were still being used and reported during this time. Wigwams were reported in the 1740's by Reverand Horton who may have lived in them, along the aforementioned Indianfoot trail, nearby the project area (see above). The term "wigwam" may refer to 1 dwelling or a small hamlet/village of dwellings.

Population growth was slow during this century with the addition of only 4 or 5 dwellings. Several mills were established along the Peconic River and included a grist mill, a fulling mill, and a saw mill and later a woolen factory and a planning and moulding mill. These were located at Upper Mills about a mile from the village and within the general vicinity of the study area (Bayles 1982: 11; Thompson 1918:275).

Cordwood, used as fuel, was an early thriving industry in the Town. A pine-oak forest, particularly on the sandy soils along the southern part of the Town, provided the natural resource (Thompson 1918: 273-274).

By the end of the Revolution, agriculture in Riverhead was at a low point. People went to Coram or Middle Island to buy grain (Bailey 1949: 200).

Nineteenth Century

By 1800 Riverhead farmers began to use "bunkers" (fish) as fertilizer to assist in soil fertility. Judge Woodhull first used wood ashes as fertilizer in 1825 which was later copied by other farmers. As a result of the use of fertilizers during this century, farm land in Riverhead proved more productive. Although there were less farms in the southern part of the Town, a prosperous community of farmers developed along the northern portion of Riverhead. Cranberries were raised in marshes which abounded in the western part of Town while small fruits, garden vegetables and root crops were more commonly grown in the eastern part of the town (Bayles 1982:1; Bailey 1949:200).

Before 1825 mail was delivered to Riverhead by horseback. By about 1825, mail was brought in by a 1 horse wagon and later on by stagecoach. The route was along the Middle Country Road from Jamaica. The Long Island Rail Road was operating by 1844 and at this time mail was transported via this means of transport (Bailey 1949:198)

The 1836 Colton map does not show Port Jefferson-Riverhead Road (SR 25A-Sound Avenue but does show Deep Pond. One possible structures is depicted near the project parcel (Figure 3).

The 1858 Chace map also does not show Port Jefferson-Riverhead Road (SR 25A-Sound Avenue but does show Deep Pond. No structures are nearby the project area (Figure 4).

The 1896 Hyde atlas appears to depict what could be the new road (25A/Sound Ave./Pt. JeffersonRiverhead Rd.) nearby but not finished. No structures are on or immediately adjacent to the project area (Figure 5).

Nearby Calverton was a farming community carved out of wetlands where cranberries were the main cash crop. This business hit its peak around the turn of the century (www.eastlongisland.com).

Twentieth Century

The 1903 USGS shows what appears to be a portion of the current Rt. 25A/Sound Ave./Port Jefferson-Riverhead Rd. However, no structures are near the project area (Figure 6).

Riverhead village's development was gradual. By the early part of this century the village had approximately 70 dwellings (Thompson 1918: 275).

An historic site file search was conducted at the New York State Historic Preservation Office. The site file search included 1 mile radius around the project area. The following historic sites were recorded:

NYSM Site	NYSHPO Site	Distance from APE ft(m)	Site Type
	10302.000023	796 (243)	FT A Kurovics Homestead & Farm Buildings Site: field stone foundation w/ concrete, Nassau Brick chimney flue, cellar beneath main house section, ca 1930

Assessing the known environmental and historic data, we can summarize the following points:

-The property is about 3928 feet southeast of Wading River and 3749 feet northwest of Deep Pond. Wading River drains north into the Long Island Sound.

-The project area contains well drained soils on level to moderately sloping terrain.

-Indian trails were near the project property. Contact Period wigwams/villages were situated in the vicinity along the trail.

-An historic site was reported nearby the project area.

-No historic map documented structures were on or adjacent to the project area.

In our opinion, the study area has a moderate potential for the recovery of aboriginal historic sites. There is a low potential for European-American sites.

FIELD METHODS

Walkover-Reconnaissance

Any exposed ground surfaces (70 to 100 percent visibility) were subjected to a close quarters walkover, at 3 to 5 meter intervals, to observe for artifacts. Covered ground terrain was reconnoitered at about 15-7.5 meter (50ft), or less, intervals to observe for any above ground features, such as berms, depression, or rock configurations, which could be evidence for a prehistoric or historic site. Photographs were taken of the project area.

Shovel Testing

Shovel tests (ST's) were excavated at about 15 to 7.5 meter (50ft) intervals. Each ST measured about 30 to 40 cm. in diameter and was dug into the underlying subsoil (B horizon) 10 to 20 cm. when possible. All soils were screened through 1/4 inch wire mesh and observed for artifacts. Shovel tests were flagged in the field. All ST's were mapped on the project area map at this time.

Soil stratigraphy was recorded according to texture and color. Soil color was matched against the Munsell color chart for soils. Notes were transcribed in a notebook and on pre-printed field forms.

FIELD RESULTS

Field testing of the project area included the excavation of 79 ST's at 50 to 25 foot intervals. No prehistoric artifacts or features were encountered. No historic artifacts or features were encountered.

Stratigraphy

Stratigraphy across the project area included the following:

-A/O horizon - 2 to 10 cm. of leaf litter, root mat, and humus.

-A horizon - 3 to 8 cm. thick of 10YR 4/3 brown loamy sand.

-B horizon - 10 to 20 cm. dug into of 10YR5/4 yellow brown loamy sand.

CONCLUSIONS AND RECOMMENDATIONS

Based upon topographic characteristics and distance to known prehistoric sites and Indian trails, the property was assessed as having a higher than average potential for encountering prehistoric sites.

Based upon topographic characteristics and distance to historic map documented structures, reported wigwams, and Indian trails, the property was assessed as having a moderate potential for encountering historic aboriginal sites.

During the course of the Phase IB archaeological field survey, 79 ST's were excavated. No prehistoric or historic sites were encountered. No historic sites were encountered. No further work is recommended.

BIBLIOGRAPHY

Bailey, Paul

1949 Long Island - A History of Two Great Counties, Nassau and Suffolk, Volume 1. Lewis Historical Publishing Company, Inc., New York.

Bayles, Richard M.

1962 Historical and Descriptive Sketches of Suffolk County. Empire State Historical Publication XVIII, New York.

Cammisa, Alfred G & Alexander Padilla

2012 Phase I Archaeological Investigations at the proposed Hampton Jitney facility Calverton, Town of Riverhead, Suffolk County, New York. Tracker Archeology Inc .report# 737, MS on file with author.

Halsey, Abigail Fithian

1940 In Old Southampton. Columbia University Press, New York.

Hazelton, Henry Isham

1925 The Boroughs of Brooklyn, Queens, Counties of Nassau and Suffolk, Long Island, New York, 1609-1924, Volume 2. Lewis Historical Publishing Company, Inc. New York.

Kricher, John C. and Gordon Morison

1988 The Peterson Field Guide Series: Eastern Forest of North America. Houghton Mifflin Company, Boston.

Little, Elbert L.

1984 The Aubudon Society Field Guide To North American Trees: Eastern Region. Alfred A. Knopf, New York.

Pelletreau, William

1882 Southampton, in *History of Suffolk County, New York, 1683-1882. W.W. Munsell and Company, New York.*

Schuberth, Christopher

1968 The Geology of New York City and Environs. New York: Natural History Press.

Sirkin, Les

1995 Eastern Long Island Geology with Field Trips. Book and Tackle Shop, RI.

Stone, Gaynell

- 1993 *Readings in Long Island Archaeology and Ethnohistory, Volume 3, The History and Archaeology of the Montauk.* Suffolk County Archaeological Association.
- 1983 Readings in Long Island Archaeology and Ethnohistory, The Shinnecock Indians A Culture History, Volume 6. Suffolk County Archaeological Association.

Stone-Levine, Gaynell

1980 Readings in Long Island Archaeology and Ethnohistory, Languages and Lore of the Long Island Indians, Volume 4. Suffolk County Archaeological Association.

Tooker, William Wallace

1962 The Indian Place Names on Long Island and islands adjacent, with their probable significations. Ira J. Friedman, New York.

Warner, John W. Jr.; W.E. Hana; R.J. Landry; J.P. Wulforst; J.A. Neeley; R.L. Holmes; and C.E. Rice

1975 Soil Survey of Suffolk County, New York. U.LoSd. Department of Agriculture, Soil Conservation Service in Cooperation with Cornell Agricultural Experimental Station.

<u>Maps</u>

Chace, Jay

1858 Map of Suffolk County, Long Island, New York. Philadelphia: John Douglas.

Colton, J.H.

1836 Map Of Long Island with the Environs of New York and the Southern Part of Connecticut. J.H. Colton and Company.

Hyde and Company

1896 *Map of Long Island.* Brooklyn, New York: Hyde & Company.

Jensen, H.M. and J. Soren

1974 Hydrogeologoy of Suffolk County, Long Island, New York. United States Geologic Survey, Washington, D.C. Stone, Gaynell

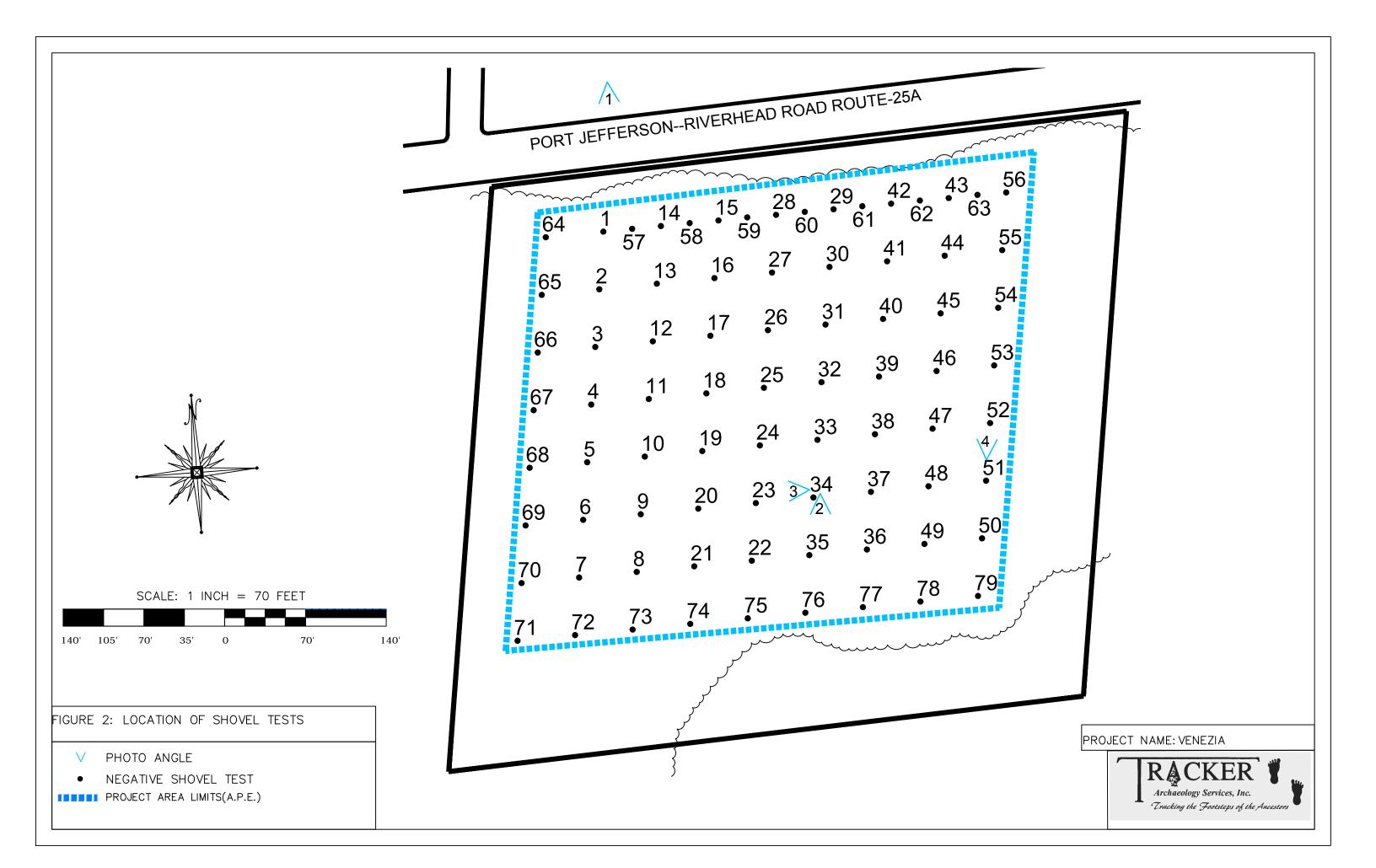
not dated *Map of Native Long Island*. Long Island Culture History Lab and Museum-Suffolk County Archaeological Association.

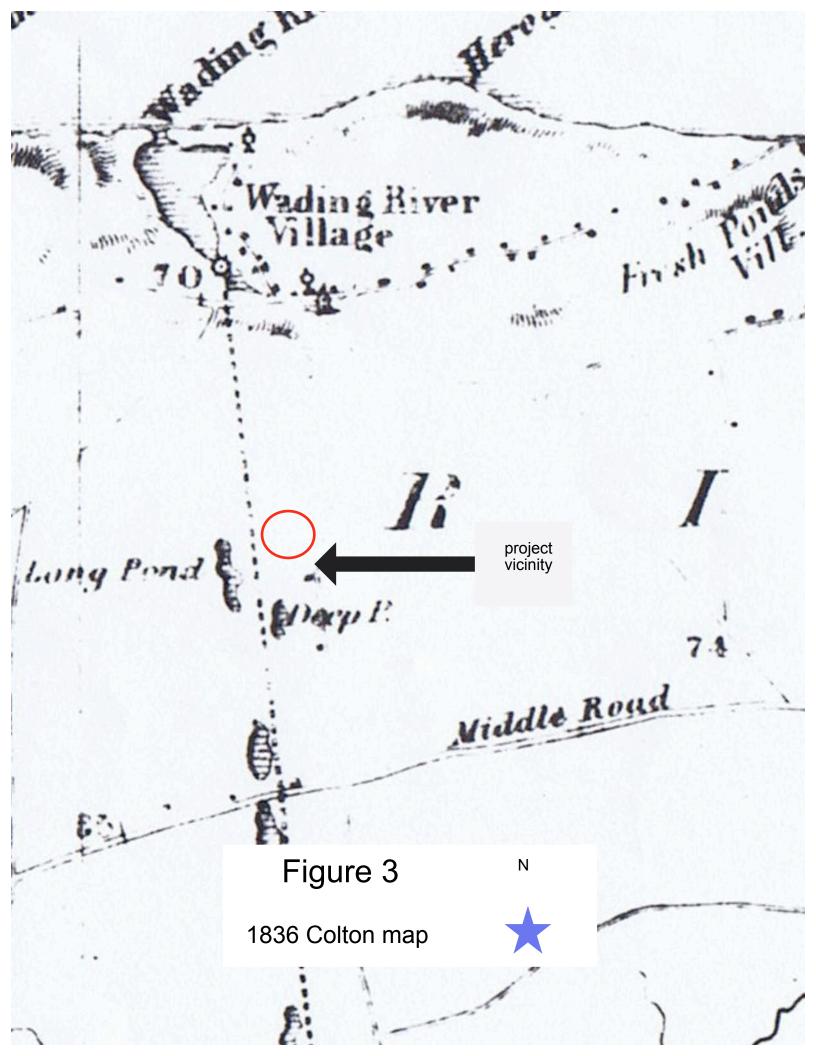
United States Geological Survey

- 1956 Riverhead, New York quadrangle, 7.5 minute series map.
- 1903 *Moriches, NY* quadrangle, 15 minute series map.

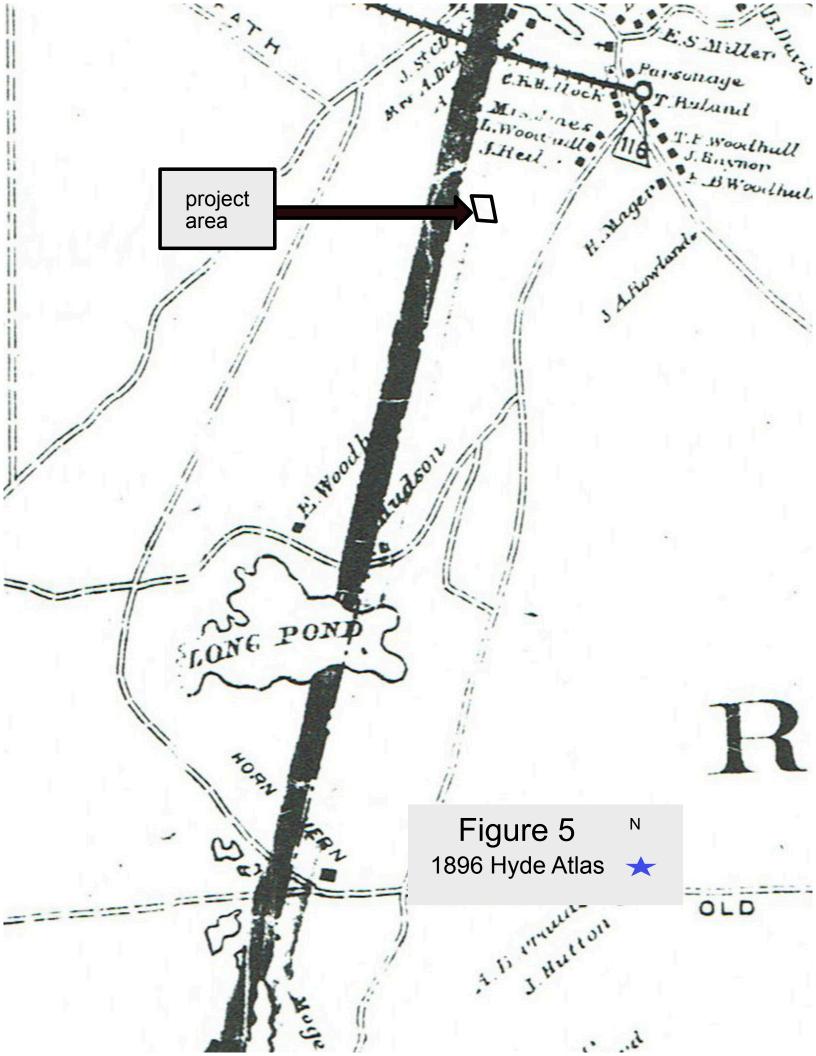
APPENDIX 1

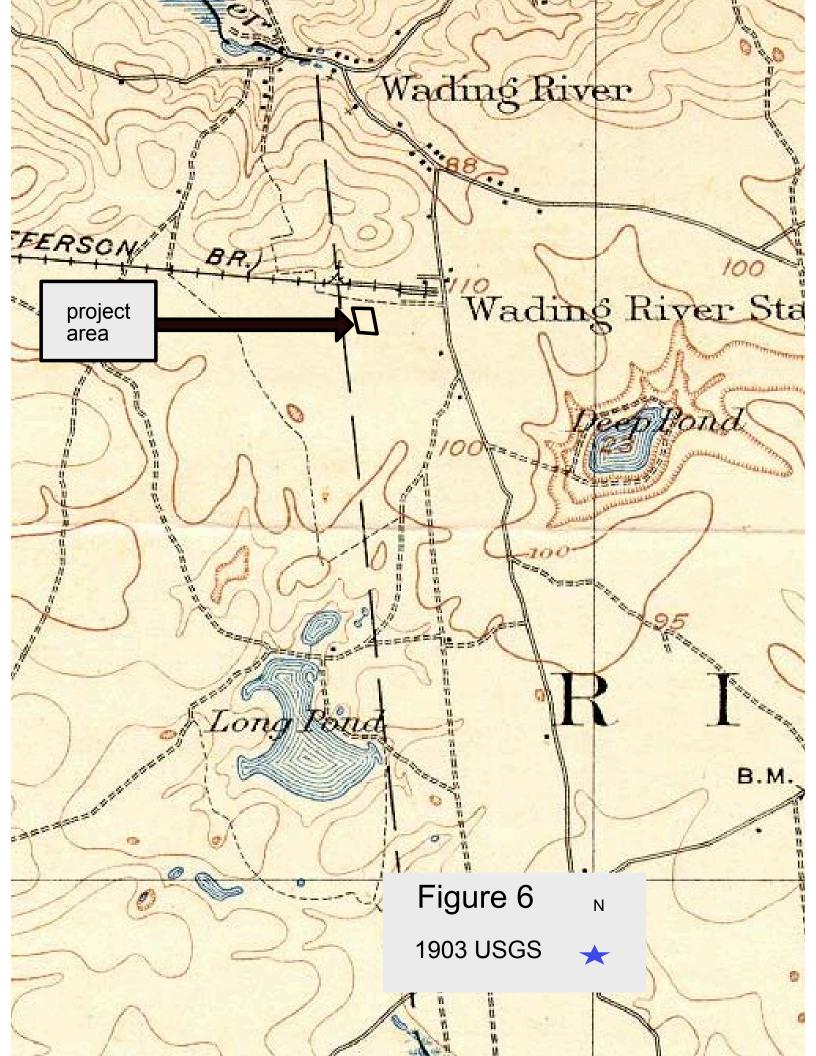






٨, wil 3.1..... " H Manuel buill project vicinity 1 : 11 S. H. D. R , 1 Figure 4 Ν 1858 Chace map 4





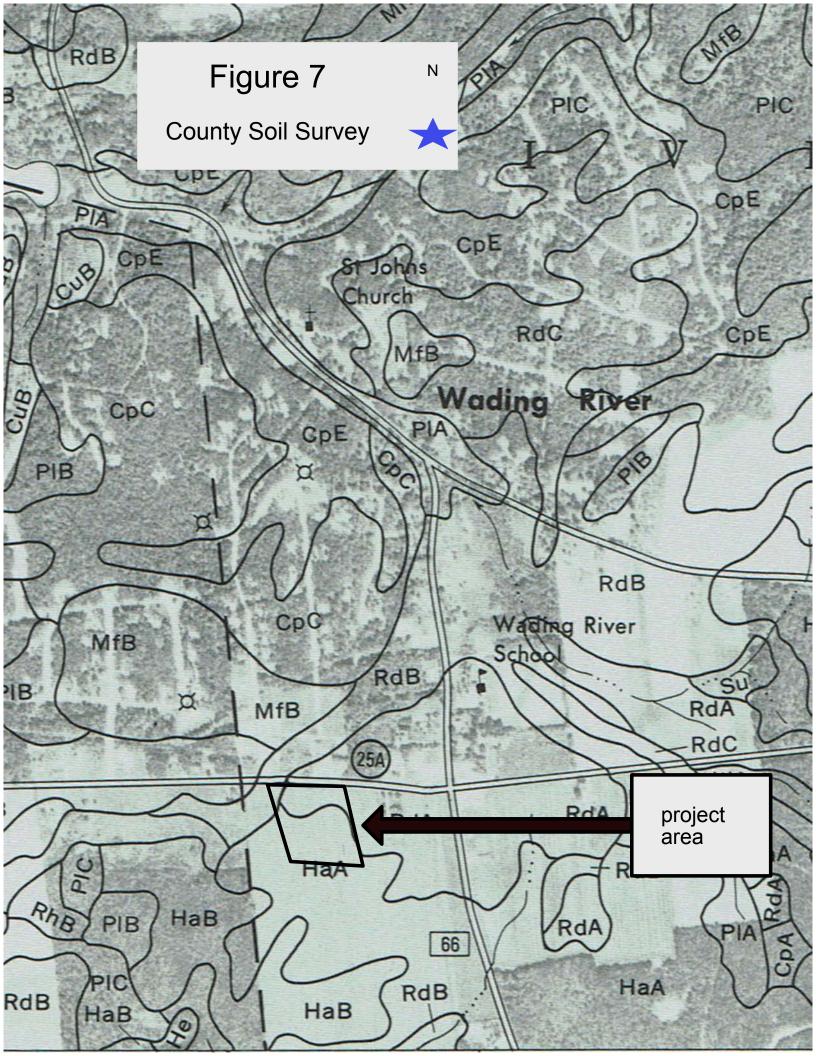
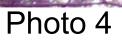


Photo 1 Looking at the project area from the road





Looking west from near ST 34



Looking north from near ST 51

APPENDIX 2

SHOVEL TESTS

STP 1	LV 1 2 3	DEPTH(CM) 0-5 5-13 13-23	TEXTURE rootmat,leaves,humus LoSa LoSa	COLOR 10YR4/3 10YR5/4	HOR A/O A B	COMMENT NCM NCM NCM
2	1 2 3	0-4 4-12 12-23	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
3	1 2 3	0-5 5-13 13-23	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
4	1 2 3	0-6 6-14 14-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
5	1 2 3	0-4 4-10 10-30	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
6	1 2 3	0-8 8-16 16-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
7	1 2 3	0-9 9-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
8	1 2 3	0-11 11-18 18-38	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
9	1 2 3	0-9 9-12 12-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
10	1 2 3	0-10 10-14 14-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
11	1 2 3	0-7 7-14 14-34	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
12	1 2 3	0-10 10-18 18-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
13	1 2 3	0-8 8-16 16-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM

14	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
15	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
16	1 2 3	0-8 8-12 22-32	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
17	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
18	1 2 3	0-9 9-14 14-34	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
19	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
20	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
21	1 2 3	0-3 3-23 23-34	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
22	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
23	1 2 3	0-6 6-11 11-31	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
24	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
25	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
26	1 2 3	0-5 5-13 23-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM

27	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
28	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
29	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
30	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
31	1 2 3	0-8 8-16 16-36	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
32	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
33	1 2 3	0-5 5-17 17-38	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
34	1 2 3	0-6 6-14 14-34	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
35	1 2 3	0-8 8-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
36	1 2 3	0-8 8-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
37	1 2 3	0-8 8-13 13-31	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
38	1 2 3	0-9 9-17 17-30	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
39	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM

40	1 2 3	0-8 8-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
41	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
42	1 2 3	0-6 6-10 10-30	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
43	1 2 3	0-9 9-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
44	1 2 3	0-8 8-16 16-31	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
45	1 2 3	0-6 6-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
46	1 2 3	0-6 6-12 12-32	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
47	1 2 3	0-7 7-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
48	1 2 3	0-8 8-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
49	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
50	1 2 3	0-6 6-15 15-30	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
51	1 2 3	0-8 8-15 15-30	rootmat,leaves,humus, LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
52	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM

53	1 2 3	0-6 6-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
54	1 2 3	0-9 9-16 16-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
55	1 2 3	0-9 9-11 11-31	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
56	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
57	1 2 3	0-10 10-19 19-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
58	1 2 3	0-8 8-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
59	1 2 3	0-7 7-11 11-22	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
60	1 2 3	0-8 8-12 12-32	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
61	1 2 3	0-7 7-14 14-32	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
62	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
63	1 2 3	0-9 9-17 17-37	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
64	1 2 3	0-7 7-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
65	1 2 3	0-8 8-12 12-32	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
66	1 2	0-6 6-15	rootmat,leaves,humus LoSa	10YR4/3	A/O A	NCM NCM

	3	15-35	LoSa	10YR5/4	В	NCM
67	1 2 3	0-8 8-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
68	1 2 3	0-9 9-16 16-30	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
69	1 2 3	0-9 9-16 16-30	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
70	1 2 3	0-8 8-11 11-31	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
71	1 2 3	0-6 6-15 15-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
72	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
73	1 2 3	0-9 9-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
74	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
75	1 2 3	0-6 6-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
76	1 2 3	0-9 9-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
77	1 2 3	0-6 6-14 14-34	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
78	1 2 3	0-6 6-13 13-33	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM
79	1 2 3	0-6 6-15 15-35	rootmat,leaves,humus LoSa LoSa	10YR4/3 10YR5/4	A/O A B	NCM NCM NCM

Venezia Square Site Plan Application Expanded EAF

APPENDIX C-2

No-Effect Letter

SHPO February 15, 2017





Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO Governor ROSE HARVEY Commissioner

February 15, 2017

Mr. Phillip Malicki Senior Environmental Planner NP&V, LLC 572 Walt Whitman Road Melville, NY 11747

Re: DEC Venezia Square Commercial Development Route 25A, Riverhead, NY 17PR00875

Dear Mr. Malicki:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources.

We have reviewed the report entitled "Phase I Archaeological Investigation at the Venezia Subdivision, Wading Rover, Town of Riverhead, Suffolk County, New York" (July 2016). No archaeological resources were identified and no additional archaeological work is necessary.

We have no concerns regarding the project's potential to impact historic architectural resources. Therefore, it is OPRHP's opinion that the project will have No Impact on archaeological and/or historic resources listed in or eligible for the New York State and National Registers of Historic Places.

If further correspondence is required regarding this project, please refer to the OPRHP Project Review (PR) number noted above. If you have any questions, I can be reached at 518-268-2186.

Sincerely,

Tim Lloyd, Ph.D., RPA Scientist - Archaeology timothy.lloyd@parks.ny.gov

via e-mail only

Venezia Square Site Plan Application Expanded EAF

APPENDIX D NYS NATURAL HERITAGE PROGRAM CORRESPONDENCE



From:	Hannah Emouna
To:	NaturalHeritage@dec.ny.gov
Cc:	Phil Malicki
Subject:	Information Request
Date:	Wednesday, July 27, 2016 1:21:45 PM

To Whom it May Concern,

My firm has been retained by the owners of the referenced property to prepare an Expanded Environmental Assessment Form for a proposed commercial development on a vacant property identified as SCTM # 0600-73-1-1.4 & 1.16 through 1.19. The site of the proposed project is located on the south side of Sound Avenue (New York State [NYS] Route 25A), approximately 780 feet west of Wading River Road, in the hamlet of Wading River, Suffolk County, New York (40.943480,-72.845913).

It would be beneficial to consult the Natural heritage Program files for any information you may have regarding the unique habitats, and/or species of vegetation and wildlife. Please provide any information you may have on this specific site or other unique ecological features within the vicinity. Your attention to this request would be greatly appreciated. Please do not hesitate to call if you have any questions regarding this correspondence. Thank you.

Hannah Emouna

Environmental Scientist

NELSON, POPE & VOORHIS, LLC

ENVIRONMENTAL • PLANNING • CONSULTING 572 Walt Whitman Road Melville, NY 11747 ph: (631) 427-5665 ext. 220 fax: (631) 427-5620 hemouna@nelsonpopevoorhis.com www.nelsonpopevoorhis.com New York State Department of Environmental Conservation Division of Fish, Wildlife & Marine Resources New York Natural Heritage Program 625 Broadway, 5th Floor, Albany, New York 12233-4757 Phone: (518) 402-8935 • Fax: (518) 402-8925 Website: www.dec.ny.gov



September 01, 2016

Hannah Emouna Nelson, Pope & Voorhis, LLC 572 Walt Whitman Road Melville, NY 11747

Re: Commercial development, south side of Sound Avenue (NYS Route 25A), Wading River Town/City: Riverhead. County: Suffolk.

Dear Hannah Emouna:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities that our database indicates occur, or may occur, on your site or in the immediate vicinity of your site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Our database is continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

andrea Chaloux

Andrea Chaloux Environmental Review Specialist New York Natural Heritage Program



The following state-listed animals have been documented in the vicinity of your project site.

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed or are candidates for federal listing.

For information about any permit considerations for your project, contact the Permits staff at the NYSDEC Region 1 Office. For information about potential impacts of your project on these species, and how to avoid, minimize, or mitigate any impacts, contact the Wildlife Manager.

A listing of Regional Offices is at http://www.dec.ny.gov/about/558.html.

The following species have been documented within 0.3 mile of the project site.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	FEDERAL LISTING	
Amphibians				
Tiger Salamander	Ambystoma tigrinum	Endangered		8317

This report only includes records from the NY Natural Heritage database. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.

Venezia Square Site Plan Application Expanded EAF

APPENDIX E UPDATED TRAFFIC IMPACT STUDY

Schneider Engineering, PLLC December 2018





VENEZIA SQUARE II UPDATED TRAFFIC IMPACT STUDY

December 2018

1 Comac Loop • Suite 1B4 • Ronkonkoma, NY 11779 • 631 698-6200 • Fax 631 698-6299

www.schneiderengineering.com New York • New Jersey • Florida

Table of Content

1. Introduction	4
2. Study Approach and Methodology	
3. Highway Capacity Analysis: Existing Conditions	
3.1 Existing Conditions	10
3.2 2018 Existing Conditions Traffic Volumes	
3.3 2018 Existing Conditions Capacity Analysis	13
4. Highway Capacity Analysis: Future No Build Conditions	14
4.1 2020 No Build Conditions	14
4.2 2020 No Build Capacity Analysis	18
5. Highway Capacity Analysis: Future with Build Conditions	19
5.1 Venezia Square Trip Generation	19
5.2 Trip Distribution	20
5.3 2020 Build Condition Traffic Volumes	22
5.4 2020 Build Condition Capacity Analysis	22
6. Site Access, Circulation and Parking	25
7. Accident History	26
8. Conclusions	28

APPENDIX

- A. Turning Movement Counts
- B. 2017 NYSDOT Seasonal Adjustment Factors
- C. Existing Conditions Capacity Analysis Reports
- D. Future No Build Capacity Analysis Reports
- E. Future Build Capacity Analysis Reports
- F. Future Build Capacity Analysis Reports with Mitigation



Figures

Figure 1 – Map of Venezia Square Site Area	. 5
Figure 2 – Aerial View of Venezia Square Site Area	. 6
Figure 3 – Venezia Square Site Plan	. 7
Figure 4 – 2018 Existing Peak Hour Volumes with Applied Seasonal Factors	12
Figure 5 – Other Planned Development Traffic Volumes	16
Figure 6 – 2020 No Build Peak Hour Volumes	17
Figure 7 – Venezia Square Site Generated Traffic Volumes	21
Figure 8 – 2020 Build Peak Hour Volumes	24
Figure 8 – Site Plan Parking Requirements	25

Tables

Table 1 – Level of Service Criteria for Signalized Intersections	9
Table 2 – Level of Service Criteria for Unsignalized Intersections	9
Table 3 – 2018 Existing Conditions Capacity Analysis	13
Table 4 – 2020 Future No Build Conditions Capacity Analysis	18
Table 5 – Venezia Square Site Generated Trips	19
Table 6 – New vs. Pass-by Site Generated Trips	19
Table 7 – Future with Build Conditions Capacity Analysis	22
Table 8 – Future with Build Conditions Capacity Analysis with Mitigation Measures	23
Table 9 – Accident Data Summary	26
Table 10 – Probable Causation and General Countermeasures for Rear-End Accidents	27



1. Introduction

This updated Traffic Impact Study (TIS) was prepared to examine the potential impacts from traffic associated with Venezia Square, a proposed shopping center, at intersections NYS Route 25A with Dogwood Drive and NYS Route 25A with Wading River Manor Road. This updated TIS was expanded to reflect seasonal traffic counts for the peak summer/autumn season and also include the effects of all projects identified by the Planning Departments at the Towns of Brookhaven and Riverhead containing new development or the expansion of existing developments within the vicinity of Venezia Square. These projects are listed as follows:

- Central Square
- 6333 Reality Group
- ➢ 6336 Route 25A
- Hamlet Professional Offices
- Real Life Church of Wading River

The proposed development is a 37,000 SF shopping center consisting of a bank with three drive thru windows (4,000 SF), three retail buildings (10,000 SF for two of those buildings and 7,000 SF for one), two fast food restaurants (1,500 SF each), and an 84-seat sit-down restaurant (3,000 SF). According to its use, it is classified as a Shopping Center (Land Use 820) by ITE¹ in its <u>Trip Generation Manual²</u>. Site access will be provided by a full access signalized driveway located directly across from Dogwood Drive and a right-turn out only driveway at the eastern end of the parcel.

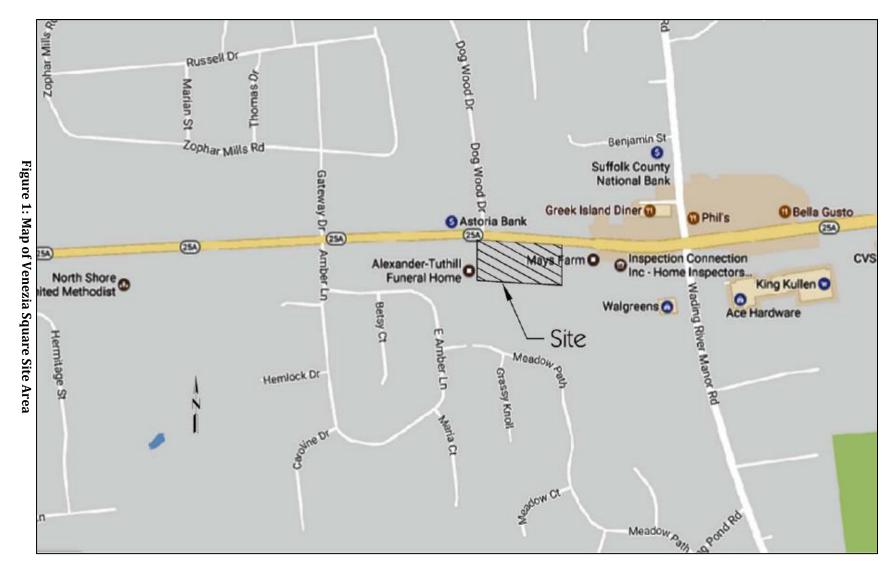
The proposed development is located in the Town of Riverhead, Suffolk County, New York, and is situated on the south side of NYS Route 25A (Port Jefferson-Riverhead Road), opposing Dogwood Drive. It is east of, and adjacent to, the Alexander-Rothwell Funeral Home. The site location is shown in Figure 1, Figure 2, and Figure 3. The site consists of five vacant lots located along NYS Route 25A. Combined, the 5-lot parcel contains 6.3 acres. The five lots have 552.5 feet of frontage on NYS Route 25A.

² Trip Generation Manual, 9th Edition, Institute of Transportation Engineers



¹ Institute of Transportation Engineers





л

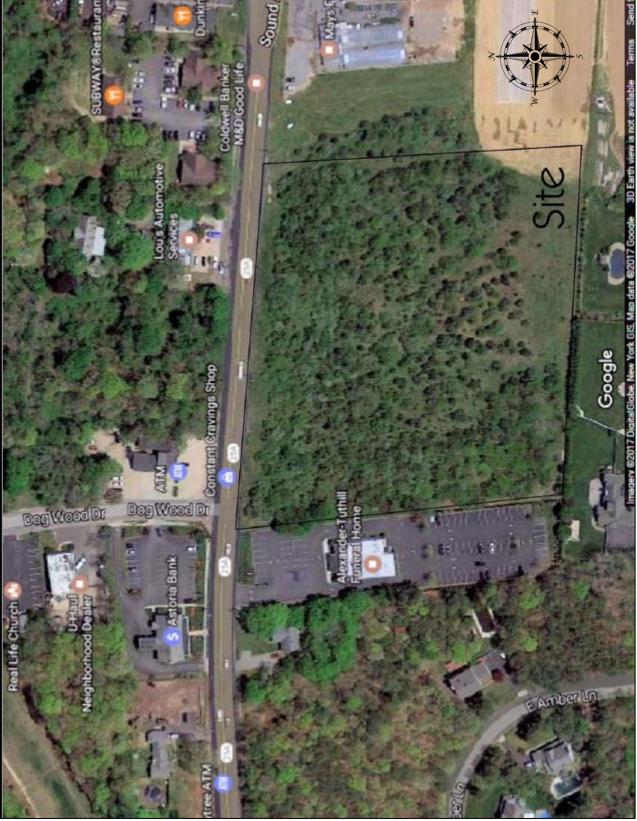
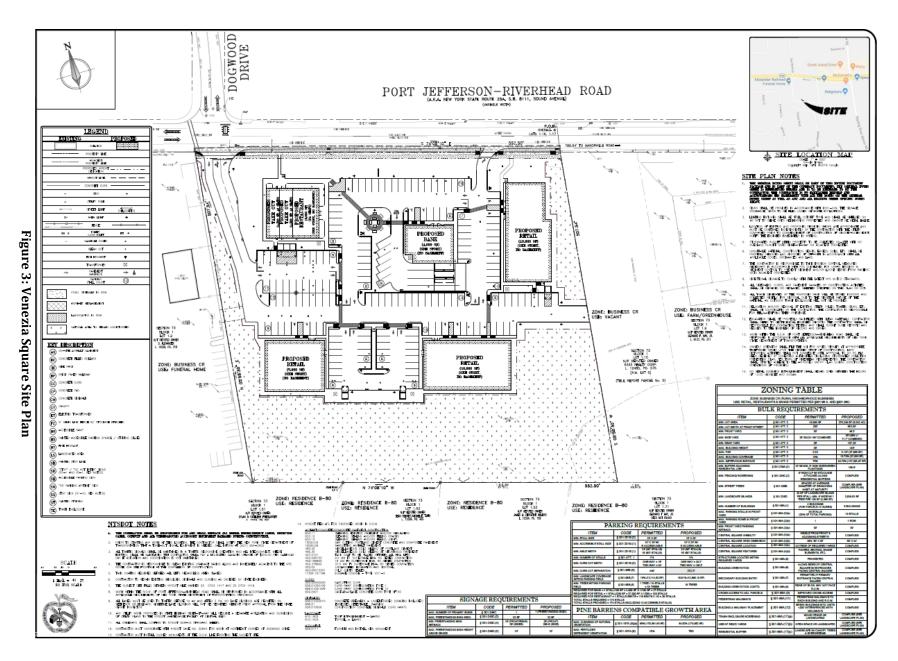


Figure 2: Aerial View of Venezia Square Site Area







2. Study Approach and Methodology

This study was prepared following the recommended practices of the nationwide standard ITE and New York State Department of Transportation (NYSDOT) to collect field data on roadway and traffic conditions, estimate and assign traffic volumes for the new facility, assess the potential roadway impacts of the fully built development at an Estimated Time of Completion (ETC) of 2020, and review accident data for the most recent three-year period for the study area.

Turning movement counts were collected on Thursday, October 18, 2018 and Sunday, October 28, 2018 at the study intersections of NYS 25A with Dogwood Drive and Wading River Manor Road to serve as a baseline for the projection of future traffic conditions. Sunday counts were taken because of very poor weather conditions on Saturday, and will reflect as Saturday peak volumes. We also took the Sunday counts because we wanted to complete our counts before the Halloween peak period. The difference effects are expected to be negligible to our analysis due to the urban nature of the area. As seasonal peak traffic occurs in summer and autumn, our counts should accurately reflect peak traffic scenarios but will have applied a seasonal peak factor to account for the summer months. This data was developed into Existing, No Build, and, when coupled with site trip generation volumes, Build condition traffic volumes which were used to perform intersection capacity analyses.

Highway capacity analyses were performed utilizing HCS7, version 7.5. The software application was developed by the University of Florida in conjunction with the Federal Highway Administration. The software faithfully duplicates the methods and computations found in the *Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis* published by the Transportation Research Board. This manual is the industry standard by which all highway analysis is done.

The unsignalized module of HCS7 was used to determine the LOS of NYS Route 25A with Dogwood Drive for existing conditions, NYS Route 25A with Dogwood Drive for future traffic conditions without the proposed development, and for the right-turn only exit of the proposed site for future traffic conditions. The signalized module of HCS7 was used to determine the LOS of NYS Route 25A with Wading River Manor Road for all conditions and NYS Route 25A with Dogwood Drive for future traffic conditions when it is signalized in conjunction with the construction of the proposed Venezia Square development.

Table 1 presents the LOS criteria for signalized intersections. Table 2 presents the LOS criteria for the unsignalized intersections. Caution should be used in the interpretation of these criteria. They are stated in general terms, without specific numeric values. It is therefore not possible to compare an unsignalized intersection with a signalized one in terms of specific delay values without collecting delay data directly at the site.



Level of Service	Average Control Delay (seconds/vehicle)	General Description				
А	≤10	Free flow				
В	>10 - 20	Stable flow (slight delays)				
С	>20 - 35	Stable flow (acceptable delays)				
D	>35 – 55 Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding					
Е	>55 – 80	Unstable flow (intolerable delay)				
F	>80	Forced flow (congested and queues fail to clear)				

Table 1: Level of Service Criteria for Signalized Intersections

Table 2: Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
А	0 - 10
В	>10 - 15
С	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

The following more explicitly describes the definitions used for LOS at signalized intersections, the accepted industry standard method in determining intersectional effectiveness:

- Level of Service A: Describes operations with very low control delay, i.e., less than 10 seconds per vehicle. This level of service occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
- ✤ Level of Service B: Describes operations with control delay in the range of 10-20 seconds per vehicle. This generally occurs with good progression, short cycle lengths, or both. More vehicles stop than for LOS A, causing higher levels of average delay.
- ✤ Level of Service C: Describes operations with delay in the range of 20-35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- ✤ Level of Service D: Describes operations with delay in the range of 35-55 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c³ ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
- ✤ Level of Service E: Describes operations with delay in the range of 55-80 seconds per vehicle. This is considered by many agencies to be the limit of the acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.
- ✤ Level of Service F: Describes operations with delay in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

³ Volume to Capacity



3. **Highway Capacity Analysis: Existing Conditions**

3.1 Existing Conditions

The area surrounding the subject development site contains a mixture of commercial uses and undeveloped land parcels. The western perimeter of the site borders Alexander Rothwell Funeral Home. The eastern and southern perimeter of the site borders on undeveloped land parcels. The northern perimeter of the site borders NYS Route 25A.

NYS Route 25A is a two-lane state highway (one lane in each direction) serving eastbound and westbound traffic. It is classified as a Principal Urban Arterial (FC-14) and is under the jurisdiction of the NYSDOT. At and near the proposed site, the lanes on the highway are approximately 12 feet in width in each direction with paved shoulders at approximately 8 feet in width. The posted speed limit in the vicinity of the site is 45 mph for both directions.

Dogwood Drive, on the north side of NYS Route 25A and across from the proposed site, is a two-lane local roadway serving northbound and southbound traffic that forms the northern leg of a three-legged T-intersection with NYS Route 25A. It intersects NYS Route 25A with a slight skew and traffic is STOP controlled on the side street. Traffic on NYS Route 25A at that intersection is not controlled. While it is not marked as a two-lane approach, the roadway is flared at the intersection and allows ample room for the queuing of vehicles turning left and right. The roadway serves commercial and residential properties located near NYS Route 25A. It is under Town of Riverhead Jurisdiction. The road is approximately 30 feet wide although there is no centerline marking installed. Sidewalk is present only on the departure lane adjacent to the Astoria Bank. The posted speed limit is 30 mph for both directions.

The intersection of NYS Route 25A and Wading River Manor Road is a four-way signalized intersection, with NYS Route 25A running east and west and Wading River Manor Road running north and south. The speed limit on Wading River Manor Road is 30 mph. Each of the four approaches has an exclusive left-turn lane and a shared through and right turn lane. Surrounding the intersection are commercial-use buildings such as McDonald's, Speedway, BNB Bank, Greek Island Diner, Little Bay Realty, Phil's Restaurant, and more along NYS Route 25A. The intersection is controlled by a multiphase semi-actuated uncoordinated signal with the following phasing:

- Eastbound and westbound protected left turns
- East-west through movements with permitted left turns
- > North-south protected left turns
- North-south through movements with permitted left turns



3.2 2018 Existing Conditions Traffic Volumes

Peak periods for the proposed site, as it is classified as a Shopping Center (Land Use 820) by ITE in its <u>Trip Generation Manual</u>, are expected to be 11:00AM-1:00PM and 4:00PM-6:00PM during the week and 11:00AM-2:00PM on weekends. Turning movement counts were collected for these times on dates Thursday, October 18, 2018 and Sunday, October 28, 2018 at the intersections of NYS Route 25A with Dogwood Drive and Wading River Manor Road. The Sunday counts were taken because of very poor weather conditions on Saturday and will be used as Saturday peak volumes. The difference effects are expected to be negligible to our analysis due to the urban nature of the area. The turning movement count data are presented in Appendix A.

Since the traffic counts were conducted in October, a seasonal factor was applied to the recorded peak hour traffic to account for the summer months when traffic in the area increases. A factor of 1.23 was applied to the midday and PM peak hour traffic, and a factor of 1.19 was applied to the Saturday peak hour traffic. The 2017 NYSDOT seasonal adjustment factors that were used can be found in Appendix B.

At the intersection of NYS 25A and Dogwood Drive, the traffic volume data revealed that the midday peak period occurred at 12:30PM, the PM peak period occurred at 5:30PM, and the Saturday peak period occurred at 1:30PM. The peak hour traffic volumes for NYS 25A and Dogwood Drive are depicted in Figure 4.

At the intersection of NYS Route 25A and Wading River Manor Road, the traffic volume data revealed that the midday peak period occurred at 12:45PM, the PM peak period occurred at 5:15PM, and the Saturday peak period occurred at 12:30PM. The peak hour traffic volumes for NYS 25A and Wading River Manor Road are also depicted in Figure 4.





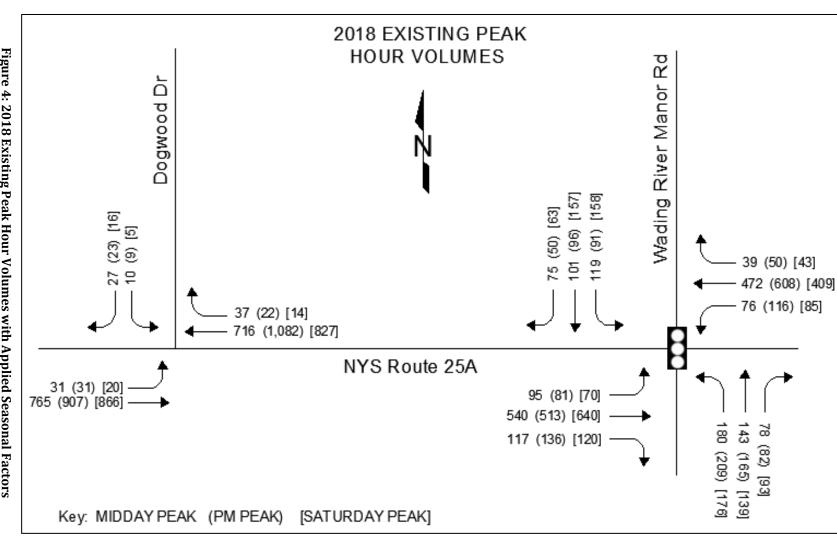


Figure 4: 2018 Existing Peak Hour Volumes with Applied Seasonal Factors

Venezia Square II

2

3.3 2018 Existing Conditions Capacity Analysis

The existing conditions capacity analysis results are illustrated in Table 3 for intersections NYS Route 25A and Dogwood Drive and NYS Route 25A and Wading River Manor Road. The capacity analysis reports for the existing conditions are presented in Appendix C.

		T	Midda	y	PM		Saturd	ay
Intersection	Movement	Lane Group	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
NYS Route 25A & Dogwood Drive	SB	RL	23.8	С	48.6	E	25.5	D
		L	10.4	В	13.6	В	12.4	В
	EB	TR	18.8	В	19.8	В	28.2	C
		Approach	17.8	В	19.1	В	26.8	С
	WB	L	13.6	В	13.3	В	19.8	В
		TR	16.0	В	18.8	В	17.3	В
NYS Route 25A & Wading		Approach	15.7	В	18.0	В	17.7	В
River Manor Road		L	45.7	D	48.4	D	44.1	D
	NB	TR	56.2	Е	57.0	Е	61.0	Е
		Approach	51.5	D	53.1	D	53.7	D
		L	43.9	D	44.3	D	46.7	D
	SB	TR	54.7	D	52.6	D	55.6	E
		Approach	50.4	D	49.4	D	51.9	D
	Overall		28.5	С	29.0	С	34.0	C

Table 3: 2018 Existing Conditions Capacity Analysis



Highway Capacity Analysis: Future No Build Conditions

4.1 2020 No Build Conditions

In order to examine the effects of the proposed development on the surrounding roadway network, first the existing condition traffic volumes must be projected for the year in which the project is anticipated to be completed. Based on the NYSDOT *Long Island Transportation Plan (LITP)*, the traffic volumes were projected by applying an annual growth rate of 1.7% annually to account for normal background traffic growth. Therefore, a total growth rate of 3.4% was utilized (1.7% x 2 years) for developing the background growth for the estimated time of completion (ETC) of Venezia Square in 2020.

In addition to normal background growth, we examined traffic associated with other nearby projects presently under development or planned for the near future. The Planning Departments at the Towns of Brookhaven and Riverhead identified several projects containing new development or the expansion of existing developments. The projects and their descriptions are listed as follows:

- Central Square is located along the south side of Route 25A, approximately a quarter mile to the east of the intersection of Wading River Manor Road and Route 25A. The proposed development is comprised of a restaurant, 14,076 SF of retail space, a 4,250 SF bank with drive thru and 28,962 SF of professional office space is estimated to generate 318 trips (141 Entering, 177 Exiting) during the midday peak hour, 318 trips (141 Entering, 177 Exiting) during the PM peak hour, and 305 trips (162 Entering, 143 Exiting) during the Saturday midday peak hour.
- 6333 Realty Group is located adjoining Venezia Square on the east. This proposed development comprises of 6,960 SF of Medical Offices and 1,120 SF of General Office and is estimated to generate 113 trips (57 Entering, 56 Exiting) during the midday peak hour, 160 trips (77 Entering, 83 Exiting) during the PM peak hour, and 208 trips (108 Entering, 100 Exiting) during the Saturday midday peak hour.
- 6336 Route 25A is located on the northeast corner of Route 25A and Dogwood Drive. This proposed development includes a proposed 1,212 SF addition to an existing medical office building for the purpose of providing a 15-seat take-out restaurant. The proposed take-out restaurant is estimated to generate 23 trips (12 Entering, 11 Exiting) during the midday peak hour, 25 trips (12 Entering, 13 Exiting) during the PM peak hour, and 36 trips (18 Entering, 18 Exiting) during the Saturday midday peak hour.
- Hamlet Professional Offices is located on the north side of NYS Route 25A, east of Wading River Manor Road. This proposed development will consist of 5 office buildings for use as professional offices with a gross floor area of 31,181 SF. The proposed development is expected to generate 75 trips (59 Entering, 16 Exiting) during the midday peak hour, 112 trips (31 Entering, 81 Exiting) during the PM peak hour, and 114 trips (65 Entering, 49 Exiting) during the Saturday midday peak hour.
- Real Life Church of Wading River is located approximately 315 FT north of the intersection of Route 25A and Dogwood Drive. The proposed development includes a proposed 2,952 SF expansion to the existing 2,533 SF church, which will include approximately 1,220 SF of office area in the basement of the church, 1,323 SF of meeting rooms in the basement, and 409 SF of sanctuary space to include 205 seats. The proposed new church space is expected to generate 27 trips (14 Entering, 13 Exiting) during the midday peak hour, 12 trips (7 Entering, 5 Exiting) during the PM peak hour, and 31 trips (22 Entering, 9 Exiting) during the Saturday midday peak hour.



The other planned development traffic volumes are illustrated in Figure 5. To obtain the 2020 No Build traffic volumes at the study intersections, the trips anticipated to be generated by the other planned developments in the vicinity of Venezia Square were added to the resulting volumes inflated by the background growth factor. The 2020 No Build traffic volumes are illustrated in Figure 6.





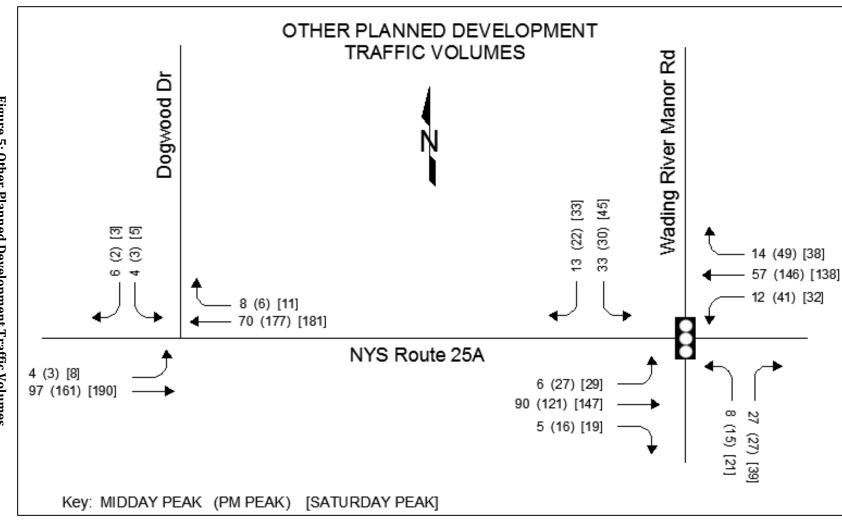


Figure 5: Other Planned Development Traffic Volumes

6



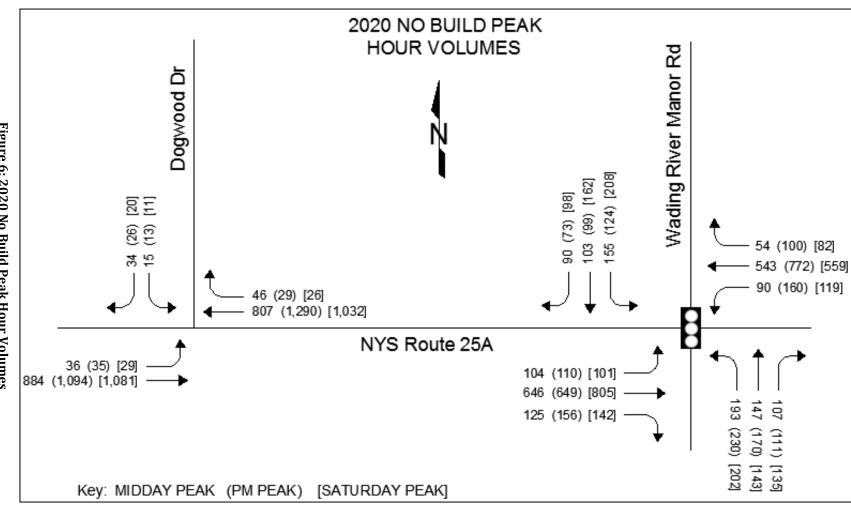


Figure 6: 2020 No Build Peak Hour Volumes

Venezia Square II

4.2 2020 No Build Capacity Analysis

The anticipated future no build conditions capacity analysis results are illustrated in Table 4 for the intersections of NYS Route 25A with Dogwood Drive and Wading River Manor Road. The capacity analysis reports for the future no build conditions are included in Appendix D.

		Ŧ	Midda	y	PM		Saturday		
Intersection	Movement	Lane Group	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
NYS Route 25A & Dogwood Drive	SB	RL	36.3	E	147.3	F	66.2	F	
		L	14.4	В	28.7	С	19.7	В	
	EB	TR	28.4	С	34.9	С	84.1	F	
		Approach	26.7	С	34.2	С	77.9	Е	
	WB	L	21.0	С	25.9	С	41.2	D	
		TR	21.6	С	38.7	С	27.8	С	
NYS Route 25A & Wading		Approach	21.6	С	36.7	D	29.9	С	
River Manor Road		L	41.8	D	46.3	D	77.7	Е	
	NB	TR	62.9	Е	65.7	Е	64.9	Е	
		Approach	53.8	D	57.0	Е	70.3	Е	
		L	45.5	D	41.9	D	108.7	F	
	SB	TR	50.2	D	49.0	D	56.7	Е	
		Approach	48.1	D	46.0	D	79.8	Е	
	Overall		33.5	С	40.6	D	63.6	Ε	

Table 4: 2020 Future No Build Conditions Capacity Analysis



5. Highway Capacity Analysis: Future with Build Conditions

5.1 Venezia Square Trip Generation

The proposed development is a 37,000 SF shopping center consisting of a bank with three drive thru windows (4,000 SF), three retail buildings (10,000 SF for two of those buildings and 7,000 SF for one), two fast food restaurants (1,500 SF each), and an 84-seat sit-down restaurant (3,000 SF). In order to assess its potential impact on future traffic conditions, the total traffic generated by the new facility was estimated for each analysis period. The trip generation was based on data from the ITE <u>Trip Generation Manual</u>, 9th Edition, where Shopping Center (Land Use Code 820) was selected as most appropriate for the proposed development based on the description in the manual. We decided to use a component size of 40,000 SF to be conservative and account for additional traffic using the cross-access from the adjoining eastern property, 6333 Realty Group.

The trip generation calculations are presented in Table 5.

Project Component	Component Size (X)	Midday Po	eak Hour	PM Pea	k Hour	Saturday Peak Hour			
VENEZIA SQUARE ITE #820 Shopping	40,000 SF	Trips=EXP(0.67*L1 Entering 48% 158	N(X/1,000)+3.31) Exiting 52% 166	Trips=EXP(0.67*L Entering 48% 158	N(X/1,000)+3.31) Exiting 52% 166	Trips=EXP(0.67* Entering 52% 252	LN(X/1,000)+3.78) Exiting 48% 231		
Center		Total = 324		Total = 324		Total = 483			

 Table 5: Venezia Square Site Generated Trips

Pass-by trips involve traffic already on the road making an unplanned stop at the particular land use. According to ITE's Trip Generation Handbook, 3rd Edition, there is a pass-by credit associated with the shopping center land use. ITE recommended an average pass-by percentage of 34% during the PM peak hour and 26% during the Saturday peak hour. We applied the recommended PM Peak hour 34% pass-by rate to the traffic generated during the midday and PM peak hour traffic and the recommended 26% pass-by rate to the Saturday peak hour.

The new versus pass-by generated trips are presented in Table 6.

			-		-		
	Midday Peak		PM P	eak	Saturday Peak		
	Enter	Exit	Enter	Exit	Enter	Exit	
New	104	112	104	112	186	165	
Pass-by	54	54	54	54	66	66	
Total	158	166	158	166	252	231	



5.2 Trip Distribution

The site generated traffic was distributed to the site driveways and surrounding roadway network based on the distribution pattern of the existing turning movement counts for each study period, the location and configuration of the site driveways, and the placement of residence buildings and parking lots on the site plan.

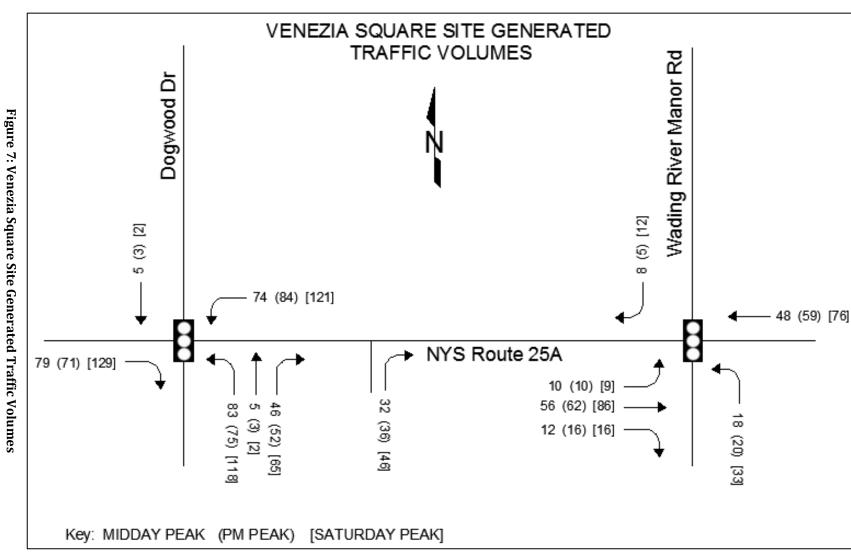
At the intersection of NYS Route 25A with Dogwood Drive, the traffic distribution during the midday peak period shows 50% of the site traffic coming from the west, 47% coming from the east, and the remaining 3% coming from Dogwood Drive. The traffic distribution during the PM peak period shows 45% of the site traffic coming from the west, 53% coming from the east, and the remaining 2% coming from Dogwood Drive. The traffic distribution during the Saturday peak period shows 51% of the site traffic coming from the west, 48% coming from the east, and the remaining 1% coming from Dogwood Drive.

At the intersection of NYS Route 25A with Wading Manor Road, the traffic distribution during the midday peak period shows 37% of the site traffic coming from the west, 29% coming from the east, 14% coming from the north, and 20% coming from the south. The traffic distribution during the PM peak period shows 33% of the site traffic coming from the west, 35% coming from the east, 11% coming from the north, and 21% coming from the south. The traffic distribution during the Saturday peak period shows 39% of the site traffic coming from the site traffic coming from the south. The traffic distribution during the Saturday peak period shows 39% of the site traffic coming from the south.

Figure 7 depicts the Venezia Square site generated and distributed traffic volumes.







Venezia Square II

21

5.3 2020 Build Condition Traffic Volumes

The site generated traffic volumes were added to the 2020 No Build condition traffic volumes at the intersections NYS Route 25A with Dogwood Drive and Wading River Road, and the site's right-turn out only driveway to establish the 2020 Build Condition traffic volumes. This condition represents the anticipated traffic volumes that will occur in the build-out year and includes background growth, other development growth, and site generated traffic. The 2020 Build Condition traffic volumes are presented in Figure 8.

5.4 2020 Build Condition Capacity Analysis

The anticipated future build conditions capacity analysis results are found in Table 7 for the intersections of NYS Route 25A with Dogwood Drive and Wading River Manor Road. A capacity analysis was also performed for the site's right turn out only driveway 360± feet east of the site's main drive. The capacity analysis reports for the future build conditions are included in Appendix E.

			Midda	v	РМ		Saturd	av
Intersection	Movement	Lane Group	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
		L	6.6	Α	32.9	С	12.3	В
	EB	TR	12.7	В	20.8	С	31.8	С
		Approach	12.5	В	21.2	С	31.4	С
		L	9.5	Α	20.9	С	33.5	С
NYS Route 25A &	WB	TR	9.4	Α	35.3	D	14.5	В
Dogwood Drive		Approach	9.4	Α	34.5	С	16.4	В
		TL	49.3	D	49.6	D	52.7	D
	NB	R	47.3	D	48.5	D	47.2	D
		Approach	48.6	D	49.2	D	50.8	D
	SB	TLR	47.3	D	47.6	D	45.6	D
	Overall		14.3	В	29.6	С	26.2	C
Venezia Square Right Turn Out Exit & NYS Route 25A	NB	R	18.6	С	24.7	С	25.8	D
	EB	L	15.7	В	38.3	D	23.1	С
		TR	33.5	С	46.5	D	128.9	F
		Approach	31.4	С	45.5	D	118.8	F
		L	25.0	С	38.7	D	41.2	D
	WB	TR	23.4	С	53.0	D	32.3	С
NYS Route 25A & Wading		Approach	23.6	С	50.9	D	33.6	С
River Manor Road		L	46.4	D	54.2	D	136.4	F
	NB	TR	62.8	Е	65.7	Е	64.8	E
		Approach	55.3	Е	60.3	Е	97.6	F
		L	45.5	D	41.9	D	108.4	F
	SB	TR	51.3	D	49.2	D	60.7	Е
		Approach	48.8	D	46.2	D	81.4	F
	Overall		36.0	D	50.3	D	85.3	F

Table 7: Future with Build Conditions Capacity Analysis



Since the worst conditions occur on Saturday where the LOS for the intersection at NYS Route 25A and Wading River Manor Road becomes an F, we recommend changing the signal timing of the light following the capacity analysis reports in Appendix F in order to result in better and more acceptable LOS as shown in Table 8.

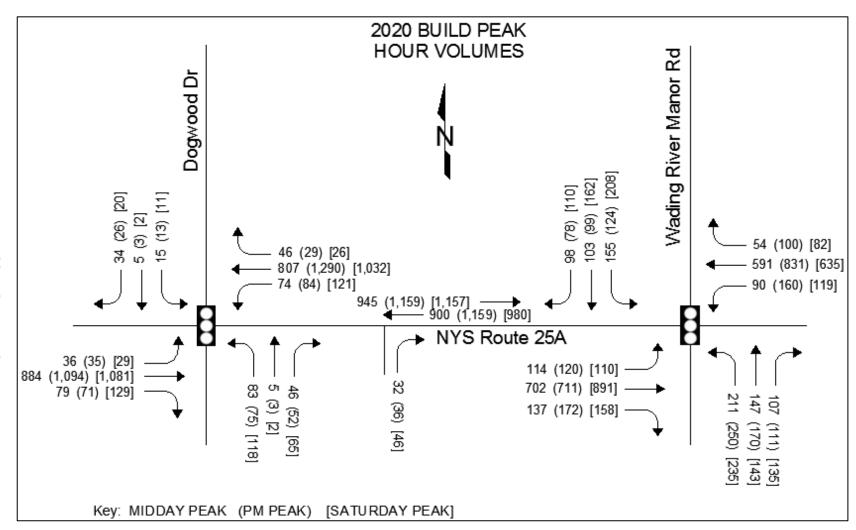
		Lane	Midda	у	РМ		Saturda	ay
Intersection	Movement	Group	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
		L	14.7	В	38.0	D	18.5	В
	EB	TR	28.8	С	34.8	С	67.8	F
		Approach	27.1	С	35.2	D	63.0	Е
		L	22.0	С	33.8	С	61.1	Е
	WB	TR	21.9	С	41.8	D	25.3	С
NYS Route 25A & Wading		Approach	21.9	С	40.6	D	30.5	С
River Manor Road		L	49.3	D	56.8	Е	69.3	Е
	NB	TR	54.9	D	54.0	D	53.9	D
		Approach	52.3	D	55.4	Е	61.2	Е
		L	47.1	D	43.3	D	68.8	Е
	SB	TR	51.8	D	50.5	D	53.3	D
		Approach	49.7	D	47.4	D	60.2	Е
	Overall		33.4	C	42.1	D	53.1	D

 Table 8: Future with Build Conditions Capacity Analysis with Mitigation Measures









Venezia Square II

24

6. Site Access, Circulation and Parking

As noted earlier, the proposed development will have two driveways: one located on either side of the site along NYS Route 25A. The primary driveway is situated opposite of Dogwood Drive and allows for full entering and exiting access. The primary driveway is to be 36 FT wide with two exit lanes. One of the exit lanes will be a left-thru lane and the other a right-turn lane. The site's other driveway consists of a single 16 FT lane. This driveway is restricted to exiting right turns only with no other movement permitted.

All parking with the exception of six parking spaces located adjacent to the proposed bank will be oriented at 90°. The six parking spaces located adjacent to the proposed bank will be oriented at 60° in order to promote one-way circulation around the bank.

From the site plans, all parking code requirements are being met. Figure 9 shows these parking code requirements.

PARKING REQUIREMENTS								
ITEM	CODE	PERMITTED	PROPOSED					
MIN. STALL SIZE	§ 301-231E.(2)	10' X 20'	10' X 20'					
MIN. ACCESSIBLE STALL SIZE	§ 301-231M.(1)	10' X 20' W/ 8' ACCESS AISLE	10' X 20' W/ 8' ACCESS AISLE					
MIN. AISLE WIDTH	§ 301-231E.(1)	24" (90" STALLS) 18" (60" STALLS)	24' (90" STALLS) 18' (60" STALLS)					
MIN. NUMBER OF STALLS	§ 301 ATT. 1	174	174					
MIN. CURB CUT WIDTH	§ 301-231E.(3)	ONE-WAY = 16' TWO WAY = 24'	ONE-WAY = 38.2' TWO WAY = 100.2'					
MIN. CURB CUT SEPARATION	§ 301-98B.(5)	400'	352.9'					
MIN. LANDSCAPE COVERAGE WITHIN PARKING FIELD	§ 301-98B.(7)	15% (13,114.63 SF)	16.81% (13,866.18 SF)					
MIN. TREES WITHIN PARKING FIELD	§ 301-98B.(8)	1 TREE / 10 STALLS = 18 TREES	19 TREES					
REQUIRED FOR BANK - 1 STALL/150 SF - 4,000 SF X 1/150 SF - 27 STALLS REQUIRED FOR RETAIL - 1 STALL/250 SF - 27,000 SF X 1/250 - 108 STALLS REQUIRED FOR RESTAURANT - 1 STALL/3 SEATS - 116 SEATS X 1/3 - 39 STALLS TOTAL STALLS REQUIRED - 174 STALLS TOTAL STALLS REQUIRED - 174 STALLS (INCLUDING 10 ACCESSIBLE STALLS)								

Figure 9: Site Plan Parking Requirements



7. Accident History

An accident history analysis was conducted to examine the nature of accidents occurring at the study intersections and adjoining road segments to assess how the additional traffic from the proposed development might affect any existing patterns or accident rates. The Accident Verbal Description Reports (VDRs) for the most recent available three-year time period were obtained from the NYSDOT Accident Location Information System (ALIS) records and used for our analysis.

The accident history data relative to this study incorporates the portion of NYS Route 25A with Dogwood Drive and Wading River Manor Road. Table 9 illustrates a summary of the accident data at these intersections for the most recent available three-year time period, May 12, 2015 through June 24, 2018.

	Ac	cident	Sever	ity								Accide	ent Ty	ре					
Intersection/ Segment	Fatality	Injury	Property Damage Only	Non- Reportable	Total	Rear-End	Overtaking	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-Swipe	Pedestrian	Bicycle	Parked Vehicle	Backing	Animals' Action	Other/Unkno wn
NYS 25A with Dogwood Drive	0	6	6	0	12	6	0	1	0	0	0	0	1	0	0	0	0	3	1
NYS 25A with Wading River Manor Road	0	20	65	0	85	41	8	14	4	3	1	0	1	0	1	2	2	2	6

Table 9: Accident Data Summary

At NYS 25A and Dogwood Drive, during the three-year study period a total of 12 accidents were reported to have occurred. There were no fatalities, 6 accidents resulted in personal injury, 6 accidents resulted in property damage, and no accidents were classified as non-reportable. The accident type with the highest incident rate was rear-end collisions (6 accidents – 50%). The accident type with the second highest incident rate was animals' actions (3 accidents – 25%) which were all related to deer-crossings. The intersection of NYS 25A and Dogwood Drive is not a high accident location, as there are less than 5 reportable accidents in a 12-month period. Additionally, the installation of a light at this intersection as planned is expected to decrease the number of accidents at this location.

At NYS 25A and Wading River Manor Road, during the three-year study period a total of 85 accidents were reported to have occurred. There were no fatalities, 20 accidents resulted in personal injury, 65 accidents resulted in property damage, and no accidents were classified as non-reportable. The accident type with the highest incident rate was rear-end collisions (41 accidents – 48%). The accident type with the second highest incident rate was right angle collisions (14 accidents – 16%). The intersection of NYS 25A and Wading River Manor Road is a high accident location.



Being that rear-end accidents are the most frequent accident type at both intersections, it is important to look at probable causation and countermeasures. Table 10 depicts probable causes for rear end accidents at unsignalized intersections and signalized intersections and corresponding general countermeasures.

Accident Pattern	Probable Cause	General Countermeasures
	Pedestrian crossing roadway	Improve crosswalk markings and/or signs
		Illuminate crosswalk
		Relocate crosswalk
	Driver not aware of intersection	Install/improve warning signs
Rear-end collisions at		Install overhead flashing beacon
unsignalized	Slippery surface	Overlay pavement (friction course)
intersections		Chip and seal or slurry seal approaches
		Groove pavement
		Provide adequate drainage and/or crown
		Reduce speed limit on approaches
		Use "SLIPPERY WHEN WET" sign
	Large volume of vehicles turning	Increase curb radii
		Construct left-turn or right-turn lanes
		Prohibit turns
	Poor visibility of traffic signals	Remove sight obstructions
		Install/improve advance warning devices
		Install 12-inch signal lenses
		Install signal visors and/or back plates
		Install additional/overhead signals
		Reduce speed limits on approaches
	Inadequate traffic signal timing	Adjust yellow change interval
		Provide all-red clearance interval
		Adjust phase time and cycle time
		Install multi-dial controller
Rear-end collisions at		Install traffic-actuated signal
signalized intersections		Adjust minimum green or extension time
		Provide/improve signal progression
	Pedestrians crossing roadway	Improve crosswalk markings/signs
		Provide pedestrian "WALK" phases
		Improve/install lighting at crosswalks
	Slippery surface	Overlay pavement (friction course)
		Chip and seal or slurry seal approaches
		Groove pavement
		Provide adequate drainage and/or crown
		Reduce speed limit on approaches
		Use "SLIPPERY WHEN WET" sign
	Unwarranted signals	Remove signals
	Large volume of vehicles turning	Increase curb radii
		Construct left-turn or right-turn lanes
		Prohibit turns

 Table 10: Probable Causation and General Countermeasures for Rear-End Accidents



8. Conclusions

This updated traffic impact study was performed to investigate the potential impacts from traffic associated with Venezia Square, a 40,000 SF proposed shopping center, located along NYS Route 25A adjacent to the Alexander-Rothwell Funeral Home in Wading River, Riverhead. The intersections examined in this study were NYS Route 25A with Dogwood Drive and NYS Route 25A with Wading River Manor Road. Presently, the site is vacant. The estimated time of completion (ETC) of the project is 2020.

Existing traffic volume counts were taken in October, and the appropriate seasonal factors were applied to account for the area's busier season. Traffic volumes were then projected to the project year of completion using conservative background growth rates of 1.7% per annum in addition to adding site generated trips from new or expanded development in the area. These projections were used to perform capacity analysis to estimate the likely future traffic conditions with, and without, the proposed development. The results were compared to determine the difference in traffic conditions and if this difference would result in any appreciable impact on the surrounding roadway network.

The capacity analysis results demonstrate that the addition of Venezia Square will impact the NYS Route 25A and Wading River Manor Road intersection LOS at the Midday and Saturday peak periods, lowering each from a C to a D and an E to an F, respectively. However, if the signal timing is changed, the LOS at these peak periods can be a C and a D, respectively. To further help improve traffic conditions and the LOS, we recommend installing a right-turn lane at the eastbound approach. Overall the addition of Venezia Square will not significantly impact traffic conditions.

The accident history review examined all of the accidents that occurred at the study intersections and surrounding roadway segments for the most recently available three-year period. The analysis revealed that there is a pattern of rear-end accidents occurring at both intersections of NYS Route 25A with Dogwood Drive and Wading River Manor Road. General countermeasures for rear-end accidents can be found in Table 10. Additionally, a handful of deer-crossing related accidents occur in this area each year, but these accidents are unrelated to the roadway design. The to-be installed signalized light at Dogwood Drive with NYS Route 25A is expected to relieve the frequency of rear-end accidents occurring at this location.



APPENDIX A: Turning Movement Counts



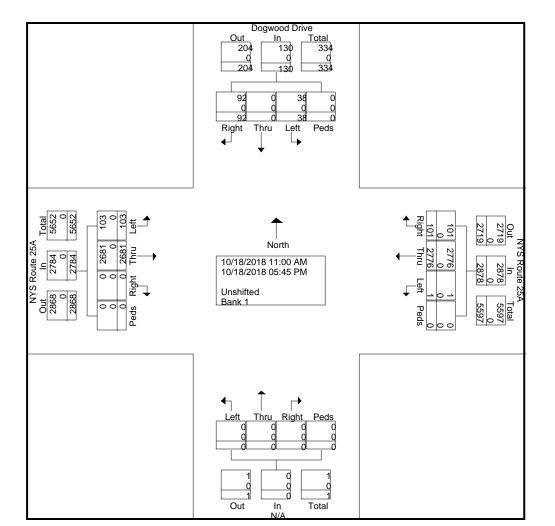
Ronkonkoma, NY 11779

Venezia Square Dogwood Drive Intersection Turning Movement Counts Weekday Midday & PM Peaks

								G	roups Pr	inted- Unshi	fted - Ban	ık 1									_
		Do	gwood D	rive			NYS	S Route 2	5A				N/A				Í				
		F	From Nor	th		From East						F	rom Sout	h				Í			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	14	0	4	0	18	7	110	0	0	117	0	0	0	0	0	0	128	3	0	131	266
11:15 AM	2	0	2	0	4	8	136	0	0	144	0	0	0	0	0	0	144	6	0	150	298
11:30 AM	7	0	6	0	13	7	120	0	0	127	0	0	0	0	0	0	148	6	0	154	294
11:45 AM	5	0	2	0	7	8	133	0	0	141	0	0	0	0	0	0	178	7	0	185	333
Total	28	0	14	0	42	30	499	0	0	529	0	0	0	0	0	0	598	22	0	620	1191
																					1
12:00 PM	5	0	4	0	9	9	155	0	0	164	0	0	0	0	0	0	155	3	0	158	331
12:15 PM	3	0	0	0	3	6	141	0	0	147	0	0	0	0	0	0	153	7	0	160	310
12:30 PM	8	0	3	0	11	10	144	0	0	154	0	0	0	0	0	0	166	9	0	175	340
12:45 PM	6	0	1	0	7	5	142	1	0	148	0	0	0	0	0	0	148	6	0	154	309
Total	22	0	8	0	30	30	582	1	0	613	0	0	0	0	0	0	622	25	0	647	1290
*** BREAK ***																					
04:00 PM	8	0	4	0	12	7	195	0	0	202	0	0	0	0	0	0	173	4	0	177	391
04:15 PM	4	0	0	0	4	6	213	0	0	219	0	0	0	0	0	0	181	8	0	189	412
04:30 PM	4	0	2	0	6	5	195	0	0	200	0	0	0	0	0	0	165	7	0	172	378
04:45 PM	7	0	3	0	10	5	212	0	0	217	0	0	0	0	0	0	204	11	0	215	442
Total	23	0	9	0	32	23	815	0	0	838	0	0	0	0	0	0	723	30	0	753	1623
05:00 PM		0	2	0		4	217	0	0	221	0	0	0	0	0	0	105	10	0	105	100
05:15 PM	4	0 0	2 2	0 0	6 5	4 2	217 224	0 0	0 0	221 226	0	0 0	0 0	0 0	0 0	0	185 176	10 5	0 0	195 181	422 412
05:30 PM	5 11	0	2	0	13	2 5	224	0	0	226	0	0	0	0	0	0	211	3 4	0	215	412
05:45 PM	11	0	2	0	2	7	222	0	0	227	0	0	0	0	0	0	166	4	0	173	399
Total	19	0	7	0	26	18	880	0	0	898	0	0	0	0	0	0	738	26	0	764	1688
10001	1)	0	,	0	20	10	000	0	0	070	0	0	0	0	0	0	750	20	0	704	1000
Grand Total	92	0	38	0	130	101	2776	1	0	2878	0	0	0	0	0	0	2681	103	0	2784	5792
Apprch %	70.8	0	29.2	0		3.5	96.5	0	0		0	0	0	0		0	96.3	3.7	0		
Total %	1.6	0	0.7	0	2.2	1.7	47.9	0	0	49.7	0	0	0	0	0	0	46.3	1.8	0	48.1	
Unshifted	92	0	38	0	130	101	2776	1	0	2878	0	0	0	0	0	0	2681	103	0	2784	5792
% Unshifted	100	0	100	0	100	100	100	100	0	100	0	0	0	0	0	0	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

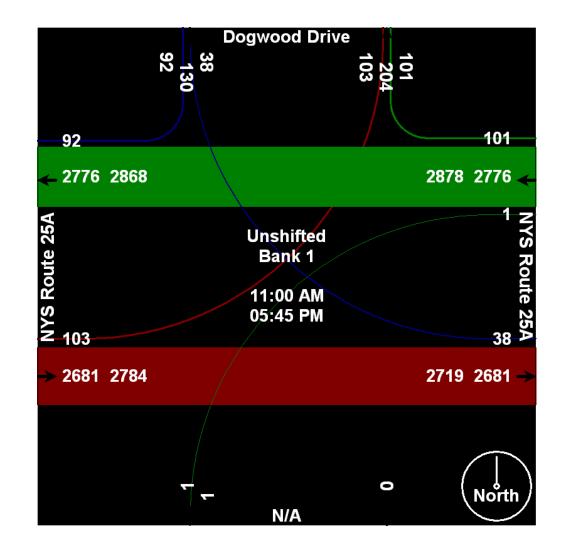
Ronkonkoma, NY 11779

Venezia Square Dogwood Drive Intersection **Turning Movement Counts** Weekday Midday & PM Peaks



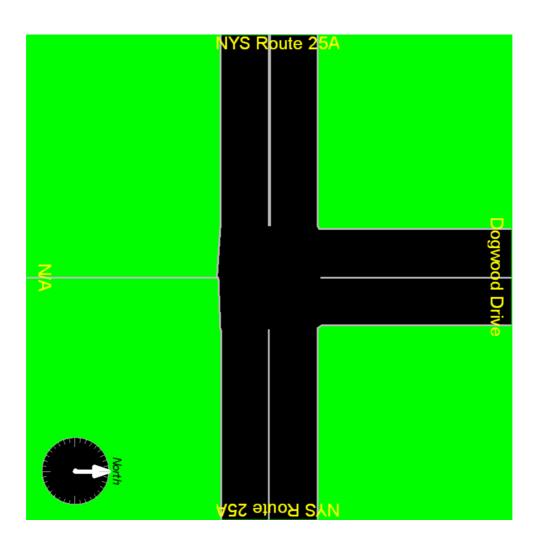
Ronkonkoma, NY 11779

Venezia Square Dogwood Drive Intersection Turning Movement Counts Weekday Midday & PM Peaks



Venezia Square Dogwood Drive Intersection Turning Movement Counts Weekday Midday & PM Peaks

Schneider Engineering 1 Comac Loop, Suite 1B4 Ronkonkoma, NY 11779



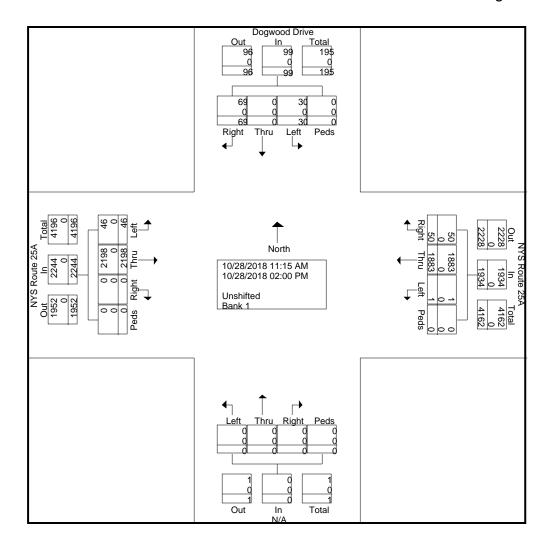
Ronkonkoma, NY 11779

Venezia Square Dogwood Drive Intersection Turning Movement Count Saturday Peak

	Groups Printed- Unshifted - Bank 1																				
	Dogwood Drive NYS Route 25A											N/A				ľ					
		F	rom No	rth				From Eas	st			F	rom Sou			ľ					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:15 AM	4	0	2	0	6	4	133	0	0	137	0	0	0	0	0	0	183	3	0	186	329
11:30 AM	7	0	1	0	8	4	134	0	0	138	0	0	0	0	0	0	163	0	0	163	309
11:45 AM	16	0	13	0	29	11	121	0	0	132	0	0	0	0	0	0	208	9	0	217	378
Total	27	0	16	0	43	19	388	0	0	407	0	0	0	0	0	0	554	12	0	566	1016
12:00 PM	9	0	2	0	11	2	142	0	0	144	0	0	0	0	0	0	172	3	0	175	330
12:15 PM	9 12	0	2	0	18	2	142	0	0	169	0	0	0	0	0	0	172	5	0	195	382
12:30 PM	12	0	0	0	10	3	146	0	0	150	0	0	0	0	0	0	192	2	0	195	345
12:45 PM	5	0	2	0	7	4	140	0	0	198	0	0	0	0	0	0	192	2	0	194	345
Total	27	0	10	0	37	13	648	0	0	661	0	0	0	0	0	0	721	13	0	734	1432
	21	0	10	0	57	15	040	0	0	001	0	0	0	0	0	0	721	15	0	734	1452
01:00 PM	0	0	0	0	0	2	143	0	0	145	0	0	0	0	0	0	173	2	0	175	320
01:15 PM	8	0	1	0	9	3	190	0	0	193	0	0	0	0	0	0	173	6	0	179	381
01:30 PM	1	0	1	0	2	3	182	0	0	185	0	0	0	0	0	0	193	6	0	199	386
01:45 PM	4	0	2	0	6	4	180	0	0	184	0	0	0	0	0	0	189	3	0	192	382
Total	13	0	4	0	17	12	695	0	0	707	0	0	0	0	0	0	728	17	0	745	1469
02:00 PM	2	0	0	0	2	6	152	4	0	159	0	0	0	0	0	0	195	4	0	199	360
Grand Total	2 69	0	30	0	2 99	50	1883	1	0	1934	0	0	0	0	0	0	2198	4 46	0	2244	4277
	69.7	0	30.3	0	99	50 2.6	97.4	0.1	0	1934	0	0	0	0	0	0	2198 98	46	0	2244	4277
Apprch % Total %	1.6	0	30.3 0.7	0	2.3	2.0	97.4 44	0.1	0	45.2	0	0	0	0	0	0	90 51.4	2 1.1	0	52.5	
Unshifted	69	0	30	0	2.3	50	1883		0		0	0	0	0	0	0	2198	46	0	2244	4277
% Unshifted	100	0	100	0	99 100	100	1003	100	0	1934	0	0	0	0	0	0	2198 100	100	0	100	4277
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
70 Dalik I	0	0	U	U	0	U	U	U	0	0	U	U	U	0	0	0	0	U	0	0	0

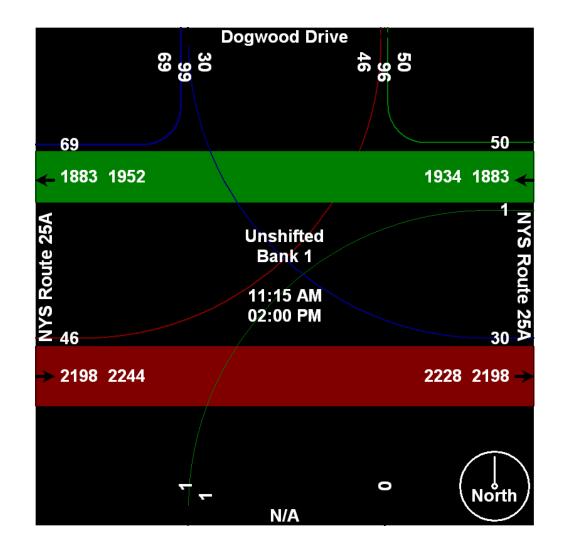
Ronkonkoma, NY 11779

Venezia Square Dogwood Drive Intersection **Turning Movement Count** Saturday Peak



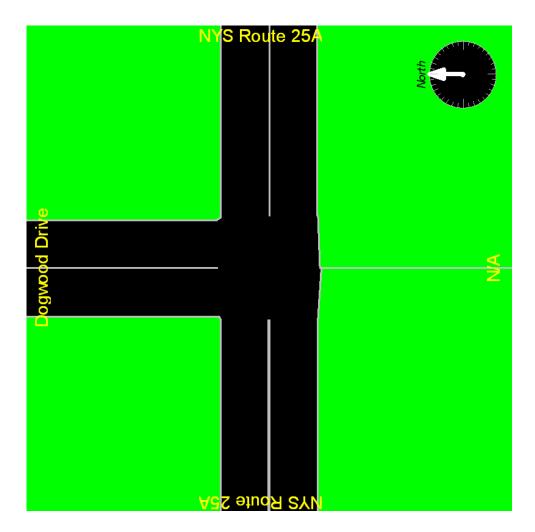
Ronkonkoma, NY 11779

Venezia Square Dogwood Drive Intersection Turning Movement Count Saturday Peak



Venezia Square Dogwood Drive Intersection Turning Movement Count Saturday Peak

Schneider Engineering 1 Comac Loop, Suite 1B4 Ronkonkoma, NY 11779



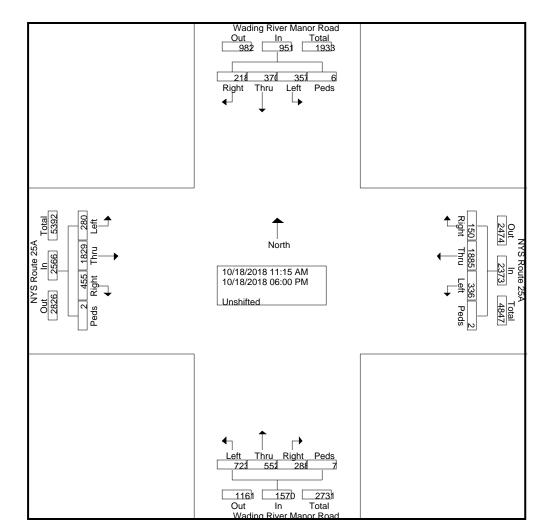
Ronkonkoma, NY 11779

Venezia Square Wading River Manor Road Intersection **Turning Movement Counts** Weekday Midday & PM Peaks

									Grou	ps Printed- U	Inshifted										
		Wading I	River Ma	nor Road	l [NYS Route 25A						Wading I	River Mar								
		F	From Nor	th			I	From East	t			F	From Sout	h							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:15 AM	7	19	20	0	46	5	71	21	0	97	16	28	31	0	75	15	96	17	0	128	346
11:30 AM	16	24	8	0	48	5	95	12	0	112	15	24	35	0	74	25	115	7	0	147	381
11:45 AM	13	21	24	0	58	11	84	10	0	105	20	25	31	0	76	26	101	10	0	137	376
Total	36	64	52	0	152	21	250	43	0	314	51	77	97	0	225	66	312	34	0	412	1103
12:00 PM	16	26	17	0	59	7	87	16	0	110	16	38	32	0	86	28	116	22	0	166	421
12:15 PM	16	22	23	1	62	9	100	24	0	133	13	29	47	0	89	26	96	26	0	148	432
12:30 PM	18	19	33	0	70	10	110	11	0	131	17	24	29	1	71	28	111	17	0	156	428
12:45 PM	13	18	27	0	58	7	100	13	1	121	20	30	44	0	94	17	131	15	0	163	436
Total	63	85	100	1	249	33	397	64	1	495	66	121	152	1	340	99	454	80	0	633	1717
01:00 PM	12	22	25	1	60	9	90	15	0	114	19	19	36	0	74	28	104	12	1	145	393
Total	12	22	25	1	60	9	90	15	0	114	19	19	36	0	74	28	104	12	1	145	393
Total	12	22	25	1	00	,	90	15	0	114	19	19	50	0	74	20	104	12	1	145	393
*** BREAK ***																					
04:15 PM	16	35	27	0	78	9	125	24	0	158	18	42	63	1	124	31	100	20	0	151	511
04:30 PM	10	15	17	3	45	12	147	29	0	188	17	50	57	0	124	29	137	12	0	178	535
04:45 PM	16	33	20	0	69	10	135	20	0	165	17	42	58	1	118	30	103	21	0	154	506
Total	42	83	64	3	192	31	407	73	0	511	52	134	178	2	366	90	340	53	0	483	1552
05:00 PM	15	19	17	0	51	14	156	26	1	197	17	36	54	0	107	46	130	11	0	187	542
05:15 PM	9	28	29	0	66	14	143	38	0	195	20	41	49	3	113	29	134	21	0	184	558
05:30 PM	13	26	22	1	62	10	154	27	0	191	28	42	60	0	130	24	122	19	1	166	549
05:45 PM	13	23	23	0	59	12	155	25	0	192	17	46	46	0	109	37	127	30	0	194	554
Total	50	96	91	1	238	50	608	116	1	775	82	165	209	3	459	136	513	81	1	731	2203
06:00 PM	15	20	25	0	60	6	133	25	0	164	18	36	51	1	106	36	106	20	0	162	492
Grand Total	218	370	357	6	951	150	1885	336	2	2373	288	552	723	7	1570	455	1829	280	2	2566	7460
Apprch %	22.9	38.9	37.5	0.6		6.3	79.4	14.2	0.1		18.3	35.2	46.1	0.4		17.7	71.3	10.9	0.1		
Total %	2.9	5	4.8	0.1	12.7	2	25.3	4.5	0	31.8	3.9	7.4	9.7	0.1	21	6.1	24.5	3.8	0	34.4	

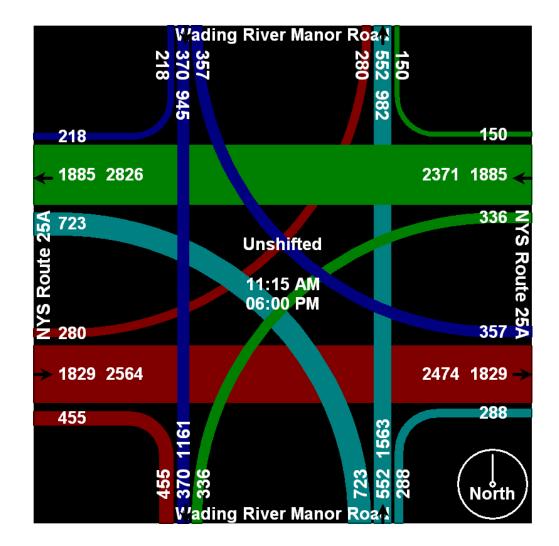
Ronkonkoma, NY 11779

Venezia Square Wading River Manor Road Intersection **Turning Movement Counts** Weekday Midday & PM Peaks



Ronkonkoma, NY 11779

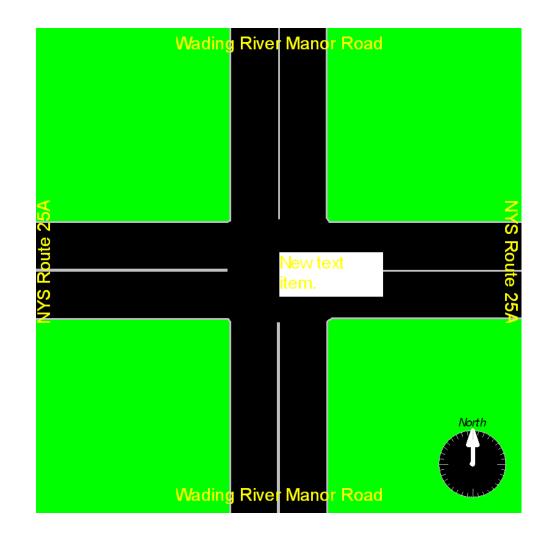
File Name : Venezia Intersection 2 Site Code : 18-040T Start Date : 10/18/2018 Page No : 3



Venezia Square Wading River Manor Road Intersection Turning Movement Counts Weekday Midday & PM Peaks

Ronkonkoma, NY 11779

Venezia Square Wading River Manor Road Intersection Turning Movement Counts Weekday Midday & PM Peaks



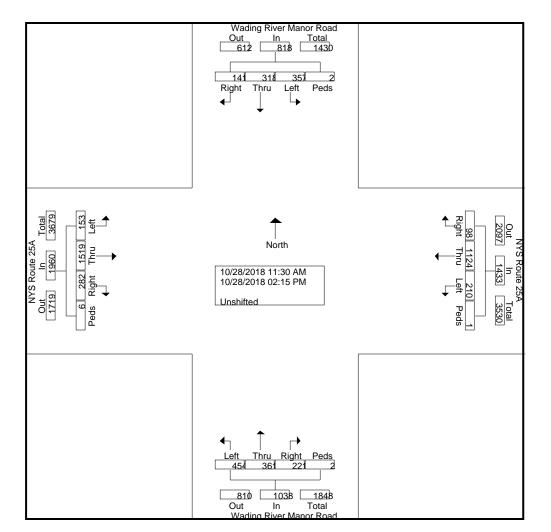
Ronkonkoma, NY 11779

Venezia Square Wading River Manor Road Intersection Turning Movement Counts Saturday Peak

	Groups Printed- Unshifted																				
		Wading	River Ma	anor Ro	ad	NYS Route 25A						Wading	River Ma	ad		Í					
		F	rom No	rth		From East						F	rom Sou			Í					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	9	26	22	0	57	12	75	15	0	102	11	34	42	0	87	22	136	8	0	166	412
11:45 AM	16	13	24	1	54	10	74	17	0	101	16	29	36	0	81	20	118	12	0	150	386
Total	25	39	46	1	111	22	149	32	0	203	27	63	78	0	168	42	254	20	0	316	798
12:00 PM	6	22	29	0	57	10	75	17	0	102	12	25	37	0	74	16	153	17	0	186	419
12:15 PM	18	26	31	0	75	7	95	17	0	119	26	31	33	2	92	33	120	22	1	176	462
12:30 PM	18	50	38	0	106	11	89	19	0	119	18	34	43	0	95	26	121	8	0	155	475
12:45 PM	11	34	35	0	80	8	85	19	0	112	22	27	35	0	84	26	144	12	0	182	458
Total	53	132	133	0	318	36	344	72	0	452	78	117	148	2	345	101	538	59	1	699	1814
01:00 PM	10	23	36	0	69	7	104	17	0	128	20	27	38	0	85	19	109	10	0	138	420
01:15 PM	10	28	34	0	72	7	88	16	0	111	26	35	49	0	110	19	107	8	0	134	427
01:30 PM	8	25	34	0	67	6	119	20	0	145	19	37	37	0	93	26	124	18	1	169	474
01:45 PM	13	24	16	0	53	8	106	14	0	128	18	22	35	0	75	32	148	10	0	190	446
Total	41	100	120	0	261	28	417	67	0	512	83	121	159	0	363	96	488	46	1	631	1767
										1					1						
02:00 PM	11	21	30	0	62	3	97	19	0	119	14	32	33	0	79	20	117	18	3	158	418
02:15 PM	11	26	28	1	66	9	117	20	1	147	19	28	36	0	83	23	122	10	1	156	452
Grand Total	141	318	357	2	818	98	1124	210	1	1433	221	361	454	2	1038	282	1519	153	6	1960	5249
Apprch %	17.2	38.9	43.6	0.2		6.8	78.4	14.7	0.1		21.3	34.8	43.7	0.2		14.4	77.5	7.8	0.3		
Total %	2.7	6.1	6.8	0	15.6	1.9	21.4	4	0	27.3	4.2	6.9	8.6	0	19.8	5.4	28.9	2.9	0.1	37.3	

Ronkonkoma, NY 11779

Venezia Square Wading River Manor Road Intersection Turning Movement Counts Saturday Peak

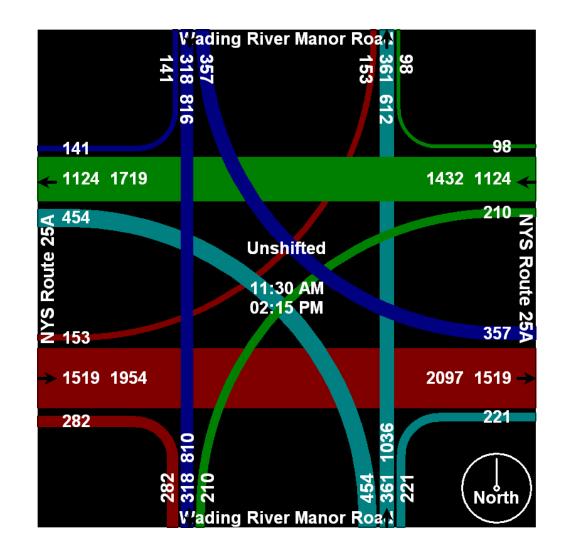


Schneider Engineering 1 Comac Loop, Suite 1B4

Ronkonkoma, NY 11779

Venezia Square Wading River Manor Road Intersection Turning Movement Counts Saturday Peak

File Name : Venezia Intersection 2 Saturday Site Code : 18-040T Start Date : 10/28/2018 Page No : 3

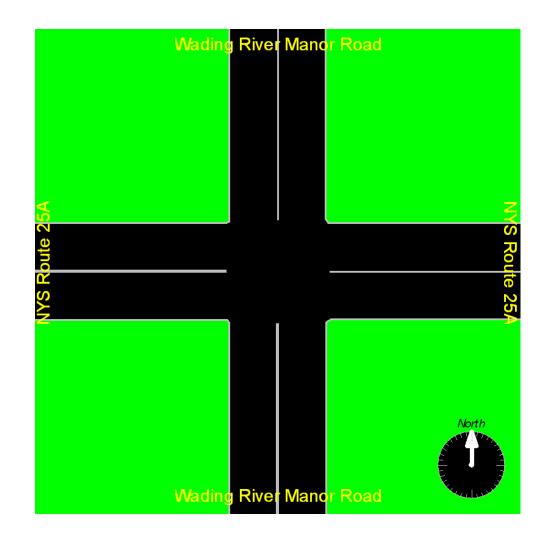


Schneider Engineering 1 Comac Loop, Suite 1B4

Ronkonkoma, NY 11779

Venezia Square Wading River Manor Road Intersection Turning Movement Counts Saturday Peak

File Name : Venezia Intersection 2 Saturday Site Code : 18-040T Start Date : 10/28/2018 Page No : 4



APPENDIX B: 2017 NYSDOT Seasonal Adjustment Factors



SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2017

Based on Continuous Count Site Data 2014 – 2016

FULL WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC
urban - 30	0.879	0.905	0.966	1.016	1.052	1.069	1.047	1.054	1.039	1.033	0.976	0.964
suburban - 40	0.782	0.804	0.868	0.948	1.076	1.132	1.230	1.224	1.097	1.035	0.927	0.876
recreational - 60	0.627	0.669	0.692	0.787	1.059	1.271	1.639	1.598	1.200	0.997	0.762	0.698

Factor Group	% Precision with 95% Confidence
urban - 30	0.85%
suburban - 40	1.38%
recreational - 60	5.48%

The FHWA Traffic Monitoring Guide 2016 states (page 3-27):

The reliability levels recommended are 10 percent precision with 95 percent confidence for each individual seasonal group, excluding recreational groups where no precision requirement is specified.

For each factor group, the percent precision value is the maximum value out of all months.

New York State Department of Transportation Highway Data Services Bureau MO-TrafficDataViewer@dot.ny.gov (518) 457-1965

SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2017

Based on Continuous Count Site Data 2014 – 2016

WEEKEND

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
urban - 30	0.760	0.794	0.848	0.895	0.944	0.952	0.918	0.937	0.927	0.908	0.864	0.830
suburban - 40	0.709	0.737	0.808	0.887	1.038	1.125	1.253	1.243	1.080	0.987	0.867	0.790
recreational - 60	0.617	0.674	0.679	0.770	1.119	1.412	1.879	1.813	1.337	1.053	0.740	0.656

Factor Group	% Precision with 95% Confidence
urban - 30	2.17%
suburban - 40	2.57%
recreational - 60	6.60%

The FHWA Traffic Monitoring Guide 2016 states (page 3-27):

The reliability levels recommended are 10 percent precision with 95 percent confidence for each individual seasonal group, excluding recreational groups where no precision requirement is specified.

For each factor group, the percent precision value is the maximum value out of all months.

New York State Department of Transportation Highway Data Services Bureau MO-TrafficDataViewer@dot.ny.gov (518) 457-1965

SEASONAL ADJUSTMENT FACTORS FOR TRAFFIC COUNT PROCESSING 2017

Based on Continuous Count Site Data 2014 – 2016

WORK WEEK

FACTOR GROUP	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC
urban - 30	0.923	0.944	1.009	1.062	1.093	1.113	1.101	1.100	1.078	1.078	1.018	1.019
suburban - 40	0.808	0.822	0.884	0.958	1.071	1.113	1.201	1.190	1.079	1.035	0.942	0.912
recreational - 60	0.634	0.654	0.696	0.778	1.003	1.170	1.500	1.459	1.086	0.943	0.764	0.718

Factor Group	% Precision with 95% Confidence
urban - 30	1.05%
suburban - 40	1.49%
recreational - 60	5.99%

The FHWA Traffic Monitoring Guide 2016 states (page 3-27):

The reliability levels recommended are 10 percent precision with 95 percent confidence for each individual seasonal group, excluding recreational groups where no precision requirement is specified.

For each factor group, the percent precision value is the maximum value out of all months.

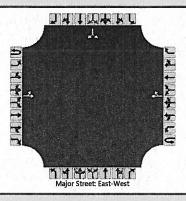
New York State Department of Transportation Highway Data Services Bureau MO-TrafficDataViewer@dot.ny.gov (518) 457-1965

APPENDIX C:

Existing Conditions Capacity Analysis Reports



	HCS7 Two-Wa	y Stop-Control Report	
General Information		Site Information	
Analyst	A.R.	Intersection	Dogwood/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/6/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Dogwood Dr
Time Analyzed	Existing Midday Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Venezia Square		



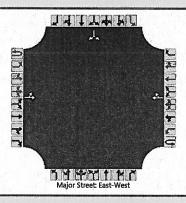
Vehicle Volumes and Adjustments

Approach	12.17	Eastb	ound			West	bound		(-1)	North	bound		Southbound			
Movement	U	L	Т	R	U	L	Т	R	U	Ļ	Т	R	U	Ļ	т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT		1.19			122.5	TR							LR	
Volume (veh/h)		31	765				716	37			Í			10		27
Percent Heavy Vehicles (%)		6								a kita fa			21010	0		0
Proportion Time Blocked		0.000												0.000		0.000
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage			+ (1)	Und	vided											
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1											T	7.1		6.2
Gritical Headway (sec)		4.16								ſ			1	6.40		6.20
Base Follow-Up Headway (sec)	10.00	2.2						1.1						3.5		3.3
Follow-Up Headway (sec)		2.25												3.50		3.30
Delay, Queue Length, an	d Leve	el of Se	ervice													
Flow Rate, v (veh/h)		33	52.53										T	Γ	39	
Capacity, c (veh/h)		811								İ				1	230	1
v/c Ratio	0.000	0.04		214						1			Ì	1	0.17	Í
95% Queue Length, Q ₉₅ (veh)	1	0,1									1				0.6	1
Control Delay (s/veh)	in the second	9.6						19.5						1	23.8	T
Level of Service (LOS)		Α												1	С	T
Approach Delay (s/veh)	1.0												T	23	3.8	
Approach LOS												1		c		

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 Dogwood w 25A Existing Midday Peak.xtw Generated: 12/12/2018 9:13:35 AM

en de la companya de	and the second	ay Stop-Control Report	
General Information		Site Information	
Analyst	A.R.	Intersection	Dogwood/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/6/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Dogwood Dr
Time Analyzed	Existing PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Ánalysis Time Period (hrs)	0.25
Project Description	Venezia Square	an an the second second second second	



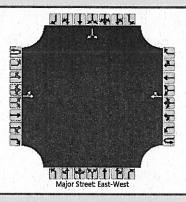
Vehicle Volumes and Adjustments

Approach		Eastb	ound		6120	West	tbound			North	bound		Southbound			
Movement	U	L	T	R	U	L	T	R	υ	Ł	Т	R	υ	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9	1	10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR		agara.			I	1	LR	
Volume (veh/h)		31	907				1082	22					1	9		23
Percent Heavy Vehicles (%)		6			T								T	0		0
Proportion Time Blocked		0.000												0.000		0.000
Percent Grade (%)					a de la como									. ()	
Right Turn Channelized																
Median Type Storage				Undi	vided					en koninstra imisir						alempi esteration en
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.16								[6.40		6.20
Base Follow-Up Headway (sec)		2.2						1			l'		1.1	3.5	- the state of the	3.3
Follow-Up Headway (sec)		2.25												3.50		3.30
Delay, Queue Length, an	d Leve	l of Se	ervice		A						<u></u>		•			
Flow Rate, v (veh/h)		33			100000								1	1	34	
Capacity, c (veh/h)		587									1				115	
v/c Ratio		0.06			Designed.										0.29	1
95% Queue Length, Q ₉₅ (veh)	1	0,2									1				1.1	
Control Delay (s/veh)		11.5					1 Province						12205	1	48.6	
Level of Service (LOS)		В									l .	1.1		1	E	1
Approach Delay (s/veh)	1.1000	1.	.7						200				1	48	3.6	1.5
Approach LOS												E				

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 Dogwood w 25A Existing PM Peak.xtw Generated: 12/12/2018 9:14:30 AM

General Information		Site Information	
Analyst	A.R.	Intersection	Dogwood/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/6/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Dogwood Dr
Time Analyzed	Existing Saturday Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Venezia Square		



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound			North	bound		Southbound			
Movement	U	L	Т	R	U	L	T	R	U	L,	T	R	U	L	Ť	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT	223		12.15			TR	1000		1			T	LR	Î
Volume (veh/h)		20	866				827	14			Î			5		16
Percent Heavy Vehicles (%)	1.66	6			Sec. Sec.			$\frac{1}{2}$			10000			0		0
Proportion Time Blocked		0.000					1				Î		1	0.000		0.000
Percent Grade (%)								1. MA 4			0.00			()	
Right Turn Channelized																
Median Type Storage		Sugar (Undi	vided	$e^{-\frac{2\pi}{2}} g_1^{-\frac{2\pi}{2}} e_2^{-\frac{2\pi}{2}}$				1 parts						
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1	3.24				1						I	7.1		6.2
Critical Headway (sec)		4.16									Í			6.40		6.20
Base Follow-Up Headway (sec)		2.2						ter and						3.5	2.(1)	3.3
Follow-Up Headway (sec)		2.25												3.50		3,30
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		21								L.	1.000				22	1
Capacity, c (veh/h)		748									1				198	
v/c Ratio		0.03		Str. A			T State			$\mathbb{P}_{\mathbf{r}} = \{ \mathbf{f}_{\mathbf{r}} \}_{\mathbf{r}}$	I.				0.11	
95% Queue Length, Q ₉₅ (veh)		0,1									1		1		0.4	
Control Delay (s/veh)		10.0							1.11		T		A. A. A.	1.1.1	25.5	13.4
Level of Service (LOS)		Α									1			1	D	1
Approach Delay (s/veh)		0.	.8						1997				15.256.0	25	5.5	
Approach LOS											(° 10			l)	

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 Dogwood w 25A Existing Saturday Peak.xtw

Generated: 12/12/2018 9:14:59 AM

	HCS7 Sign	alized Intersection Re	sults Summa	ı ry	A CARLER AND A CARLER AND A
					and a start of the
al Informa	ation		Intersection In	nformation	PHUATE
у	Schneider Engineering		Duration, h	0.25	
t	A.R.	Analysis Date 11/6/2018	Area Type	Other	4

2018

R

117

Ś

0.6

0.0

0.0

EBT

2

4.0

81.5

5.6

0.0

0.0

L

76

75.3

3.6

2.0

WBL

1

1.1

7.0

3.0

3.2

4.2

0.1

0.94

-

Midday Peak

PHF

25A w Wading River Existing Midday Peak.xus

WB

Т

472

N

9.5

3.0

0.0

Analysis Period

R

39

2.5

0.0

0.0

WBT

6

4.0

80.9

5.6

0.0

0.0

517

L

180

21.

16.8

4.7

2.0

NBL

3

1.1

15.0

3.0

3.2

13.4

0.0

1.00

517

0.98

1> 7:00

NB

Т

143

R

78

NBT

8

4.0

26.0

6.7

3.2

18.6

0.7

1.00

L

119

SBL

7

1.1

12.5

3.0

3.2

9.6

0.0

0.99

ጎ ኮ

7414461

SB

Т

101

R

75

SBT

4

4.0

23.5

6.7

3.2

15.3

0.7

1.00

0.00

R

14

SB

Т

4

180

1655

13.3

13.3

0.14

232

0.774

147

5.5

0.00

52.7

2.1

0.0

54.7

D

SB

D

В

В

Copyright © 2018 University of Florida, All Rights Reserved.

Genera Agency Analyst Jurisdiction

Urban Street

Intersection

Project Description

Demand Information

Approach Movement

Demand (v), veh/h

Signal Information

127.0

0

No

Fixed

Cycle, s

Offset, s

Uncoordinated

Timer Results

Case Number

Assigned Phase

Phase Duration, s

Phase Call Probability

Multimodal Results

Pedestrian LOS Score / LOS

Bicycle LOS Score / LOS

Change Period, (Y+R c), s

Max Allow Headway (MAH), s

Queue Clearance Time (gs), s

Green Extension Time (ge), s

Force Mode

NYSDOT

NYS Route 25A

25A with Wading River...

Exisiting Midday Peak

Reference Phase

Reference Point

Simult. Gap E/W

Simult. Gap N/S

HCS[™] Streets Version 7.5

1.89

2.09

WB

В

B

Generated: 12/12/2018 9:08:38 AM

1.95

1.50

NB

В

В

1.95

1.74

Thate can repairing	0.0			0.0-	7		1.00		1.00	0.33
Max Out Probability	0.00	ן נ		0.0) ו		1.0	0	0.00	1.00
Movement Group Results		EB			WB		1	NB		
Approach Movement	L	Т	R	L	Т	R	L	Т	R	L
Assigned Movement	5	2	12	1	6	16	3	8	18	7
Adjusted Flow Rate (v), veh/h	97	670		78	521		184	226		121
Adjusted Saturation Flow Rate (s), veh/h/ln	1725	1755		1711	1772		1697	1675		1697
Queue Service Time (gs), s	2.6	31.0		2.2	21.2		11.4	16.6	point de la companya	7.6
Cycle Queue Clearance Time (g c), s	2.6	31.0		2.2	21.2		11.4	16.6		7.6
Green Ratio (g/C)	0.65	0.61		0.64	0.60	1.22	0.26	0.16		0.22
Capacity (c), veh/h	503	1062		373	1064	and the second second	271	268		203
Volume-to-Capacity Ratio (X)	0.193	0.631		0.208	0.490	anicanie contra	0.677	0.842	Construction Construction	0.597
Back of Queue (Q), ft/In (50 th percentile)	23.8	317.2		19.8	218.3		134.4	189.8		84.9
Back of Queue (Q), veh/In (50 th percentile)	0.9	12.1		0.8	8.3	1200.0	5.1	7.1	Protection of the local division of the loca	3.2
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00
Uniform Delay (d 1), s/veh	10.4	16.0		13.5	14.4		40.3	51.8	The second second	42.5
Incremental Delay (d 2), s/veh	0.1	2.8		0.1	1.6		5.5	4.4		1.4
Initial Queue Delay (d 3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0
Control Delay (d), s/veh	10.4	18.8		13.6	16.0	ena anterprotecta	45.7	56.2		43.9
Level of Service (LOS)	В	В		В	В		D	E		D
Approach Delay, s/veh / LOS	17.8	3	В	15.7	7	В	51.	5	D	50.4
Intersection Delay, s/veh / LOS		1	2	8.5						С
	and the second second second second	Contraction of the local division of the loc	and statistic in succession	construction and the negative size supported		**********	And the second s	And the second second second second		second

EB

В

В

1.89

2.37

Time Period

Analysis Year

EB

Т

540

File Name

L

95

Green 4.0

Yellow 3.0

EBL

5

1.1

7.6

3.0

3.2

4.6

0.1

0.97

0.0

Red

2

End

On

On

HCS7 Signalized Intersection Results Summary

		HCS	7 Sig	Inalize	ed Int	terse	ction F	Resul	ts Su	mmar	У				
General Infor	motion								laterae	dian Ind			1 .) 역 기 (50
and help the constant of a second plate the table of the second second second second second second second second	nation	Cohnoider Casines						and the second second second	CONTRACTOR CONTRACT	tion Inf		on	-	<u>ا</u> ا	
Agency		Schneider Enginee	ring	LAnalis		- 44/0	10040	พระการการการการการการการการการการการการการก	Duratior		0.25	/			
Analyst		A.R.			sis Dat	and a second second second	00000000000000000000000000000000000000	distremunitaries and	Area Ty	pe	Other	r			_د
Jurisdiction		NYSDOT	29	Time			Peak		PHF		0.98	~~	-	77 <u>1</u> 5	×
Urban Street		NYS Route 25A		CO. C.	sis Yea	THE PROPERTY OF		resource commences and care	Analysis	CONTRACTOR OF THE OWNER.	1> 7:0	00			
Intersection		25A with Wading Ri	iver	File N	ame	25A	w Wadin	g River	Existing	д РМ Ре	ak.xus			ጎሶ	11
Project Descrip	otion	Exisiting PM Peak									1997 (K. 19 19			1411+4	PIC
Demand Infor	mation	the second s	angar ang	1	EB			WE	3		NB	<u></u>		SB	<u> Marine II.</u>
Approach Mov	ement		den demonitación de la construcción	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v),	veh/h			81	513	13	6 116	608	3 50	209	165	82	91	96	50
			1. H	1									anarana mara	and the second	
Signal Inform	og/cosceric consecses and and a				2		2		2	21	a			K	
Cycle, s	127.0	Reference Phase	2		۲°		B	5	5	17 5		-]]	.
Offset, s	0	Reference Point	End	Green	4.2	1.2	74.6	7.6	1.4	16.8			K		
Uncoordinated		Simult. Gap E/W	On	Yellow		0.0	3.6	3.0	3.0	4.7			Y	1	V
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		5	6	7	I
Timer Results	- 1			EB	L.	EBT	WB	L	WBT	NB	L	NBT	SB		SBT
Assigned Phas		a and a constant of the second se		5		2	1		6	3		8	7		4
Case Number				1.1		4.0	1.1		4.0	1.1		4.0	1.1		4.0
Phase Duration	1. S	and a diversity of the design of the second s	<u>a sherei sheri sort</u>	7.2	an sate in some finisherse	80.2	8.4	interest interest interest	81.4	15.0	territoria and standards	27.9	10.6		23.5
Change Period		c), S		3.0		5.6	3.0		5.6	3.0	STREET, STORAGE STORAGE STOR	6.7	3.0	the second second	6.7
Max Allow Hea	LARAPHALINA PRODUCTION OF THE OWNER	statute and it control to an a loss of the second		3.2	umminium	0.0	3.2		0.0	3.2	minute designed	3.2	3.2	mitieriteren frantesitine	3.2
CONTRACTOR OF A DESCRIPTION OF A DESCRIP	Queue Clearance Time (g s), s						5.3	mannessen freezen		15.0		20.5	7.8		12.6
	Green Extension Time ($g e$), s			4.3	american from	0.0	0.2	ananian mananian	0.0	0.0	atimmin minter	0.7	0.0	nation of contents	0.7
Phase Call Pro		(3-7-		0.9	and the second second		0.9	Contraction Income		1.00	and a second and a second	1.00	0.96	and the second s	1.00
Max Out Proba	and and the restant of the second		1	0.00	Minerana and mainte	and the local damages	0.0	neutron trai and the	j. n. in	1.00	tining design firemondes	0.00	0.27		0.00
Movement Gr		ulte		1	EB			WB		1	NB	an a	1	SB	
Approach Mov	ie dane obsectatio descation of the	uit9		L		R	L		R	L		R	L	T	R
Assigned Move				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow	Material Accessibility and the) veh/b		83	662	14	118	671		213	252		93	149	1.7
A DESCRIPTION OF A DESC		ow Rate (s), veh/h/l	n	1725	1745		1711	1772		1697	1681		1697	1678	
Queue Service	As a local text in cost as a monitor of the	ornerskohrersesskohrerskohrerseshohrerserskohrerseskohrerseskohrerseskohrers	• 1	2.3	31.4		3.3	30.7	and Statement and State	13.0	18.5		5.8	1076	
		e Time (g c), s	1	2.3	31.4		3.3	30.7		13.0	18.5		5.8	10.6	
Green Ratio (the second state of the second			0.64	0.60	+	0.65	0.60	-	0.26	0.17		0.21	0.14	
Capacity (c),	CONTRACTOR OF THE OWNER			379	1039	-	400	1071		296	294		177	235	
Volume-to-Cap	and the state of the	tio (X)		0.218		and concernments	0.296	0.627	and an incommentation	0.720	0.859	1	0.524	0.635	
	owners the second support to second	(in (50 th percentile)	<u></u>	21.3	322.9	ALCONTRACTOR OF	29.3	318.7	THE REAL PROPERTY AND ADDRESS	162	215		64.8	118.4	
the first of the state descend the state of the	element lement an anital	eh/In (50 th percenti	and the second stands	0.8	12.3	1	1.1	12.1		6.1	8.1		2.4	4.5	
Construction of the second		RQ) (50 th percent	Manager Hanning Hannape	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	-
Uniform Delay	The section of the se	Mandal and an and an		13.5	16.8	()	13.1	16.0		41.2	50.9		43.4	51.6	-
Incremental De	***	**************		0.1	3.0	-	0.2	2.8	1	7.1	6.2		0.9	1.1	
Initial Queue D	encul circles of the loss desired and	and the second term of the second	and and a second	0.1	0.0		0.2	0.0	1	0.0	0.2		0.9	0.0	
Control Delay (CONCILCTION OF CONCILCTON	THE REPORT OF THE PARTY OF THE		13.6	19.8		13.3	18.8	-	48.4	57.0		44.3	52.6	-
Level of Servic	to both finan test from hole to of or	manager and a statement of the second statement of the		B	19.0 B	-	B	B		40,4	E	handreiteren	44.3 D	D	
Approach Dela	Contractory of the opposite of			19.	Sector Provent	В	18.	1	В	53.	8	D	49.4	And the second second	D
Intersection Dela	and a second second second second	terrere des secondais en el seconda des secondas des secondas de secondas		13.	<u> </u>		29.0		5		•	<u> </u>	C 49.4	<u></u>	
Intersection De	nay, arve			N						<u>n</u>			5		
Multimodal Re	sults				EB			WB			NB		1	SB	
Pedestrian LO	S Score	/LOS		1.89	9	В	1.8	9	В	1.9	5	В	1.9	5	В
Pedestrian LOS Score / LOS Bicycle LOS Score / LOS			2.3	and the second second	В			В	1.8		В	1.4		A	

Copyright © 2018 University of Florida, All Rights Reserved.

HCS™ Streets Version 7.5

Generated: 12/12/2018 9:11:48 AM

HCS7 Signalized Intersection Results Summary

		100	u old			Lei 3e	ction I	legui	13 34	IIIIIai	y			13	
General Inform	nation								nterser	tion Inf	ormatic	n		4141	្រុ
Agency	lacion	Schneider Enginee	rina			-			Duration	history in the second second second	0.25	/11		44	14
Analyst		A.R.	ing	Analys	eie Dat	o 11/6	/2018		Area Typ		Other		2		
Jurisdiction	4 	NYSDOT		Time F	and the second data and the second data in		Irday Pea	Apparent and a present of the second	HF	Je	0.95				*
Urban Street		NYS Route 25A	ang na Ku	Analys		and an and an		another states and	Analysis	Doriod	1> 7:0				×
Intersection		25A with Wading R	ivor	File Na		man francesson	w Wadin	and the second			confluences terminer				
Project Descrip	tion	Exisiting Saturday I		I File IN	ame	120A	w wadii	ig River	Existing	JSaturu	ay rear	(.xus	-	ין (היי היוודי	517
Fillect Descrip		Existing Saturday I	FEGN) بیل میلاد میل جملی نما 	
Demand Inform	nation		wa. providence		EB	e he statusena		WB		1	NB	ur (a r , a r)		SB	<u></u>
Approach Move	ement	a galasi sa ƙasar ay k	$= \frac{d}{d} $	L	Т	R	L	T	R	L	T	R	L	Т	R
Demand (v), v	reh/h	analy and provide a star of the star of the star		70	640	12	0 85	409	43	176	139	93	158	157	63
0:	é		1.71-7 - 710 North	J				- 1 - 1	<u> </u>	-	<u></u>	air air gan a		na nin ana niny	
Signal Informa	proseculareasternaterateraterateraterateraterateraterater						H.		. 2l.	2			-	ĸ	人
Cycle, s	127.0	Reference Phase	2		1	7	" R	5	5	17		1	Q ₂] 3	
Offset, s	0	Reference Point	Begin	Green		0.6	71.3				Y		5		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	3.6	3.0	4.7	0.0			Y	>	Ý
Force Mode	Float	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	2.0	0.0		5	6	7	
Timer Results				EBI		EBT	WE	BL	WBT	NB	L	NBT	SBI		SBT
Assigned Phase	e			5		2	1		6	3		8	7		4
Case Number				1.1		4.0	1.		4.0	1.1		4.0	1.1		4.0
Phase Duration	I, S	antes etter a la solo per el en la solo de la		7.0	and the state of t	76.9	7.5	and the shorest states biss	77.5	15.0	Statement Statements	27.5	15.0)	27.5
Change Period		c), S		3.0		5.6	3.0		5.6	3.0	Second parents	6.7	3.0		6.7
Max Allow Head		in in the second s	terimitertininstituet	3.2	unnin	0.0	3.2	and another	0.0	3.2		3.2	3.2	musimus principalities	3.2
Queue Clearance Time (gs), s				4.2	and the second second		4.7			13.3		20.1	12.0		18.7
cóntector interior concernencial and an	Green Extension Time (g e), s		addithe the design of the sector of the s	0.1		0.0	0.1	1	0.0	0.0	adamata iter Tasiamata	0.7	0.0		0.8
Phase Call Prol	bability			0.93	3		0.9	6	<u></u>	1.00)	1.00	1.00)	1.00
Max Out Proba	bility			0.00)		0.0	0		1.00)	0.03	1.00		0.01
Movement Gro	un Res	ults.		[⁴⁴	EB		1	WB			NB		r	SB	
Approach Move	enanderen en e	50115			Т	R	L	T	R	L		R	L	T	R
Assigned Move				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow F	interistation interestion) veh/h		74	800	at Hungaranitan	89	476		185	244	10	166	232	
	Constitution of the latter of the latter of the	ow Rate (s), veh/h/	In	1725	1761	Contraction of	1711	1766		1697	1662		1697	1694	
Queue Service	anticiani ini ini ini ini ini ini ini ini ini	contract and a second design of the second data and a second data and a second data and the second data and the		2.2	45.5	and and the second second	2.7	19.9	-	11.3	18.1		10.0	16.7	
Cycle Queue C				2.2	45.5		2.7	19.9		11.3	18.1		10.0	16.7	
Green Ratio (g	the state of the s			0.61	0.57		0.62	0.57	1	0.27	0.17		0.27	0.17	
Capacity (c), v	CHARLEN CONTRACTOR OF			474	1003	ne former opposite	269	1014	1	275	286		236	291	
Volume-to-Capa	CHARACTER CONCERNMENT OF CALL	atio(X)		0.156	0.798	and committeenering	0.332	a participanti a series	and an incompany incompany inco	0.674	Constantine and		0.704	0.795	
VICE STATES AND A DESCRIPTION OF A DESCR	ACCOUNT OF TAXABLE PARTY.	/In (50 th percentile)	20.8	494.7	And in case of the local diversion of the local diversion of the local diversion of the local diversion of the	25.9	208.7	-	132.3			121.6	194.3	
	and the Contract of State State by	eh/In (50 th percent	Selective conclusion which caused	0.8	18.9		1.0	7.9	-	5.0	8.1		4.6	7.3	1
a a ser a far a ser efet para se	the state of the second second	RQ) (50 th percen		0.00	0.00	and the second second second	0.00	0.00	-	0.00	0.00	[0.00	0.00	1
Uniform Delay (CONTRACTOR DO	CONTRACTOR OF THE OWNER		12.3	21.6	and aminemicor	19.5	15.8	T	38.9	51.0	fotos onesnos	39.0	50.4	Ì
Incremental De				0.1	6.6		0.3	1.6		5.2	9.9	1	7,8	5.2	1
Initial Queue De	elay (<i>d</i>	з), s/veh	4.00	0.0	0.0		0.0	0.0	1 the	0.0	0.0		0.0	0.0	
Control Delay (d), s/ve	eh		12.4	28.2		19.8	17.3	an contractions	44.1	61.0		46.7	55.6	
Level of Service	e (LOS)			В	С		В	В		D	E		D	E	
Approach Delay		the second s		26.8	3	С	17.	7	В	53.	7	D	51.9	9	D
Intersection De	lay, s/ve	eh / LOS			and an and a start		34.0						С		
\$ -A	19 ⁴					The she	L.								
Multimodal Re				L	EB			WB			NB			SB	
Pedestrian LOS				1.90		В	1.9		В	1.9		В	1.95		В
Bicycle LOS Sc	core / LC	JS		2.54	4	С	2.0	3	В	1.7	В	В	1.66	3	В

Copyright © 2018 University of Florida, All Rights Reserved.

HCS™ Streets Version 7.5

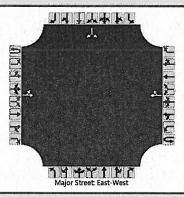
Generated: 12/12/2018 9:12:22 AM

APPENDIX D:

Future No Build Capacity Analysis Reports



	11637 100-00	ay Stop-Control Report	
General Information		Site Information	
Analyst	A.R.	Intersection	Dogwood/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/6/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Dogwood Dr
Time Analyzed	No Build Midday Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Venezia Square		



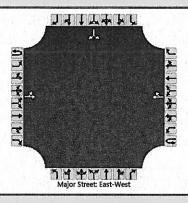
Vehicle Volumes and Adjustments

Approach	n and the	Eastb	ound		1.1	West	bound		1.1.1	North	bound			South	bound		
Movement	U	L	T	R	U	L	T	R	U	Ĺ,	Т	R	U	L	т	R	
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0	
Configuration		LT						TR					Î		LR	T	
Volume (veh/h)		36	884				807	46					-	15		34	
Percent Heavy Vehicles (%)		6		las Polyta										0		0	
Proportion Time Blocked	1	0.000									Î		İ 👘	0.000		0.00	
Percent Grade (%)											1. 1. 1. 16			()		
Right Turn Channelized																	
Median Type Storage				Undi	vided								<u> Cristenicie su</u>			North Contractor	
Critical and Follow-up H	eadwa	ys														-	
Base Critical Headway (sec)		4.1												7.1		6.2	
Gritical Headway (sec)		4.16											1	6.40		6.20	
Base Follow-Up Headway (sec)		2.2								Í.	1.2			3.5		3.3	
Follow-Up Headway (sec)		2.25											1	3.50		3.30	
Delay, Queue Length, an	d Leve	l of Se	ervice										•				
Flow Rate, v (veh/h)		38					T.		15 N. 2015 1		[1	52	Τ	
Capacity, c (veh/h)		740								The second	1			1	165	1	
v/c Ratio	- 1	0.05													0.31	1	
95% Queue Length, Q ₉₅ (veh)		0.2									F			1	1.2	1	
Control Delay (s/veh)		10.1				Sec.	1305				I				36.3		
Level of Service (LOS)		В												Í	E	1	
Approach Delay (s/veh)		1.	4									Leninenenie		36	5.3		
Approach LOS														6.40			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 Dogwood w 25A No Build Midday Peak.xtw Generated: 12/12/2018 9:30:50 AM

	an an an an an an an an an an an an an a		
General Information		Site Information	
Analyst	A.R.	Intersection	Dogwood/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/6/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Dogwood Dr
Time Analyzed	No Build PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Venezia Square		



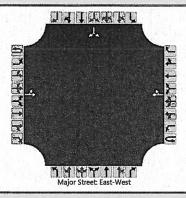
Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound	NAS .		North	bound			South	bound	
Movement	υ	L	Ţ	R	Ŭ	L	Т	R	Ų	L	Т	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0	1	0	1	0
Configuration		LT						TR			1.2.2.		Î	1	LR	
Volume (veh/h)	T	35	1094				1290	29			Î			13		26
Percent Heavy Vehicles (%)		6									İ		Î	0		0
Proportion Time Blocked		0.000											1	0.000		0.000
Percent Grade (%)									1. Jac						0	
Right Turn Channelized																
Median Type Storage			Q. Contraction of the second s	Undi	vided				Nog St							
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1		stille States			10.0		3.5			22.53		7.1		6.2
Critical Headway (sec)		4.16											1	6.40		6.20
Base Follow-Up Headway (sec)		2.2			Sec. 1			1	19.96					3.5	Î .	3.3
Follow-Up Headway (sec)		2.25		E. M. E. M.										3.50	Ì	3.30
Delay, Queue Length, an	d Leve	l of Se	ervice													
Flow Rate, v (veh/h)		37												1000	41	
Capacity, c (veh/h)		481									1		T	1	60	
v/c Ratio		0.08	1943					Yanin in ra ka in an in			Ì		Ì	1 Sector	0.68	
95% Queue Length, Q ₉₅ (veh)		0.2									1				2.9	1
Control Delay (s/veh)		13.1					1.20						1.1	1	147.3	1.000
Level of Service (LOS)		В									Î				F	
Approach Delay (s/veh)		3	.1				E.						2.4	14	7.3	
Approach LOS															F	

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 Dogwood w 25A No Build PM Peak.xtw Generated: 12/12/2018 9:31:17 AM

	11637 1000-008	y Stop-Control Report	
General Information		Site Information	
Analyst	A.R.	Intersection	Dogwood/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/6/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Dogwood Dr
Time Analyzed	No Build Saturday Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Venezia Square		



Vehicle Volumes and Adjustments

Approach		Eastb	ound			West	bound		14 Å.	North	bound		2323	South	bound	
Movement	Ú	L	T	R	U	L	т	R	Ų	L	Т	R	U	L	т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9	1	10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	Ó		0	1	0
Configuration		LT						TR		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1			1		LR	
Volume (veh/h)		29	1081				1032	26						11		20
Percent Heavy Vehicles (%)		6			1.514									0		0
Proportion Time Blocked		0.000									Î			0.000		0.000
Percent Grade (%)					$\{g_{i}\}_{i\in I}$				12.777			19 F.			D	1994
Right Turn Channelized																
Median Type Storage				Undi	vided			real and								
Critical and Follow-up H	eadwa	ys														
Base Critical Headway (sec)		4.1									Γ		Γ	7.1		6.2
Critical Headway (sec)		4.16												6.40		6.20
Base Follow-Up Headway (sec)		2.2					1918.4						1	3.5		3.3
Follow-Up Headway (sec)		2.25												3.50		3.30
Delay, Queue Length, ar	nd Leve	el of S	ervice													
Flow Rate, v (veh/h)		31					3.92						Τ	Torres .	33	I
Capacity, c (veh/h)		612		and the									and the		90	1
v/c Ratio		0.05							e.		l.			de la la	0.36	1
95% Queue Length, Q ₉₅ (veh)		0,2			1						1				1.4	1
Control Delay (s/veh)		11.2		de la com	Service.	9 A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.A.	12239						1		66.2	1
Level of Service (LOS)		В									1				F	1
Approach Delay (s/veh)		1	.8	<u>Verlandskopi</u> g									T	6	5.2	
Approach LOS	1												1		F	

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 Dogwood w 25A No Build Saturday Peak.xtw Generated: 12/12/2018 9:31:50 AM

		HCS	S7 Sig	nalize	ed Inte	ersec	tion F	Resu	Its	Sumn	nary				1.1.1.1	
General Inform	nation						1 al 10		Inte	rsection	n Info	ormatio	on	1. 14	L L L	
Agency		Schneider Enginee	ering	1993 - A. (1997) 1997 - A. (1997)	the second second				Dura	ation, h		0.25	State 1	5	4 <u>4</u>	100
Analyst	$ \mathcal{I}_{i}^{*} = \chi_{i} ^{2}$	A.R.		Analys	sis Date	11/6/2	018		second second second	а Туре		Other	•	34 +		
Jurisdiction		NYSDOT	internet dat	Time I	Period	Midda	iy Peak		PHF			0.98		*		ج ج
Urban Street		NYS Route 25A	an the	Analys	sis Year	2018	e de la composition de la comp		Anal	lysis Pe	riod	1> 7:0	00	2 4		
Intersection		25A with Wading R	liver	File N	ame	25A w	Wadin	g Rive	r No	Build M	idday	Peak.	xus	- 18 - 1	ን ኮ	
Project Descrip	otion	No Build Midday P	eak													<u>114</u>
Demand Inform	mation	<u></u>			EB			W	B	<u> </u>		NB		ľ	SB	1000
Approach Move	ement		den miter miter miter for de	L	Т	R	L	T	T	R	L	Т	R	L	Т	R
Demand (v), v	/eh/h			104	646	125	90	54	3	54	193	147	107	155	103	90
Signal Informa	ation	Contraction of the state of the state of the	a. and a start	1	1	1		P	din ole o			na pinama				1
Cycle, s	127.0	Reference Phase	2	1	120	13			2		215	1 N N		2	5	
Offset, s	0	Reference Point	Begin			N	1 1 1 1			517	-1	<u> </u>	1	Y 2	3	
Uncoordinated	No	Simult. Gap E/W	On	Green		0.5	70.1	11.			21.4			4		
Force Mode	Float	Simult. Gap N/S	On	Yellow Red	/ 3.0 0.0	0.0	3.6	3.0		0.0 0.0	4.7 2.0	_	5	1	3	R
r or do mode	1 Tour	Contrait: Cap 140		<u>Inted</u>	10.0	10.0	12.0	10.0		0.0	2.0	<u> </u>				
Timer Results		EBI	_	EBT	WB	L	WB	BT	NBL		NBT	SBI	-	SBT		
Assigned Phas				5		2	1		6		3		8	7		4
Case Number		1.1		4.0	1.1		4.0)	1.1		4.0	1.1		4.0		
Phase Duration	ı, s			8.2	5 6 2 5	76.2	7.7		75.	7	15.0		28.7	14.4	t	28.1
Change Period	Contraction of the state of the	a dia benefa si della si della serie si hanaria si kanaria si inaglia si inagene si ina		3.0		5.6	3.0		5.6	3	3.0		6.7	3.0		6.7
Max Allow Head	dway (/	MAH), s		3.2		0.0	3.2		0.0)	3.2		3.2	3.2		3.2
Queue Clearan	mine mineral statement in the	ninis musicim maintain a dia maintain a dia maintaina a dia maintaina a dia dia dia dia dia dia dia dia dia	n	5.2			4.8		uncollanco		14.0		21.3	11.5	5	16.2
Green Extensio		(ge), s		0.1		0.0	0.1		0.0)	0.0		0.7	0.0		0.8
Phase Call Pro	bability			0.98	3		0.96	6			1.00		1.00	1.00)	1.00
Max Out Proba	bility			0.01			0.00	0			1.00		0.07	1.00		0.00
Movement Gro	oup Res	sults			EB			WB	<u>ي د انځونه د</u>		<u>a a</u>	NB			SB	
Approach Move	ement			L	Т	R	L	T	T	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2	12	1	6	1	16	3	8	18	7	4	14
Adjusted Flow I	Rate (v), veh/h		106	787		92	609	T	1	97	259	l	158	197	Î
	Manhatria and Applicable Company a story	ow Rate (s), veh/h/	In	1725	1760		1711	1767	1	16	697	1656		1697	1643	
Queue Service	Time (g	g s), S		3.2	44.8		2.8	29.4	T	1	2.0	19.3		9.5	14.2	T
Cycle Queue C	learanc	e Time (g c), s		3,2	44.8		2.8	29.4		1	2.0	19.3		9.5	14.2	
Green Ratio (g	/C)			0.61	0.56	1000	0.60	0.56		0	.28	0.18		0.27	0.18	
Capacity (c), v	/eh/h			399	992		257	990		3	03	299		228	290	
Volume-to-Cap				0.266	0.793		0.357	0.616	3	0.	650	0.866		0.692	0.679	1 State
and the second second second second second second second second second second second second second second second	the Rest of the State States in the	/In (50 th percentile	Constant and and and a start party	30.3	489		27.5	314.3	3	13	57.1	234.5		113.3	154.3	
	March 1 / Carl Street and Street Street	eh/In (50 th percent		1.2	18.7		1.0	11.9		E	5.2	8.8		4.3	5.8	1. 14
Queue Storage	Ratio (RQ) (50 th percen	tile)	0.00	0.00		0.00	0.00	I	0	.00	0.00		0.00	0.00	
Uniform Delay ((d1), s	/veh		14.2	21.9		20.7	18.8		3	8.0	50.5		38.8	48.9	
Incremental De	and the second second second	contractions a literation of the set time and the set the second		0.1	6.5		0.3	2.9		3	8.8	12.3		6.7	1.3	
Initial Queue De	Account of the second sec	CONTRACTOR OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OWN		0.0	0.0		0.0	0.0		0	0.0	0.0		0.0	0.0	
Control Delay (Contrada constructivo e a constructivo	THE REPORT OF TH		14.4	28.4		21.0	21.6		4	1.8	62.9		45.5	50.2	
Level of Service	0 (1 00)	Contraction of the second second	346 (C.)	B	C		C		T		ПΙ	E	Const engine			1

Level of Service (LOS)

Multimodal Results

Approach Delay, s/veh / LOS

Pedestrian LOS Score / LOS

Bicycle LOS Score / LOS

Intersection Delay, s/veh / LOS

HCS™ Streets Version 7.5

С

33.5

21.6

1.90

2.26

С

WB

С

В

В

D

53.8

1.95

1.82

Е

NB

D

В

В

В

26.7

1.90

2.57

С

EB

С

В

С

Generated: 12/12/2018 9:28:19 AM

D

С

48.1

1.95

1.59

D

SB

D

В

B

HCS7 Signalized Intersection Results Summary

		HUS	or Sig	nalize	ea int	ersec	ction F	kesui	ts Su	mmar	<u>у</u>				
General Inform	nation							11	nterse	ction Inf	ormatio	on	1	al Jaiaba b I	<u>5.</u>
Agency	didalihi turg an pangada na p	Schneider Enginee	rina		entre las de ministrations anti-	and the cost of the set			Duration	and the second second second second	0.25			٦, L	1
Analyst		A.R.	ing	Analy	sis Date	11/6/	2018		Area Ty	*********	Other	-			
Jurisdiction	11 - 14 - 14 - 14 - 14 - 14 - 14 - 14 -	NYSDOT		Time	and a principal second s	PM F		and the second second second second second second second second second second second second second second second	PHF	he	0.98				ـــد
Urban Street		NYS Route 25A			sis Year					s Period	1> 7:	00	- 1. A		¥~~~
Intersection		25A with Wading R	ivor	File N		and monoreman sector	w Wading			television in the second second second second second second second second second second second second second s	and many second	Intervision technical and			1.11
Project Descrip	tion	No Build PM Peak		Then		ZJAN	w wauni	y River	NO DUI		ean.xus		-	i (Tretter	14
Project Descrip		INO DUILU FINI FEAK												u Diane.	
Demand Inform	mation	and the second second second second second second second second second second second second second second second			EB			WB	<u> </u>		NB			SB	
Approach Move	ement			L.	T	R	L	Т	R	L	Т	R	L	T	R
Demand (v), v	/eh/h			110	649	156	6 160	772	. 100	230	170	111	124	99	73
				- 1	- (f					1-115					
Signal Informa	protection	1		4	La.		Ξ.	ĽЦ \	2	21	2			R.	\mathbf{x}
Cycle, s	127.0	Reference Phase	2	1	P. 4	-	"R	5	7	17 5	17]]	-4-
Offset, s	0	Reference Point	Begin	Green	5.5	1.6	68.2	9.5	2.5				ĸ		and a second second
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	3.6	3.0	0.0	4.7			Y	5	N
Force Mode	Float	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		5	6	7	
Timer Results			and the start of	EB		EBT	WB	1	WBT	NB		NBT	SBI	1	SBT
Assigned Phas	ites saides and seasch			5		2	1	-	6	3		8	7		4
Case Number				1.1		4.0	1.1		4.0	1.1		4.0	1.1		4.0
Phase Duration		an in the second starting of the second second		8.5	and the second sec	73.8	10.2	ant at all benedic to see black	75.4	15.0	the sublime discounts	30.5	12.5	mention burnten biretaida pite	28.1
Change Period		.) 8		3.0		5.6	3.0		5.6	3.0		6.7	3.0	terrent and and and and and and and and and and	6.7
Max Allow Hea		served toportor 43 fr et (41 E Block of Alfrancis Victoria Construction of Alfrancis Annual State		3.0	mannin winnes	0.0	3.0	instanking dentiset	0.0	3.0	manning manner	3.2	3.0	neutrinetis menutite	3.2
Complete and an and a second second second second second second second second second second second second second	Queue Clearance Time (g_s), s					0.0	7.1		0.0	15.0		23.3	9.6		3.2 14.4
contractor intercontent and and an and an and an and an and an and an and an and an and an and an and an and an	reen Extension Time ($g \ s$), s				inconstine stand	0.0	0.1	and in the second	0.0	0.0	alizzation and a subserver	0.6	9.0	and in the second second	0.9
	ireen Extension Time (g e), s hase Call Probability			0.1	COLUMN TO A COLUMN	0.0	1.00		0.0	1.00	anterior anterior	1.00	0.99		1.00
Max Out Proba	and dere busices interest		Andrea fordina dada da	0.90	Ministered Street Statemeters		0.15	ninosciulos famicioso		1.00	retoria teores disaternite	0.23	1.00	interesting in section of	0.00
Max Out 1100a	Unity			J		State as	1 0.1		and the second	1.00		0.20	M		0.00
Movement Gro	oup Res	ults			EB			WB			NB	- parti - and - parti-		SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow	Rate (v), veh/h		112	821		163	890		235	287		127	176	1.00
Adjusted Satur	ation Flo	ow Rate (s), veh/h/	İn	1725	1750		1711	1760		1697	1663		1697	1655	I
Queue Service	Time (g	gs), S		3.6	51.2		5.1	57.5		13.0	21.3	Anno Anno Anno Anno Anno Anno Anno Anno	7.6	12.4	1.01
Cycle Queue C	learance	e Time (g c), s		3.6	51.2	1	5.1	57.5	1	13.0	21.3		7.6	12.4	
Green Ratio (g	South Instance with A supported by			0.60	0.54		0.62	0.56		0.29	0.20		0.26	0.18	
Capacity (c), v	/eh/h			195	953		257	981	Τ	321	325	T	202	291	
Volume-to-Cap	acity Ra	ntio (X)		0.576	0.862		0.634	0.907		0.732	0.881		0.627	0.602	Contraction and
Back of Queue	(Q), ft/	In (50 th percentile)	47.5	577.8		66.3	670.8	T	171.7	267.4		85.3	134.9	Γ
Back of Queue	(Q), ve	eh/in (50 th percent	ile)	1.8	22.1		2.5	25.4	1	6.5	10.1		3.2	5.1	
Queue Storage	Ratio (RQ) (50 th percen	tile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	1
Uniform Delay	(d1), s	/veh		27.7	24.8		24.8	25.2		39.0	49.6	a nicisani entre territe	39.6	48.2	-
Incremental De	lay (d 2), s/veh		1.0	10.1		1.1	13.5	1	7.3	16.0		2.2	0.7	
Initial Queue D	elay (d	з), s/veh		0.0	0.0	100.0	0.0	0.0	1.000	0.0	0.0		0.0	0.0	18 - F
Control Delay (d), s/ve	əh	arthron the charge char	28.7	34.9		25.9	38.7		46.3	65.7	Petroneuron	41.9	49.0	
Level of Service	Contractor Contractor Products	A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF	A CONTRACTOR OF THE	С	С	T	С	D	T	D	E		D	D	1
Approach Dela				34.2	2	С	36.7	7	D	57.	2	E	46.0)	D
Intersection De	to have an audio restandare set o	de novel est est de la constant de la constant de la constant de la constant de la constant de la constant de l		1		4	0.6	ta a a a a a a		1	No. 1		D		
				Contraction of the local data							a auto				
Multimodal Re	Contraction of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner of the owner own			J	EB			WB			NB			SB	territor and the second
Pedestrian LOS				1.90		В	1.90		В	1.9		В	1.9		В
Bicycle LOS Sc	core / LC	DS		2.64	4	С	2,84	4	С	1.9	3	В	1.5	1	В

Copyright © 2018 University of Florida, All Rights Reserved.

HCS™ Streets Version 7.5

Generated: 12/12/2018 9:29:26 AM

HCS7 Signalized Intersection Results Summary

		пса	or Sig	nalize	ed Int	ersec	tion F	Resu	ts Su	mmar	у				
General Inform	ation								Intersec	tion Inf	ormatic)n		4241	DU.
Agency		Schneider Enginee	rina	ананананананананананананананананананан					Duration	Alter Manufacture and an	0.25	211	-	4 4	100
Analyst	100000000000000000000000000000000000000	CONTRACTOR OF A DESCRIPTION OF A DESCRIP	ang	Analy	sis Dat	e 11/6/2	2018		Area Typ		Other	5			
Jurisdiction	ttA.R.ctionNYSDOTStreetNYS Route 25Aaction25A with Wading Rivt DescriptionNo Build Saturday Pach Movementach MoveFloatSimult. Gap N/SResultsed PhaseNumberDuration, se Period, (Y+R c), sllow Headway (MAH), sc Clearance Time (g s), sExtension Time (g e), sCall Probabilityut Probabilityut Probabilityut Probabilityach Movemented Movemented Flow Rate (v), veh/hed Saturation Flow Rate (s), veh/h/lrService Time (g s), sQueue Clearance Time (g c), sRatio (g/C)			Time	of the low set of the		dayPeal	CONCERNMENTS AND	PHF	<u>,e</u>	0.95				<u></u>
Urban Street					sis Yea		dayi ca		Analysis	Period	1> 7:0	າດ	- 		¥
Intersection		CONTRACTOR OF CONT	iver	File N		CONTRACTOR OF CONT	v Wading	anter anter a second second second second second second second second second second second second second second	Interconcentration of the second second		and according to the second			5. 4.	$T = \lambda^{0/2} e^{-t}$
Project Descript	nformationSchneider EngineerA.R.InNYSDOTeetNYS Route 25Aon25A with Wading RiverescriptionNo Build Saturday FInformationNo Build Saturday FInformation127.0Movement v), veh/hformation127.0Reference Phase0Reference PointhatedNoSimult. Gap E/WdeFloatSimult. Gap N/SsultsPhasenberration, sreriod, (Y+R c), sr Headway (MAH), searance Time (g s), stension Time (g s), stension Time (g s), sIl ProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityProbabilityI Probability			amo	120/11	• ••uaani	gravor	NO Dui	u outure	ay i oa			1147	P []	
Demand Inform	distrived the military no		ngan water make ip wai	<u></u>	EB		_	WE	aninerip atterion of the	and an and a second	NB	-		SB	-
	its ing the name of the lower case		Name and a lot of the same	L	Т	R	L	Т	R	L	T s	R	L	Teres	R
Demand (v), ve	Schneider EngineeA.R.A.R.nNYSDOTeetNYS Route 25Aon25A with Wading RiascriptionNo Build Saturday ImformationIMovement v), veh/hformation127.0atedNoSimult. Gap E/WdeFloatSimult. Gap N/SsultsPhaseherration, seriod, ($Y+R c$), sHeadway (MAH), ssearance Time ($g c$), sHeadway (MAH), ssearance Time ($g c$), sIl ProbabilityProbabilityProbabilityProbabilityAt Group ResultsMovementMovementIow Rate (v), veh/hSaturation Flow Rate (s), veh/h/Irvice Time ($g s$), sueue (Q), rt/ln (50 th percentile)ueue (Q), veh/ln (50 th percentile)ueue (Q), s/vehueue (Q), veh/ln (50 th percentile)ueue (Q), veh/ln (50 th percentile)ueue (Q), s/vehueue (Q), s/veh <td>-</td> <td>101</td> <td>805</td> <td>142</td> <td>119</td> <td>559</td> <td>82</td> <td>202</td> <td>143</td> <td>135</td> <td>208</td> <td>162</td> <td>98</td>	-	101	805	142	119	559	82	202	143	135	208	162	98	
Signal Information	InformationSchneider EnginerA.R.onNYSDOTreetNYS Route 25Aion25A with Wading FDescriptionNo Build SaturdayInformationNo Build SaturdayInformationNo Build SaturdayInformation127.0Reference Phase0Reference PointnatedNoSimult. Gap N/SSoultsSimult. Gap N/SPeriod, ($Y+R c$), sw Headway (MAH), slearance Time ($g c$), sw Headway (MAH), slearance Time ($g c$), sall ProbabilityProbabilityProbabilityProbabilityn MovementMovementMovementI MovementI MovementI Saturation Flow Rate (s), veh/hSaturation Flow Rate (s), veh/hsatio (g/C)(c), veh/ho-Capacity Ratio (X)Queue (Q), veh/ln (50 th percentionDelay ($d 1$), s/vehstat Delay ($d 2$), s/veheue Delay ($d 3$), s/vehDelay ($d 1$), s/vehstat Delay ($d 2$), s/vehPolay ($d 1$), s/vehDelay ($d 1$), s/vehDelay ($d 1$), s/veh		1	1	1 5	2		. 20	- diama		ينىيوسىدىدە ا				
Cycle, s	minimus continent	Reference Phase	2	1	1	A 1	月.		100				2	5	
Offset, s		A designed of the second second second second second second second second second second second second second s	Begin				F á	5		17	1	1	Y 2	3	
Uncoordinated		a to the state days and the state of the state of the state of the state of the state of the state of the state	On	Green Yellow	and a second sec	1.2	64.0 3.6	10.0 3.0		0.0			4		
Force Mode		THE REAL PROPERTY AND ADDRESS OF TAXABLE PARTY AND ADDRESS OF TAXABLE PARTY.	On	Red	2.0	0.0	2.0	2.0	4.7	0.0		5	8	7	Y
and the second s						19 A A									
Timer Results				EB		EBT	WB	L	WBT	NB	_	NBT	SBI	-	SBT
Assigned Phase	•			5		2	1		6	3		8	7		4
Case Number	and Chevrolic Manufactures	and the second statement of the second statement of the		1.1	Subsection Section	4.0	1.1	and the state of the second	4.0	1.1	ļ	4.0	1.1		4.0
Phase Duration,				10.5		69.6	11.7	and the second second	70.8	15.0		30.7	15.0		30.7
and the desident of the district of the state of the state of the state of the	elicologication discharge	thidestractured as a ministerio state and a second second second second second second second second second second	chulan alamatan	5.0	incurin ium	5.6	5.0	mainten innit	5.6	5.0	antimeterit distinution	6.7	5.0	manimum fumilies	6.7
	00.00mm p 100000 - 00000 - 00000			3.2		0.0	3.2		0.0	3.2		3.2	3.2	man and an and a second	3.2
ciste Conference and international and international data	Desistrationistrationistrat			5.6	antonine Joires		6.7			13.0	NATIONAL PROPERTY	23.3	13.0		21.2
	Carlo Carlo	(ge), s		0.1		0.0	0.1	and the second	0.0	0.0		0.7	0.0	CONTRACTOR CONTRACTOR	0.9
energy bestean destant, destring, destriction destantion of the second	descrats destroyed persons			0.98	man in the second		0.99			1.00	minimized designation	1.00	1.00	in the second second second second second second second second second second second second second second second	1.00
Max Out Probat	DIIITY			0.20)		0.88	5		1.00		0.29	1.00		0.10
Movement Gro	up Res	ults			EB			WB		1	NB		1	SB	
Approach Move	Taxing of University of University			L	T	R	L	T	R	L	T	R	L	Т	R
Assigned Mover	ment			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow F	Rate (v), veh/h		106	997		125	675	-	213	293		219	274	
Adjusted Satura	tion Flo	w Rate (s), veh/h/	In	1767	1807		1767	1814		1753	1693		1753	1724	1
Queue Service	Time (g	7 s), S		3.6	65.0		4.7	36.0		11.0	21.3		11.0	19.2	
Cycle Queue Cl	earance	e Time (g c), s		3.6	65.0		4.7	36.0		11.0	21.3		11.0	19.2	
Green Ratio (g/	/C)			0.56	0.51		0.57	0.52	in service	0.28	0.20		0.28	0.20	
Capacity (c), ve	eh/h			309	924		164	945		232	334		215	340	
Volume-to-Capa	acity Rat	tio(X)		0.344	1.078		0.765	0.714		0.915	0.877		1.020	0.806	
Back of Queue ((Q), ft/	In (50 th percentile)	34.9	1012.		57	397.9		195.4	262.9		239.7	227.5	
Back of Queue	(Q), ve	h/In (50 th percent	ile)	1.4	1 39.5		2.2	15.5		7.6	10.2		9.3	8.8	
				0.00	0.00	-	0.00	0.00		0.00	0.00	<u> </u>	0.00	0.00	1
Construction for your many and the addition of the state of the	and address of the construction			19.5	31.0	1	32.6	23.2	the construction destroyed	41.5	49.5	1	41.9	48.7	Page 1
Incremental Del	ay (d 2), s/veh		0.2	53.1	T	8.6	4.6		36.1	15.4		66.8	8.1	
Initial Queue De	alay (d :	3), s/veh		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	1. 1.
Control Delay (d), s/ve	9h		19.7	84.1		41.2	27.8		77.7	64.9		108.7	56.7	
Level of Service	(LOS)		14 - 14 - 14 - 14 - 14 - 14 - 14 - 14 -	В	F		D	С		E	E		F	E	
Approach Delay	, s/veh	/LOS		77.9	э	Ē	29.	9	С	70.:	3	Е	79.8	3	E
Intersection Dela	ay, s/ve	h / LOS		1. jej		6	3.6						E		
Multime del P			la size in a	1	EP		No. of States		ana pra priza	1			1	00	
account a company of the second state of the second	Reschieffonder Roberten	/1.08		1.0	EB	P	4.0	WB	P	1.0	NB	B	4.00	SB	P
				1.9		B	1.9		B	1.9		B	1.9		B
	************	Hanalahan (Halikati Hatista) haring di sharing haring haring di sharing di sharing di sharing di sharing di sh		2.9	<u> </u>	C	2.4	a na sa na sa sa sa sa sa sa sa sa sa sa sa sa sa	B	1.9	<u>, I</u>	B	1.82	an an an an Air an an Air an Air an Air an Air an Air an Air an Air an Air an Air an Air an Air an Air an Air a Air an Air	В

Copyright © 2018 University of Florida, All Rights Reserved.

HCS™ Streets Version 7.5

Generated: 12/12/2018 9:29:57 AM

APPENDIX E: Future Build Capacity Analysis Reports



HCS7 Signalized Inters	ection Results Summary	

General Inform	nation													CS (201-1-1-2	120110
	nation	Sobnoidor Engine							abelite and interesting to the second	ction In				24141 4	ja li
Agency Analyst		Schneider Enginee	ering	1			i filmente en la compañía de la compañía de la compañía de la compañía de la compañía de la compañía de la comp		Duratio		0.25			·••	
Jurisdiction		A.R.		The second data and the second second	Control Inconcernation of the Inconcernatio		11, 2018	and a company of the second care	Area Ty	/pe	Othe	CARL COMPANY OF THE OWNER OF THE OWNER	4		
CO. C. C. C. C. C. C. C. C. C. C. C. C. C.		NYSDOT			Period	the second second second second second second second second second second second second second second second s	lay Peak	(PHF		0.95		* *		
Urban Street		NYS Route 25A	_	to secto accounter to account	vsis Yea	TRACE COLORISON			TO DO DO DO DO DO DO DO DO DO DO DO DO DO	s Period	RR	:00			
Intersection	4	A REAL PROPERTY AND A REAL		File N	lame	25A	w Dogw	ood Dr	Midday	Peak.x	us		1.000	۲ ľ	
Project Descrip	tion	Build Midday Peak										$c_{i,j} \in \mathcal{C}_{T_{i,j}}$		1 11 1 1 1	14
Demand Infor	nation			1	EB			W	D		NID		1	00	<u></u>
THE REAL PROPERTY AND A RE	autoritani anti tana anti tana anti			L	Т	R	L	T	ntanicigonalcolineaco		NB	accorrege and a state of the st	<u> </u>	SB	ningninun
	and a state of the			36	884	and the second second	and the second s		and the second		Contractor Contractor	R		T	
						1 12	/ /4	00	40	03	5	46	15	5	_L_
Signal Informa	E Description Build Midday Peak and Information ach Movement ach Movement ad (v), veh/h Information s s 110.0 Reference Phase 2 s 0 Reference Point Beg dinated No Simult. Gap E/W Or Mode Float Simult. Gap N/S Or Results or ad Phase or lumber Duration, s a Period, ($Y+R c$), s ow ow Headway (MAH), s Clearance Time ($g s$), s Call Probability s at Probability t at Probability t at Probability at Probability bat Probability <td></td> <td></td> <td>land the second</td> <td>1</td> <td>2</td> <td>님시</td> <td></td> <td><u> </u></td> <td><u> </u></td> <td></td> <td>r</td> <td></td> <td></td>				land the second	1	2	님시		<u> </u>	<u> </u>		r		
Cycle, s		Reference Phase	2		17 6	A	2.	2-4	17 M 18 19		1		4		小
Offset, s		Contraction of the second state of the second state of the second state of the second state of the second state	Begin				1		17			4	Y 2	3	
Uncoordinated	No	and the second state of the second state of the second	On	Greer Yellov		1.3	79.5						5		
Force Mode		Construction of the Design of	On	Red	0.0	0.0	2.0	4.0				5			K
	al Information i, s 110.0 Reference Phase 2 i, s 0 Reference Point Be ordinated No Simult. Gap E/W 0 i Mode Float Simult. Gap N/S 0 i Mode Float Simult. Gap N/S 0 r Results ned Phase 0 0 Number 0 0 0 a Duration, s 0 0 0 ge Period, (Y+R c), s 0 0 Number 0 0 0 a Call Probability 0 0 0 out Probability 0 0 0 ment Group Results ach Movement 0 0						14.0	12.0	10.0	10.0	- Lurrer		<u>"</u>	4	
Timer Results	nal Informationle, s110.0Reference Phase2et, s0Reference PointBecoordinatedNoSimult. Gap E/WOce ModeFloatSimult. Gap N/SOer Resultsgned Phasegned Phasee Numberse Duration, snge Period, ($Y+R c$), sAllow Headway (MAH), sue Clearance Time ($g s$), sen Extension Time ($g s$), sse Call ProbabilityOut Probabilityout Probabilityement Group Resultsroach Movementgned Movementsted Flow Rate (v), veh/h					EBT	WE	BL	WBT	NE	L	NBT	SE	st T	SB'
Assigned Phase	Э			EB 5		2	1		6			8		-	4
Case Number				1.1		4.0	1.1		4.0	1		7.0			8.0
Phase Duration	, S			8.1	Contractivities Scientificant	85.5	9.4	Accession and Accession	86.8			15.1	<u> </u>		15.1
Change Period,	(Y+R	;), s		4.0	Station of the local division of	6.0	4.0	and the second second	6.0			6.0			6.0
Max Allow Head	lway (A	/AH), s		3.0	alimmericia interes	0.0	3.0	in mission anno	0.0			3.4	-		3.4
and the second state of th	Leve Clearance Time (g_s), s			2.5			3.0					9.0			5.4
Contractor Contractor and an an an an an an an an an an an an an	reen Extension Time (g_e), s			0.0	amount wants	0.0	0.0	manoimmen anni	0.0			0.0	<u> </u>		0.2
The minimum concerning of the minimum concerning of the	ase Call Probability			0.69			0.9	anter anter		-		1.00			1.00
Max Out Probal	oility		-	0.42	anisteren anterior	ter himme på de se ande	1.0	and and a sub-				1.00			0.34
				L			11 110					1.00 1			0.54
NAMES OF A DESCRIPTIONO	TRAMOUTINA STATE OF THE OWNER	ults			EB			WB			NB			SB	
Medianal scale of an one shall be been as a second	CONTRACTOR OF THE OWNER			L	Т	R	L	Т	R	L	T	R	L	Т	ĪI
the second s	in the second second second			5	2	12	1	6	16	3	8	18	7	4	1
Contraction of the Contract Net Contraction of the Contract of	Contraction of the second second second second	COLOR COLOR OF COLOR OF COLOR OF COLOR OF COLOR OF COLOR OF COLOR OF COLOR OF COLOR OF COLOR OF COLOR OF COLOR		38	1014		78	898	1	1	93	48		57	1
and a standard the terror of the terror of the standard the	The second second second second	and the second	n	1810	1843		1810	1852			1409	1610		1681	1.00
Queue Service				0.5	36.0		1.0	26.5		Contration and	3.6	3.1		0.0	1
Cycle Queue Cl		e Time (g ₀), s		0.5	36.0		1.0	26.5		1	7.0	3,1		3.4	1
Green Ratio (g/	THE OWNER AND ADDRESS OF THE OWNER ADDRESS OF THE O		1	0.78	0.73		0.79	0.74			0.09	0.09	1.1.1.1.1	0.09	
Capacity (c), v	COLUMN STREET, SOLUTION, STREET, SOLUTION, STREET, STR			449	1349		400	1378		e koonnectoressor	192	147		195	1
/olume-to-Capa	CALIFORNIA AND AND AND AND AND AND AND AND AND AN	A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF A CONTRACTOR OF		0.084	0.751		0.195	0.652	2	1	0.481	0.329	Contra contra contra	0.291	1
and the local state being the best of the best	Contraction of the local division of the loc	n (95 th percentile)	and the second state of the second state	7.9	446.2		27	332.6	5		114.7	57.7		66.5	1
		h/ln (95 th percenti		0.3	17.6		1.1	13.1	1.000		4.6	2.3		2.7	1
	Contract of the Party of the Pa	RQ) (95 th percent	ile)	0.00	0.00		0.00	0.00			0.00	0.00		0.00	
Jniform Delay (*****			6.6	8.8		9.4	7.0			48.6	46.8	*******	47.0	-
ncremental Del	and an and a second second second second second second second second second second second second second second	the second second second second second second second second second second second second second second second s		0.0	3.9		0.1	2.4	1	1	0.7	0.5		0.3	
nitial Queue De				0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Control Delay (d), s/ve	h	and the second second	6.6	12.7		9.5	9.4		-	49.3	47.3		47.3	1
evel of Service	the second second second second second second second second second second second second second second second s			Α	В		A	Α	1	1	D	D	anti ann all can ai	D	1
pproach Delay	s/veh /	LOS		12.5	5	В	9.4	terristen frankriger	A	48.0	5	D	47.	L.	D
ntersection Dela	ay, s/vel	n/LOS			antenia dia tanana	1	4.3			1		E			
			1942												
Aultimodal Res	A REAL PROPERTY AND INCOME.				EB			WB			NB	1		SB	
Pedestrian LOS Score / LOS					3	В	1.63	3	В	1.9	5	В	1.9	in the second particular	В
cycle LOS Score / LOS				2			Contraction (Contraction		A A A A A A A A A A A A A A A A A A A	the second second	1			and the second	

HCS7 Signalized Intersection Results Summary

		1166	or Sig	nanze	7 u IIII	CI 3C(vean	15 31	iiiiiia	1 y 11 (11)				
General Inform	nation						<u> </u>	1	Interse	ection In	formatio	חר		l d Jacka I	<u>L</u> L
Agency		Schneider Enginee	ring		, de selector e a cargónie Maisi	ante autore constantinte			Duratio		0.25	7 11	-	s‡s	
Analyst		A.R.	anng	LAnoly	sis Date		11, 2018		Area Ty		Other				
Jurisdiction		NYSDOT	6 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	a and the second second second second	Period	PM F	and the second second second second second second second second second second second second second second second		PHF	pe	0.95				
Urban Street		NYS Route 25A							CONCERNMENT OF THE OWNER	o Doriod	and a second second	20			l
Intersection		1	D -		sis Year				000000000000000000000000000000000000000	s Period	> /:(50			
	tion	25A with Dogwood	Dr	File N	ame	ZOAV	v Dogwo	boa Dr	РМ Ре	ak.xus					
Project Descrip	DUON	Build PM Peak												CHI 14 YI	<u>F</u> (<u>C</u>)
Demand Inform	mation	ter and the second second second			EB			WE	3		NB		1	SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	
Demand (v), v	/eh/ h			35	1094	71	84	129	0 29	75	3	52	13	3	2
								a di godin ava				The state to be an			
Signal Informa	ation					5		11	9						1
Cycle, s	110.0	Reference Phase	2		P 4				17				4	100	4
Offset, s	0	Reference Point	Begin	Green	4.1	1.5	80.2	8.2	0.0	0.0		1	X X	4	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	/ 4.0	0.0	4.0	4.0	0.0				2		K
Force Mode	Float	Simult. Gap N/S	On	Red	0.0	0.0	2.0	2.0	0.0			5	8	7	
	1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 - 1000 -				· ·····										1117) - U.S. W.
Timer Results				EB		EBT	WB	L	WBT	NE	3L	NBT	SBI	-	SBT
Assigned Phas	e	the second second second second second second second second second second second second second second second s		5		2	1		6	_		8			4
Case Number	unt to interaction		an an an an an an an an an an an an an a	1.1	in the second second	4.0	1.1	Section of Section	4.0			7.0			8.0
Phase Duration	A VERY ALLENT COLORED		193 C.C.I.	8.1	Contraction (Incontraction	86.2	9.6	and the second second	87.7	_		14.2			14.2
Change Period	and the second second line	anten fit se et es fit es el est i de se el est est é de se el se est i se el est el se est i se est el se se e	autonalutosituitud	4.0	diamintin attant	6.0	4.0	-	6.0			6.0			6.0
Max Allow Hea		THE REPORT OF THE PARTY AND THE PARTY OF THE REAL PROPERTY OF THE PARTY OF		3.0	and the second second	0.0	3.0		0.0			3.4			3.4
Queue Clearan	and the second	main mail was not share it to share the second second to share the second s		2.5	in the second		3.1					8.2			4.7
Green Extensio	CONTRACTOR OF THE OWNER OWNE	(ge), s		0.0	and a state of the	0.0	0.0		0.0			0.1			0.2
Phase Call Pro	bability			0.68	3		0.93	3				1.00			1.00
Max Out Proba	bility			0.40	<u>D</u>		1.00)				1.00			0.16
Movement Gro	oup Res	ults			EB		1	WB			NB	1	<u> </u>	SB	
Approach Move	ement	and a state of the second second second second second second second second second second second second second s		L	Т	R	L	Т	R	L	Т	R	L	Т	F
Assigned Move	Non statement of the second statement			5	2	12	1	6	16	3	8	18	7	4	1
Adjusted Flow I	CALABORATINE AND A DESCRIPTION OF A DESCRIPTON OF A DESCRIPTION OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A DESCRIPTON OF A D), veh/h	kattiin (insin bestimte	37	1226	1	88	1388	and activity addition for		82	55		44	1
	And the second second second second	w Rate (s), veh/h/	In	1810	1850		1810	1863	No. (No. of Concession, No. of C		1415	1610		1669	\uparrow
Queue Service	terrind to a reaction of the second states of the s	nud histoid have been a subserved the middle have been a		0.5	56.7		1.1	79.9	ni fintainitiitiitaa		3.5	3.5		0.0	1
		e Time (g c), s		0.5	56.7	1	1.1	79.9			6.2	3,5	1.00 C	2.7	1
Green Ratio (g	CARGE AND A CARGO AND A		1957	0.78	0.74	1	0.80	0.75	-		0.08	0.08	2000 - 1993 1973 - 19	0.08	1
Capacity (c), v	ALL DATE OF THE PARTY OF THE			149	1365	and the second second	277	1401			183	135		183	1
Volume-to-Cap	CONTRACTOR OF CONTRACT	tio (X)		0.248	0.898	1	0.320	0.991	and macanationen		0.449	(annoine annoine		0.241	+
	The second second second second second second second second second second second second second second second se	In (95 th percentile)	32	691.3		61.5	1005. 4			101.6			51.9	
3ack of Queue	(Q). ve	eh/In (95 th percent	tile)	1.3	27.2	1	2.5	39.6	1	1	4.1	2.7		2.1	
IC CALIFORD CONTRACTOR AND ADDRESS OF A DESCRIPTION OF A	A CONTRACTOR OF A CONT	RQ) (95 th percen		0.00	0.00	1	0.00	0.00	and managements		0,00	0.00		0.00	1
Jniform Delay (A CONTRACTOR OF THE OWNER WAS INCOMED	NET TO AND REAL PROPERTY AND AND AND AND AND AND AND AND AND AND		32.6	11.2	1	20.7	13.3	in the second second second second second second second second second second second second second second second		49.0	47.8	2.1	47.4	1
ncremental De	in the second second second second second second second second second second second second second second second			0.3	9.6		0.2	22.0			0.6	0.7		0.3	1
nitial Queue De	A state of the second se	ويستعملوه وتحتمله متعتبة للمشافرة المتحاف المتحاص المتعاصية كتما متعاصلا فأناه التكريب		0.0	0.0	1	0.0	0.0	1		0.0	0.0		0.0	1
Control Delay (And the second second second second second			32.9	20.8	1	20.9	35.3	1		49.6	48.5		47.6	1
evel of Service				C	C		C	D			D	D		D	1
Approach Delay	State of the second state of the second state of the second state of the second state of the second state of the	/LOS		21.	Lauren german	C	34.5	8	C	49		D	47.6	Laura	D
	the second second second	Descrit/ Destanding to be be set and all all the data strength providence			-	THE REAL PROPERTY OF THE PARTY	9.6	-			<u> </u>	Incommentation	C 47.0		
and the second second second second second				IL		2	510			<u>II</u>					
and the second second second second second								Contraction of the		and all and a state	har hanne		planet in the second		
ntersection De					EB	***	1	WB			NB			SB	
Intersection De Multimodal Re Pedestrian LOS	sults	/LOS		1.8	EB 5	В	1.62	WB 2	В	1.9	NB	В	1.9	SB	В

Copyright © 2018 University of Florida, All Rights Reserved.

Generated: 12/12/2018 9:39:14 AM

HCS7 Signalized Intersection Results Summary

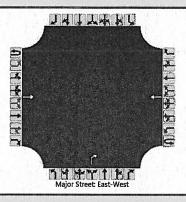
all and and and		HCS	or 51g	nalize		erse	ction F	kesui	ts Su	mmar	<u>у</u>				
General Inform	nation								interse	ction Inf	formatio	n		4241	6 U
Agency	nutron	Schneider Enginee	ring			-			Duration	CONTRACTOR OF THE	0.25		- and	÷	
Analyst			ang	Analys	sis Dat		11, 2018		Area Ty		Other				
Jurisdiction		and the second s		Time F			rday Pea	and a subscription of the	PHF	he	0.95				4
Urban Street		1			sis Yea	CONTRACTOR OF THE OWNER		and the second second second second second second second second second second second second second second second		s Period	1> 7:0	20	4.45.4		*
Intersection		4	Dr	File Na	and the second s		, w Dogwo	an and an an an an an an an an an an an an an				50	-		
and the second se	otion	COMMENSATION OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OWNE	No. I Statement and Address of	I Flie IN	ame	ZJA	w Dogwo		Saturua	ly reak.	kus		-	ኘ (11 ዓ.ም	b đ
Project Descrip	Duon	Build Saturday Pea	IK												تط ا
Demand Infor	mation				EB			WE	<u>}</u>		NB			SB	
Approach Mov	rmationSchneider EngineeA.R.NYSDOTNYS Route 25A25A with DogwoodiptionBuild Saturday Pearmationvementveh/hnation110.0Reference Phase0Reference PointdNoSimult. Gap E/WFloatSimult. Gap N/Sseon, sd, ($Y+Rc$), sadway (MAH), since Time (gs), sion Time (ge), sobabilityabilityroup Resultsvementvementvementvementvementvementvementvemente Time (gs), sClearance Time (gc), s g/C), veh/hpacity Ratio (X)e (Q), tr/ln (95 th percentilee (Q), veh/ln (95 th percentilee Ratio (RQ) (95 th percentilee Ratio (RQ) (95 th percentilee Ratio (RQ) (95 th percentilee (Q), s/vehce (LOS)ay, s/veh / LOSay, s/veh / LOSay, s/veh / LOSay, s/veh / LOSay, s/veh / LOS	n teacht	L	Т	R	L	T	R	L	Т	R	L	T	R	
Demand (v),	InformationSchneider EngineerinA.R.onNYS POUTreetNYS Route 25Aon25A with Dogwood DescriptionBuild Saturday PeakInformationMovement(v), veh/hInformationMovement0(v), veh/hReference Phase0Reference PointnatedNoSimult. Gap E/WdeFloatSimult. Gap N/SsultsPhasenberrration, sPeriod, ($Y+Rc$), s v Headway (MAH), searance Time ($g c$), stension Time ($g c$), stension Time ($g c$), sMovementMovementMovementFlow Rate (v), veh/hSaturation Flow Rate (s), veh/h/lnervice Time ($g s$), seue Clearance Time ($g c$), stio (g/C)(c), veh/hp-Capacity Ratio (X)eueue (Q), veh/ln (95 th percentile)eueue (Q), veh/ln (95 th percentile)eueue (Q), veh/ln (95 th percentile)eueue (Q), veh/ln (95 th percentile)eue Delay ($d s$), s/veheue Delay ($d s$), s/veh		29	1081	129	9 121	103	2 26	118	2	65	11	2	20	
Signal Inform	ionNYSDOTtreetNYS Route 25Ation25A with Dogwood DrDescriptionBuild Saturday Peakd Information	han an tao an an an an an an an an an an an an an	1			e l									
Cycle, s	Information Schneider Engineeri A.R. A.R. on NYS Route 25A on 25A with Dogwood D reet NYS Route 25A on 25A with Dogwood D reescription Build Saturday Peak Information non Wovement (v), veh/h No formation 110.0 Reference Point nated No Simult. Gap E/W ode Float Simult. Gap N/S Simult. Gap N/S esults Phase Phase Simult. Gap N/S ender Uration, s Second ($g \circ$), s reension Time ($g \circ$), s Stension Time ($g \circ$), s all Probability Stension Time ($g \circ$), s eue Clearance Time ($g \circ$), s Second ($g \circ$), s <t< td=""><td>2</td><td></td><td>12.</td><td>_</td><td>畄.</td><td>님시</td><td></td><td></td><td></td><td></td><td>X</td><td></td><td>小</td></t<>	2		12.	_	畄.	님시					X		小	
Offset, s		Correstances and an and the sector of the se							17			1	2 8	3	
Uncoordinated		and the second state of the second second second second second	Begin	Green		2.2	78.1	10.0					5		
Force Mode		Construction and an experimental sector of the sector of t	On	Yellow		0.0	4.0	4.0	0.0				V		K
FUICE MODE	Float	Simult. Gap N/S	On	Red	0.0	10.0	2.0	12.0	10.0	10.0		5	8	71	
Timer Results				EBI		EBT	WB	L	WBT	NB	L	NBT	SB	-	SBT
Assigned Phas	e .			5		2	1		6	1		8			4
Case Number				1.1		4.0	1.1		4.0			7.0			8.0
Phase Duration	n, s		Himmeteli Sanat Liszaizi	7.6		84.1	9.9		86.4			16.0			16.0
Change Period	I, (Y+R	c), S		4.0		6.0	4.0		6.0			6.0			6.0
a i ben eti sa dan eti sa i ben eta si è pa eta si è pa eti dan esi è an esi è an esi è an esi è an esi è an es			anitis antis ann ann	3.0	iimainin Juuma	0.0	3.0		0.0	1		3.4			3.4
and the second second second second second second second second second second second second second second second	COMPANY OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER	and the second second second second second second second second second second second second second second second		2.5			3.7	man and annua				11.7			4.0
	AND COMPANY POINT OF THE OWNER			0.0	mainten anno	0.0	0.0	and in an in and	0.0	1		0.0			0.2
Phase Call Pro	000000000000000000000000000000000000000	<u></u>		0.61			0.98					1.00			1.00
Max Out Proba	arised to an a resolution of the distance in	t nel supervisi de la constante de la constante de la constante de la constante de la constante de la constant		0.35	minamenta Jamania		1.00	interesting and and				1.00			0.11
Movement Gr				I	EB		1	WB		1	NB		P	SB	
	inconscience with restoring	Suits	************			R	L	T	R			R			R
THE OWNER AND A DESCRIPTION OF THE OWNER AND AND AND AND AND AND AND AND AND AND				5	2	12	1	6	16	3	8	18	7	4	14
) yeb/b		31	1274		127	1114	in fininintainitai	<u> </u>	126	68		35	1-
and the second second second second second second second second second second second second second second second	and the second se		In	1810	1835		1810	1862			1416	1610		1697	in the second
	Photosco Photosco Constanting Pho-	the second second second second second second second second second second second second second second second s	11) Minineunineunine	and the second sec	aminumintation		antimitanimitanianida	anter manufacture in the			in interesterior	animation distant	harmon	Commission in the second	
				0.5	70.0	-	1.7	42.6	-		7.6	4.4		0.0	
an ber birt and drast an grade state the second state and	direction in the second second second	o mine (y c), s					1.7	42.6			9.7	4,4		2.0	1
Martin Contractor and Contractor			neerum seuneerum	0.76	0.72		0.79	0.74			0.10	0.10	under States of States of	0.10	
n de la recentration de la construction de la construction de la construction de la construction de la constru	Confidencies all confidencies and	tio (X)	ane maanuani	309 0.099	Attente to the second	-	215 0.592	Samouranterior	and an owner of the second second		0.612	0.425	ahana sa ma sa ma	0.163	-
The second second second second second second second second second second second second second second second s					0.965 913.8	and other states and the states of the state	115.2	0.809		-		Summer and the second		§	
n étte in chér le rest ét part de l'hér de le réserve de la strategie de la sec		and the second second which an an in second second second second second second second second second second second	Michigan In concerning in the	12.6 0.5	36.0			518			166.2 6.6	81.9		39.6	-
	Contraction of the local data in the		Street of the second second	0.0	0.00		4.6	20.4				3.3 0.00		1.6	
enimental and a second s	THE REAL PROPERTY OF THE PROPE		ule)	12.3	14.2		30.6	9.3			0.00	46.5		0.00	
				0.1	14.2			9.3			48.9 3.8				
line malasses the sector interest in the	and the second states in	and in the second second second second second second second second second second second second second second s		0.1	0.0		2.9	5.2 0.0			0.0	0.7		0.1	-
		and the second of the second second second second second second second second second second second second second		12.3	31.8		33.5	14.5			52.7	47.2	nunciaus.com	45.6	
in the second second second second second second second	det and a last the state of the state of the	and the second second states and a state state state to a state to a state state state state state state state		12.3 B	51.0 C		C	14.5 B			D	4,1.2 D		45.0 D	-
				31.4	1	C	16.4		B	50.	1	D	45.0	<u>L</u>	D
an an the formation of the second second second second second second second second second second second second	and a second second second second second second second second second second second second second second second	- des des La des ensuelles ensuelles en sons a des mentions des autorités des ensuelles des ensuelles des ensue		51.4	T		26.2	* <u> </u>	D	50.		terre descent des ers ben	45.0 C	<u>, </u>	U
	nay, 3/VE	AT / LOO			A A	·	.0.2	11.00		1		1	U III	NR.1045.376	
Multimodal Re	esults				EB			WB			NB			SB	
and a second second second second second second second second second second second second second second second		/LOS		1.86	3	В	1.6	the state of the s	В	1.9	5	В	1.9		В
	destrian LOS Score / LOS ycle LOS Score / LOS			2.64		С	2.5		C	0.8	anneen an farmen	A	0.5	the second second second second second second second second second second second second second second second s	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS™ Streets Version 7.5

Generated: 12/12/2018 9:40:01 AM

	11657 1000 00	ay Stop-Control Report	
General Information		Site Information	
Analyst	A.R.	Intersection	Right Turn Only Exit/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/15/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Venezia Driveway
Time Analyzed	Build Midday Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Venezia Square		



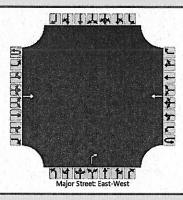
Vehicle Volumes and Adjustments

Approach	19 A. M.	East	bound		지수 하는	West	bound			North	bound	19 M. 19 M.		South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	1	· · · ·	0	0	0
Configuration			т		1225		Т		1			R		The second		Î
Volume (veh/h)			945				900		1		1	32		Í	-	1
Percent Heavy Vehicles (%)			1.0						1.	1. 185		1				
Proportion Time Blocked									Í					Î		1
Percent Grade (%)											0					
Right Turn Channelized										N	lo					
Median Type Storage				Undi	ivided		$\psi_{1} = \psi_{1}$									*****
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)				21.1		14.15						6.2				
Critical Headway (sec)												6.21			The data star	
Base Follow-Up Headway (sec)	3 3367 3				1		$(1, \dots, n)$		1.1 - 1.			3.3				
Follow-Up Headway (sec)												3.31				
Delay, Queue Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)								$x^{1,1} = 1 + \left[\frac{1}{2} \right]_{1,1}$	16. S.			34		a ta pata		
Capacity, c (veh/h)									Í			298				Í
v/c Ratio							1.00					0.11				
95% Queue Length, Q95 (veh)									İ		1	0.4				
Control Delay (s/veh)	1											18.6	1			
Level of Service (LOS)												С				1
Approach Delay (s/veh)			A participa							18	3.6					
Approach LOS									1		С					

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 25A w Right Turn Only Exit Midday Peak.xtw Generated: 12/12/2018 9:40:39 AM

	HCS7 Two-W	ay Stop-Control Report	
General Information		Site Information	
Analyst	A.R.	Intersection	Right Turn Only Exit/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/15/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Venezia Driveway
Time Analyzed	Build PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Venezia Square		



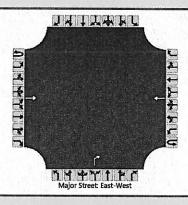
Vehicle Volumes and Adjustments

Approach		East	oound		6.3.3	West	tbound		A. Sal	North	bound			South	bound	
Movement	υ	L	T	R	U	L	T	Ŕ	U	L	Т	R	U	Ļ	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0	1	0	0	1		0	0	0
Configuration		-	Т			23,243	T				1200	R			1	
Volume (veh/h)			1159				1159					36				1
Percent Heavy Vehicles (%)									a. A			1	Î	18,200		
Proportion Time Blocked									Í		1		1		Ì	1
Percent Grade (%)	ti ta aserti			. Anthony	2585						0					
Right Turn Channelized										٨	ło		Ì			
Median Type Storage				Undi	ivided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)												6.2	Ι			
Critical Headway (sec)									Programme and the			6.21	1			
Base Follow-Up Headway (sec)	A. (2014)								43214			3.3			Î.	
Follow-Up Headway (sec)												3.31	1		İ	1
Delay, Queue Length, an	nd Leve	l of S	ervice													
Flow Rate, v (veh/h)							10000				0.000	38				Γ
Capacity, c (veh/h)												221				1
v/c Ratio			1.55						in the second			0.17	Î .			
95% Queue Length, Q95 (veh)												0.6		1		
Control Delay (s/veh)					1.45.2						1	24.7	1223	1000		
Level of Service (LOS)												с				1
Approach Delay (s/veh)										2	4.7		1			
Approach LOS								/			Ċ		1			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 25A w Right Turn Only Exit PM Peak.xtw Generated: 12/12/2018 9:41:14 AM

		and the second second second second second second second second second second second second second second second	
General Information		Site Information	
Analyst	A.R.	Intersection	Right Turn Only Exit/25A
Agency/Co.	Schneider Engineering	Jurisdiction	NYSDOT
Date Performed	11/15/2018	East/West Street	NYS Route 25A
Analysis Year	2018	North/South Street	Venezia Driveway
Time Analyzed	Build Saturday Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Venezia Square		



Vehicle Volumes and Adjustments

Approach		East	bound		See.	West	bound		and the	North	bound		1	South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	Ļ	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0	Í	0	0	1		0	0	0
Configuration			Т		interpro		T		Î.		1	R				Ì
Volume (veh/h)			1157				980		İ 👘		1	46				Í
Percent Heavy Vehicles (%)				196			in a star	Maardee Monidee Tree			1	1				
Proportion Time Blocked									Ì		1					
Percent Grade (%)	7 6 6 4 4			n la se					I .		0					
Right Turn Channelized									1	N	ło					
Median Type Storage				Undi	vided				1.26 31							
Critical and Follow-up H	eadway	/s														
Base Critical Headway (sec)									《臣		l .	6.2	<u> </u>			
Critical Headway (sec)												6.21				
Base Follow-Up Headway (sec)	0.12223							1.1				3.3				
Follow-Up Headway (sec)											1	3.31				
Delay, Queue Length, an	d Leve	l of S	ervice		L ange of the second						1					<u></u>
Flow Rate, v (veh/h)												48				
Capacity, c (veh/h)											1	221				
v/c Ratio								anc acrosses The second		1.1.5		0.22		Sec. (1997)		
95% Queue Length, Q ₉₅ (veh)											1	0.8				
Control Delay (s/veh)			1.2.2.2				a state of		1	SCH STR		25.8				1
Level of Service (LOS)											1	D				
Approach Delay (s/veh)			A construction of the						1.000	2!	5.8	• •	Sector.			
Approach LOS	1										D					

Copyright © 2018 University of Florida. All Rights Reserved.

HCS™ TWSC Version 7.5 25A w Right Turn Only Exit Saturday Peak.xtw Generated: 12/12/2018 9:41:47 AM

la sala di la sala di sala di sala di sala di sala di sala di sala di sala di sala di sala di sala di sala di s		HC	S/ Sig	inaliz	ed in	ters	sect	tion	Resu	Its S	umma	ry			in a second	
General Inform	nation									Inters	ection Ir	format	ion		<u>5 4 7 46 (</u>	
Agency	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Schneider Enginee	erina			1			TO THE OWNER WATER OF THE OWNER OWNER OF THE OWNER OF THE OWNER OF THE OWNER OWN	Durati			and the second second second second	_	4 (
Analyst		A.R.	'9	Anal	sis Dat	e 11	/6/2	018		Area T		0.25 Othe				
Jurisdiction	-	NYSDOT		statements as presented	Period		-	y Peak	COLUMN STREET,	PHF	ype	0.98				
Urban Street		NYS Route 25A		-	sis Yea	and a comment		y r ear			sis Perioc			 →	4 H	
Intersection	********	25A with Wading R	River	File N	and the second second	COLUMN COLUMN		Wadir			Midday I			-		
Project Descrip	otion	Build Midday Peak	the second second second second second second second second second second second second second second second s	Trier	ame			vvauii	ig rive	Dullu	wildday i	-eak_A	s is.xus		ין (היפונורת	141
Demand Infor	mation			1	EB		<u></u>	1	WE	2		NE	1		SB	
Approach Move	ement	***************************************		L	Т	Т	R	L	Т	F	R L		R			1
THE REPORT OF THE OWNER OWNER O	The second s			114	702	1	137	90		and the Bennessee	TRADUCTOR STRATEGICS		man hannes	Categories Competence		+
Signal Inform:	ation				1				- 1 - 1		R		analanana Marina			R
and the second se	personal microsoft	Reference Phase				يل	3			Re la construction de la constru	21	3		-	ĸ	
***************************************		THE REAL PROPERTY AND ADDRESS OF THE PARTY	2 Regin			F	÷		5		517 .	17	-	€.),	-13
THAT IS THAT IS A DESCRIPTION OF THE OWNER.	Nontretania Jamasia Jamas	distantionation of the state of	Begin	Greer	1 4 .7	0.		69.7	11.4	4 0.	6 21.	.4		K		
Force Mode		of the found of the local distance of the second second second second second second second second second second	On On	Yellov		0.		3.6	3.0	0.			~	2	5	R
5.00 11000	i iodi	Sindir. Oap N/S		Red	0.0	0.	U	2.0	0.0	0.	0 2.0		5	8	7	
Timer Results	emand Information oproach Movement emand (v), veh/h gnal Information rcle, s 127.0 fset, s 0 Reference Phase fset, s 0 Reference Point Be accoordinated No Simult. Gap E/W C rce Mode Float Simult. Gap N/S C mer Results Signed Phase se Number ase Duration, s ange Period, ($Y+Rc$), s xAllow Headway (MAH), s					EBT	- 1	WB	BL	WBT	NE	BL	NBT	SB	L	SB
Transferra and the property of the local data and the second statements of	9			5		2		1		6	3		8	7		4
Case Number	entitiven time, og]	1.1	minere anna di second	4.0		1.1		4.0	1.	1	4.0	1.1		4.0
	and the second se			8.5		76.1		7.7		75.3	15.	0	28.7	14.4	4	28.
				3.0		5.6		3.0)	5.6	3.0)	6.7	3.0		6.7
lax Allow Headway (<i>MAH</i>), s				3.2		0.0		3.2		0.0	3.2	2	3.2	3.2	2	3.2
ueue Clearance Time (g s), s			5.5				4.9			15.	0	21.3	11.3	5	17.0	
		(ge), s	an de marte and	0.1		0.0		0.1		0.0	0.0)	0.7	0.0		0.8
the second second descent second second second second second second second second second second second second s	Construction of the local data			0.98	mannin Junior		Γ	0.96	6		1.0	0	1.00	1,00	5	1.00
Max Out Probat	oility			0.02	2			0.00	D		1.0	0	0.07	1.00	3	0.01
	THE R P. LEWIS CO., NAME AND TAXABLE PARTY.	ults			EB				WB		1	NB			SB	
TO REAL PROPERTY OF COMPANY AND A DESCRIPTION OF COMPANY AND	CONTRACTOR OF THE OWNER.			L	T	R		L	Т	R	L	T	R	1 L	Тт	F
Assigned Mover	ment			5	2	12	2	1	6	16	3	8	18	7	4	1
	and the second se			116	856	T		92	658	1	215	259	1	158	205	1
			n	1725	1759	1		1711	1770	1	1697	1656	1	1697	1638	1
Queue Service	Time (g	s), S		3.5	52.6	Citrical Distance		2.9	33.3	1	13.0	19.3	francisco de la constana	9.5	15.0	monuccu
ycle Queue Cl	earance	Time (g c), s		3,5	52.6			2.9	33.3	1	13.0	19.3	1	9.5	15.0	+
				0.61	0.56			0.60	0.56	1	0.28	0.18	1	0.27	0.18	1
Internet could get the second statistics and the second second	the second second second second			367	991			212	986	1	296	300	-	229	289	
	Additional and and additional and and additional and ad		and the second second	0.317	0.864	1		0.433	0.668	1	0.727	0.865	1	0.692	0.709	+
ack of Queue (Q), ft/l	n (50 th percentile)		33.2	589.3		training lines	33.9	359.9	1	158.8	234.4	Í T	113.2	163.4	1
Contraction and a list of a language of the la	STREET, STREET	h/ln (50 th percentil		1.3	22.5	1		1.3	13.6	1	6.0	8.8		4.3	6.1	1-
Queue Storage	Ratio (I	RQ) (50 th percent	ile)	0.00	0.00		-	0.00	0.00	1	0.00	0.00	<u> </u>	0.00	0.00	1-
Iniform Delay (15.5	23.6	l	means?	24.5	19.8	1 million and a	38.8	50.5	Î	38.8	49.2	T
ncremental Dela			Í	0.2	9.9	Î		0.5	3.6	Ì	7.6	12.3	İ	6.6	2.1	1
itial Queue De	lay (d з), s/veh		0.0	0.0	10.125		0.0	0.0		0.0	0.0		0.0	0.0	1
ontrol Delay (d	the second second second second second second second second second second second second second second second s	h		15.7	33.5	of mail in the second		25.0	23.4	ľ	46.4	62.8		45.5	51.3	Incana
evel of Service	(LOS)			В	С	and the second se		С	С	a the second second	D	E		D	D	+
pproach Delay,	s/veh /	LOS		31.4		С		23.6		С	55.3	L	E	48.8	L	D
tersection Dela	ay, s/veh	/LOS		1.			36.0						- The second second second second second second second second second second second second second second second	D		0
, , , , , , , , , , , , , , , , , , , 			line in the second seco		EB				NA/D		1					
ultimodal Res	1				E D		H		WB		11	NB		51	SB	
Iultimodal Res edestrian LOS	anii looni ir anni aa	108		1.90		В		1.90		В	1.98	and the second participant of the party of t	В	1.95		В

HCS™ Streets Version 7.5

Generated: 12/12/2018 9:51:00 AM

		HC	S7 Sig	inaliz	ed In	ter	sec	tion	Resu	its S	Sumi	mar	у	1		1.1		
General Inform	nation		<u>.</u>	i de la composition de la comp					T	Inter	sactio	n Inf	ormati	lon	<u> </u>	2414	1 5 6	
Agency		Schneider Engine	erina						Intersection InformationDuration, h0.25						4 (
Analyst		A.R.		Analysis Date 11/6/2									Othe					
Jurisdiction	St. Garat	NYSDOT		In Contractor Contractor	Period		PMP		CONTRACTOR OF THE OWNER OWNE	PHF	Type	-	0.98					
Urban Street		NYS Route 25A	11.57.57	-	/sis Yea			Cur	ana ana ana ana ana ana ana ana ana ana		/sis Pe	riod	1> 7:	.00				
Intersection		25A with Wading F	River	File N		anna li con		v Wadir										
Project Descrip	tion	Build PM Peak		1		<u> </u>		v vvadii	ig rave			eak	_AS IS.	xus	-	ן קיווי ני	141	
Demand Inform	nation			1	EB	<u></u>	•	1	WE	2			NB			SB		
Approach Move	ement			L	Т	Т	R	L	Т		R	1		F		эр Т		
Demand (v), v				120	711	+	172	160		Concernant Property of	100	250	170	and and and and and and and and and and	EL.	antisant second second		
				Harana		- lo			/ 00	<u> </u>		2.00	1 1/0		⇒ 124	1 99	!	
Signal Informa	ition					T	5	J I	r I			21	. [יוע שריכת שנויג דארא.		
Cycle, s	127.0	Reference Phase	2		12	7	in the				5.4.2				-	5		
Offset, s	0	Reference Point	Begin	Greer	166).7	68.0		Lļ,	517		17	4	Y 2	3	1	
Uncoordinated	No	Simult. Gap E/W	On	Yellov).7).0	3.6	9.5 3.0		2.5).0	21.4 4.7	F C		-	L		
Force Mode	Float	Simult. Gap N/S	On	Red	0.0).0).0	2.0	0.0		0.0	2.0		\$	6	7		
Timer Results	• ••••••••••••••••••••••••••••••••••••	and the state of the state of the		EB	<u> </u>	F D	-	10/0		14/07								
Assigned Phase				An complexitent a co		EB		WB	SL.	WBT		NBL	-	NBT	SB		SB	
Case Number	•			5		2		1		6		3		8	7		4	
Phase Duration	6		Handrich an Lewis Constantion	Contraction of the second second second second second second second second second second second second second s		4.0	and the strength of	1.1		4.0		1.1		4.0	1.	and the second s	4.0	
CANCELLE AND AND AND AND AND AND AND AND AND AND		1.		9.6		73.	(and the second	10.3	and the second s	74.3		15.0		Contraction of the local division of the loc		5	28.1	
Change Period, (Y+ <i>R</i> c), s Max Allow Headway (<i>MAH</i>), s				3.0	inite manipula finitian	5.6	and in the local days	3.0	main and financia	5.6		3.0	6.7		3.0	Ameteritinistis maties	6.7	
Queue Clearance Time (g_s), s				3.2	HARD BRANCH	0.0)	3.2		0.0		3.2		3.2		Contraction of Contract	3.2	
Green Extension Time ($g \in $), s				6.6	undering unon			7.2	antoniment in said			15.0		23.3	9.6	3	14.9	
Phase Call Probability				0.1		0.0)	0.1	CONCECCURICO DOLLO DO	0.0		0.0		0.6	0.0		0.9	
Max Out Probability				0.9	in the second second			1.0	in the second			1.00		1.00	0.9		1.00	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		l	0.0				0.17				1.00		0.24	1.0	0	0.00	
Movement Gro	CHOICE STATE STATE STATE OF STATE	ults			EB				WB				NB		1	SB		
Approach Move				L	T		R	L	T	R		L	T	R	L	Тт	F	
Assigned Mover	nent			5	2	11	12	1	6	16	;	3	8	18	7	4	1	
Adjusted Flow R	late (v), veh/h		122	901			163	950	1	2	55	287		127	181	-	
		w Rate (s), veh/h/l	n	1725	1750	1		1711	1762	1	CORNER CONNECTION	97	1663		1697	1651	1	
Queue Service				4.6	61.7	T		5.2	67.0	1	antimite francisco	3.0	21.3	-	7.6	12.9	1	
Cycle Queue Cl	earance	Time (g c), s		4.6	61.7	Î		5.2	67.0	1		3.0	21.3		7.6	12.9		
Green Ratio (g/		astan amangata		0.60	0.54	T		0.61	0.55	1	man handless	29	0.20	1.21	0.26	0.18		
Capacity (c), ve	and the second se			160	950	1		203	967		and and and and and and and and and and	16	325		202	291	-	
/olume-to-Capa	city Rat	io (<i>X</i>)		0.764	0.949	1		0.805	0.982	1	3.0	communities and	0.881	And an an an an an an an an an an an an an	0.627	0.621	-	
Back of Queue (Q), ft/In (50 th percentile)			and all and a second second second	55.2	744.3	1		82.7	849.2	-	The second designed	-	267.3		85.3	139.3	+	
Back of Queue (Q), ve	h/ln (50 th percenti	le)	2.1	28.4	1		3.1	32.2	T		.8	10.1		3.2	5.2	-	
		RQ) (50 th percent	ile)	0.00	0.00	1		0.00	0.00	1		00	0.00		0.00	0.00	-	
Jniform Delay (d 1), s/veh				33.9	27.4	Î		28.9	28.0	1	anan hammer).9	49.6	annin na na	39.6	48.4	1	
ncremental Delay (d ₂), s/veh				4.4	19.2	1		9.8	24.9			3.3	16.0		2.2	0.8	-	
nitial Queue Del				0.0	0.0	Γ		0.0	0.0	1		.0	0.0		0.0	0.0	1	
control Delay (d), s/veh				38.3	46.5	I		38.7	53.0	1	arrand homenes	1.2	65.7		41.9	49.2	+	
evel of Service	(LOS)	and the second second second second second second second second second second second second second second second		D	D	I		D	D	1			E		D	D	-	
pproach Delay,	s/veh /	LOS		45.5	5	D		50.9		D		60.3	Ī	E	46.2		D	
	ay, s/veł	ı / LOS			19		50.	and the second second second second second second second second second second second second second second secon							D		-	
ntersection Dela																		
	ulto	1	JE	EB					and the second se									
ntersection Dela /lultimodal Res Pedestrian LOS	and the second second second	1.05		1.90	inter states and	В		1.90	WB	В		1.95	NB	В	1.95	SB	В	

HCS™ Streets Version 7.5

Generated: 12/12/2018 9:51:34 AM

		HCS	S7 Sig	nalize	ed Inte	ersec	tion	Resu	Its Su	Immai	ry					
General Infor	nation	1							Intersection Information					al al al ata f	44	
Agency		Schneider Enginee	ering	-		6.15.25				n, h	0.25			44	$\frac{d_{1}}{d_{2}\lambda} \in \frac{C}{2}$	
Analyst		A.R.		and the party of t	sis Date		CONTRACTOR OF THE OWNER	Careford Careford States	Area Ty	pe	Othe	r	4 1			
Jurisdiction		NYSDOT			Period	and an a second second	dayPea	k	PHF		0.95	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	*			
Urban Street		NYS Route 25A		COCCURRENCE CONCURRENCE	sis Year	and annual but reaction		THE REAL PROPERTY AND ADDRESS OF THE PARTY O	TO THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY AND ADDRESS OF THE REAL PROPERTY A	s Period			14			
Intersection		25A with Wading R	Negative Income and the second s	File Name 25A w Wading River Build Saturday Peak_As Is.xus									S	=		
Project Descrip	otion	Build Saturday Pea	ak					4						11144	714	
Demand Infor	mation		- Your and a) <u></u>	EB			WE	3		NB	<u> an in an a</u>	1	SB		
Approach Mov	ement			L	T	R	L	T	R	L	Т	R	L	Т	R	
Demand (v), v	/eh/h	ann an the substance of the substance of the		110	891	157	119	63	and the second second	235		and the second second		162	110	
Signal Informa	ation			<u> </u>	1	1 6		<u>e </u>	s 20				and an ingen I	in a san ang		
Cycle, s	127.0	Reference Phase	2		120				1	11.1	1		A	K		
Offset, s	0	Reference Point	Begin	0			1	5		17		1	Y 2	3		
Uncoordinated	No	Simult. Gap E/W	On	Green Yellow		0.9	64.0 3.6	10.0 3.0	0 24.			_	A		-	
Force Mode	Float	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	2.0		1010100000	5	K 6	7	Y	
Timer Results		erre-turne turne turne til te stand storen se		EDI					entra della della							
Assigned Phas				EBI	-	EBT	WB		WBT 6	NB		NBT	SB	<u> </u>	SBT	
Case Number	C			Commission and and and and and and and and and an		2	1	the second second second second second second second second second second second second second second second se		3		8	7		4	
Phase Duration		elinenti anno entre entre entre sette en		1.1	Artisticity Construction	4.0 1.1		- this section in the section	4.0	1.1	and the second second second	4.0	1.1	anistic in case distant	4.0	
Change Period				10.8		<u>59.6</u>	11.	COLUMN AND ADDRESS	70.4	15.0	-	30.7	15.0		30.7	
Max Allow Head	tisticité toutiene a mail de la fait	and a second second second second second second second second second second second second second second second		5.0 3.2	meniciai intérmité	5.6	5.0		5.6	5.0	internation antien	6.7	5.0	menutioners beaution	6.7	
Queue Clearan	Contraction of the local division of the loc		<u> </u>	5.9		0.0	Madda and and a state of the st		0.0	3.2		3.2	3.2		3.2	
Green Extensio				0.1		0 0	6.7	The second second	0.0	13.0	minnerstin Presidente	23.3	13.0	nounne neuros	22.4	
Phase Call Pro	CONTRACTOR CONTRA	(ge), s		0.1	and the second second	0.0	0.1	and the second second	0.0	0.0	Concernant Concernance	0.7	0.0		0.8	
Aax Out Probability		0.98	animerica animerica		0.99		-	1.00	ania de la caracita de	1.00	1.00		1.00			
				0.31			0.88	>		1.00	<u>ا</u> ا	0.30	1.00	,	0.19	
Novement Gro	CACONER ROMANDO	ults		and the second se	EB			WB		1	NB			SB		
Approach Move	CONTRACTOR OF THE OWNER OF THE OWNER		1.12.7.5	L	Т	R	L	Т	R	L	Т	R	L	Т	R	
Assigned Move	and the second second second			5	2	12	1	6	16	3	8	18	7	4	14	
Adjusted Flow F				116	1103		125	755		247	293	1 million and the state	219	286	the second second second second second second second second second second second second second second second se	
djusted Saturation Flow Rate (s), veh/h/ln			n	1767	1807		1767	1818		1753	1693		1753	1716		
	tueue Service Time (g_s), s			00	OF OL		4 -7	40.4	T	1 11 0	010	T	Similarian Manager	anider the second		
				3.9	65.0		4.7	43.4	1. 1. 1.	11.0	21.3	1.1.1.1.1.1.1	11.0	20.4		

	and the second se	and the second sec	All state de la contra	Construction of Construction	Construction of the state of the state of	a	1	Min	 District on District Set 		100
Back of Queue (Q), veh/In (50 th percentile)	1.5	51.0		2.2	19.2		7.5	10.2		9.3	-
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00		0.00	0.00		0.00	0.00	1	0.00	-
Uniform Delay (d 1), s/veh	22.6	31.0		32.6	25.2	Ì	42.6	49.5	1	41.9	-
Incremental Delay (d 2), s/veh	0.4	97.8		8.6	7.1	[93.8	15.3		66.5	-
Initial Queue Delay (d 3), s/veh	0.0	0.0		0.0	0.0	1	0.0	0.0	1	0.0	٢
Control Delay (d), s/veh	23.1	128.9		41.2	32.3		136.4	64.8		108.4	
Level of Service (LOS)	С	· F		D	С		F	E		F	-
Approach Delay, s/veh / LOS	118.	8	F	33.6	6	C	97.6	3	F	81.4	ince i
Intersection Delay, s/veh / LOS		1	8	5.3					•	F	Daniel Silli
Multimodal Results	1	EB			WB			NB			THE COLOR
Pedestrian LOS Score / LOS	1.9	1	В	1.91		В	1.95	5	В	1.95	-
Bicycle LOS Score / LOS	3.11		C	2.55		С	1.96		B	1.84	

3,9

0.57

259

0.447

38

65.0

0.51

924

1.194

1306.

1

Copy 2018 University of Florida, All Rights Reserved.

Cycle Queue Clearance Time (g c), s

Back of Queue (Q), ft/In (50 th percentile)

Green Ratio (g/C)

Capacity (c), veh/h

Volume-to-Capacity Ratio (X)

HCS[™] Streets Version 7.5

4.7

0.57

164

0.765

57

43.4

0.52

942

0.801

491.6

21.3

0.20

334

0.876

193.4 262.7

11.0

0.28

215

1.019

239.7

20.4

0.20

338

0.846

247.7

9.6 0.00 49.1 11.6 0.0 60.7 Е

SB

F

В

В

11.0

0.28

222

1.113

Generated: 12/12/2018 9:47:14 AM

APPENDIX F:

Future Build Capacity Analysis Reports with Mitigation



			67 Sig	manz		ILC	1360	,	itesu	113 .	Jum	IIIIdi	y		1		
General Inform	mation							1. 	1	Inter	secti	on In	formati	ion	1	र के र के 1	J. L
Agency		Schneider Enginee	ering											-	44		
Analyst	1. 1. 1. 1. 1. 1.	A.R.	Lines de la companya de la companya de la companya de la companya de la companya de la companya de la companya	Anal	/sis Da	te	Dec 1	11, 201	8	-	Туре		0.25 Othe	۱ ۳	3		
Jurisdiction		NYSDOT			Period	-		ay Peal	and the second se	PHF	190		0.98	the second second second second second second second second second second second second second second second s			
Urban Street		NYS Route 25A		and commences	/sis Ye		2018	The second second second			isis P	eriod	1> 7				
Intersection		25A with Wading R	iver	File N	Concession of the local division of the	CONTRACTOR OF	TOTOTOTOTOTOTOTOTO	v Wadir									
Project Descrip	otion	Build Midday Peak	Conference on the second second second second second second second second second second second second second se					4	.g r aro				Can.xu	5		ין (איר די די די די	14
Demand Inform	mation		an an an an an an an an an an an an an a	1	EE	3		1	W	2			NB	at in in	-	00	
Approach Move	ement		23 Aver-Aver-Aver-Aver-Aver-Aver-Aver-Aver-	L	Т	T	R		ГТ		R	L	T	R	L	SB T	
Demand (v), v	/eh/h			114	70	2	137	90		1	54	211	147		Concession in the local division in the loca		9
				J						i.l.	<u> </u>		1 171	10	1 100	103	1.
Signal Informa	protected according to the second	generation and a second second second second second second second second second second second second second se										121	5	100000 tieneesee	inders den richt die j		I
Cycle, s	130.0	Reference Phase	2		r	1	₩				517	1.16		_	4	5	-
Offset, s	0	Reference Point	Begin	Greer	1 4 7	-	0.8	75.1	11.	1.1	<u>]][</u>).3	21.2	<u><u>'''</u></u>	1	2	3	
Uncoordinated	No	Simult. Gap E/W	On	Yellov			0.0	3.6	3.0).0	4.7		7	-		-
Force Mode	Float	Simult. Gap N/S	On	Red	0.0		0.0	0.0	0.0).0	2.0		5	6	7	×
Timer Results				EB	i T	E	BT	10/6	01	MD	- 1	A (C)		NOT			
Assigned Phase	9			5			2	WE		WBT		NBI	-	NBT	SB		SBT
Case Number	-			1.1		4.				6		3		8	7		4
Phase Duration	S	ike on Ministeria and the testing of the house of the second		persited at some the second second second second second second second second second second second second second		interistic interior	1.1		4.0		1.1		4.0	1.1	Sector Constants	4.0	
Change Period,) s		3.0	and the second second	79	CONT. COMPANY	7.7		78.7	15.0			28.1			27.9
Max Allow Head				3.0	minamin uin	5.	Americaneters	3.0	manimumfannus	5.6	maintimentin furmation		attorners anteres	6.7		minumu maine	6.7
Queue Clearand	CONTRACTOR AND INCOME AND A DESCRIPTION OF A DESCRIPTIONO	A DESCRIPTION OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE		5.5		0.	.v	3.2		0.0 3.2			3.2		2	3.2	
Green Extension	To international international	and and the second of the seco		0.0	-	~		4.9	actinicana materia	0.0		15.0		20.5	11.	TOTOLOGIC CONTRACTOR	16.4
Phase Call Prot	CONTRACTOR OF THE OWNER OWNER OF THE OWNER	9 6 1 9		0.0	COLOR DE LA COLOR	0.	U	0.0	and a second second	0.0		0.0		0.9	0.0		0.9
Max Out Probability			1.0	erieverseinin australi			0.9	a lourse and makering			1.00		1.00	1.0		1.00	
			J									1.00		0.00	1.0		0.00
Movement Gro	Coldena contention of	ults	-		EB		Katalana		WB				NB	decontraction of		SB	
Approach Move				L	T		R	L	Т	R	Comment Services	L	Т	R	L	T	F
Assigned Mover	and a second second second second second second second second second second second second second second second			5	2	1_	12	1	6	16	unnu hun	3	8	18	7	4	1.
Adjusted Flow R	and the second se			116	823	1		92	642		and the second diversion of the second	215	245		158	194	
		w Rate (s), veh/h/lr	<u>۱</u>	1725	1770	4		1711	1777	J	antistan jamin	697	1665		1697	1646	
Queue Service				3.5	48.0			2.9	31.6	1963	www.englanee	13.0	18.5		9.8	14.4	
Cycle Queue Cle	Contraction of the Contraction of the	Time (gc), s		3.5	48.0	1		2.9	31.6		COMPANY AND	13.0	18.5		9.8	14.4	
Green Ratio (g/	THE OWNER WATCHING THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF T			0.63	0.58	-		0.61	0.57		and the second).27	0.17		0.27	0.17	
Capacity (c), ve	CONTRACTOR OF TAXABLE PARTY.			390	1019	manne		247	1012	L	stoness scores	293	287		229	281	
/olume-to-Capacity Ratio (X)		0.298	0.808	1		0.372	0.634		and the second designed and th		0.852		0.690	0.690			
Back of Queue (Q), ft/In (95 th percentile)		59.2	719	1		54	496.2		2	75.5	328.6		209,1	262.5			
Back of Queue (Q), veh/In (95 th percentile)		2.3	27.4	_		2.0	18.8			0.4	12.4		7.9	9.9			
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	L		0.00	0.00		C	0.00	0.00		0.00	0.00			
Iniform Delay (d 1), s/veh		14.6	21.9			21.6	18.8		4	1.1	52.2		40.2	50.7			
ncremental Delay (d ₂), s/veh nitial Queue Delay (d ȝ), s/veh		0.2	6.9	1		0.3	3.0			8.2	2.8		6.8	1.1			
	ALL VOLTON AND AND AND AND AND AND AND AND AND AN	THE REAL PROPERTY OF THE PARTY		0.0	0.0			0.0	0.0	-		0.0	0.0		0.0	0.0	
ontrol Delay (d), s/veh		14.7	28.8	1		22.0	21.9		4	9.3	54.9		47.1	51.8			
evel of Service				В	С			С	С			D	D		D	D	
pproach Delay,	canitodia seri-decessories a	in the second second second as a second second second second second second second second second second second s		27.1		С		21.9		С		52.3		D	49.7	/	D
ntersection Dela	ay, s/veh	LOS					33.	.4							С		
weiling and the second second		*		•		5 - 724 											
luitimodal Res		1.00		EB WB			/B NB						SB				
edestrian LOS	101012020310000000000000000000000000000			1.92	comment and and and and and and and and and and	В	-	1.91		В		1.97	11 2.1	В	2.00		В
cycle LOS Score / LOS				2.65		C		2.31		В		1.83		В	1.59		В

HCS™ Streets Version 7.5

Generated: 12/12/2018 9:56:31 AM

$\begin{array}{c c c c c c c c c c c c c c c c c c c $			HC	57 Sig	inaliz	ed In	terse	ction	Resu	lts Su	Imma	ry	1.1			
Agency Schneider Engineering Duration, in Duration,	General Informa	ation				1				1 - 4					1714	1111
Baralyst A.R. Analysts Date Dutation, in U.2.30 UnsideLon NYS DOT Time Period PM Feak PHF 0.98 UnsideLon NYS Route 2SA Analysis Fear 2018 Analysis Fear 0.98 Intersection 2SA with Wading River File Name 2SA w Wading River Build PM Peak.xus Project Description Build PM Peak Demmand Information L T R L T R T R T R T R T R T R T R T R T R T R T R T R T R T R T T R T T R T T R T T R T T R T T R T R R T R R R R R R R R R R R	and the second second second second second second second second second second second second second second second	adon	Schneider Engine	oring				•	States and the state of the state	and the second se		and the second se	on	_		
Jurisdiction NYSDOT Time Period PH Period PHF 0.08 Urban Street NYS Route 25A Analysis Year 2018 Analysis Period 117.00 Inbraraction 25A with Woding River. File Name 25A with Woding River. Build PM Peak NB SB Demand Information EB VB NB NB SB Approach Movement L T R L T R L T T L T T L T T L T R L T R L T T L T T R L T R L T T L T R L T R L T R L T R L T R L T R L T R L S R T R L T R L S R T R L T R L T R R R				enng	Anal	oie Det	- 10	44 004		***********						
Urban Street NYS Route 25A Analysis Ver 2018 Analysis Period 1> 700 Intersection D5A with Wading River File Name 25A w Wading River Build PM Peak.us 1> 700 Demand Information Build PM Peak EB WB NB SB Demand Information L T R R R R R R R R R R R R R<	medication and the age of the provide the second state of the seco				time Colora De Calendar de Calendar		anten antenanten		AND DESCRIPTION OF A DE	ARADIO OF THE REAL PROPERTY OF THE PARTY OF	rpe		and the second se	È		
Intersection 25A with Wading River File Name 25A w Wading River Buil PIM Peak.xus Project Description Build PM Peak EB WB NB SB Demand (v), veh/h 120 711 172 160 831 100 250 170 111 124 99 Signal Information L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R					-											
Project Description Build PM Peak Build PM Peak Demand Information EB WB NB SB Approach Movement L T R R T R R T R R T R R T R	the second second second second second second second second second second second second second second second s		A CONTRACTOR OF A CONTRACTOR O	Divor	and consistent and second		and production of		ACCOLUMN AND AND AND AND AND AND AND AND AND AN	and a subsection of the subsec	Rectaution of the second second	account because and	:00			
Demand Information EB WB NB SB Apprach Movement L T R L T	and the second state in the second state of the second second second second second second second second second		Concentry of the second s	(iver	File N	lame	25A	w wadir	ng River	r Build F	M Peak	.xus			ין המצורובת	120
Approach Movement L T R															TT U U U U	
Demand (ν), veh/h 120 711 172 160 831 100 250 170 111 122 99 Signal information Cycle, s 130.0 Reference Phase 2 7 0.3 72.5 9.8 2.2 111 124 99 Signal information Corce Mode No Simult Gap EW On 7 0.3 72.5 9.8 2.2 12.1 4 4 4 6 3.8 7 4 7	Infinite interior sector reasons and the interior					EB			WE	3		NB			SB	<u></u>
Demand (v), veh/h 120 711 172 160 831 100 250 170 111 124 99 Signal Information Crcle, s 130.0 Reference Plant Begin Creen 5.7 0.3 72.5 9.8 2.2 21.2 v	Charles and the second division and a second start for the second second second second	And in case of the local division of the loc	and the second		L	Т	R	L	Т	R	L	T	R	L	Т	I
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Demand (v), ve	h/h		and the second second second second second second second second second second second second second se	120	711	17:	2 160	831	1 100	250	170) 111	124	99	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Signal Informati	ion			1	1	1									in our a
Offiset, s 0 Reference Point Begin Uncoordinated 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 711 72.5 9.8 71 74.1 74.0 74.1 4.0 1.0 2.2 <th< td=""><td>niordenimentaria visuanos ano non conservativa de conservativa de conservativa de conservativa de conservativa</td><td>contraction of the second of t</td><td>Reference Phase</td><td>2</td><td>-</td><td>La,</td><td>4</td><td>H.</td><td>H ·</td><td>e u</td><td>1.1.1</td><td></td><td></td><td></td><td>ĸ</td><td>人</td></th<>	niordenimentaria visuanos ano non conservativa de conservativa de conservativa de conservativa de conservativa	contraction of the second of t	Reference Phase	2	-	La,	4	H.	H ·	e u	1.1.1				ĸ	人
Discovery Dispute Green 5.7 0.3 72.5 9.8 2.2 21.2 \bullet	NAMES OF CONTRACTOR OF CONTRACT OF CONTRACT OF CONTRACTOR OF CONTRACTOR OF CONTRACT	UNIC NOTING	ALC ADDRESS OF A DECIDENT AND A DECIDENTA AND A DECIDENT AND A DECIDENT AND A DECIDENT AND A DECIDENTA AND A DECIDENTA AND A DECID		1			Ĩ Få	5	7	12 5	17	+	\$ 2	3	
Force Mode Float Simult. Gap N/S On Relid W 3:0 0.0 2.0 0.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.1 4.0 1.1 <th< td=""><td>Internal operation of the second second second second second</td><td></td><td>Automatic state and a second a second a second a second a second a second a second a second a second a second a</td><td>er actual action and a second</td><td></td><td></td><td></td><td></td><td></td><td>2.2</td><td>21.</td><td></td><td></td><td>5</td><td></td><td></td></th<>	Internal operation of the second second second second second		Automatic state and a second a second a second a second a second a second a second a second a second a second a	er actual action and a second						2.2	21.			5		
EBL EBL EBL EBL WBT NBL NBT SBL SB Assigned Phase 5 2 1 6 3 8 7 4 Case Number 1.1 4.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	ALC: SHITE IN COMPANY IN COMPANY IN COMPANY IN COMPANY	ACCORDING TO A DESCRIPTION OF												Y	7	K
Assigned Phase LDT HDL HDL HDL HDL HDL HDL HDL HDL HDL HDL SBL	1		Sundar Odp 14/0		LINGO	10.0	10.0	[2.0	10.0	10.0	12.0	<u> </u>	5	6	7.	
Assigned Phase 5 2 1 6 3 8 7 4 Case Number 1.1 4.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 <	Timer Results		and the second second second second second second second second second second second second second second second		EB	L	EBT	WE	BL	WBT	NB	L	NBT	SB		SBT
Case Number 1.1 4.0 1.0	Assigned Phase	1 1.		tenesilé formélisternei is se	-		ala transfer tarable m	and Constant in the second		inostronotrois partoi	and some service as resident			an procession and the second		a the second design of the second design of the second design of the second design of the second design of the
Phase Duration, s 8.7 78.1 9.0 78.4 15.0 30.1 12.8 27.0 Change Period, $(Y+R_c)$, s 3.0 5.6 3.0 5.6 3.0 6.7 3.0 6.7 Max Allow Headway (MAH), s 3.2 0.0 3.2 0.0 3.2 <td>Case Number</td> <td></td> <td></td> <td></td> <td>1.1</td> <td></td> <td></td> <td>Law Constant and the second</td> <td colspan="2">1.1 4.0</td> <td>and have seen as a second</td> <td></td> <td></td> <td>-</td> <td></td> <td></td>	Case Number				1.1			Law Constant and the second	1.1 4.0		and have seen as a second			-		
Change Period, $(Y+R_c)$, s 3.0 5.6 3.0 5.6 3.0 5.6 3.0 6.7 3.0 6.7 Max Allow Headway (MAH), s 3.2 0.0 3.2 0.0 3.2	Phase Duration,	S		elle interestintes and	- hastinitatetinitate	and a second and a second and a second and a second and a second and a second and a second and a second and a s	A DOLLAR THE ADDRESS OF	the states in succession	math mathi	malific coperation of the		and the second second second second second second second second second second second second second second second	the level because here is	- Hundrichten bettien	source internets desterious	anali-iterieli i
Max Allow Headway (MAH), s 3.2 0.0 3.2 0.0 3.2 0.0 3.2	Change Period, (Y+R c), s							manant manant								
Date Clearance Time ($g \circ$), s 5.8 7.2 15.0 0.11 0.10	Max Allow Headw	vay (N	<i>IAH</i>), s	dittinitustinenditers	Constantion constantion	Microsofter interests	lecomislamisteises	and children interior	innericienti finninie	In the state of th	- unnation	minore muiting	underen alderen and the second	a president and president	terretinetic Survey	arbiolómesialó
Green Extension Time ($g \circ$), s 0.0	Queue Clearance	e Time	(gs), s		STREET, STREET			and har more services and	Manager Manager	-	- Charles and the second	STREET STREET			-	-
Phase Call Probability 0.99 1.00 1.00 1.00 1.00 0.09 1.00 0.09 0.00 Max Out Probability 1.00 1.00 1.00 1.00 0.00 1.00 0.09 0.00 Movement Group Results EB VB NB SB Approach Movement L T R L T R L T R L T R L T L T I Adjusted Stauration Flow Rate (v), veh/h 122 868 163 934 255 272 127 1697 1661 Queue Service Time (g s), s 3.8 55.1 5.2 63.0 13.0 20.5 7.8 12.2 Cycle Queue Clearance Time (g c), s 3.8 55.1 5.2 63.0 13.0 20.5 7.8 12.2 Capacity (c), veh/h 179 994 234 1003 314 314 20.5 7.8 12.2 Capacity (c), veh/h 179 994 234 1003 314 314 <td colspan="3">Green Extension Time (g_e), s</td> <td>- nataliang delimont</td> <td>manuter umany</td> <td>0.0</td> <td>tion Dist Printeriorentin</td> <td>manine and manine</td> <td>0.0</td> <td>-</td> <td>ntórnetadan pastérmete</td> <td>dimment wrote</td> <td>in the second second second</td> <td>m Decimenter and a liter</td> <td>Toti Toti Otto</td>	Green Extension Time (g_e), s			- nataliang delimont	manuter umany	0.0	tion Dist Printeriorentin	manine and manine	0.0	-	ntórnetadan pastérmete	dimment wrote	in the second second second	m Decimenter and a liter	Toti Toti Otto	
Max Out Probability 1.00 1.00 1.00 0.00 1.00 0.00 Movement Group Results EB WB NB SB Approach Movement L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T I	Phase Call Proba	ability		AND ACTORNOOD	0.99	9	.,		and a second		D	and a second second				Distance and the second
Approach Movement L T R	Max Out Probabil	lity			1.00)	int-tracia, instancio	and Canada and Canada			- Contractorio	and street of the second of	the labor barries	-	a data in internation	0.00
Approach Movement L T R	Movement Grow	n Ree	ults	-		EP		1	14/22				hereit	1		
Assigned Movement521216163818741Adjusted Flow Rate (v), veh/h122668163934255272127169Adjusted Saturation Flow Rate (s), veh/h/ln17251759171117671697167216971661Queue Service Time (g_s), s3.855.15.263.013.020.57.812.2Cycle Queue Clearance Time (g_c), s3.855.15.263.013.020.57.812.2Cycle Queue Clearance Time (g_c), s3.855.15.263.013.020.57.812.2Cycle Queue Clearance Time (g_c), s0.620.570.620.570.290.190.250.17Capacity (c), veh/h1799942341003314314203284/olume-to-Capacity Ratio (X)0.6830.8730.6970.9310.8130.8670.6230.597Back of Queue (Q), reh/h169.5thercentile)116.2832.3147.8979.7148.8357.8159.1231.7Back of Queue (Q), veh/ln (95 th percentile)116.2832.3147.8979.7148.8357.8159.1231.7Back of Queue Storage Ratio (RQ) (95 th percentile)0.000.000.000.000.000.000.000.00Jinform Delay (d_1), s/veh8.010.57.416.014.02.	to other the content of the report to the state of the report of the state of the s	activitie consideration	uit3		HONOREDICALEDIC					Тв		gonerousineerousineerou		{	The statement of the statement of the	T
Adjusted Flow Rate (v), veh/h12286163934255272127169Adjusted Saturation Flow Rate (s), veh/h/ln17251759171117671697167216971661Queue Service Time ($g s$), s 3.855.15.263.013.020.57.812.2Opelacity ($g c$), s 3.855.15.263.013.020.57.812.2Capacity (c), veh/h0.620.570.620.570.290.190.250.17Capacity (c), veh/h1799942341003314314203284Volume-to-Capacity Ratio (X)0.6830.8730.6970.9310.8130.8670.6230.597Back of Queue (Q), tr/ln (95 th percentile)116.2832.3147.8979.7148.8857.8159.1231.7Back of Queue (Q), veh/ln (95 th percentile)116.2832.3147.8979.7148.8857.8159.1231.7Queue Storage Ratio (RQ) (95 th percentile)0.000.000.000.000.000.000.00Uniform Delay ($d _1$), s/veh29.924.326.425.842.851.241.049.8Initial Queue Delay ($d _3$), s/veh0.00.00.00.00.00.00.00.00.0Control Delay ($d _3$), s/veh36.2DCCDEDDDAntitial Queue Delay ($d _3$),	CHECTORY AND IN THE REAL PROPERTY AND INCOMES IN THE PROPERTY AND	CARGO AND AND AND AND AND AND AND AND AND AND			5	TO PERSONAL PROPERTY.	PERSONAL PROPERTY AND	and Longerson and Longerson	Service and and	No. of the local division of the local divis	Commences and		P	L 7		2 commence
Adjusted Saturation Flow Rate (s), veh/h/ln 1725 1759 1711 1767 1697 1672 1697 1661 Queue Service Time (g s), s 3.8 55.1 5.2 63.0 13.0 20.5 7.8 12.2 Cycle Queue Clearance Time (g c), s 3.8 55.1 5.2 63.0 13.0 20.5 7.8 12.2 Green Ratio (g/C) 0.62 0.57 0.62 0.57 0.29 0.19 0.25 0.17 Capacity (c), veh/h 179 994 234 1003 314 314 203 284 Volume-to-Capacity Ratio (X) 0.683 0.873 0.697 0.931 0.813 0.867 0.623 0.597 Back of Queue (Q), ft/ln (95 th percentile) 116.2 832.3 147.8 979.7 148.8 357.8 159.1 231.7 Back of Queue (Q), veh/ln (95 th percentile) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	in the state of th	and a state of the second). veh/h		- Antonio antonio antonio	entrelain tiettimitett	12	the promotion in the second	Sermanistrianiania	10	hinter		10		Section Designation	1
Queue Service Time $(g \circ)$, s3.855.15.263.013.020.57.812.2Cycle Queue Clearance Time $(g \circ)$, s3.855.15.263.013.020.57.812.2Green Ratio (g/C) 0.620.570.620.570.290.190.250.17Capacity (c) , veh/h1799942341003314314203284/olume-to-Capacity Ratio (X) 0.6830.8730.6970.9310.8130.8670.6230.597Back of Queue (Q) , ft/ln (95 th percentile)116.2832.3147.8979.7148.8357.8159.1231.7Back of Queue (Q) , veh/ln (95 th percentile)0.000.000.000.000.000.000.000.00Juiform Delay $(d 1)$, s/veh29.924.326.425.842.851.241.049.8Initial Queue Delay $(d 2)$, s/veh88.034.833.841.856.854.043.350.5Control Delay (d) , s/veh38.034.833.841.856.854.043.350.5Initial Queue Delay (d) , s/veh38.034.833.841.856.854.043.350.5Intersection Delay, s/veh / LOS35.2D40.6D55.4E47.4D				n				and have been a second	- Connection and and and			-		Branning		-
Cycle Queue Clearance Time (g c), s 3.8 55.1 5.2 63.0 13.0 20.5 7.8 12.2 Green Ratio (g/C) 0.62 0.57 0.62 0.57 0.29 0.19 0.25 0.17 Capacity (c), veh/h 179 994 234 1003 314 314 203 284 /olume-to-Capacity Ratio (X) 0.683 0.873 0.697 0.931 0.813 0.867 0.623 0.597 Back of Queue (Q), ft/ln (95 th percentile) 116.2 832.3 147.8 979.7 148.8 357.8 159.1 231.7 Queue Storage Ratio (RQ) (95 th percentile) 4.4 31.8 5.6 37.1 5.6 13.5 6.0 8.7 Queue Storage Ratio (RQ) (95 th percentile) 0.00					and the state of t	tion think and the second		to antimation and the		-	a linin of ministerio	minimimini		a himilaritationitatio	antituiteiteiteiteiteite	
Breen Ratio (g/C) 0.62 0.57 0.62 0.57 0.29 0.19 0.25 0.17 Capacity (c), veh/h 179 994 234 1003 314 314 203 284 /olume-to-Capacity Ratio (X) 0.683 0.873 0.697 0.931 0.813 0.867 0.623 0.597 Back of Queue (Q), ft/ln (95 th percentile) 116.2 832.3 147.8 979.7 148.8 357.8 159.1 231.7 Back of Queue (Q), veh/ln (95 th percentile) 4.4 31.8 5.6 37.1 5.6 13.5 6.0 8.7 Queue Storage Ratio (RQ) (95 th percentile) 0.00 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>Separate and the second second</td> <td></td> <td>-</td> <td>Janman</td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td>Communication of the second</td> <td>-</td>						Separate and the second second		-	Janman		-	-			Communication of the second	-
Capacity (c), veh/h 179 994 234 1003 314 314 203 284 /olume-to-Capacity Ratio (X) 0.683 0.873 0.697 0.931 0.813 0.867 0.623 0.597 Back of Queue (Q), ft/ln (95 th percentile) 116.2 832.3 147.8 979.7 148.8 357.8 159.1 231.7 Back of Queue (Q), veh/ln (95 th percentile) 4.4 31.8 5.6 37.1 5.6 13.5 6.0 8.7 Queue Storage Ratio (RQ) (95 th percentile) 0.00<		Concernation of the Contemporation			International Industry in the	materia		Ou Insuccession		1					The Real Property lies in which the Real Property lies in the Real Pro	1-
Volume-to-Capacity Ratio (X) 0.683 0.873 0.697 0.931 0.813 0.867 0.623 0.597 Back of Queue (Q), ft/ln (95 th percentile) 116.2 832.3 147.8 979.7 148.8 357.8 159.1 231.7 Back of Queue (Q), veh/ln (95 th percentile) 4.4 31.8 5.6 37.1 5.6 13.5 6.0 8.7 Queue Storage Ratio (RQ) (95 th percentile) 0.00<	COLORADOR DO COLORADOR DE COL	ACCOUNTS OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNER OF THE OWNE	The second second second second second second second second second second second second second second second s		announcement	State and the state of the stat		and ano and an and and and	farmen and a second	-	Januar	and the second second				
Back of Queue (Q), ft/ln (95 th percentile) 116.2 832.3 147.8 979.7 148.8 357.8 159.1 231.7 Back of Queue (Q), veh/ln (95 th percentile) 4.4 31.8 5.6 37.1 5.6 13.5 6.0 8.7 Queue Storage Ratio (RQ) (95 th percentile) 0.00	Conference on the contract of the Contract of the contract of	INTERPORTATION OF	io (X)			Internet and the second		anteresting of the loss	anter anter anter a second	-	Incomence	Sucommenter and and and	<u> </u>	-	Concentration	+
Back of Queue (Q), veh/ln (95 th percentile) 4.4 31.8 5.6 37.1 5.6 13.5 6.0 8.7 Queue Storage Ratio (RQ) (95 th percentile) 0.00	Back of Queue (Q), ft/In (95 th percentile)				COLUMN TWO IS NOT		and announcement of	Contraction of the local division of the loc	-	Commencer and and and and and and and and and and			Contractor of the local diversion of the loca	Contractor of the local division of the loca		
Queue Storage Ratio (RQ) (95 th percentile) 0.00	Back of Queue (Q), veh/In (95 th percentile)			Sectors Contractor for	decision of the second second second		in minimum commission	Service To The Owner of the Owner	1	hindenteration	-		Intitiation		1	
Uniform Delay (d 1), s/veh 29.9 24.3 26.4 25.8 42.8 51.2 41.0 49.8 Incremental Delay (d 2), s/veh 8.0 10.5 7.4 16.0 14.0 2.8 2.3 0.8 Initial Queue Delay (d 3), s/veh 0.0 <td colspan="3">Queue Storage Ratio (RQ) (95 th percentile)</td> <td></td> <td>Constants of Constant of Constant</td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>1</td> <td>Concession of the local division of the loca</td> <td>1</td>	Queue Storage Ratio (RQ) (95 th percentile)				Constants of Constant of Constant					-			1	Concession of the local division of the loca	1	
Incremental Delay (d 2), s/veh 8.0 10.5 7.4 16.0 14.0 2.8 2.3 0.8 Initial Queue Delay (d 3), s/veh 0.0 <td< td=""><td colspan="3">Jniform Delay (d 1), s/veh</td><td></td><td>atomining when the</td><td></td><td>an an an an an an an an an an an an an a</td><td>(nonminenne)</td><td>dunenserium</td><td>animination in the</td><td>manionennetter</td><td>1</td><td>a prosinetoriustomo</td><td>mannanna</td><td>1</td></td<>	Jniform Delay (d 1), s/veh				atomining when the		an an an an an an an an an an an an an a	(nonminenne)	dunenserium	animination in the	manionennetter	1	a prosinetoriustomo	mannanna	1	
nitial Queue Delay (d 3), s/veh 0.0	ncremental Delay (d 2), s/veh						Sauren and the second							1		
Control Delay (d), s/veh 38.0 34.8 33.8 41.8 56.8 54.0 43.3 50.5 evel of Service (LOS) D C D E D D D D Approach Delay, s/veh / LOS 35.2 D 40.6 D 55.4 E 47.4 D Intersection Delay, s/veh / LOS 42.1 D D D D D D	nitial Queue Dela	ау (d з), s/veh		0.0	0.0				1	and the second second second	tin artilisist site	23.20		a House in Survey	-
Level of Service (LOS) D C C D E D D D Approach Delay, s/veh / LOS 35.2 D 40.6 D 55.4 E 47.4 D Intersection Delay, s/veh / LOS 42.1 D D D D D	Control Delay (d)), s/vel	h		38.0	34.8		an Anna and Anna and Anna and Anna and Anna and Anna and Anna and Anna and Anna and Anna and Anna and Anna and	CARTATION CONTRACTOR	and the second	hanna	and a contract of the contract		()warmanneer	and and a second second second	
Approach Delay, s/veh / LOS 35.2 D 40.6 D 55.4 E 47.4 D Intersection Delay, s/veh / LOS 42.1 D	evel of Service (I	LOS)			ATTENTO ACCORDED	et constant constant in the		a anticianania	account the second second	1		COLOR LINE OF LICENSE		(minimum minimum	deninen antenniken	1
ntersection Delay, s/veh / LOS 42.1 D	Approach Delay, s	s/veh /	LOS		35.2	2	D	40.6	3	D	1		Ē	1	Laurencer	D
	ntersection Delay	, s/veh	n/LOS				4	2.1					an a share the state of the sta	II	tion to the second	
						12100								n an an an		

Multimodal Results	E	M	/B	N	В	SB		
Pedestrian LOS Score / LOS	1.92	В	1.91	В	1.97	В	2.00	В
Bicycle LOS Score / LOS	2.73	С	2.91	С	1.94	В	1.50	A

HCS™ Streets Version 7.5

Generated: 12/12/2018 9:57:24 AM

HCS7 Signalized Intersection	on Results Summary	
formation	Intersection Information	241

General Inform	eneral Information								Interse	ction In		5 4 J 4 1	44				
Agency		Schneider Engine	ering						Duratio	Addresides and a subscription of the	0.25	-	44				
Analyst		A.R.		Analy	sis Dat	e Dec	11, 2018		Area Ty		Othe	r					
Jurisdiction		NYSDOT		THE MERCHANNELSE	Period	and the local division of the local division	rday Pea	and the second se	PHF	F	ansesso anterestations	0.98			4		
Urban Street		NYS Route 25A	the states	-	sis Yea	TOTAL CONTRACTOR OF				s Period					~		
Intersection		25A with Wading F	River														
Project Descrip	otion	Build Saturday Pe	Champer Courses of Street, or Str		en e grige			9	Dana	Jatarday	1 0010.7	(ub	-) Mater	PE		
Demand Inform	mation			<u> </u>	EB	tai <u>, ar jua</u> .		WB	3		NB	<u></u>		SB			
Approach Move	ement			L	T	l R	L	T	R			R					
Demand (v), v				110	891	158	-		R	Comment of Comments	man lanen and an and an	Interior Interioristics	5 208	162	R 110		
Signal Informa	ation			1	-1	1	F	- 1 - 1	1.11:	· · · · · · · · · · · · · · · · · · ·		······		alunanan ang	anter anter		
Cycle, s	130.0	Reference Phase	2		10	Д	H.	H '	12.1				*	K	A		
Offset, s	0	Reference Point	Begin				° F3 '	15	F.	17		- 1	2	3			
Uncoordinated	No	Simult. Gap E/W	On	Greer		0.6	70.6						5	T			
Force Mode	Float	Simult. Gap N/S		Yellov		0.0	3.6	3.0	4.7				Y				
l dice mode	Tioat	Sinuit. Gap N/S	On	Red	0.0	0.0	2.0	0.0	2.0	0.0		5	6	7			
Timer Results				EB	L	EBT	WB	L	WBT	NB	L	NBT	SB	L	SBT		
Assigned Phase	e			5		2	1		6	3		8	7		4		
Case Number	and the second state		and a second state	1.1	Workstrache Pressinger	4.0	1.1	inch Ministerie	4.0	1.1		4.0	1.1		4.0		
Phase Duration	And in concession of the second second			8.4	armound management	76.2	9.0		76.8	15.	0	29.8	15.0)	29.8		
Change Period,	and the second second second	and the second second second second second second second second second second second second second second second		3.0		5.6	3.0		5.6	3.0)	6.7	3.0		6.7		
Max Allow Head				3.2		0.0	3.2	2	0.0	3.2	2	3.2	3.2		3.2		
Queue Clearan				5.5			6.7			15.	0	21.9	14.8	3	21.4		
Green Extension Time (g e), s			0.0		0.0	0.0	1	0.0 ()	1.1	0.0	analimitat meadane	1.1			
Phase Call Probability			0.98	3		0.99	3	<u>ang akang kanak</u> ang kanakang kanakan kan	1.0	0	1.00	1.00	5	1.00			
Max Out Probal	bility			1.00			1.00)		1.0	0	0.00	1.00	alteries to a training	0.00		
Movement Gro	up Res	ults		(<u> </u>	EB			WB		1	NB		1	SB	1		
Approach Move	ment		CONTRACTOR CONTRACTOR CONTRACTOR	L	Т	R	L	Т	R	L	T	R	1	Γ	R		
Assigned Move	ment			5	2	12	1	6	16	3	8	18	7	4	14		
Adjusted Flow F	Rate (v), veh/h	and an and a state of the state	112	1038		121	715	1	240	269		212	266	+		
Adjusted Satura	tion Flo	w Rate (s), veh/h/	In	1767	1815		1767	1825		1753	1700	<u> </u>	1753	1723	+		
Queue Service				3.5	71.6		4.7	37.3	1	13.0	19.9	2 nimuunun inin	12.8	19.4	+		
Cycle Queue Cl				3.5	71.6		4.7	37.3		13.0	19.9		12.8	19.4			
Green Ratio (g/				0.60	0.55		0.61	0.56		0.29	0.19		0.29	0.19			
Capacity (c), v	Children of the second s	and the second second second second second second second second second second second second second second secon	neden mieden seiten ei	322	1000		151	1013	-	270	315	-	240				
Volume-to-Capa		tio (X)	den na mana	0.349	1.037		0.807	0.706		0.887	0.856		al mountermanetermonter	319	+		
Back of Queue (Q), ft/In (95 th percentile))	60.8	1298.		218	573.4	No. of Concession, Name	332.9	343.1	<u> </u>	0.884	0.835 337.7				
Back of Oueuro	(0) 10	h/ln (95 th paraset	ilo)	24	6				<u> </u>			<u> </u>			<u></u>		
Back of Queue (Q), veh/ln (95 th percentile)			2.4	50.7		8.5	22.4		12.9	13.3	-	11.7	13.1	ļ			
Queue Storage Ratio (<i>RQ</i>) (95 th percentile) Jniform Delay (<i>d</i> 1), s/veh		0.00	0.00		0.00	0.00		0.00	0.00	<u> </u>	0.00	0.00	-				
ncremental Delay (d 2), s/veh			0.2	29.2 38.6		36.2	21.1 4,1		42.3	51.3		40.0	51.1				
nitial Queue Delay ($d 3$), s/veh			0.2	0.0		0.0	4,1 0.0		27.0	2.6	 	28.8	2.2	4			
nitial Queue De	Control Delay (d), s/veh			18.5	67.8		-		-	0.0	0.0		0.0	0.0			
Produced of the contract of the second second second second second second second second second second second s	evel of Service (LOS)		10.5 B	67.6 F		61.1 E	25.3 C		69.3	53.9	<u> </u>	68.8	53.3				
Control Delay ((108)	Approach Delay, s/veh / LOS		CHINARY MADAGEMENT	announced protocologies	E		Commence of the second		E	D		E	D			
Control Delay (evel of Service.	CONTRACTOR OF THE OWNER	109		63.0 E 30.5 53.1					C 61.2 E					60.2 E			
Control Delay (evel of Service Approach Delay	, s/veh /	TO DECIMAL				5	3.1										
Control Delay (d evel of Service Approach Delay ntersection Dela	, s/veh / ay, s/vel	TO DECIMAL				5	3.1			N			D	1. 24. DA			
Control Delay (d evel of Service Approach Delay ntersection Dela /lultimodal Res	, s/veh / ay, s/vel sults	h/LOS			EB	5	3.1	WB			NB			SB			
Control Delay(.evel of Service	, s/veh / ay, s/vel sults	h/LOS		1.92	and the second second second	5: B	3.1 	autoreautoreautorea	B	1.97	through the second second	В	1.99	Real Property in the International P	В		

Generated: 12/12/2018 9:57:58 AM

Venezia Square Site Plan Application Expanded EAF

APPENDIX F REVISED TRAFFIC IMPACT STUDY

Schneider Engineering, PLLC May 10, 2022





Civil Engineering: Traffic • Municipal • Accident Investigations Steven Schneider, P.E. Principal

Venezia Square

Revised Traffic Impact Study

May 10, 2022

43 Seacliff Avenue • Miller Place, New York 11764 • 631 698-6200

Abstract

Schneider Engineering, PLLC has prepared this report to serve as an updated version of the Traffic Impact Study we had submitted in December 2018 for the Venezia Square project. The location of this project is on NY-25A across from Dog Wood Drive, Wading River, New York.

In a letter from the Town of Riverhead Planning Department dated February 15, 2022 to Nelson, Pope 7 Voorhis, LLC, concern was expressed regarding the Level-of-Service (LOS) impact at the intersection of NY-25A and Wading River Manor Road. The 2018 existing conditions capacity analysis identified the overall LOS as operating at LOS C during the peak midday, PM and Saturday conditions. The future build scenario with mitigation measures identified the overall LOS reducing from a C to a D during the PM peak hour and Saturday peak hour. The Town's concern is that the proposed development would result in a traffic impact which would reduce service to a level D or below.

In this report we prepared an updated LOS analysis at the intersection with new turning movement counts (2022) and updated background traffic growth from other proposed developments in the immediate vicinity. Our finding is that under a conservative analysis, the future no build scenario will have an overall LOS C during the peak midday and PM conditions and LOS D during the Saturday condition. In the build scenario service levels will not be reduced from the no build scenario. Therefore, the proposed development will not result in a traffic impact that reduces service levels.

Analysis and Conclusions

We performed an updated level-of-service analysis with the traffic impact related changes that have occurred from the postponement of this project due to COVID-19. From discussions with the Town of Riverhead Planning Department, the major change has been the reduced number of other planned projects in the area anticipated to be developed. Previously it was anticipated that there were going to be five other projects developed in the area whereas now there are only two. These two other planned projects are described below, containing their trip generations.

- Central Square is located along the south side of Route 25A, approximately a quarter mile to the east of the intersection of Wading River Manor Road and Route 25A. The proposed development is comprised of a restaurant, 14,076 SF of retail space, a 4,250 SF bank with drive thru and 28,962 SF of professional office space is estimated to generate 318 trips (141 Entering, 177 Exiting) during the midday peak hour, 318 trips (141 Entering, 177 Exiting) during the PM peak hour, and 305 trips (162 Entering, 143 Exiting) during the Saturday midday peak hour.
- Real Life Church of Wading River is located approximately 315 FT north of the intersection of Route 25A and Dogwood Drive. The proposed development includes a proposed 2,952 SF expansion to the existing 2,533 SF church, which will include approximately 1,220 SF of office area in the basement of the church, 1,323 SF of meeting

rooms in the basement, and 409 SF of sanctuary space to include 205 seats. The proposed new church space is expected to generate 27 trips (14 Entering,13 Exiting) during the midday peak hour, 12 trips (7 Entering, 5 Exiting) during the PM peak hour, and 31 trips (22 Entering, 9 Exiting) during the Saturday midday peak hour.

In addition, new turning movement counts were taken at the intersection to utilize current conditions as the base for our analysis. Turning movement counts were taken on Wednesday, April 13, 2022 from 11:00am to 1:00pm, 4:00pm to 6:00pm, and Saturday, April 23, 2022 from 11:00am to 2:00pm. The midweek peak hours were found to be 12:00pm to 1:00pm and 4:00pm to 5:00pm and the Saturday peak hour was found to be 11:45am to 12:45pm. The turning movement count data is included in Appendix A of this report.

A seasonal factor of 1.052 was applied to the turning movement counts using the 2017 NYSDOT Seasonal Adjustment Factors¹ to reflect the busiest summer month. The existing traffic volume data with the applied seasonal factor is presented below in Figure 1.

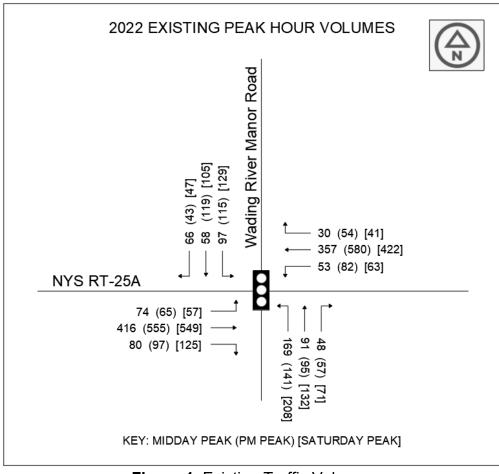


Figure 1. Existing Traffic Volumes

¹ <u>https://www.dot.ny.gov/divisions/engineering/technical-services/hds-</u>respository/Tab/NYSDOT 2017 Seasonal Adjustment Factors.pdf

To obtain the future no build scenario traffic volumes, a conservative background traffic growth rate of 1.7% was applied to the existing counts. This rate was previously used in our December 2018 TIS which is based on the NYSDOT Long Island Transportation Plan. In addition, the traffic associated with the other planned developments in the area discussed above were also added. The future no build scenario traffic volumes are presented in Figure 2 below.

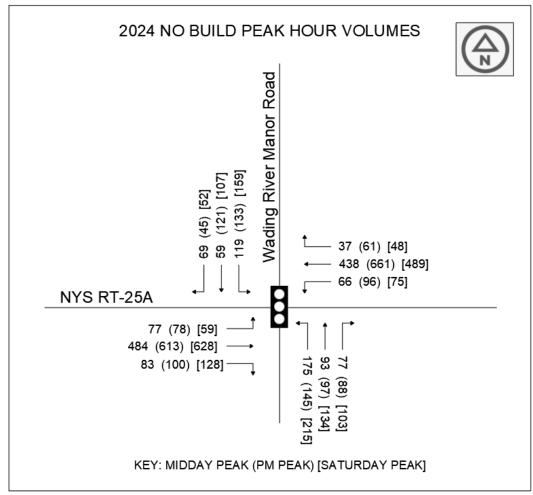


Figure 2. No Build Traffic Volumes

Finally, the build scenario traffic volumes were obtained by adding the traffic associated with the proposed Venezia Square site. The trip generation calculations remained the same as contained in our December 2018 TIS, based on the industry standard ITE Trip Generation Manual. The future build scenario traffic volumes are presented in Figure 3 below.

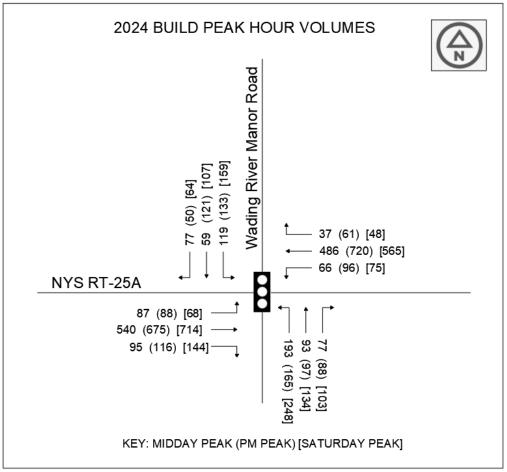


Figure 3. Build Traffic Volumes

The industry standard highway capacity software HCS was used to perform the highway capacity analysis. A summary of the overall LOS analysis is shown in Table 1 below. The HCS printout sheets are included in Appendix B. The LOS results show that the existing conditions identifies the overall LOS as operating at LOS C during the peak midday, PM and Saturday conditions. The no build conditions identifies the overall LOS operating at LOS C during the peak midday and PM conditions and LOS D during the Saturday condition. The build condition identifies the overall LOS operating at the same service levels as the no build conditions. Therefore, the proposed development will not result in a traffic impact that reduces service levels.

		OS Analysis Summary	
Peak Period	Existing Conditions	No Build Conditions	Build Conditions
Midday Peak	LOS C	LOS C	LOS C
	25.0 s/veh	25.9 s/veh	26.7 s/veh
PM Peak	LOS C	LOS C	LOS C
	25.3 s/veh	27.6 s/veh	29.5 s/veh
Saturday Peak	LOS C	LOS D	LOS D
	29.6 s/veh	35.6 s/veh	42.6 s/veh

Table 1. Overall LOS Analysis Summary

If there are any questions, do not hesitate to contact my office.

Sincerely,

ter Schneile

Steven Schneider, P.E. Principal



7

-

Schneider Engineering, PLLC

Project : Venezia Square Intersection : NY-25A & Wading River Manor Road File No. : 18-040T Date : Wednesday, April 13, 2022

		From	North			From	i East			From	South			From	West		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
11:00AM	5	3	1	0	10	46	10	0	1	4	2	0	8	96	8	0	194
11:15AM	8	21	7	0	1	64	20	0	12	18	32	0	13	90	8	0	294
11:30AM	12	20	13	0	4	96	14	0	13	29	38	0	10	95	16	0	360
11:45AM	13	11	9	0	5	91	10	0	10	19	37	0	17	103	8	0	333
Total	38	55	30	0	20	297	54	0	36	70	109	0	48	384	40	0	1181
12:00PM	12	17	15	0	4	86	5	0	13	23	47	0	20	95	25	0	362
12:15PM	27	12	21	0	5	70	12	0	8	29	39	0	13	89	16	0	341
12:30PM	9	9	22	0	8	90	19	0	14	29	25	0	18	109	16	0	368
12:45PM	15	17	34	0	11	93	14	0	11	5	50	0	25	103	13	0	391
Total	63	55	92	0	28	339	50	0	46	86	161	0	76	396	70	0	1462
BREAK																	
4:00PM	7	30	41	7	13	154	13	0	10	7	7	0	15	172	21	0	497
4:15PM	9	29	42	1	21	113	16	0	23	26	27	0	18	133	11	0	469
4:30PM	11	22	14	0	7	158	27	0	12	35	42	2	29	106	16	0	481
4:45PM	14	32	12	0	10	126	22	1	9	22	58	0	30	117	14	0	467
Total	41	113	109	8	51	551	78	1	54	90	134	2	92	528	62	0	1914
5:00PM	8	23	12	0	11	111	36	0	13	31	43	1	41	91	10	0	431
5:15PM	12	12	15	0	8	164	28	1	24	21	48	0	21	122	12	0	488
5:30PM	13	23	43	0	16	132	19	0	8	11	5	0	13	137	25	0	445
5:45PM	7	24	26	2	32	104	15	0	20	15	18	0	13	112	23	0	411
Total	40	82	96	2	67	511	98	1	65	78	114	1	88	462	70	0	1775

Schneider Engineering, PLLC

Project : Venezia Square Intersection : NY-25A & Wading River Manor Road

File No. : 18-040T Date Saturday, April 23, 2022

		From I	North			From	East			From	South			From	West		
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
11:00AM	15	24	29	0	7	70	11	0	18	21	47	0	22	119	5	1	389
11:15AM	12	23	23	0	6	97	14	0	19	32	33	0	19	127	18	0	423
11:30AM	5	24	32	0	10	86	19	0	13	36	50	0	17	130	10	0	432
11:45AM	13	34	31	0	11	98	16	0	10	39	54	0	30	142	12	0	490
Total	45	105	115	0	34	351	60	0	60	128	184	0	88	518	45	1	1734
12:00PM	10	21	33	0	11	97	15	0	20	34	48	0	25	136	15	0	465
12:15PM	16	26	35	0	13	94	15	0	14	31	44	0	41	112	17	2	460
12:30PM	6	19	24	0	4	112	14	0	23	21	52	0	23	132	10	0	440
12:45PM	6	25	26	0	6	116	14	0	18	24	34	0	29	141	10	0	449
Total	38	91	118	0	34	419	58	0	75	110	178	0	118	521	52	2	1814
1:00PM	9	26	17	0	6	101	15	0	18	26	42	0	20	137	12	0	429
1:15PM	9	26	23	0	7	106	17	0	21	27	30	0	21	114	6	0	407
1:30PM	10	17	25	0	18	100	19	0	15	32	47	0	17	121	13	0	434
1:45PM	7	21	21	0	7	99	16	0	11	22	41	0	25	120	13	0	403
Total	35	90	86	0	38	406	67	0	65	107	160	0	83	492	44	0	1673



		- - - 9'			2.200			13 001						
General Information								Intersed	tion Inf	ormatio	on		**	te la
Agency	Schneider Enginee	rina						Duration	ı. h	0.250)		44	
Analyst	A.R.	0	Analys	sis Dat	e May 9	9. 2022		Area Ty		Other		4		۲. ۲.
Jurisdiction	NYSDOT		Time F			ay Peak		PHF		0.98		* *	w ↓ E	
Urban Street	NYS Route 25A		Analys					Analysis	Period	1> 7:0	0			+ *
Intersection	Wading River Mand	or Rd	File Na			Wading	a Rive	r Existing					K Ł	<u> </u>
Project Description	Exisiting Midday Pe				20/11	/ Waanii	grave		g Mildud	y i can.	105		1 1 1 1 1 1 1	11
Demand Information				EB			W	В		NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), veh/h			74	416	80	53	35	7 30	169	91	48	97	58	66
			-11											
Signal Information		57		2	7			5	- 24	2		_	ĸ	
Cycle, s 127.0	Reference Phase	2		F '	Æ.			5 5	17 5	17 4		€ ,		×↓⋊
Offset, s 0	Reference Point	End	Green	2.9	0.7	80.9	8.3		12.2			× ×		*
Uncoordinated No	Simult. Gap E/W	On	Yellow		0.0	3.6	3.0		4.7				5	572
Force Mode Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		5	6	7	8
							-							
Timer Results			EBI	-	EBT	WB	L	WBT	NB		NBT	SBI	-	SBT
Assigned Phase			5		2	1		6	3		8	7		4
Case Number			1.1		4.0	1.1		4.0	1.1		4.0	1.1		4.0
Phase Duration, s			6.7		87.2 5.6	5.9		86.5	15.0)	22.6	11.3	3	18.9
	hange Period, (Y+R c), s					3.0	_	5.6	3.0		6.7	3.0		6.7
	ax Allow Headway (<i>MAH</i>), s					3.2		0.0	3.4		3.4	3.4		3.4
Queue Clearance Time	e (g s), s		3.8			3.3			13.2	2	12.2	8.5		11.6
Green Extension Time	(ge), s		0.1		0.0	0.1		0.0	0.0		0.6	0.0		0.5
Phase Call Probability			0.93	3		0.85	5		1.00)	1.00	0.97	7	1.00
Max Out Probability			0.00)		0.00	כ		1.00)	0.00	0.83	3	0.00
Movement Group Res	sults			EB			WE	;		NB			SB	
Approach Movement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Assigned Movement			5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v	/), veh/h		76	506		54	395	-	172	142		99	127	
Adjusted Saturation Fl	,	n	1725	1760		1711	1772	2	1697	1677		1697	1626	
Queue Service Time (g s), S		1.8	17.9		1.3	12.9		11.2	10.2		6.5	9.6	
Cycle Queue Clearance	- ,		1.8	17.9	_	1.3	12.9		11.2	10.2		6.5	9.6	
Green Ratio (g/C)			0.69	0.65		0.68	0.64		0.22	0.13		0.18	0.10	
Capacity (<i>c</i>), veh/h			640	1145	_	526	1142		264	223		215	168	
Volume-to-Capacity Ra	atio(X)		0.118	<u> </u>	_	0.103	0.34		0.653	0.636		0.460	0.751	
Back of Queue (Q), 1	<u> </u>	e)												
Back of Queue (Q), v		,	0.6	6.6		0.4	4.8		5.0	4.4		2.8	4.1	
Queue Storage Ratio (, .		0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (<i>d</i> 1), s	/veh		7.3	10.9		8.6	10.3	3	43.4	52.1		46.1	55.3	
Incremental Delay (d :			0.0	1.2		0.0	0.8		4.5	1.1		0.6	2.5	
Initial Queue Delay (d			0.0	0.0		0.0	0.0	_	0.0	0.0		0.0	0.0	
Control Delay (d), s/v	·		7.3	12.1		8.6	11.1		48.0	53.3		46.7	57.9	
Level of Service (LOS)			A	В		A	В		D	D		D	E	
Approach Delay, s/veh			11.5		В	10.8		B	50.4		D	53.0		D
Intersection Delay, s/ve						5.0						C		
, e, e	-					-								
Multimodal Results				EB			WE	5		NB			SB	
Pedestrian LOS Score	/LOS		1.88	3	В	1.88	3	В	1.9	5	В	1.96	3	В
Bicycle LOS Score / Lo	OS		2.06	3	В	1.84	1	В	1.59)	В	1.38	3	А

Copyright © 2022 University of Florida, All Rights Reserved.

			o oigi	Idilleo	a iiit	01000				ean	innai y					
General Inforn	nation		_	_	_	_	_		Int	tersect	tion Inf	ormatio	on	2	**	þ L
Agency		Schneider Enginee	ring							uration,		0.250			4 5	
Analyst		A.R.		Analys	sis Dat	e May	9. 2022			ea Typ		Other		 		۲. چ
Jurisdiction		NYSDOT		Time F		PM F			PH			0.98		* *	w∔E	 ,
Urban Street		NYS Route 25A		Analys				_			Period	1> 7:0	0			* ← *
Intersection		Wading River Mand	or Rd	File Na			w Wadin	a Rive	1	-					5 f.	^e
Project Descrip	tion	Exisiting PM Peak				20/1	i viaani	9100			1 1011 0	an.xuo		-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1
		Exiolarig Thir bak														
Demand Inform	nation				EB			W	/B			NB			SB	
Approach Move	ement			L	Т	R	L	-	Г	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			65	555	5 97	82	58	30	54	141	95	57	115	119	43
				-11											<u> </u>	<u></u>
Signal Informa	-	1					님 . !		L.		- 20.	2		_	ĸ	\mathbf{k}
Cycle, s	127.0	Reference Phase	2		F '		′ ₿ '	*] ,	5	51	va sv	17 -		€,		₹ ↓ 3
Offset, s	0	Reference Point	End	Green	3.4	0.6	79.0	9.4	4	1.6	14.6			<u> </u>		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	3.6	3.0		0.0	4.7		>		5	~ N Z
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0	0.0	2.0		5	6	7	8
						FDT				VDT			NET	0.7		0.57
Timer Results				EBI	-	EBT	WE	SL		VBT	NBI		NBT	SBL		SBT
Assigned Phase	e			5		2	1			6	3	_	8	7	_	4
Case Number				1.1		4.0	1.1			4.0	1.1		4.0	1.1	_	4.0
Phase Duration		```		6.4 3.0		84.6	7.0			5.2	14.0		22.9	12.4		21.3
	hange Period, (Y+R c), s ax Allow Headway (<i>MAH</i>), s					5.6	3.0	_		5.6	3.0		6.7	3.0		6.7
	ax Allow Headway (<i>MAH</i>), s ueue Clearance Time (<i>g</i> s), s					0.0	3.2		(0.0	3.4		3.4	3.4		3.4
		, _ ,		3.7		0.0	4.1				11.1		13.2	9.5		14.0
Green Extensio		(ge), s		0.1		0.0	0.1		Ľ	0.0	0.0		0.7	0.0		0.6
Phase Call Pro				0.90			0.9				0.99		1.00	0.98		1.00
Max Out Proba	DIIILY			0.00)		0.0	0			1.00)	0.00	1.00)	0.00
Movement Gro	oup Res	sults	_		EB	_		WE	3			NB			SB	_
Approach Move	ement			L	Т	R	L	Т	Т	R	L	Т	R	L	Т	R
Assigned Move	ment			5	2	12	1	6	Ť	16	3	8	18	7	4	14
Adjusted Flow I	Rate (v), veh/h		66	665		84	647	7		144	155		117	165	
Adjusted Satura	ation Flo	w Rate (<i>s</i>), veh/h/l	In	1725	1764		1711	176	9		1697	1669		1697	1700	
Queue Service	Time (g	g s), S		1.7	28.4	1	2.1	26.	7		9.1	11.2		7.5	12.0	
Cycle Queue C	learanc	e Time (<i>g c</i>), s		1.7	28.4		2.1	26.	7		9.1	11.2		7.5	12.0	
Green Ratio (g	/C)	i		0.67	0.63	1	0.67	0.6	3		0.23	0.14		0.20	0.12	
Capacity (c), v	/eh/h			421	1111		425	112	3		250	227		223	209	
Volume-to-Cap	acity Ra	tio(X)		0.158	0.599)	0.197	0.57	'6		0.574	0.684		0.525	0.790	
Back of Queue	(Q), ft	/In (50 th percentile	e)													
Back of Queue	(Q), ve	eh/In (50 th percenti	ile)	0.6	10.9		0.7	10.:	2		3.9	4.8		3.2	5.3	
Queue Storage	Ratio (RQ) (50 th percent	tile)	0.00	0.00		0.00	0.0	0		0.00	0.00		0.00	0.00	
Uniform Delay	(d1), s	/veh		11.1	13.9		10.8	13.	3		41.9	52.3		43.8	54.1	
Incremental De	lay (<i>d</i> 2), s/veh		0.1	2.4		0.1	2.2	2		1.6	1.4		0.7	2.5	
Initial Queue D	elay(d	з), s/veh		0.0	0.0		0.0	0.0)		0.0	0.0		0.0	0.0	
Control Delay (d), s/ve	eh		11.1	16.3		10.9	15.	5		43.5	53.7		44.5	56.6	
Level of Service	e (LOS)			В	В		В	В			D	D		D	E	
Approach Dela	y, s/veh	/LOS		15.9)	В	15.	0		В	48.8	3	D	51.6	6	D
Intersection De	ntersection Delay, s/veh / LOS					2	5.3							С		
	lultimodal Results							WE				NB			SB	
	edestrian LOS Score / LOS					В	1.8			В	1.95	5	В	1.95	5	В
Bicycle LOS Sc	cycle LOS Score / LOS					В	2.3	1		В	1.56	3	В	1.47	7	А

Copyright © 2022 University of Florida, All Rights Reserved.

														**		
General Inform	nation								Inter	sect	ion Inf	ormatic	on	*	474t	la la
Agency		Schneider Enginee	ring						Dura	tion,	h	0.250			44	
Analyst		A.R.		Analys	sis Dat	e May	9, 2022		Area	Туре	Э	Other		4		
Jurisdiction		NYSDOT		Time F	Period	Satur	day Pea	ık	PHF			0.95			w + E	بلية م
Urban Street		NYS Route 25A		Analys	sis Yea	ır 2022			Analy	ysis I	Period	1> 7:0	00			
Intersection		Wading River Mano	or Rd	File Na	ame	25A v	v Wadin	g Rive	r Exis	sting	Saturd	ay Peal	k.xus		ግኑ	
Project Descrip	tion	Exisiting Saturday I		Л				•							414Y	1
				a.			14				14					
Demand Inform	nation				EB			W	В			NB			SB	
Approach Move	ement			L	Т	R	L	Т		R	L	Т	R	L	Т	R
Demand (v), v	eh/h			57	549	125	63	42	2	41	208	132	71	129	105	47
				10				1								_
Signal Informa		1	1	-	a		╘┓╹		5		203	۵		_	ĸ	\mathbf{k}
Cycle, s	127.0	Reference Phase	2		Ľ,	1 '	7 <u>₩</u> '	• e	s I	51	z sy	17 1		€₂		≮↓⊐
Offset, s	0	Reference Point	Begin	Green	3.2	0.3	76.4	10	.4 '	1.6	16.9			<u> </u>		
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	3.6	3.0) (0.0	4.7				5	√
Force Mode	Float	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0) (0.0	2.0		5	6	7	8
				1								,		1		
Timer Results				EBI	-	EBT	WB	L	WB	Т	NBI	-	NBT	SBI	-	SBT
Assigned Phas	e			5		2	1		6		3		8	7		4
Case Number				1.1		4.0	1.1		4.0		1.1		4.0	1.1		4.0
Phase Duration	, S			6.2		82.0	6.5		82.2	2	15.0)	25.1	13.4	L	23.6
Change Period	hange Period, (Y+R c), s					5.6	3.0		5.6		3.0		6.7	3.0		6.7
Max Allow Hea	ax Allow Headway (<i>MAH</i>), s					0.0	3.2		0.0		3.4		3.4	3.4		3.4
Queue Clearan	ueue Clearance Time (g_s), s						3.8				15.0)	17.7	10.5	5	13.4
Green Extensio	n Time	(ge), s		0.0		0.0	0.0		0.0		0.0		0.7	0.0		0.8
Phase Call Pro	bability			0.88	3		0.90)			1.00)	1.00	0.99)	1.00
Max Out Proba	bility			0.00)		0.0)			1.00)	0.01	1.00)	0.00
Movement Gro	oup Res	ults			EB			WE	;			NB			SB	
Approach Move				L	Т	R	L	Т	F	र	L	Т	R	L	Т	R
Assigned Move				5	2	12	1	6	_	6	3	8	18	7	4	14
Adjusted Flow), veh/h		60	709		66	487	_	-	219	214		136	160	
		ow Rate (<i>s</i>), veh/h/	In	1725	1753		1711	1768	_		1697	1676		1697	1688	
Queue Service				1.6	33.8		1.8	18.8	_		13.0	15.7	<u> </u>	8.5	11.4	
Cycle Queue C				1.6	33.8	-	1.8	18.8	_		13.0	15.7		8.5	11.4	
Green Ratio (g		- ····· (g •), 0		0.64	0.61		0.65	0.61			0.26	0.15		0.23	0.14	
Capacity (c), v	-			501	1068		361	108	_		289	256		216	237	
Volume-to-Cap		tio (X)		0.120	<u> </u>		0.184	0.45			0.757	0.835		0.630	0.675	
		/In (50 th percentile	e)	0.120	0.000		0.101	5.10	·		0.101	0.000		0.000	0.010	
	· /	eh/In (50 th percent		0.6	13.2		0.6	7.2	-		6.7	7.0		3.8	4.9	
		RQ) (50 th percent	,	0.00	0.00		0.00	0.00			0.00	0.00		0.00	0.00	
Uniform Delay		,, .		10.4	16.3		13.3	13.3			42.1	52.2		42.1	51.8	
Incremental De	· ,			0.0	3.3		0.1	1.4	_		9.8	5.2		3.0	1.3	
Initial Queue D	• •			0.0	0.0	-	0.0	0.0	_		9.0 0.0	0.0		0.0	0.0	
Control Delay (•		10.4	19.6		13.4	14.6	_		51.9	57.4		45.1	53.1	
Level of Service				B	19.0 B		B	14.0 B	/		D	57.4 E		45.1 D	D	
				 18.9		B		<u> </u>	P				D			
	pproach Delay, s/veh / LOS ntersection Delay, s/veh / LOS						14.	J	В		54.7			49.4		D
mersection De	iay, s/ve	m / LUS				2	9.6							С		
Multimodal Re	sults				EB			WE	;			NB			SB	
	edestrian LOS Score / LOS					В	1.89	9	В		1.95	5	В	1.95	5	В
Pedestrian LOS	Score	1 200		1.89	· .											

Copyright © 2022 University of Florida, All Rights Reserved.

		net	Joigi	Ianzo		erseci		cou		Jum	innar y					
General Inform	ation								Inter	rsect	ion Inf	ormatic	on		444.	þa l <u>a</u>
Agency		Schneider Enginee	rina						Dura	ation,	h	0.250			44	
Analyst		A.R.		Analys	sis Dat	e May 9	2022			а Тур		Other		 		۲. ۵
Jurisdiction		NYSDOT		Time F			ay Peak		PHF		<u> </u>	0.98		- <u>→</u> *	w∔e	
Urban Street		NYS Route 25A				r 2024	ay i cak				Period	1> 7:0	0	× →		+ + *
Intersection		Wading River Mano	or Pd	File Na			/ Wading			•					<u>.</u> .	
	ion	No Build Midday Pe			ame	25A V	vvaunę	y Rive		Build	I Miluua	у геак.	xus	_	} ▼↑ ↓ ↓ ↓	te d
Project Descript	ION	NO Build Midday Pe	ak													
Demand Inform	nation				EB			W	Β			NB			SB	
Approach Move	ment			L	Т	R	L	Т	-	R	L	Т	R	L	Т	R
Demand (v), ve	eh/h			77	484	83	66	43	88	37	175	93	77	119	59	69
																<u> </u>
Signal Informat	tion		14		2	3			6		- 20.	2			F	Υ
Cycle, s	127.0	Reference Phase	2		F.	Æ.				51	z s	tz 🖌		4	`` ا'	τx .
Offset, s	0	Reference Point	Begin	Green	3.4	0.4	79.6	9.8	$\frac{1}{2}$	2.2	13.4		1	M Z		4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.4	3.6	3.0		0.0	4.7		X	\rightarrow		572
Force Mode	Float	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0		0.0	2.0		5	6	7	8
Timer Results				EBL	-	EBT	WB	L	WB		NBL	-	NBT	SBL	-	SBT
Assigned Phase	;			5		2	1		6		3		8	7		4
Case Number				1.1		4.0	1.1		4.0)	1.1		4.0	1.1		4.0
Phase Duration,	, S			6.8		85.5	6.4		85.2	2	15.0) :	22.3	12.8	3	20.1
Change Period,	hange Period, ($Y+R_c$), s					5.6	3.0		5.6	3	3.0		6.7	3.0		6.7
Max Allow Head	ax Allow Headway (<i>MAH</i>), s					0.0	3.2		0.0)	3.4		3.4	3.4		3.4
Queue Clearand	ce Time	(gs), s		4.0			3.7				13.5	5	15.0	9.9		11.9
Green Extensior		, <u> </u>		0.1		0.0	0.0		0.0)	0.0		0.6	0.0		0.6
Phase Call Prob				0.94	1		0.9	1			1.00)	1.00	0.99)	1.00
Max Out Probab				0.00)		0.00)			1.00)	0.00	1.00)	0.00
Movement Gro	un Boo	ulto			EB			WE)			NB			SB	
Movement Gro		Suits		L	T	R	L	T	17	R	L	T	R	L	T	R
Assigned Mover				5	2	12	1	6		16	3	8	18	7	4	14
Adjusted Flow R) voh/h		79	2 579	12	67	485	_	10	179	173	10	121	4	14
	· ·	· ·			<u> </u>				_	_						<u> </u>
-		w Rate (<i>s</i>), veh/h/	in	1725	1765		1711 1.7	177	_	_	1697 11.5	1647 13.0		1697	1624 9.9	<u> </u>
Queue Service		- , 		2.0	22.5			17.5	_	_				7.9	r	<u> </u>
Cycle Queue Cl		e nme (<i>g</i> c), s		2.0	22.5	-	1.7	17.5	_	_	11.5	13.0		7.9	9.9	
Green Ratio (g/	,			0.67	0.64	_	0.67	0.63		_	0.23	0.13		0.20	0.11	
Capacity (c), ve		4:- ()()		560	1124		466	1124			273	215		206	184	
Volume-to-Capa	<u> </u>	<u>, ,</u>		0.140	0.515		0.144	0.43	1		0.654	0.806		0.590	0.712	
	<u>, </u>	/In (50 th percentile		07	0.5		0.0	0.0	_		5.0			0.4	A 4	
	. ,	eh/In (50 th percent		0.7	8.5		0.6	6.6			5.2	5.5		3.4	4.1	
		RQ) (50 th percen	tile)	0.00	0.00		0.00	0.00			0.00	0.00		0.00	0.00	
Uniform Delay (,			8.4	12.4		9.9	11.7	_		42.6	53.6		44.8	54.3	
Incremental Dela				0.0	1.7		0.1	1.2	_		4.4	2.7		1.3	1.9	
Initial Queue De		•		0.0	0.0		0.0	0.0	_		0.0	0.0		0.0	0.0	
Control Delay (eh		8.5	14.1		10.0	12.9	9		47.0	56.3		46.2	56.2	
Level of Service	, ,			A	В		A	В			D	E		D	E	
Approach Delay				13.4	1	В	12.5	5	В		51.6	3	D	51.4	-	D
Intersection Dela	ay, s/ve	h / LOS				2	5.9							С		
Multimodal Res					EB			WE				NB			SB	
Pedestrian LOS				1.88		В	1.88		В	_	1.95		В	1.96		В
Bicycle LOS Sco	ore / LC)S		2.18	3	В	2.02	1	В		1.65	5	В	1.42	2	А

Copyright © 2022 University of Florida, All Rights Reserved.

		1100	o olyi	lanze	u m	.613			esui	13 0	Jum	innai y	,				
General Inforn	nation									Inter	rsect	ion Inf	ormatio	on	Į.	at "Y*#> ↑	Ja La
Agency	lation	Schneider Enginee	rina							Dura			0.250			4 4	
Analyst		A.R.	ing	Analys	eie Da	to M		, 2022	_	Area			Other				۲. ۸
Jurisdiction		NYSDOT		Time F			PM Pe			PHF		5	0.98		- → +	w ‡ e	
Urban Street		NYS Route 25A		Analys				Jan				Period	1> 7:0	0			v ↓ +
Intersection		Wading River Man	or Dd	File Na				Wading			•						<u> </u>
	tion	No Build PM Peak			ame	Z;	SA W	vaunų		INO	Bulla		ak.xus		_	ो [†] च ↑ क फ	1× č
Project Descrip	uon	NO BUILO PINI PEAK															
Demand Inform	nation				EE	3			W	В			NB			SB	
Approach Move	ement			L	Т		R	L	Т		R	L	Т	R	L	Т	R
Demand (v), v	eh/h			78	61	3	100	96	66	1	61	145	97	88	133	121	45
																<u> </u>	in the second
Signal Informa	tion	v	¥		2		2		<u> </u>	5		- 20.	a l		_	K	L
Cycle, s	127.0	Reference Phase	2		F'	2	Ù	"₩"	7		-S1	2 5	17 ×		€ .		sta
Offset, s	0	Reference Point	Begin	Green	3.9		0.6	76.8	10.	5	0.7	16.1			X Z		4
Uncoordinated	No	Simult. Gap E/W	On	Yellow).0).0	3.6	3.0		0.0	4.7				5	572
Force Mode	Float	Simult. Gap N/S	On	Red	0.0		0.0	2.0	0.0		0.0	2.0		5	6	7	8
				1				1					,		1		
Timer Results				EBI	L	EB	_	WB		WB	Т	NBL	-	NBT	SBL	-	SBT
Assigned Phase	e			5		2	_	1		6		3		8	7		4
Case Number				1.1		4.0	_	1.1		4.0		1.1		4.0	1.1		4.0
Phase Duration				6.9 3.0		82.	_	7.5		83.0		14.2		23.6	13.5		22.8
-	change Period, (Y+R c), s					5.6	6	3.0		5.6	;	3.0		6.7	3.0		6.7
	lax Allow Headway (<i>MAH</i>), s					0.0	0	3.2		0.0)	3.4		3.4	3.4		3.4
Queue Clearan		, <u> </u>		4.1				4.6				11.3		16.2	10.6		14.2
Green Extensio		(ge), s		0.1	_	0.0	0	0.1		0.0)	0.0		0.7	0.0		0.7
Phase Call Pro				0.94				0.97	_			0.99		1.00	0.99		1.00
Max Out Proba	bility			0.00)			0.00)			1.00)	0.00	1.00)	0.00
Movement Gro		aulte			EB				WB				NB			SB	
Approach Move	-	Suits		L	T	17	R	L	T	1	R	L	T	R	L	T	R
Assigned Move				5	2		12	1	6		16	3	8	18	7	4	14
Adjusted Flow I) vob/b		80	728	_	12	98	737			148	189	10	136	169	
			In				_				_						<u> </u>
Queue Service		ow Rate(s), veh/h/	IN	1725 2.1	176 34.5	_	_	1711 2.6	1769 34.7		_	1697 9.3	1641 14.2		1697 8.6	1699 12.2	
		g s), s e Time (g c), s		2.1	34.5	_	_	2.6	34.7	_	_	9.3	14.2		8.6	12.2	\vdash
Green Ratio (g		e fille (<i>g</i> c), s			0.61		_	0.66	0.62		_	9.3 0.24	0.14		0.23	0.14	
Capacity (c), v				0.65 348	108	_		370	10.62			265	231		216	229	<u> </u>
Volume-to-Cap		atio (X)		0.229		_		0.265	0.67			265	0.818		0.627	0.738	
· · · ·		₩0 (X) VIn (50 th percentile	2)	0.229	0.07	4		0.200	0.07	J		0.000	0.010		0.027	0.730	<u> </u>
	, ,	eh/In (50 th percentile		0.7	13.5			0.9	13.6			4.0	6.0		3.8	5.3	
		RQ) (50 th percent	,	0.00	0.00	_		0.9	0.00			0.00	0.00		0.00	0.00	
Uniform Delay				14.2	16.2		-	13.4	15.9		_	41.3	53.0		42.5	52.8	
-	. ,			0.1	3.3			0.1	3.3	·		41.3	2.7		42.5 3.0	52.8 1.8	<u> </u>
	ncremental Delay (d ₂), s/veh							0.1	0.0	+-		0.0	0.0		0.0	0.0	
			0.0	0.0	_										0.0 54.5	<u> </u>	
Control Delay (Level of Service			14.3 B	19.6 B	,		13.5 B	19.3 B			42.5 D	55.7 E		45.5 D	54.5 D		
	. ,			В 19.0		B								D		L	D
	Approach Delay, s/veh / LOS Intersection Delay, s/veh / LOS							18.6		В		49.9)		50.5		D
Intersection De	iay, s/ve	en / LUS					27	.0							С		
Multimodal Po	Aultimodal Results								WB				NB			SB	
	edestrian LOS Score / LOS							1.89		В		1.95	1	В	1.95	1	В
				1.89 2.43		B		2.48		B		1.62		B	1.50	_	B
210,010 200 00	icycle LOS Score / LOS							2.70		0		1.02		5	1.01		5

Copyright © 2022 University of Florida, All Rights Reserved.

		1100													
General Inforn	nation							1	Intersec	tion Inf	ormatio	on	Į į	at "Y* \$	þa l <u>a</u>
Agency		Schneider Enginee	ring					1	Duration	, h	0.250)		4 4	
Analyst		A.R.		Analys	sis Dat	e May 9	9, 2022		Area Typ		Other		4		4
Jurisdiction		NYSDOT		Time F			dayPeal		PHF		0.95			w‡e	
Urban Street		NYS Route 25A		Analys			j		Analysis	Period	1> 7:(00	4		* *
Intersection		Wading River Mano	or Rd	File Na			/ Wading		No Buil					5 tz	<u>د</u>
Project Descrip	tion	No Build Saturday					, maani	914101	TTO Daily	a oatare	ay roa			4 1 4 1 7	۲
Trojoot Decemp		No Baild Gatarday	Tour												
Demand Inform	nation				EB			WB	3		NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	Т	R
Demand (v), v	/eh/h			59	628	128	75	489	9 48	215	134	103	159	107	52
Signal Informa	ation				7	5	9.	<u> </u>	. 20.	2				F	Y
Cycle, s	127.0	Reference Phase	2		F' "	1	7 # •	- 5	E.	12			e 1	``]	хtх
Offset, s	0	Reference Point	Begin	Green	35	0.7	69.8	10.0				1	M Z	3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	3.6	3.0	4.7	0.0			$\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{$		512
Force Mode	Float	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.0	2.0	0.0		5	6	7	8
Timer Results				EBI	-	EBT	WB	L	WBT	NB	-	NBT	SBL		SBT
Assigned Phase	е			5		2	1		6	3		8	7		4
Case Number				1.1		4.0	1.1		4.0	1.1		4.0	1.1		4.0
Phase Duration	1, S			8.5		75.4	9.2		76.1	15.0)	27.4	15.0)	27.4
Change Period	hange Period, $(Y+R_c)$, s					5.6	5.0		5.6	5.0		6.7	5.0		6.7
Max Allow Hea	ax Allow Headway (<i>MAH</i>), s					0.0	3.2		0.0	3.4		3.4	3.4		3.4
Queue Clearan	ueue Clearance Time (g_s), s						4.4			13.0)	20.0	12.0)	13.2
Green Extensio	n Time	(g _e), s		0.0		0.0	0.0		0.0	0.0		0.7	0.0		0.9
Phase Call Pro	bability			0.89)		0.94	1		1.00)	1.00	1.00)	1.00
Max Out Proba	bility			0.01	1		0.03	3		1.00)	0.04	1.00)	0.00
Movement Gro	un Res	aults			EB			WB			NB			SB	
Approach Move	-			1	T	R	L	Т	R	L	Т	R	L	T	R
Assigned Move				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow I) veh/h		62	796		79	565	10	226	249		167	167	
,	· ·	ow Rate (<i>s</i>), veh/h/	In	1767	1801		1767	1826		1753	1707		1753	1738	
Queue Service		. ,		1.9	44.5		2.4	24.9		11.0	18.0		10.0	11.2	
Cycle Queue C		- ,		1.9	44.5		2.4	24.9		11.0	18.0		10.0	11.2	
Green Ratio (g		c mile (<i>gt</i>), 3		0.59	0.56		0.60	0.56		0.26	0.17		0.26	0.17	
Capacity (c), v				407	1004		269	1028	-	279	292		215	297	
Volume-to-Cap		tio (X)		0.153	<u> </u>		0.294	0.550		0.810			0.779	0.563	
I		/In (50 th percentile	2)	0.100	0.100		0.204	0.000		0.010	0.004		5.113	0.000	
		eh/In (50 th percent	,	0.7	19.0		0.9	10.3		3.0	8.5		5.2	4.9	
	. ,	RQ) (50 th percent		0.00	0.00		0.9	0.00	-	0.00	0.00		0.00	0.00	
Uniform Delay		, , ,		14.1	22.3		19.6	17.6		44.1	51.1		40.5	48.3	
Incremental De	• •			0.1	6.4		0.2	2.1		15.2	9.5		40.5	46.3	
Initial Queue De				0.1	0.0		0.2	0.0		0.0	9.5		0.0	0.0	
		•			28.7			<u> </u>						<u> </u>	
Control Delay (14.1 B	28.7 C		19.8	19.7 B		59.2	60.6		55.8	48.9	
Level of Service	. ,			В 27.6		<u> </u>	B			E	E		E	D	
ADDIOACD Delay	Approach Delay, s/veh / LOS Intersection Delay, s/veh / LOS					C	19.7		В	60.0		E	52.3		D
	IAV S/VE	en / LOS				3	5.6						D		
	lay, 0, ve														
Intersection De					EB			WB			NB			SB	
	sults	/LOS		1.90		В	1.90	1	В	1.95		В	1.95	1	В

Copyright © 2022 University of Florida, All Rights Reserved.

Demand (v), veh/h 87 540 95 66 486 37 193 93 77 119 59 7 Signal Information Cycle, s 127.0 Reference Phase 2 0 Reference Phase 2 0 Reference Phase 2 0 0.0 4.7 7 9.8 2.2 13.4 0.7 79.2 9.8 2.2 13.4 0.0 3.6 3.0 0.0 4.7 7 4 <th></th> <th></th> <th>net</th> <th>Joigi</th> <th>Iunze</th> <th></th> <th>ersect</th> <th></th> <th>coul</th> <th>13 00</th> <th>mina</th> <th>y</th> <th></th> <th></th> <th></th> <th></th> <th></th>			net	Joigi	Iunze		ersect		coul	13 00	mina	y					
Agency Schneider Enginering All analysis Dutration, R 0.230 Analysis A.R Analysis Data Mare Type 0.98 Jurisdiction NYSDOT Time Period Midday Peak PHF 0.98 Urban Street NYS Botto Stanaysis Yeare Type 0.98 Yeare Type 0.98 Project Description Build Midday Peak File Name 25A w Wading River Build Midday Peak. N <td>General Inform</td> <td>nation</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Interse</td> <td>ection I</td> <td>nforma</td> <td>tion</td> <td></td> <td><u>_</u></td> <td></td> <td>be la</td>	General Inform	nation								Interse	ection I	nforma	tion		<u>_</u>		be la
Analysis A.R. Analysis Date May 9, 2022 Area Type Other Jurisdiction NYS Route 25A Analysis Yaa Pief 0.96 0.96 Intersection Wading River Manor Rd File Name 25A w Wading River Build Midday Peak. Pier 0.96 Project Description Build Midday Peak EB WB WB T R L	Agency		Schneider Enginee	rina						Duratio	on. h	0.2	50			-4 L	
Juriseition NYSOOT Time Period Nickly Peak PHF 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL 0.98 PL NBL PL NBL PL T R R R R R R R R R R R </td <td></td> <td></td> <td></td> <td></td> <td>Analys</td> <td>sis Dat</td> <td>e May 9</td> <td>2022</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>7 -5</td> <td></td> <td>۲. ۸</td>					Analys	sis Dat	e May 9	2022							7 -5		۲. ۸
Utam Street NYS Route 25A Analysis Year 2024 Analysis Period > 7.0 Intersection Wading River Manor Rd File Name 25A w Wading River Manor Rd > 7.0 > 7.0 > 7.0 Project Description Build Midday Peak L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L S R R L T R L T R R L T R	-										78-				⇒^	w‡e	÷
Intersection Wading River Manor Rd File Name 25A w Wading River Build Midday Peak.xus Image: Comparison of the compari								ay r our	_		is Perio				4		
Project Description Build Midday Peak Image: Second Movement				or Rd				Wadin	n Rive	-						K 4	<u> </u>
Demand Information L T R C T R		tion				ame	254 1	vvaunų		i Dullu	iviluuay		us				te de
Approach Movement L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R L T R R L T	Project Descript	lion	Dulid Midday Feak														
Demand (v), veh/h 87 540 95 66 486 37 193 93 77 119 59 7 Signal Information Cycle, s 127.0 Reference Phaine Begin Uncoordinated No Simult. Gap E/W On Green 3.4 0.7 79.2 9.8 2.2 13.4 7 119 59 7 Force Mode Float Simult. Gap N/S On Red 0.0 0.0 3.6 0.0 0.7 79.2 9.8 2.2 13.4 7 4 Case Number Fit WBL WBT NBT SBL "><td>Demand Inform</td><td>nation</td><td></td><td></td><td></td><td>EB</td><td></td><td></td><td>W</td><td>В</td><td></td><td>Ν</td><td>IB</td><td></td><td></td><td>SB</td><td></td></t<>	Demand Inform	nation				EB			W	В		Ν	IB			SB	
Signal Information Cycle, s 127.0 Reference Phase 2 Offset, s 0 Ne Breinence Phate Begin Green 3.4 0.7 79.2 9.8 2.2 13.4 1.4 1.4 1.4 1.4 1.4 1.4 1.6 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.1 4.0 1.1	Approach Move	ement			L	Т	R	L	Т	F	۲ L		Г	R	L	Т	R
Cycle, s 127.0 Reference Phase 2 7 7 7 9.8 2.2 13.4 7 7 7 9.8 2.2 13.4 7 7 7 7 9.8 2.2 13.4 7 7 7 7 9.8 2.2 13.4 7 4 Assigned Phase Float Simult. Gap X/S On Ref 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 <td>Demand (v), v</td> <td>eh/h</td> <td></td> <td></td> <td>87</td> <td>540</td> <td>95</td> <td>66</td> <td>48</td> <td>6 3</td> <td>7 19</td> <td>3 9</td> <td>3</td> <td>77</td> <td>119</td> <td>59</td> <td>77</td>	Demand (v), v	eh/h			87	540	95	66	48	6 3	7 19	3 9	3	77	119	59	77
Cycle, s 127.0 Reference Phase 2 7 7 7 9.8 2.2 13.4 7 7 7 9.8 2.2 13.4 7 7 7 7 9.8 2.2 13.4 7 7 7 7 9.8 2.2 13.4 7 4 Assigned Phase Float Simult. Gap X/S On Ref 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 0.0 2.0 0.0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>·</td> <td></td> <td></td> <td>in a sub-</td>														·			in a sub-
Offset, s 0 Reference Point Force Mode Begin Force Mode Green Mode Float No Simult. Gap LW On Red On Red On Red On Red On Red On Red On Red On Red On On Red On Red On Red On Red On <td>Signal Informa</td> <td>tion</td> <td></td> <td>58</td> <td></td> <td>2</td> <td>2</td> <td></td> <td><u> </u></td> <td>5</td> <td>2</td> <td></td> <td>_</td> <td>_</td> <td>_</td> <td>ĸ</td> <td></td>	Signal Informa	tion		58		2	2		<u> </u>	5	2		_	_	_	ĸ	
Offset, s 0 Reference Point Force Mode Begin Force Mode Green Mode Float No Simult. Gap LW On Red On Red On Red On Red On Red On Red On Red On Red On On Red On Red On Red On Red On <td>Cycle, s</td> <td>127.0</td> <td>Reference Phase</td> <td>2</td> <td></td> <td>F "</td> <td>TŘ −</td> <td>- 🗮 •</td> <td>7</td> <td></td> <td>542</td> <td>542</td> <td></td> <td>. –</td> <td>€ .</td> <td>``\ '</td> <td>ta </td>	Cycle, s	127.0	Reference Phase	2		F "	TŘ −	- 🗮 •	7		542	542		. –	€ .	``\ '	ta
$ \begin{array}{ $	Offset, s	0	Reference Point	Begin	Green	34			9.6					-	<u>×</u> - <u>×</u>		4
Force Mode Float Simult Gap N/S On Red 0.0 0.0 2.0 0.0 2.0 0.0 2.0 e <th< td=""><td>Uncoordinated</td><td>No</td><td>Simult. Gap E/W</td><td>On</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>5</td><td>572</td></th<>	Uncoordinated	No	Simult. Gap E/W	On												5	572
Assigned Phase Display <thdisplay< th=""> Display Display<</thdisplay<>	Force Mode	Float	Simult. Gap N/S	On	Red	0.0								5	6	7	8
Assigned Phase D <thd< th=""></thd<>					1												
Case Number 1.1 4.0 1.0 2.0 3.0 5.6 3.0 5.6 3.0 5.6 3.0 7.0						-			L					Т		-	SBT
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	-	e											-				
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $																	4.0
Max Allow Headway (MAH), s 3.2 0.0 3.2 0.0 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 3.4 3.5 Queue Clearance Time (g e), s 0.1 0.0 0.0 0.0 0.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0 1.0 0.0									_								20.1
Queue Clearance Time (g_{\circ}), s 4.2 3.7 14.8 15.0 9.9 12.6 Green Extension Time (g_{\circ}), s 0.1 0.0	-	- · · ·							_								
Green Extension Time ($g e$), s 0.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.00 <th< td=""><td></td><td colspan="5">ax Allow Headway (<i>MAH</i>), s</td><td>0.0</td><td>3.2</td><td></td><td>0.0</td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.5</td></th<>		ax Allow Headway (<i>MAH</i>), s					0.0	3.2		0.0							3.5
Phase Call Probability 0.96 Image: Call Probability 1.00 1.00 1.00 0.99 1.00 Max Out Probability 0.00 Image: Call Probability 0.00 Image: Call Probability 1.00 1.00 0.09 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.01 0.00 0.00 0.01 0.00 0.01 0.00 0.01 0.00 0.01 0.00 0.01 0.00 0.01 0.00 0.01 0.00 0.00 0.00 0.01 0.00<	Queue Clearan	ce Time	(g s), s		4.2			3.7			14	1.8	15.	0	9.9		12.6
Max Out Probability 0.00 I.00 0.00 I.00 0.00 I.00 0.00 0.00 Movement Group Results \Box T R L T	Green Extensio	n Time	(g _e), s		0.1		0.0	0.0		0.0	0	.0	0.6	3	0.0		0.6
Movement Group Results L T R <td>Phase Call Prob</td> <td>bability</td> <td></td> <td></td> <td>0.96</td> <td>3</td> <td></td> <td>0.9</td> <td>1</td> <td></td> <td>1.</td> <td>00</td> <td>1.0</td> <td>0</td> <td>0.99</td> <td>)</td> <td>1.00</td>	Phase Call Prob	bability			0.96	3		0.9	1		1.	00	1.0	0	0.99)	1.00
Approach Movement L T R <thl< th=""> T R<</thl<>	Max Out Probal	bility			0.00)		0.00)		1.	00	0.0	0	1.00)	0.00
Assigned Movement 5 2 12 1 6 16 3 8 18 7 4 1 Adjusted Flow Rate (v), veh/h 89 648 67 534 197 173 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 139 121 130 121 139 121 139 121 130 121 130 121 130 121 130 121 130 121 130 121 130 121 130 121 130 121 130 121 130 121 130 121 130 121 130 130 130 130 130 130 130 130 130 130 130 130 130 130 130 130 130 130 130 140 130 13	Movement Gro	oup Res	ults			EB			WE	;		N	3			SB	
Adjusted Flow Rate (v), veh/h 89 648 m 67 534 m 197 173 m 121 139 Adjusted Saturation Flow Rate (s), veh/h/ln 1725 1764 m 1711 1774 m 1697 1647 m 1697 1617 1 Queue Service Time (g s), s 2.2 2.8 M 1.7 20.1 M 12.8 13.0 M 7.9 10.6 1 Green Ratio (g/C) 0.68 0.64 M 0.67 0.63 M 0.23 0.13 M 0.20 0.11 1 Capacity (c), veh/h 525 1123 M 419 1120 M 266 215 M 0.6 1.83 1 Volume-to-Capacity Ratio (X) 0.169 0.577 M 0.161 0.476 0.740 0.805 M 0.58 0.759 1 Back of Queue (Q), th/ln (50 th percentile) 0.7 10.2 M 0.00 0.00 0.00	Approach Move	ement			L	Т	R	L	Т	R	L	Т		R	L	Т	R
Adjusted Saturation Flow Rate (s), veh/h/n 1725 1764 m 1711 1777 m 1697 1647 m 1697 1617 1617 Queue Service Time (g s), s 2.2 2.8 0.7 2.0.1 12.8 13.0 0.7 7.9 1.6 1.6 7.9 1.6 1.6 7.9 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 <td>Assigned Move</td> <td>ment</td> <td></td> <td></td> <td>5</td> <td>2</td> <td>12</td> <td>1</td> <td>6</td> <td>16</td> <td>3</td> <td>8</td> <td>- ·</td> <td>18</td> <td>7</td> <td>4</td> <td>14</td>	Assigned Move	ment			5	2	12	1	6	16	3	8	- ·	18	7	4	14
Queue Service Time (g s), s 2.2 26.8 I 1.7 20.1 I 12.8 13.0 I 7.9 10.6 Cycle Queue Clearance Time (g c), s 2.2 26.8 I 1.7 20.1 I 12.8 13.0 I 7.9 10.6 I Green Ratio (g/C) 0.68 0.64 I 0.67 0.63 I 0.23 0.13 I 0.20 0.11 I Capacity (c), veh/h 525 1123 I I 0.67 0.63 I 0.70 0.20 0.18 0.20 0.11 I I I I I 0.20 0.11 I <	Adjusted Flow F	Rate (v), veh/h		89	648	<u> </u>	67	534		197	17	3		121	139	
Queue Service Time (g s), s 2.2 26.8 I 1.7 20.1 I 12.8 13.0 I 7.9 10.6 Cycle Queue Clearance Time (g c), s 2.2 26.8 I 1.7 20.1 I 12.8 13.0 I 7.9 10.6 I Green Ratio (g/C) 0.68 0.64 I 0.67 0.63 I 0.23 0.13 I 0.20 0.11 I Capacity (c), veh/h 525 1123 I I 0.67 0.63 I 0.23 0.13 I 0.20 0.11 I Capacity (c), veh/h 525 1123 I I I I 0.66 7.7 I	Adjusted Satura	ation Flo	w Rate (s), veh/h/	n	1725	1764		1711	1774	1	169	7 164	7		1697	1617	
Cycle Queue Clearance Time (g c), s2.226.8I1.720.1I12.813.0I7.910.6IGreen Ratio (g/C)0.680.640.670.630.630.230.130.200.110.200.110.200.110.200.110.200.110.200.110.200.110.200.110.200.230.130.200.200.110.200.230.130.200.200.110.200.	-		. , ,			26.8	<u> </u>		20.1		12.8	3 13.	0		7.9	10.6	
Green Ratio (g/C)0.680.640.670.630.630.230.130.200.110.200.110.200.110.200.110.200.210.200.110.200.210.200.210.200.210.200.110.200.210.200.210.200.110.200.210.200.110.200.210.200.210.200.110.200			· ,		2.2	26.8		1.7	20.1		12.8	3 13.	0		7.9	10.6	
Capacity (c), veh/h5251123M4191120M266215M206183MVolume-to-Capacity Ratio (X)0.1690.5770.1610.4760.7400.8050.5890.759000 <td>Green Ratio (g</td> <td>/C)</td> <td></td> <td></td> <td>0.68</td> <td>0.64</td> <td>1</td> <td>0.67</td> <td>0.63</td> <td>3</td> <td>0.2</td> <td>3 0.1</td> <td>3</td> <td></td> <td>0.20</td> <td>0.11</td> <td></td>	Green Ratio (g	/C)			0.68	0.64	1	0.67	0.63	3	0.2	3 0.1	3		0.20	0.11	
Back of Queue (Q), ft/In (50 th percentile)Image: Comparison of Comparison	, -				525	1123		419	1120)	266	21	5		206	183	
Back of Queue (Q), ft/In (50 th percentile)Image: Comparison of Comparison	J		tio (X)			<u> </u>				_			_				
Back of Queue (Q), veh/ln (50 th percentile)0.710.20.67.7Image: Constraint of Co			<u>, ,</u>	e)													
Queue Storage Ratio (RQ) (50 th percentile)0.00 <t< td=""><td></td><td><u>, ,</u></td><td></td><td></td><td>0.7</td><td>10.2</td><td></td><td>0.6</td><td>7.7</td><td></td><td>6.1</td><td>5.5</td><td>5</td><td></td><td>3.4</td><td>4.4</td><td></td></t<>		<u>, ,</u>			0.7	10.2		0.6	7.7		6.1	5.5	5		3.4	4.4	
Uniform Delay (d 1), s/veh8.913.2Into11.012.3Into43.253.6Into44.854.6IntoIncremental Delay (d 2), s/veh0.12.20.11.59.32.71.32.41.31.31.31.31.31.31.31.31.31.31.31.31.41.31.31.31.31.31.31.31.41.31.31.31.31.31.41.31.31.31.31.31.41.31.31.31.31.41.31.31.31.31.41.31.31.31.31.41.31.31.31.31.31.41.31.31.31.41.31.31.31.41.31.31.31.41.31.31.31.41.31.31.41.31.31.31.41.31.31.41.41.31.41.31.41.4		. ,	· ·														
Incremental Delay (d 2), s/veh0.12.2on0.11.5on9.32.7on1.32.4Initial Queue Delay (d 3), s/veh0.0 <td< td=""><td></td><td></td><td>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</td><td>,</td><td></td><td><u> </u></td><td></td><td></td><td></td><td>_</td><td></td><td>_</td><td></td><td></td><td></td><td>54.6</td><td></td></td<>			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,		<u> </u>				_		_				54.6	
Initial Queue Delay (d 3), s/veh0.0		· ,								_						r	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $																	
Level of Service (LOS) A B B B B D E D E D E D E D E D E D E D E D E D E D E D E D E D E D E D E D E D E D D E D D E D D E D D E D D E D D E D D E D D E D <td></td> <td></td> <td>•</td> <td></td> <td></td> <td><u> </u></td> <td></td> <td></td> <td></td> <td>_</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			•			<u> </u>				_							
Approach Delay, s/veh / LOS 14.6 B 13.5 B 54.3 D 52.0 D Intersection Delay, s/veh / LOS 26.7 C </td <td></td> <td></td> <td></td> <td></td> <td></td> <td><u> </u></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						<u> </u>											
Intersection Delay, s/veh / LOS 26.7 C Multimodal Results EB WB NB SB		, ,	/LOS				В			В		_	D				D
Multimodal Results EB WB NB SB																	
															-		
	Multimodal Re	sults				EB			WE	3		N	3			SB	
Pedestrian LOS Score / LOS 1.88 B 1.89 B 1.95 B 1.96 B			/LOS		1.88		В	1.89	9	В	1.		В		1.96		В
Bicycle LOS Score / LOS 2.32 B 2.09 B 1.68 B 1.44 A										В							А

Copyright © 2022 University of Florida, All Rights Reserved.

		ПС	s sigi	Ialize	um	ersec		vesu	113	Sull	iiiiai y					
General Inform	ation								Inte	oreact	tion Inf	ormatio	20		4244	
	lation	Schneider Enginee	ring							ration,		0.250		- jî	44	
Agency		A.R.	nng	Analyz		te May	0 0000					Other				K.
Analyst		<u> </u>		Time F						ea Typ	e			- <u>→</u> _>	w‡e	
Jurisdiction		NYSDOT							PH		Devied	0.98	20			× + +
Urban Street		NYS Route 25A	D	Analys				<u> </u>	1	-	Period	1> 7:(50			
Intersection		Wading River Man	or Rd	File Na	ame	25A	w Wadii	ng Rive	er Bu		И Реак.	xus			ጎዮ	1- X
Project Descrip	tion	Build PM Peak													14144	P []
Demand Inform	nation				EE	}		N	/B			NB			SB	
Approach Move	ement			L	Т	R	L	-	Г	R	L	Т	R	L	Т	R
Demand (v), v				88	67	_	3 96	72	20	61	165	97	88	133	121	50
										-		-				
Signal Informa	tion						2	<u>-</u>	Ľ		24	ы.			_	
Cycle, s	127.0	Reference Phase	2		F^	2		200 J	2	51	2 5	17 4		A		1 2
Offset, s	0	Reference Point	Begin	Green	13	0.3	76.7	· 10		1.4	15.4		1		3	4
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	3.6	3.		0.0	4.7	-		\rightarrow	く	512
Force Mode	Float	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.		0.0	2.0		5	6	7	8
Timer Results				EBI	-	EBT	W	3L	W	′BT	NB	L	NBT	SBI		SBT
Assigned Phase	e			5		2	1		6	6	3		8	7		4
Case Number				1.1		4.0	1.	1	4.	.0	1.1		4.0	1.1		4.0
Phase Duration	i, s			7.3		82.3	7.	6	82	2.6	15.0)	23.6	13.6	;	22.1
Change Period	hange Period, ($Y+R_c$), s					5.6	3.	0	5.	.6	3.0		6.7	3.0		6.7
Max Allow Head	ax Allow Headway (<i>MAH</i>), s					0.0	3.	2	0.	.0	3.4		3.4	3.4		3.4
Queue Clearan	ce Time	e (g s), s		4.4			4.	6			12.6	6	16.2	10.6	\$	14.7
Green Extensio	n Time	(ge),s		0.1		0.0	0.	1	0.	.0	0.0		0.7	0.0		0.7
Phase Call Pro	bability			0.96	3		0.9	7			1.00)	1.00	0.99)	1.00
Max Out Proba	bility			0.00)		0.0	0			1.00)	0.00	1.00)	0.00
Movement Gro		sulte			EB			W	2			NB			SB	
Approach Move	-	Suits		L	T	R	L	T	, 	R	L	T	R	L	T	R
Assigned Move				5	2	12	1	6	+	16	3	8	18	7	4	14
Adjusted Flow F) veh/h		90	807	_	98	797	7	10	168	189	10	136	174	
		ow Rate (s), veh/h/	In	1725	176	_	1711	177	_		1697	1641		1697	1692	
Queue Service		. ,		2.4	41.6	_	2.6	40.		_	10.6	14.2		8.6	12.7	
Cycle Queue C		- /		2.4	41.6		2.6	40.	_		10.6	14.2		8.6	12.7	
Green Ratio (g		e fille (<i>g c</i>), s		0.65	0.61	_	0.66	0.6			0.24	0.14		0.22	0.13	
Capacity (c), v				310	1079		316	108	_		264	231		217	219	
Volume-to-Cap		tio (X)		0.290	<u> </u>		0.310	_	_		0.637	0.817		0.624	0.797	
		In (50 th percentile	2)	0.230	0.74	-	0.510	0.70			0.007	0.017		0.024	0.191	
		eh/In (50 th percentite	,	0.9	16.5	5	0.9	15.	9		4.7	6.0		3.8	5.6	
		RQ) (50 th percent	,	0.9	0.00		0.00	0.0			0.00	0.00		0.00	0.00	
Uniform Delay		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		16.4	17.6	_	16.0	17.	_		41.3	53.0		43.0	53.7	
Incremental De	. ,			0.2	4.7		0.2	4.4	_		3.9	2.7		2.9	2.5	
Initial Queue De	- · ·			0.2	4.7	_	0.2	0.0			0.0	0.0		0.0	0.0	
Control Delay (•		16.6	22.4		16.2	21.	_		45.2	55.7		45.9	56.2	
Level of Service				B	22.4 C		B	21. C			45.2 D	E		45.9 D	E	
Approach Delay	· /			21.8		С	21	_		C	50.7		D	51.7		D
Intersection De				21.0	,		29.5			5	30.1			C		0
	ay, s/ve						.9.0							<u> </u>		
Multimodal Re	sults				EB			W	3			NB			SB	
Pedestrian LOS		/LOS		1.89		В	1.8			В	1.95		В	1.95		В
Bicycle LOS Sc				2.58		С	2.5			0	1.66		В	1.52		B

Copyright © 2022 University of Florida, All Rights Reserved.

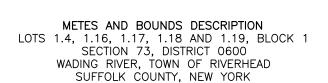
		net	o olgi	Iunze		erseci		000	11.5	oum	innar y					
General Inform	nation							-	Inte	ersect	ion Inf	ormatio	on		444.	be l <u>a</u>
Agency		Schneider Enginee	rina						<u> </u>	ration,		0.250			4	
Analyst		A.R.		Analys	sis Dat	e May 9	2022		<u> </u>	a Typ		Other		 		۲. ۸
Jurisdiction		NYSDOT		Time F			dayPeal	<i>c</i>	PH			0.95		→* *	w ‡ E	
Urban Street		NYS Route 25A		Analys			aayi oa		<u> </u>		Period	1> 7:0	00	4		
Intersection		Wading River Man	or Rd	File Na			/ Wading	n Rive	1	-					K 4	<u> </u>
Project Descrip	tion	Build Saturday Pea			ame	204 1	vaun				liuluay		15	- 5] [* ≼ ↑ ф• *	te de
Project Descrip	lion	Build Saturday Pea	IK													
Demand Inform	nation				EB			W	/B			NB			SB	
Approach Move	ement			L	Т	R	L	-	Г	R	L	Т	R	L	Т	R
Demand (v), v	eh/h			68	714	144	75	56	65	48	248	134	103	159	107	64
															Ĵ.	
Signal Informa	tion	Y.			2		╘┥╻╴┇	<u> </u>	ζ.	244				_	ĸ	
Cycle, s	127.0	Reference Phase	2		F '	7	1∺ •		5	12	2			Θ	``]	4
Offset, s	0	Reference Point	Begin	Green	3.9	0.3	69.8	10	0.0	20.8	0.0	_		<u>s</u> -		~
Uncoordinated	No	Simult. Gap E/W	On	Yellow		0.0	3.6	3.		4.7	0.0				5	512
Force Mode	Float	Simult. Gap N/S	On	Red	2.0	0.0	2.0	2.		2.0	0.0		5	6	7	8
Timer Results				EBL		EBT	WB	L	W		NBI	-	NBT	SBL	-	SBT
Assigned Phase	е			5		2	1		6		3		8	7		4
Case Number				1.1		4.0	1.1	_	4.		1.1		4.0	1.1		4.0
Phase Duration	i, s			8.9		75.4	9.2		75	5.7	15.0)	27.5	15.0)	27.5
Change Period	hange Period, ($Y+R_c$), s					5.6	5.0		5.	.6	5.0		6.7	5.0		6.7
Max Allow Head	ax Allow Headway (<i>MAH</i>), s					0.0	3.2		0.	.0	3.4		3.4	3.4		3.4
Queue Clearan	ce Time	e (g s), s		4.2			4.4				13.0)	20.0	11.9)	14.3
Green Extensio	n Time	(ge),s		0.0		0.0	0.0		0.	.0	0.0		0.7	0.0		0.9
Phase Call Pro	bability			0.92	2		0.94	1			1.00)	1.00	1.00)	1.00
Max Out Proba	bility			0.02	2		0.03	3			1.00)	0.04	1.00)	0.00
Movement Gro	oup Res	ults			EB			WE	3			NB			SB	
Approach Move	-			L	Т	R	L	Т		R	L	Т	R	L	Т	R
Assigned Move				5	2	12	1	6		16	3	8	18	7	4	14
Adjusted Flow I), veh/h		72	903		79	64	5		261	249		167	180	
-		w Rate (<i>s</i>), veh/h/	In	1767	1801		1767	183	0		1753	1707		1753	1725	
Queue Service				2.2	56.5		2.4	30.			11.0	18.0		9.9	12.3	
Cycle Queue C		- ,		2.2	56.5	-	2.4	30.			11.0	18.0		9.9	12.3	
Green Ratio (g				0.60	0.56	_	0.60	0.5			0.26	0.17		0.26	0.17	
Capacity (c), v				355	1004		197	102	_		269	292		215	295	
Volume-to-Cap		itio (X)		0.202			0.400	0.63	_		0.970			0.778	0.609	
		/In (50 th percentile	e)								-			-		
	<u>, ,</u>	eh/In (50 th percent		0.8	25.4		1.1	12.	8		6.6	8.5		5.2	5.4	
	. ,	RQ) (50 th percen	,	0.00	0.00		0.00	0.0			0.00	0.00		0.00	0.00	
Uniform Delay		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	15.6	24.9		25.2	19.			46.9	51.1		40.5	48.7	
Incremental De	. ,			0.1	12.6	_	0.5	2.9	_		46.3	9.5		15.1	0.8	
Initial Queue De	- · ·			0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0	
Control Delay (•		15.7	37.5		25.7	22.			93.2	60.5		55.6	49.5	
Level of Service				B	D		C	22. C	-		F	E		E	D	<u> </u>
Approach Delay	. ,			35.9	L	D	22.4		C	2	77.2		E	52.4		D
Intersection De				00.0			2.6	•			11.2			D		5
	.ay, 3/ vC					-+/								_		
Multimodal Re	sults				EB			W	3			NB			SB	
Pedestrian LOS		/LOS		1.90		В	1.90		E	3	1.95	1	В	1.95		В
Bicycle LOS Sc				2.71		C	2.29		E		1.91		B	1.58		B
						-	(-			

Copyright © 2022 University of Florida, All Rights Reserved.

Venezia Square Site Plan Application Expanded EAF

PLANS





BEGINNING AT A POINT ON THE SOUTHERLY LINE OF PORT JEFFERSON - RIVERHEAD ROAD (A.K.A. NEW YORK STATE ROUTE 25A, STATE HIGHWAY 8111, SOUND AVENUE, VARIABLE WIDTH) SAID POINT BEING DISTANT 789.64 FEET WESTERLY ALONG THE SAME FROM THE INTERSECTION OF THE SOUTHERLY LINE OF PORT JEFFERSON - RIVERHEAD ROAD WITH THE WESTERLY LINE OF MANORVILLE ROAD (A.K.A. WADING RIVER - MANORVILLE ROAD, COUNTY ROUTE 25, 49.5 FEET WIDE) AND FROM SAID POINT OF BEGINNING RUNNING THENCE;

1. ALONG THE DIVIDING LINE BETWEEN LOT 1.16 AND LOT 1.15, BLOCK 1, SOUTH 05 DEGREES - 58 MINUTES - 30 SECONDS WEST, A DISTANCE OF 507.54 FEET TO A POINT, THENCE; 2. ALONG THE DIVIDING LINE BETWEEN LOTS 1.16, 1.17, 1.18, 1.19 AND LOTS 1.71, 1.53, 1.52 & & 1.51, BLOCK 1, NORTH 74 DEGREES - 08 MINUTES - 10 SECONDS WEST, A DISTANCE OF

- 552.50 FEET TO A STONE MONUMENT FOUND, THENCE; 3. ALONG THE DIVIDING LINE BETWEEN LOTS 1.19 & 1.4 AND LOT 1.2, BLOCK 1, NORTH 05 DEGREES – 58 MINUTES – 30 SECONDS EAST, A DISTANCE OF 507.54 FEET TO A POINT ON THE SOUTHERLY LINE OF PORT JEFFERSON – RIVERHEAD ROAD, THENCE;
- 4. ALONG SAID LINE OF PORT JEFFERSON RIVERHEAD ROAD, SOUTH 74 DEGREES 08 MINUTES - 10 SECONDS EAST, A DISTANCE OF 552.50 FEET TO THE POINT AND PLACE OF BEGINNING.

THIS DESCRIPTION IS WRITTEN WITH REFERENCE TO A TITLE REPORT PREPARED BY AMERICAN LAND SERVICES, INC., TITLE No. SS-16680, WITH AN EFFECTIVE DATE OF JULY 17, 2003.

CONTAINING 276,249 SQUARE FEET OR 6.342 ACRES

 \bigtriangleup

.

LEGEND X 123.45 EXISTING SPOT ELEVATION X TC 123.45 EXIST. TOP OF CURB ELEVATION X G 122.95 EXIST. GUTTER ELEVATION X TW 123.45 EXIST. TOP OF WALL ELEVATION X BW 122.95 EXIST. BOTTOM OF WALL ELEVATION —— он —— OVERHEAD WIRES UTILITY POLE UTILITY POLE/LIGHT POLE **____** LIGHT POLE GUY WIRE _____< MONITORING WELL E ELECTRIC METER - SIGN MAIL BOX 🗀 AREA LIGHT <>> PAINTED ARROWS DENOTES PARKING SPACE COUNT [F.M. LOT 9] FILED MAP LOT NUMBER

NOTES:

1. PROPERTY KNOWN AS LOTS 1.4, 1.16, 1.17, 1.18 & 1.19, BLOCK 1, SECTION 73, AS SHOWN ON THE OFFICIAL TAX MAPS OF SUFFOLK COUNTY, NEW YORK

SOLID WHITE LINE 115.81 _ CONC. CURB

FLAG POLE

~ ASPHALT -PAVEMENT

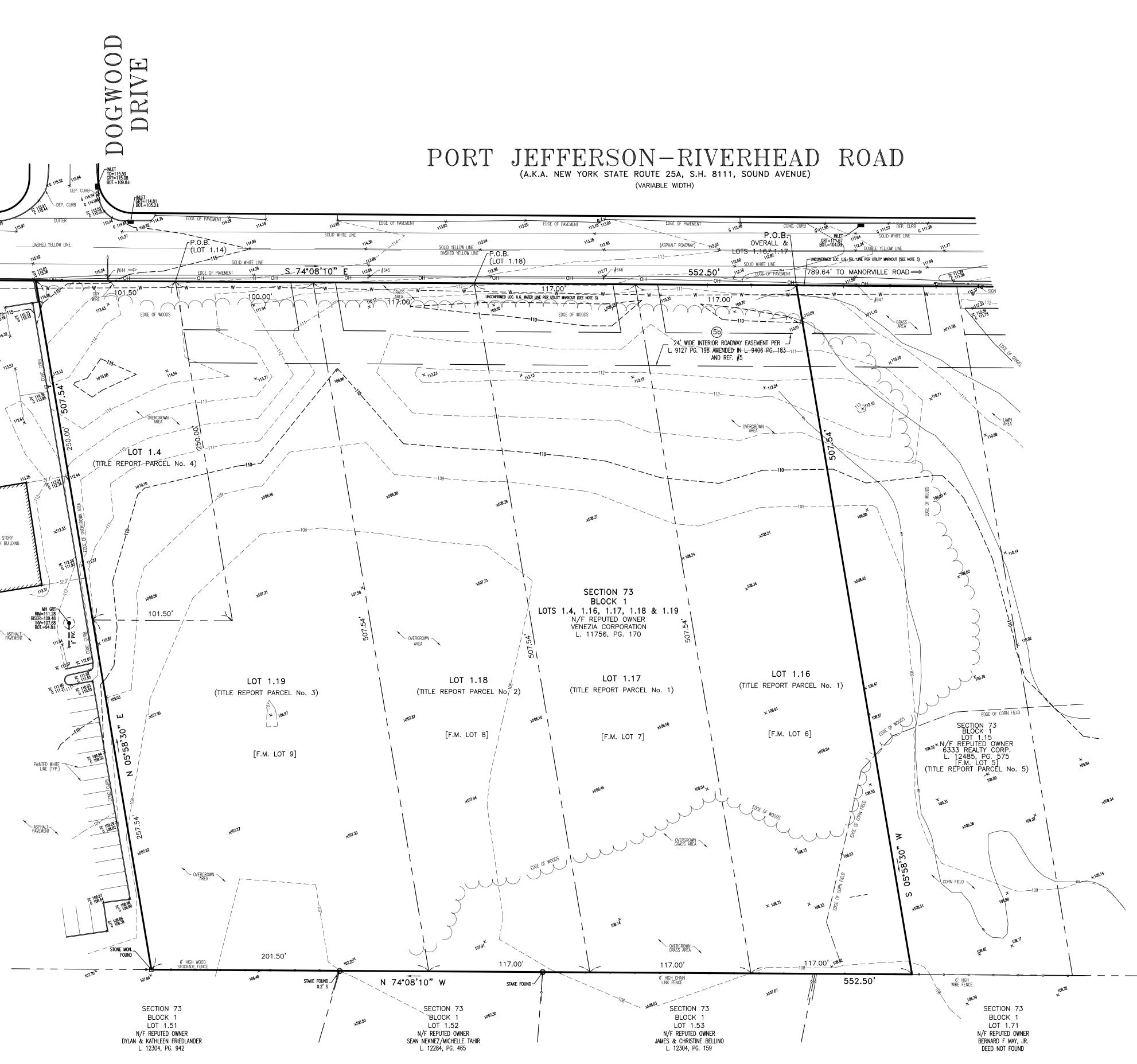
1 STORY BRICK BUILDING

SECTION 73 BLOCK 1 LOT 1.2 N/F REPUTED OWNER

D. ALEXANDER

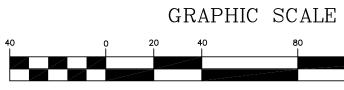
L. 12538, PG. 318

- 2. AREA = 276,249 S.F. OR 6.342 AC.
- 3. LOCATION OF ALL UNDERGROUND UTILITIES ARE APPROXIMATE. ALL LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE ASBUILT PLANS AND UTILITY MARKOUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES
- 4. THIS PLAN IS BASED ON INFORMATION PROVIDED BY A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC. AND OTHER REFERENCE MATERIAL AS LISTED HEREON.
- 5. THIS SURVEY IS PREPARED WITH REFERENCE TO A TITLE REPORT PREPARED BY AMERICAN LAND SERVICES, INC., TITLE №. SS-16680, WITH AN EFFECTIVE DATE OF JULY 17, 2003. WHERE THE FOLLOWING SURVEY RELATED EXCEPTIONS APPEAR IN SCHEDULE B; (50) COVENANTS AND RESTRICTIONS IN LIBER 8147, PG. 398, AFFECTS
- PROPERTY BLANKET, NOT SHOWN.
- (5b) COVENANTS, RESTRICTIONS AND 24' WIDE INTERIOR ROADWAY EASEMENT IN LIBER 9127, PG. 198 AMENDED IN LIBER 9406, PG. 183, AFFECTS LOTS 1.15 THRU 1.19 EASEMENT SHOWN.
- 5C COVENANTS AND RESTRICTIONS IN LIBER 11892, PG. 509, AFFECTS LOT 1.15 – BLANKET, NOT SHOWN.
- 6. THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF
- THE FIELD SURVEY. 7. ELEVATIONS ARE BASED UPON NAVD 88, REF. BM #Z38, ELEV=117.80'
- 8. PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X (AREAS DETERMINED TO BE OUTSIDE 500-
- YEAR FLOODPLAIN) PER REF. #2 9. THE NEW YORK STATE D.O.T. HAS NOT YET RESPONDED TO A REQUEST FOR HIGHWAY PLANS.
- (5a) TITLE REPORT EXCEPTION



REFERENCES:

- 1. THE OFFICIAL TAX MAPS OF SUFFOLK COUNTY, NEW YORK 2. MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, SUFFOLK COUNTY, NEW YORK, (ALL JURISDICTIONS), PANEL 428 OF 1026, MAP NUMBER
- 36103C0428 G, EFFECTIVE DATE: MAY 4, 1998.
- 3. MAP ENTITLED "AS-BUILT SURVEY, McDONALD'S CORPORATION, LOTS 1.12 & 1.20, BLOCK 1, SEC. 073, DIST 0600, PORT JEFFERSON-RIVERHEAD ROAD & MANORVILLE ROAD, WADING RIVER, TOWN OF RIVERHEAD, SUFFOLK COUNTY, NEW YORK", PREPARED BY CONTROL POINT ASSOCIATES, INC., DATED 8-29-01, FILE NO. C98345AB.
- 4. MAP ENTITLED "SITE PLAN PREPARED FOR ARTHUR KRETSCHMER AT WADING RIVER, TOWN OF RIVERHEAD, SUFFOLK COUNTY, N.Y." PREPARED BY HOWARD W. YOUNG, DATED OCT. 3, 1990, LAST REVISED OCT. 2, 1991
- 5. MAP ENTITLED "SUBDIVISION MAP FOR WADING RIVER MANOR ASSOCIATES AT WADING RIVER, TOWN OF RIVERHEAD, SUFF. CO., N.Y." PREPARED BY YOUNG & YOUNG, DATED JUNE 9, 1983, REVISED JUNE 15, 1983, FILED IN THE SUFFOLK COUNTY CLERK'S OFFICE ON JULY 12, 1983 IN FILE No. 7201, ABS #9425
- 6. MAP ENTITLED "MAP OF SUBDIVISION AT WADING RIVER, SUFFOLK COUNTY, N.Y., KNOWN AS TERMINAL PARK" PREPARED BY H.J. MILLER, DATED MAY, 1926, FILED IN THE SUFFOLK COUNTY CLERK'S OFFICE ON AUG 25, 1926 IN FILE No. 815, ABS #518
- 7. MAP ENTITLED "NEW YORK STATE DEPARTMENT OF TRANSPORTATION, DESCRIPTION AND MAP FOR THE ACQUISITION OF PROPERTY, PORT JEFFERSON-RIVERHEAD, PART 2B, S.H. 8111, SUFFOLK COUNTY," MAP NO. 18, PARCEL NO. 28, SHEET 1 OF 2.

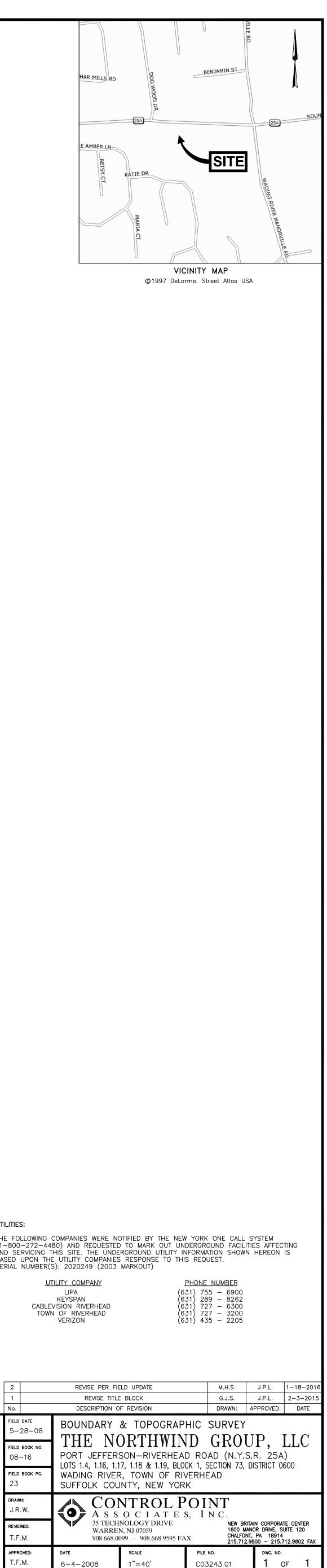


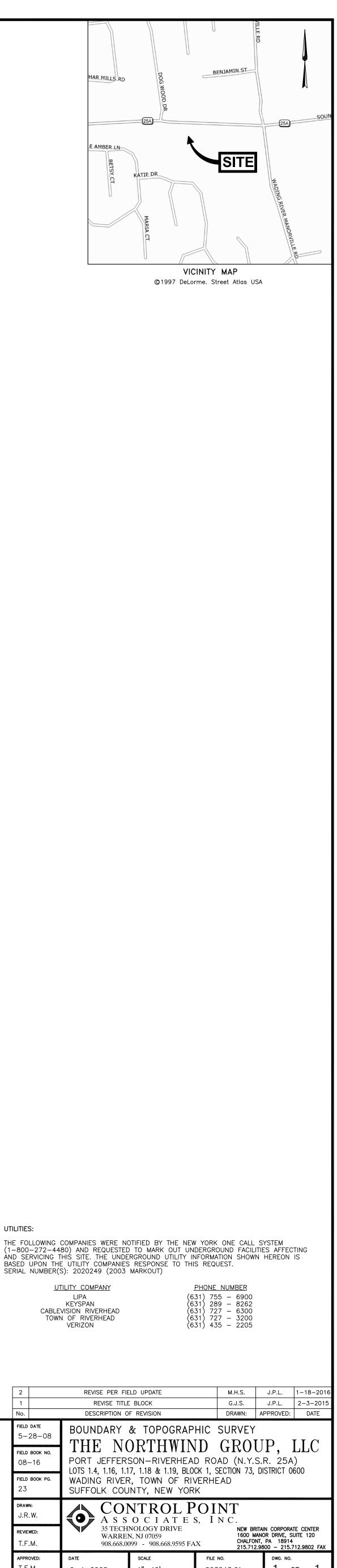
NOT A VALID ORIGINAL DOCUMENT UNLESS EMBOSSED WITH RAISED IMPRESSION OR BLUE INK SEAL 1-18-2016 DATE

UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW. ONLY COPIES FROM THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID TRUE COPIES.

JOHN P. LYNCH

NEW YORK PROFESSIONAL LAND SURVEYOR #50720





(IN FEET) 1 inch = 40 ft.

