PASSERO ASSOCIATES
engineering architecture

September 8, 2023

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

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

Dear Chairman Rainis:

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

1. **EAF Submittal**
   The PCB has reviewed the EAF submitted for this project and has the following comments:

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

   Second line should be checked 'yes', since the 2021 Perinton Comprehensive Plan contains specific language regarding recommendations for the properties along the Erie Canal (See page 59, proposed Erie Canal Scenic and Cultural Conservation Corridor (ECSCCC) 'overlay' district with 200' corridor. To address this, the following specific elements of the ECSCCC should be incorporated and expounded on in EAF Part III, (as noted on page 59):
   - Applications in the corridor should receive a higher level of review and public engagement.
   - NYS Barge Canal earthen embankment integrity program.
   - Work in proximity to the embankment must take steps to prevent erosion.

   Response: The EAF has been updated.

   Part I Question C.3.a Zoning:
   The response should include reference to the ECSCCC 'overlay district' that the Town is presently codifying.
   Response: The EAF has been updated.

Part I Question D.2.j. Project Operations:
Comparison to past Burgundy Basin traffic is appropriate to use as a reference for alternative uses on this site. However, this section should be updated to reflect present traffic levels, since the Burgundy Basin has not been in operation for some time. As such, a 'Yes' response with details would be more appropriate.
Response: The EAF has been updated and the traffic study is also attached.

Part I Question E.1.e Site and Setting of Proposed Actions:
Project is adjacent to an embankment section of the NYS Barge Canal. These areas are considered a dam structure by NYSCC. 'Yes' should be checked and information added.
Response: The EAF has been updated as requested.

Part I Question E. 3.d Designated Public Resources On or Near Project Site:
'Bushnell's Basin Sluice Gate Dam' is considered a State regulated high hazard dam (State ID 045-6012). Please confirm whether or not this facility meets the NYSDEC criteria for a Critical Environmental Area. If so, additional input will be required in Part II Question 12 Impact on Critical Environmental Areas.
Response: The only part of the Erie Canal considered a critical environmental area in Monroe County is land within 100' of the Genesee River Barge Canal.

Part II Question 3 Impacts on Surface water:
'Yes' should be checked and an impact determination assessed for item d (Construction near NYS Barge Canal) and item h (Proposed action may cause erosion).
Response: The EAF part 2 has been updated to check yes. The proposed design is to not disturb the banks of the Erie Canal except for sidewalks and pathways up to the canal path. This will be very minimal disturbance with proper erosion control measures in place.

Part II Question 5 Impact on Flooding:
'Yes' should be checked and an impact determination assessed for item f (NYS Barge Canal (high hazard dam) is adjacent to property).
Response: Part II question 5 has been revised to Yes. All of questions under that section are no.

Part II Question 9 Impact on Aesthetic Resources:
'Yes' should be checked and an impact determination assessed for items a-c (The proposed action which includes 3.5-story buildings will be visible from the hamlet of Bushnell's Basin and the Historic NYS Barge Canal.)
Response: Part II question 9 has been revised to Yes. The proposed project will only be visible from Bushnell's Basin in the winter. The existing vegetation will screen the project during the remainder of the year. The bushnells basin is home to Commercial buildings, residential buildings, hotels, restaurants, gas stations. The Erie Canal has been a major transportation route for hundreds of years and therefore there is a lot of development along the Erie Canal. Almost every town the Erie Canal passes through has development of all types along it. The Erie Canal has become a heavily used recreation destination. Placing housing within walking distance to the canal path provides a tremendous amenity to residents in Perinton.

Part II Question 10 Impact on Historic and Archeological Resources:
'Yes should be checked and an impact determination assessed for items a (proposed action will be contiguous to the NYS Barge Canal and b (SHPO will provide a letter indicating no impact).
Response: The proposed project will be adjacent to the Erie Canal very much like the existing development that borders the canal in the surrounding towns and villages. The only disturbance proposed to the canal lands would be for pedestrian connection to the canal path. The proposed project has been submitted to SHPO for a no impact letter.

Part II Question 13 Impact on Transportation:
'Yes' should be checked and an impact determination assessed for item d. A Traffic study should be completed that will assess project impact(s) on Marsh Rd, including its one lane bridge for both pedestrians and vehicles.
Response: Part II Question 13 has been revised to yes. All of the sections of 13 are no to small impact.

Part II Question 18 Consistency with Community Character
'Yes' should be checked and an impact determination assessed for items f and g (the proposed action involves the construction of multiple 3.5 story structures, which is not consistent with adjacent single story structures.
Response: Part II Question 18 has been revised to yes. The Hilton Garden Inn, in Bushnells Basin is 5 stories in the back. The proposed 3.5 story structures sit over 30' below the canal path and sit below Marsh Road. The property is located in a commercially zoned land which allows 40' tall buildings.

2. **Traffic Study**

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

(1) Comparison of Marsh Road single-lane bridge to the Baird Road railroad single lane underpass. Both County roadways have (or are proposed to have) increased traffic density due to recent development projects.

a. Will the 'S' configuration on the approach to the single-lane Marsh Rd bridge have more or less of a traffic impact to adjoining road network by adding the proposed 189 dwelling units compared to the 'linear' approach at the Baird Rd underpass?

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

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

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

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

result of the proposed development, a traffic signal is not recommended to control right of way at the single-lane bridge.

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

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

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

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

3. **Hydrologic Study and Hydraulic Analysis**

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

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

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

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

Sincerely,



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

DLC:paf

CC: File
K. Rainis

TRAFFIC IMPACT REPORT

September 1, 2023

20182652.0002

BURGUNDY BASIN DEVELOPMENT

TOWN OF PERINTON, NY

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

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

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1.0 EXECUTIVE SUMMARY

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

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

Project Location and Description

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

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

Study Area

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

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

Existing and Background Conditions

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

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

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

other unforeseen developments in the study area, a growth rate of 0.5% per year was applied to the existing traffic volumes for the three-year build out period.

Conclusions and Recommendations

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

Conclusions

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

2. Based on trip generation estimates for the former site use and proposed site uses, the proposed site uses will generate fewer peak hour trips than the former site use.

3. The proposed development will provide market rate apartments and townhomes, however, it is anticipated that the majority of tenants will be seniors and that the development will be similar to the existing Legends at Whitney Town Center along Clear Spring Dr in Fairport, NY. Trip Generation data collected at the Legends at Whitney Town Center is significantly lower than the projected trip generation for the site using ITE data. In order to provide a conservative analysis, the ITE trip generation data was used in this report.

4. All approaches operate at an acceptable LOS "D" or better under all conditions during all peak hours studied at the study intersections.

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

6. The Marsh Rd/Proposed Driveway intersection is projected to operate at LOS "B" or better under full build conditions during all peak hours.

7. The Marsh Rd bridge over the Erie Canal is a single lane bridge that operates with alternating traffic. This alternating operation results in short queues on one or both sides of the bridge during peak hours. It also acts as a traffic calming feature for Marsh Rd by deterring motorists from using Marsh Rd as a cut through between NY-96 and NY-31. The proposed development is expected to add 24 and 45 NB trips and 40 and 28 SB trips during the AM and PM peak hours, respectively. This equates to less than one additional vehicle per minute traversing the bridge during each peak hour. No mitigation is required on the Marsh Rd bridge.

8. The detailed analysis contained in this Traffic Impact Study demonstrates the proposed project will not result in any potentially significant adverse environmental impacts for the purpose of the environmental review of the project pursuant to the State Environmental Quality Review Act ("SEQRA").

Recommendations

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

2.0 INTRODUCTION

2.1 Study Purpose and Objectives

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

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

2.2 Project Location

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

2.3 Study Area

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

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

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

3.0 TRANSPORTATION SETTING

3.1 Description of Study Area Roadways

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

Table 1: *Existing Highway System*

ROADWAY	CLASS[1]	AGENCY[2]	SPEED LIMIT[3]	TRAVEL LANES[4]	ORIENTATION OF TRAVEL	AADT[5]
NY-96	16	NYSDOT	30	2	Two-way/ East-West	18,319 NYSDOT (2019)
Marsh Road (CR-38)	17	MCDOT	35	2	Two-way/ Northwest-Southeast	3,516 NYSDOT (2016)
Benedict Road	19	Town of Perinton	30	2	Two-way/ North-South	N/A
NY-31	16	NYSDOT	45	2	Two-way/ Northwest-Southeast	19,794 NYSDOT (2018)

Notes:
1. State functional classification of roadway
2. Jurisdictional agency of roadway.
3. Posted or statewide limit in miles per hour (mph).
4. Number of travel lanes. Excludes turning/auxiliary lanes developed at intersections.
5. Estimated AADT in vehicles per day (vpd). AADT source (Year).

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

Urban Minor Arterial (Class 16)

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

Urban Major Collector (Class 17)

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

Urban Local (Class 19)

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

3.2 Description of Multimodal Network

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

Table 2: *Multimodal Network*

ROADWAY/ INTERSECTION	TRAFFIC CONTROL	PEDESTRIAN	BICYCLE	TRANSIT
NY-96/Marsh Road	Signalized	There are crosswalks across all approaches with pedestrian countdown signals and pushbuttons. There is a sidewalk along both sides of NY-96 to the east of the intersection and there is a sidewalk to the north of NY-96 to the west of the intersection. There is also a small segment of sidewalk in the southwest corner of the intersection that connects the crosswalks.	There are no bicycle facilities at this intersection; cyclists are permitted to share the road on all approaches	Public transit service within the study area is provided by the Regional Transit Services (RTS). There are no transit stops at this intersection.
Marsh Road/Benedict Road	Unsignalized	There are no sidewalks or crosswalks at this intersection. Pedestrians are permitted to use the 6 ft wide shoulders on Marsh Rd.	There are no bicycle facilities at this intersection; cyclists are permitted to share the road on all approaches	Public transit service within the study area is provided by the Regional Transit Services (RTS). There are no transit stops at this intersection.
NY-31/Marsh Road	Signalized	There is a crosswalk across the eastbound approach with pedestrian countdown signals and pushbuttons. There is a sidewalk along the west side of Marsh Rd, to the north of NY-31. There is also a sidewalk along the north side of NY-31, to the west of Marsh Rd.	State Bike Route 5 is an on-road bike route along NY-31. Signage is present along NY-31 to alert drivers to share the road with bicyclists.	Public transit service within the study area is provided by the Regional Transit Services (RTS). There are no transit stops at this intersection.

3.3 Planned/Programmed Highway Improvements

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

4.0 EXISTING CONDITIONS ANALYSIS

4.1 Peak Intervals for Analysis

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

4.2 Existing Traffic Volume Data

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

5.0 BACKGROUND (NO BUILD) CONDITIONS

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

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

6.0 PROPOSED DEVELOPMENT CONDITIONS

6.1 Project Description

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

6.2 On-site Circulation and Parking

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

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

6.3 Proposed Traffic Generation

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

Table 3: *Site Generated Trips*

DESCRIPTION	ITE LUC[1]	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Single-Family Attached Housing	215	20 units	1	4	5	3
Multifamily Housing (Low-Rise)	220	189 units	20	62	64	38
High-Turnover (Sit-Down) Restaurant	932	±7,000 SF	37	30	39	25
Total			**58**	**96**	**108**	**66**

Note:
1. LUC = Land Use Code.

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

6.4 Comparison to Previous Land Use

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

Table 4: *Site Generated Trip Comparison*

LAND USE	SIZE	AM PEAK HOUR		PM PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Proposed Development		58	96	108	66
Event Space	±1,000 Seats	0	0	133	52
Difference		**58**	**96**	**-25**	**14**

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

6.5 Comparison to Similar Local Residential Use

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

Table 5: *Site Generated Trip Comparison*

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

6.6 Trip Distribution

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

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

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

6.7 Full Development Volumes

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

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

7.0 TRAFFIC OPERATIONS AND ANALYSIS

7.1 Left-Turn Warrant Investigation

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

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

7.2 Description of Capacity Analysis

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

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

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

Table 6: *Level of Service Criteria*

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

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

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

7.3 Capacity Analysis Results

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

TABLE 7: CAPACITY ANALYSIS RESULTS

INTERSECTION	2023 EXISTING BASE CONDITIONS				2026 BACKGROUND CONDITIONS				2026 FULL BUILD CONDITIONS			
	AM		PM		AM		PM		AM		PM	
1. NY-96/Marsh Rd/Plaza Dwy (S)												
EB Left - NY-96	A	3.5	A	4.5	A	3.5	A	4.6	A	4.3	A	6.1
EB Thru/Right - NY-96	A	9.5	B	13.2	A	9.7	B	13.5	B	11.5	B	15.5
WB Left - NY-96	A	3.4	A	4.4	A	3.5	A	4.5	A	4.1	A	5.2
WB Thru/Right - NY-96	A	9.9	B	14.8	B	10.1	B	15.2	B	13.4	B	19.2
NB Left/Thru - Plaza Dwy	C	32.0	D	42.6	C	32.0	D	42.6	C	31.0	D	40.9
NB Right - Plaza Dwy	A	0.4	A	8.0	A	0.4	A	8.2	A	0.3	A	7.8
SB Left- Marsh Rd	D	43.9	D	44.8	D	43.9	D	44.9	D	45.2	D	45.7
SB Thru/Right - Marsh Rd	B	12.3	B	14.6	B	12.2	B	14.4	B	10.8	B	13.1
Overall LOS	**B**	**11.1**	**B**	**15.5**	**B**	**11.2**	**B**	**15.8**	**B**	**13.7**	**B**	**18.2**
Volume-to-Capacity (v/c) Ratio	**0.55**		**0.67**		**0.56**		**0.68**		**0.61**		**0.77**	
2. Marsh Rd/Proposed Driveway (U)												
WB Left - Marsh Rd	N/A		N/A		N/A		N/A		A	7.6	A	7.8
NB - Proposed Driveway									B	10.6	B	11.4
3. Marsh Rd/Benedict Rd/Exist Office Dwy (U)												
EB Left - Marsh Rd	A	7.4	A	7.6	A	7.4	A	7.6	A	7.6	A	7.7
WB Left - Marsh Rd	A	0.0	A	7.5	A	0.0	A	7.5	A	0.0	A	7.6
NB - Exist Office Dwy	A	0.0	A	9.7	A	0.0	A	9.8	A	0.0	B	10.5
SB - Benedict Rd	A	9.9	B	11.0	A	9.9	B	11.1	B	10.6	B	12.2
4. NY-31/Marsh Rd (S)												
EB Left - NY-31	B	19.7	B	18.2	C	22.1	B	18.7	C	27.0	C	20.1
EB Thru - NY-31	B	17.5	C	30.2	B	17.6	C	30.7	C	20.3	D	42.6
EB Right - NY-31	A	0.0	A	1.4	A	0.0	A	1.5	A	0.7	A	3.0
WB Left - NY-31	B	10.2	B	12.7	B	10.2	B	12.8	B	11.3	B	15.8
WB Thru - NY-31	D	44.3	D	39.7	D	46.4	D	40.3	D	49.4	D	37.8
WB Right - NY-31	A	2.2	A	2.4	A	2.1	A	2.4	A	2.3	A	2.5
NB Left - Marsh Rd	C	28.3	C	24.9	C	28.3	C	25.2	C	28.2	C	26.0
NB Thru/Right - Marsh Rd	D	44.9	D	44.7	D	45.0	D	45.3	D	47.7	D	48.5
SB Left - Marsh Rd	D	39.5	D	38.2	D	40.3	D	40.0	D	42.5	D	45.3
SB Thru - Marsh Rd	D	38.5	D	35.3	D	38.5	D	35.8	D	38.9	D	37.4
SB Right - Marsh Rd	A	4.3	A	3.9	A	4.3	A	3.9	A	4.7	A	3.9
Overall LOS	**C**	**27.6**	**C**	**28.1**	**C**	**28.6**	**C**	**28.6**	**C**	**30.8**	**C**	**32.3**
Volume-to-Capacity (v/c) Ratio	**0.89**		**0.82**		**0.91**		**0.83**		**0.92**		**0.91**	

Notes:

1. A(2.8) = Level of Service (Delay in seconds per vehicle)
2. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
3. (S) = Signalized; (U) = Unsignalized
4. N/A = Approach does not exist and/or was not analyzed during this condition
5. Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.

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

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

2. **Marsh Rd/Proposed Driveway**

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

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

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

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

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

8.0 MARSH ROAD BRIDGE

8.1 Marsh Road Bridge Analysis

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

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

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

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

8.2 Signalization of the Marsh Road Bridge

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

8.3 Comparison to Baird Road Underpass

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

9.0 CONCLUSIONS AND RECOMMENDATIONS

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

Conclusions

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

2. Based on trip generation estimates for the former site use and proposed site uses, the proposed site uses will generate fewer peak hour trips than the former site use.

3. The proposed development will provide market rate apartments and townhomes, however, it is anticipated that the majority of tenants will be seniors and that the development will be similar to the existing Legends at Whitney Town Center along Clear Spring Dr in Fairport, NY. Trip Generation data collected at the Legends at Whitney Town Center is significantly lower than the projected trip generation for the site using ITE data. In order to provide a conservative analysis, the ITE trip generation data was used in this report.

4. All approaches operate at an acceptable LOS "D" or better under all conditions during all peak hours studied at the study intersections.

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

6. The Marsh Rd/Proposed Driveway intersection is projected to operate at LOS "B" or better under full build conditions during all peak hours.

7. The Marsh Rd bridge over the Erie Canal is a single lane bridge that operates with alternating traffic. This alternating operation results in short queues on one or both sides of the bridge during peak hours. It also acts as a traffic calming feature for Marsh Rd by deterring motorists from using Marsh Rd as a cut through between NY-96 and NY-31. The proposed development is expected to add 24 and 45 NB trips and 40 and 28 SB trips during the AM and PM peak hours, respectively. This equates to less than one additional vehicle per minute traversing the bridge during each peak hour. No mitigation is required on the Marsh Rd bridge.

8. The detailed analysis contained in this Traffic Impact Study demonstrates the proposed project will not result in any potentially significant adverse environmental impacts for the purpose of the environmental review of the project pursuant to the State Environmental Quality Review Act ("SEQRA").

Recommendations

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

10.0 REFERENCES

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

11.0 FIGURES

Figures 1 through 7 are included on the following pages.

HORIZONTAL SCALE
40 20 0 40 80
SCALE: 1"=40'

D SECT.1
PS, P.78
L.11521 OF DEEDS, P.589
L.8762 OF DEEDS, P.251
L.5091 OF DEEDS, P.209
L.10899 OF DEEDS P.692
GREAT LOT NO.62
GREAT LOT NO.63
CHINELLI SUBD L.179 OF MAPS, P.33
CHINELLI RE-SUBD L.217 OF MAPS, P.3
PEACHTREE LANE
REBAR FOUND
PIPE FOUND
IRON PIN FOUND
R.O.W. (66')
R.O.W. (49.5')
MARSH ROAD CR 38
(66' R.O.W.)
S57°21'15"E 355.62' REF.1 & MEAS. ALONG ℄
140.70'
S57°21'15"E 532.36' REF.1 & MEAS.
214.92'
759.83' REF.3 (ALONG 49.5' R.O.W.)
S57°21'15"E 1074.66' (LOT 2)
R.O.W. (49.5') SHOWN FOR REFERENCE PURPOSES ONLY
N.Y.S CANAL PARCEL 2590
342.37' REF.5 (P.2590)
263.21' REF
S78°49'36"E 41.55'
N11°10'24"E 68.78' TO ℄
N11°10'24"E 115.99'
N78°49'36"W 158.45'
CONC. PAVERS
SHED
4' WOOD FENCE
32' FRONT SETBACK
85' FRONT SETBACK
EXISTING BUILDING
STORMWATER MANAGEMENT AREA
DOG PARK
OPEN SPACE
PICKLEBALL
GARAGE PARKING
APARTMENTS
4 STORIES
AVE. BLDG HEIGHT=51'
67 UNITS
APARTMENTS
3.5 STORIES
AVE. BLDG HEIGHT=47'
58 UNITS
APARTMENTS
3.5 STORIES
AVE. BLDG HEIGHT=47'
44 UNITS
2 BED T.H.
3 BED T.H.
CANAL SIDE SUN DECK
KAYAK/ PADDLE BOARD STORAGE
N24°55'58"W 9.51' REF.3 & MEAS.
N69°24'07"E 234.09' REF.3 & MEAS.
S80°11'32"W 17.74' REF.3,5 & MEAS.
S75°25'12"W 68.02' REF.3,5 & MEAS.
BLUE LINE
S89°27'32"W 158.40' REF. 3,5 & MEAS.
N85°53'28"W 359.79' REF. 3,5 & MEAS.
N32°11'07"W 158.88' REF.3 & MEAS.
N65°27'28"W 235.29' REF.3 & MEAS.
295.81' REF.5 & MEAS.
N76°14'18"W 199.81' REF.3 & MEAS.
RBF
PIPE
PIPE W/NIPPLE 1.0 TALL X 1" DIA
N.Y.S.D.O.T. PARCEL 6258 REF.5
GRAVEL CANAL TRAIL
ERIE CANAL

APPROVED BY _____ DATE _____
PLANNING BOARD CHAIRMAN

APPROVED BY _____ DATE _____
TOWN ENGINEER

APPROVED BY _____ DATE _____
FIRE CHIEF

APPROVED BY _____ DATE _____
COMMISSIONER OF PUBLIC WORKS

APPROVED BY _____ DATE _____
TOWN ATTORNEY

LEGEND:
- PROPERTY BOUNDARY
- SETBACK
- PROPOSED BUILDING
- 13 PROPOSED PARKING COUNT
- EXISTING CONCRETE
- PROPOSED CONCRETE
- PROPOSED ACCESS RAMP W/ DETECTABLE WARNING
- PROPOSED PAVEMENT STRIPING
- PROPOSED CURB
- PROPOSED SIGN
- PROPOSED LIGHT POLE

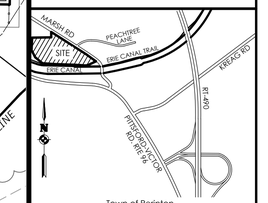
SITE DATA

1. TAX ACCOUNT NUMBER: 179.05-4-10.12
2. PARCEL ADDRESS: 1361 MARSH RD.
3. TOTAL PARCEL AREA: 11.26 ACRES OR 490,626 S.F.
4. EXISTING ZONING: COMMERCIAL (CO)
5. PROPOSED ZONING: MIXED USE (MU)
6. EXISTING USE: EVENT CENTER
7. PROPOSED USE: MIXED USE
8. BULK AREA REQUIREMENTS

SETBACKS	REQUIRED	PROPOSED
FRONT	85'	32'*
REAR	30'	30'
SIDE	30'	30'
LANDSCAPE BUFFER (FRONT)	50'	50'
GREEN SPACE	35%	>35%
PARKING STALLS		
MULTI-FAMILY 189 UNITS (3/UNIT)	567	255 (1.4/UNIT) (INCLUDES 129 SURFACE SPACES, & & 126 GARAGE SPACES)
TOWNHOMES 20 UNITS (2/UNIT)		80 (2 GARAGE SPACE AND 2 DRIVEWAY SPACE PER UNIT)
RETAIL (7,000 SF)	35	14
TOTAL	602	409
STALL SIZE	9X18	9X18
MAXIMUM REQUIREMENTS	ALLOWED	PROPOSED
BUILDING HEIGHT	40' MAX	47' & 51' *
STRUCTURE COVERAGE	30%	16.2%

*VARIANCE REQUIRED.

9. THERE ARE NO FEDERALLY REGULATED WETLANDS ON THIS PARCEL ACCORDING TO THE US FISH AND WILDLIFE SERVICE'S NATIONAL WETLAND INVENTORY.
10. THERE ARE NO STATE REGULATED WETLANDS ON THIS PARCEL ACCORDING TO NYSDEC WETLAND INVENTORY.
11. THERE ARE NO FLOOD PLAINS ON THIS PARCEL PER FIRM MAP COMMUNITY PANEL NO. 36055C0378G DATED 8/27/2008.
12. THERE ARE RARE PLANTS OR ANIMALS IN THE VICINITY OF THIS PARCEL ACCORDING TO NYSDEC ENVIRONMENTAL RESOURCES MAPPER.
13. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE TOWN.



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engineering architecture

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PENFIELD, NY 14526

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Principal-in-Charge	Jess Sudol, PE
Project Manager	David Cox, PE.
Designed by	Carole Harvey

STATE OF NEW YORK
JESS DANIEL SUDOL
PROFESSIONAL ENGINEER
LICENSED
090233

Revisions

No.	Date	By	Description
1			

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SITE PLAN

BURGUNDY BASIN INN
1361 MARSH ROAD

Town/City: PERINTON
County: MONROE State: NEW YORK

Project No.
20182652.0002

Drawing No.
C 102

Sheet No.
2

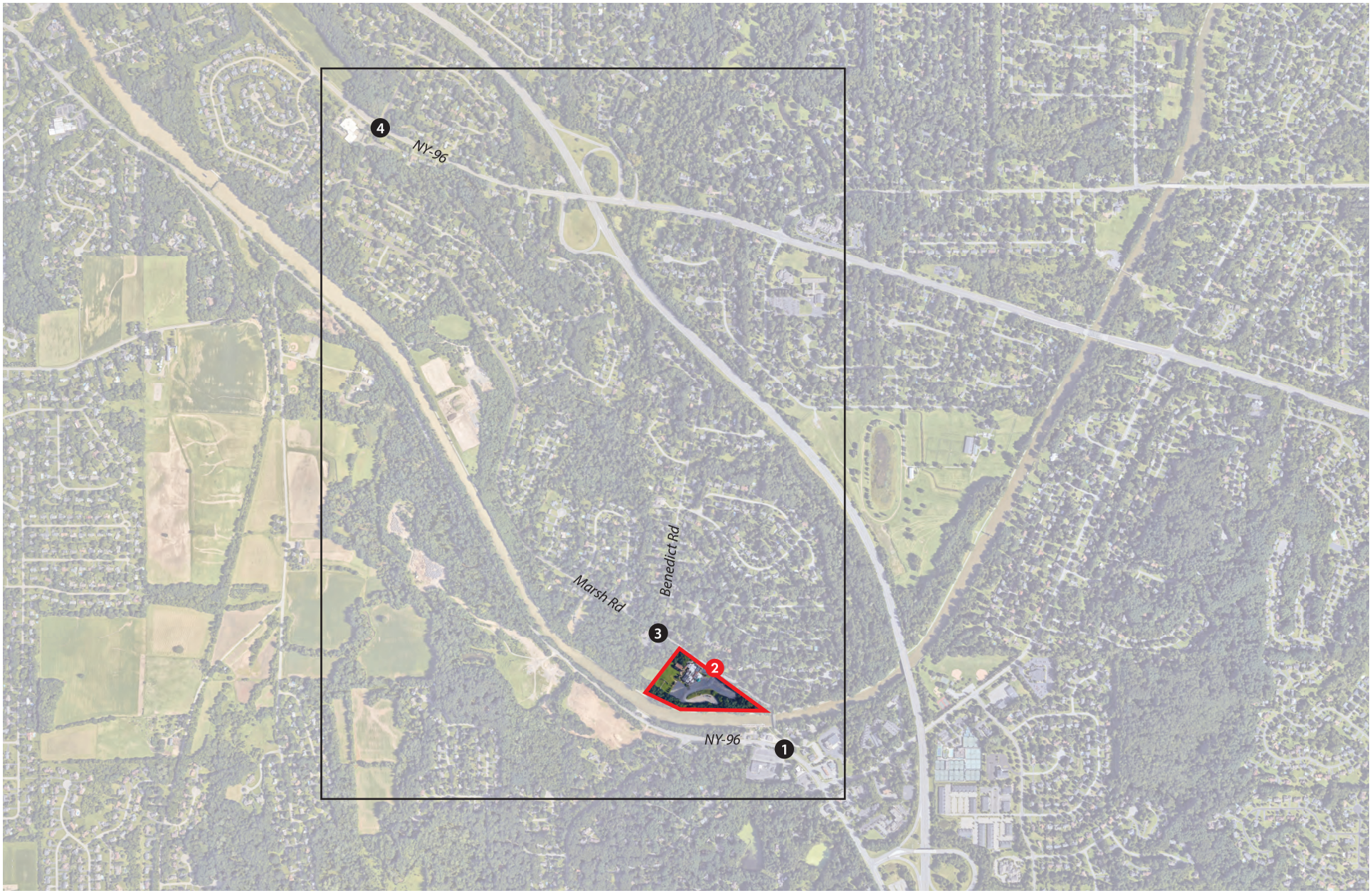
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1" = 40'

Date
MARCH 2023

NOT FOR CONSTRUCTION

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

Figure 1



Burgundy Basin Development| Town of Perinton, Monroe County, NY

0 800 1,600 2,400 Feet

N

Site Location and Study Area

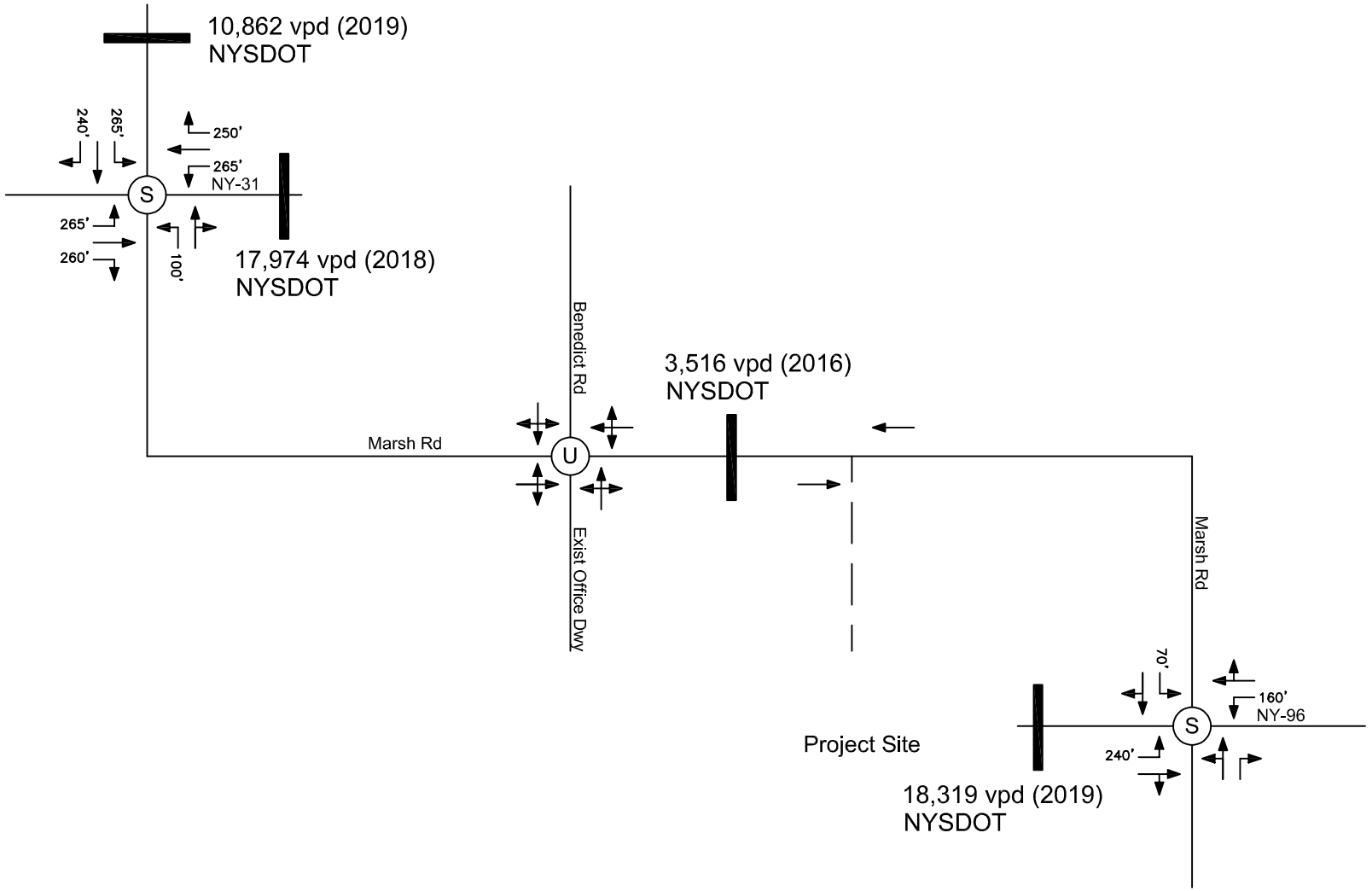
Key:

- # Study Intersection
- # Proposed Intersection
- Study Area
- Project Location

Project Number: 20182652.0002

Figure 2

Notes:
1. All AADT volumes by those noted:
   1.1. NYSDOT = New York State Department of Transportation.
   1.2. PA = Passero Associates.
2. vpd = Vehicles per day.
3. Turn lane lengths shown include storage and taper.



Burgundy Basin Development| Town of Perinton, NY

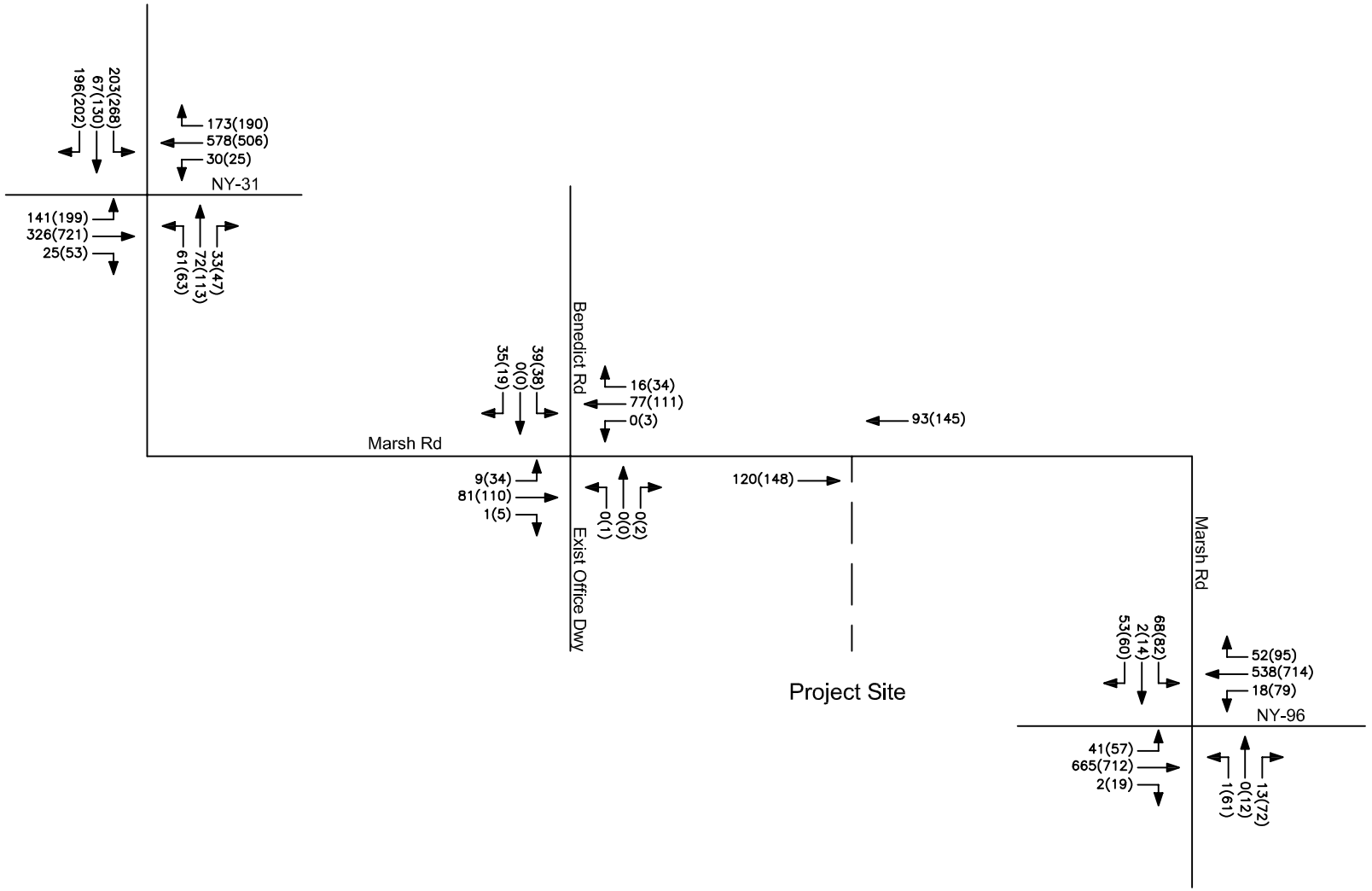
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NOT TO SCALE

Lane Geometry and Average Daily Traffic

KEY:
00(00) = AM(PM)
– – – Proposed Access
U = Unsignalized
S = Signalized

Project Number: 20182652.0002

Figure 3



Burgundy Basin Development| Town of Perinton, NY

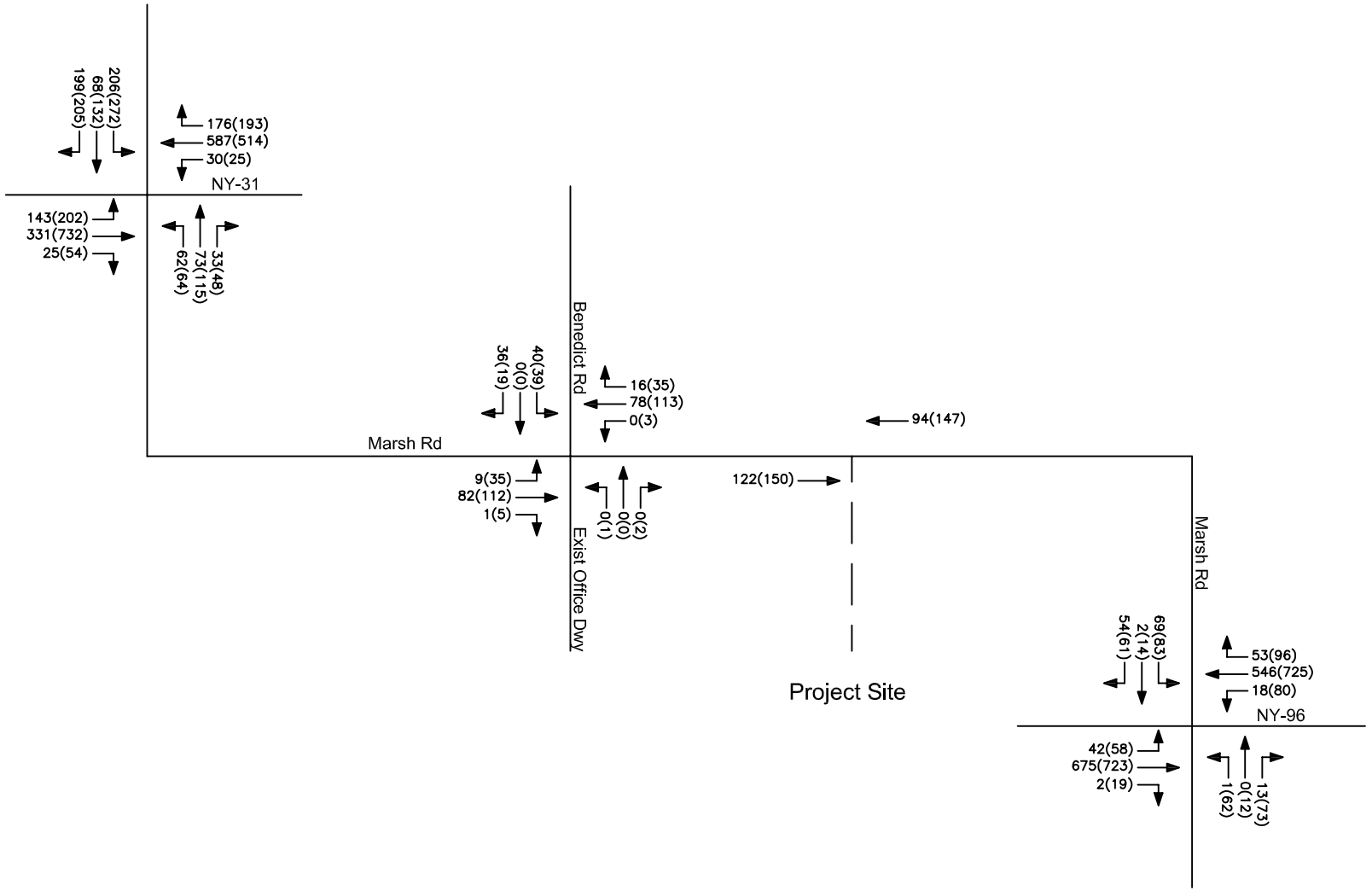
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NOT TO SCALE

Peak Hour Volumes
2023 Existing Conditions

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

Project Number: 20182652.0002

Figure 4



Burgundy Basin Development| Town of Perinton, NY

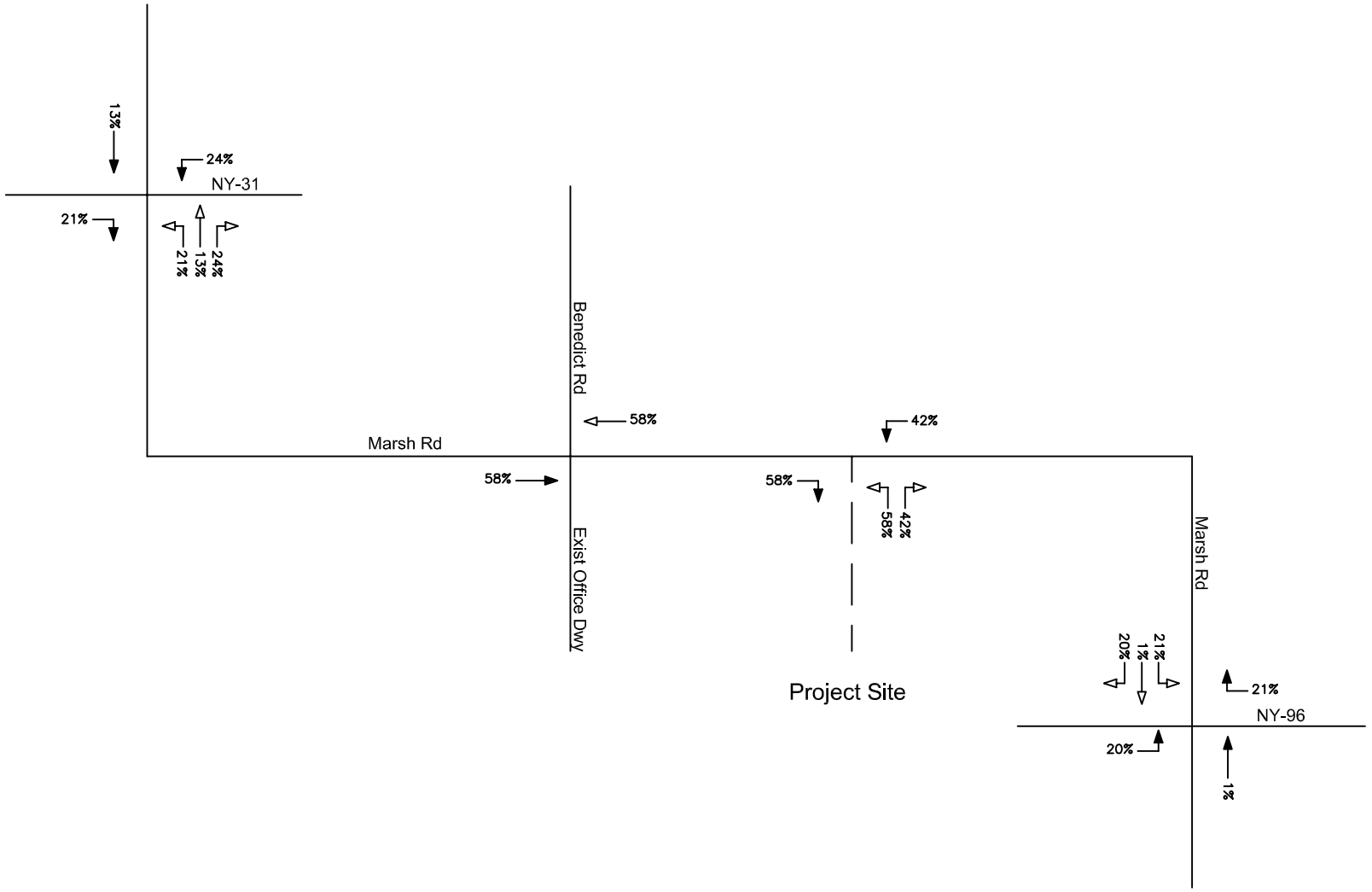
N
NOT TO SCALE

Peak Hour Volumes
2025 Background Conditions

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

Project Number: 20182652.0002

Figure 5



Burgundy Basin Development| Town of Perinton, NY

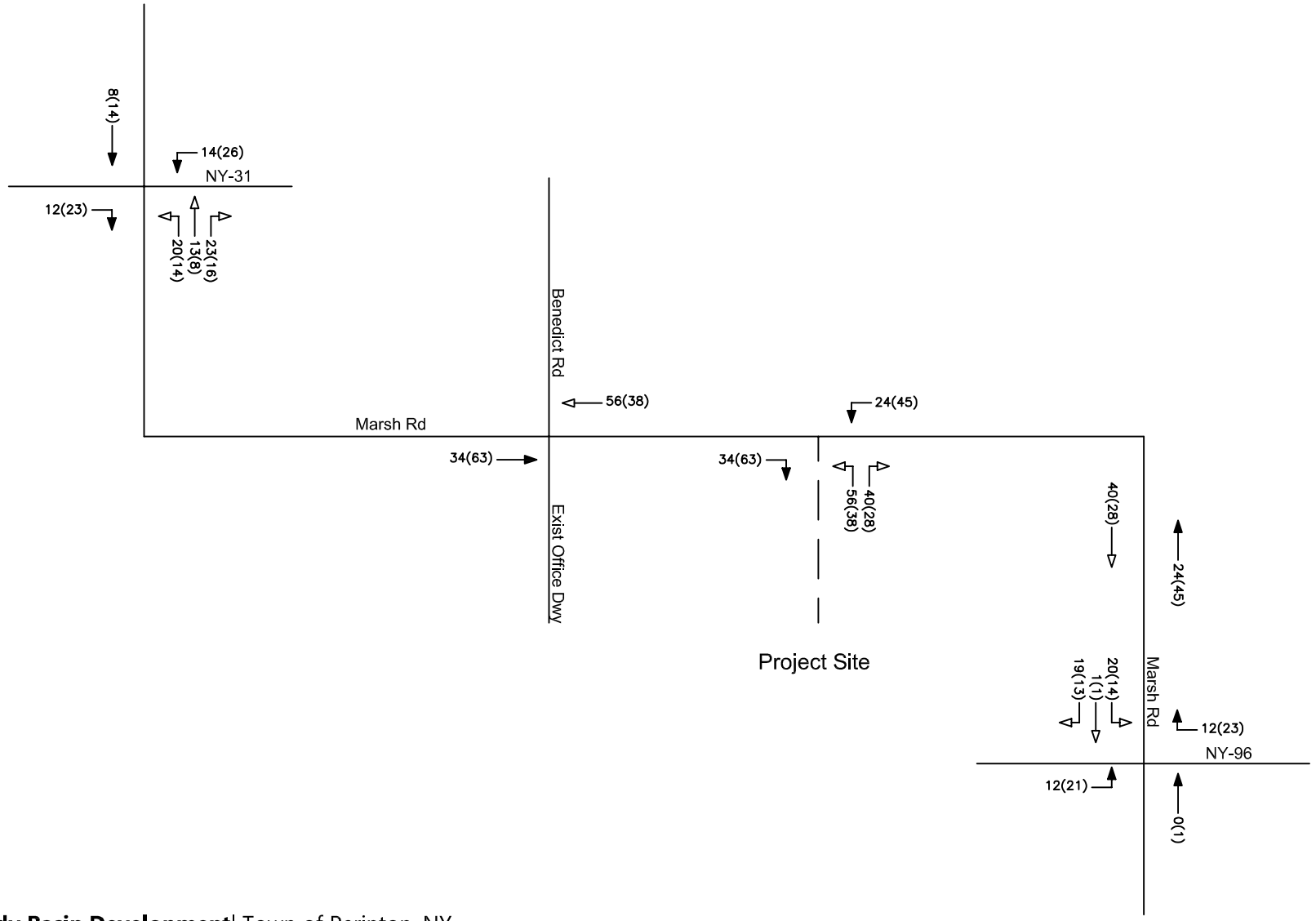
N
NOT TO SCALE

Trip Distribution

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

Project Number: 20182652.0002

Figure 6



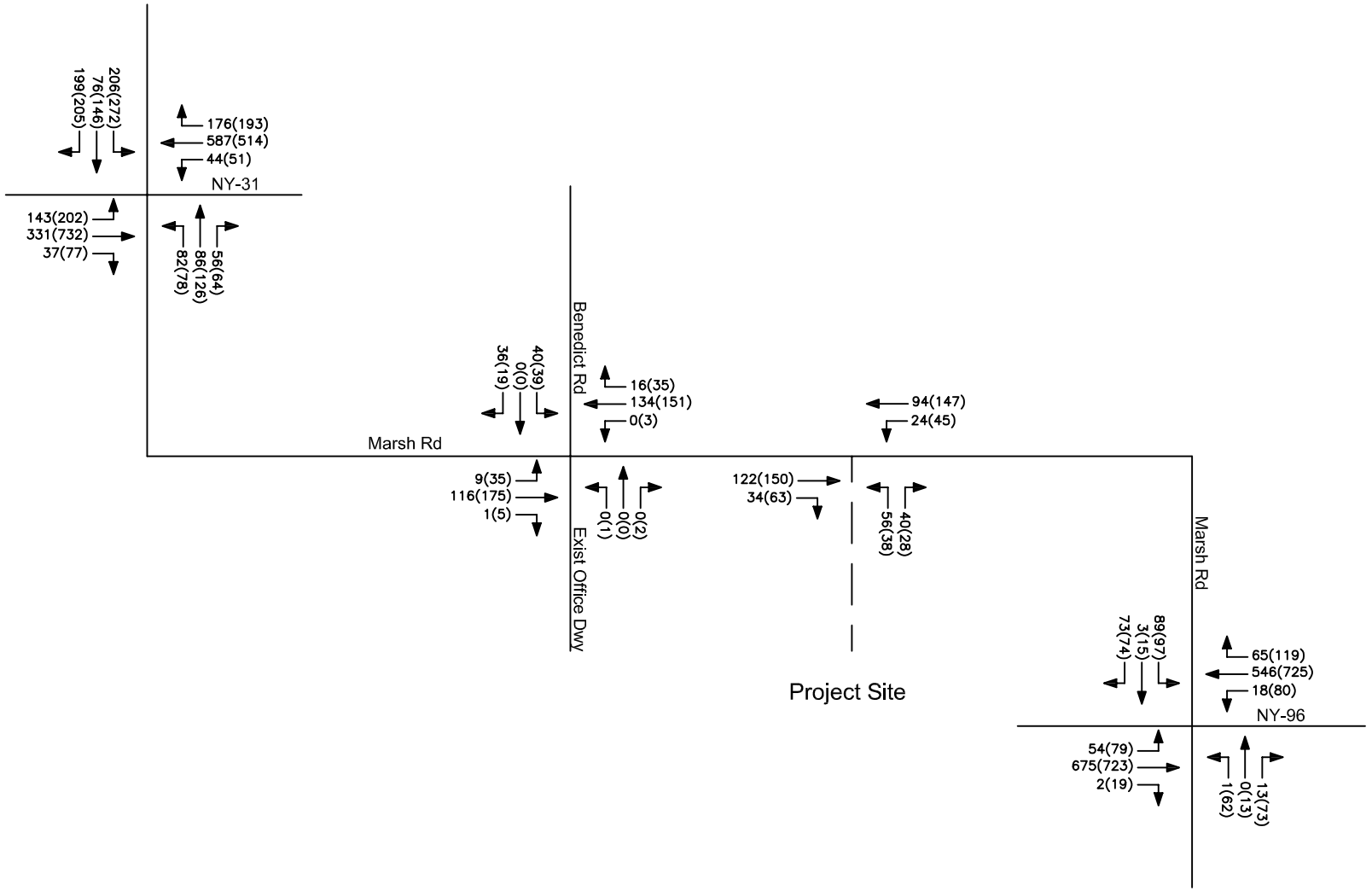
Burgundy Basin Development| Town of Perinton, NY

Site Generated Trips

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

Project Number: 20182652.0002

Figure 7



Burgundy Basin Development| Town of Perinton, NY

N
NOT TO SCALE

Peak Hour Volumes
Full Development Conditions

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

Project Number: 20182652.0002

APPENDICES

APPENDIX A: EXISTING TRAFFIC COUNT DATA

PASSERO ASSOCIATES

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

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

Groups Printed- Unshifted - Bank 1

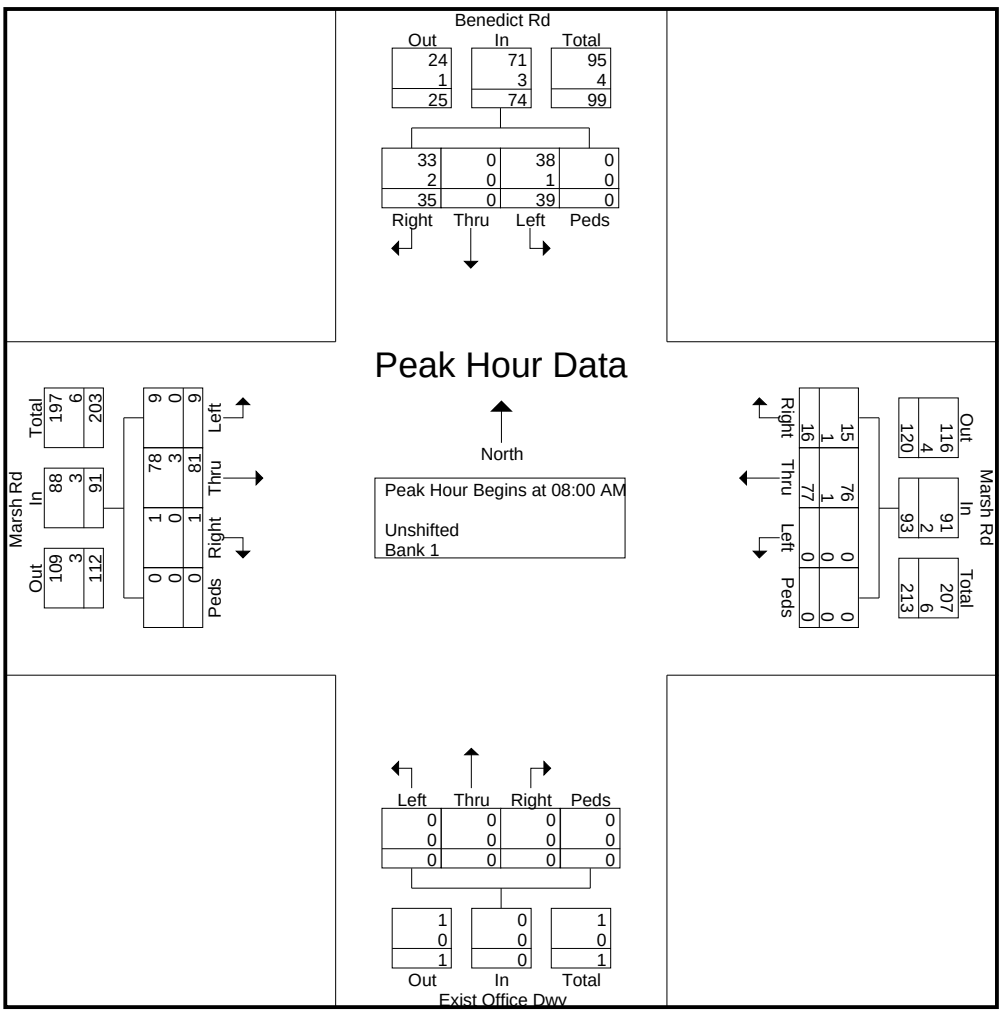
	Benedict Rd From North					Marsh Rd From East					Exist Office Dwy From South					Marsh Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	0	6	0	12	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	29
07:15 AM	4	0	6	0	10	2	7	0	0	9	0	0	0	0	0	0	13	2	0	15	34
07:30 AM	4	0	10	0	14	0	16	0	0	16	0	0	0	0	0	0	20	4	0	24	54
07:45 AM	7	0	15	0	22	8	12	0	0	20	0	0	0	0	0	0	16	4	0	20	62
Total	21	0	37	0	58	10	43	0	0	53	0	0	0	0	0	0	58	10	0	68	179
08:00 AM	3	0	8	0	11	4	14	0	0	18	0	0	0	0	0	1	15	2	0	18	47
08:15 AM	8	0	11	0	19	7	21	0	0	28	0	0	0	0	0	0	22	1	0	23	70
08:30 AM	11	0	9	0	20	2	23	0	0	25	0	0	0	0	0	0	26	2	0	28	73
08:45 AM	13	0	11	0	24	3	19	0	0	22	0	0	0	0	0	0	18	4	0	22	68
Total	35	0	39	0	74	16	77	0	0	93	0	0	0	0	0	1	81	9	0	91	258
Grand Total	56	0	76	0	132	26	120	0	0	146	0	0	0	0	0	1	139	19	0	159	437
Apprch %	42.4	0	57.6	0		17.8	82.2	0	0		0	0	0	0		0.6	87.4	11.9	0		
Total %	12.8	0	17.4	0	30.2	5.9	27.5	0	0	33.4	0	0	0	0	0	0.2	31.8	4.3	0	36.4	
Unshifted	53	0	74	0	127	21	117	0	0	138	0	0	0	0	0	1	134	16	0	151	416
% Unshifted																					
Bank 1	3	0	2	0	5	5	3	0	0	8	0	0	0	0	0	0	5	3	0	8	21
% Bank 1	5.4	0	2.6	0	3.8	19.2	2.5	0	0	5.5	0	0	0	0	0	0	3.6	15.8	0	5	4.8

PASSERO ASSOCIATES

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

File Name : Marsh Rd-Benedict Rd AM Peak
Site Code : 11111111
Start Date : 7/11/2023
Page No : 2

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



PASSERO ASSOCIATES

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

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

Groups Printed- Unshifted - Bank 1

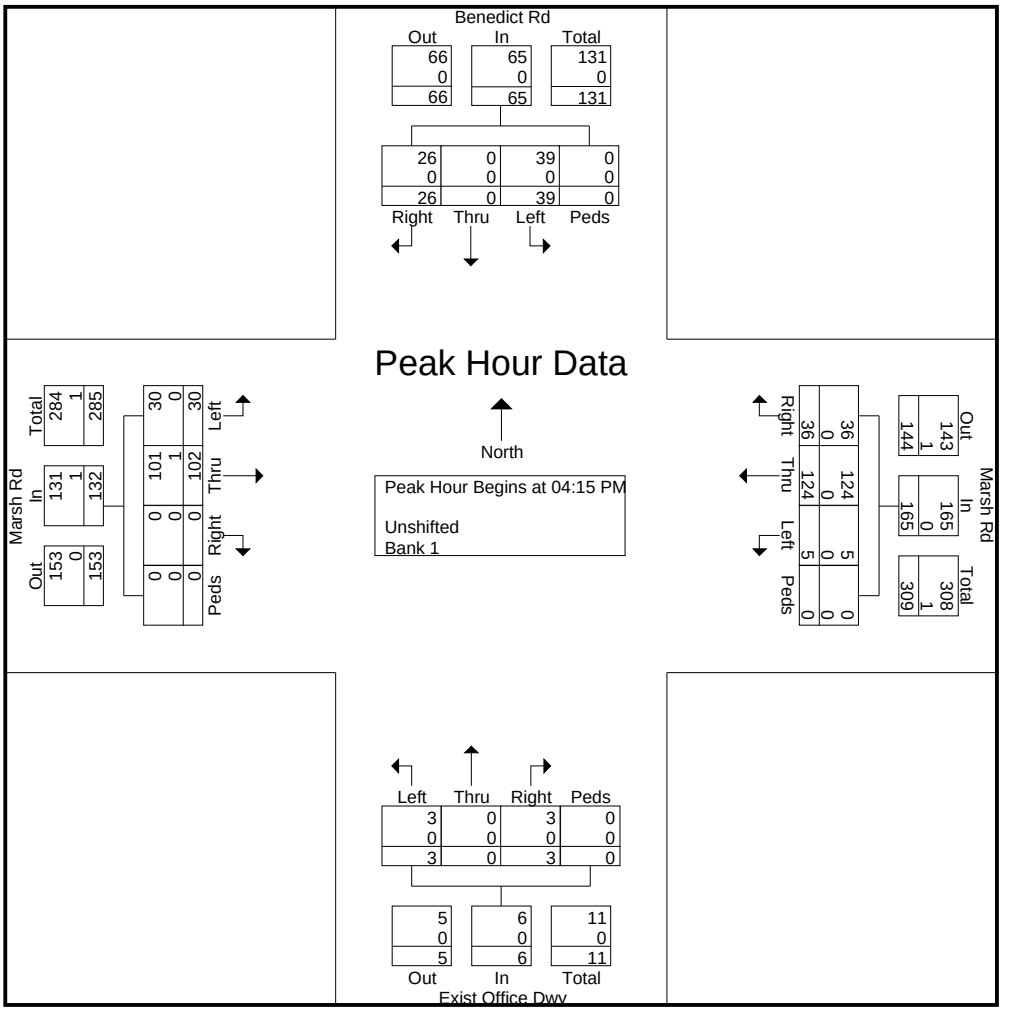
	Benedict Rd From North					Marsh Rd From East					Exist Office Dwy From South					Marsh Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	0	4	0	9	10	27	2	0	39	0	0	0	0	0	0	22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

PASSERO ASSOCIATES

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

File Name : Marsh Rd-Benedict Rd PM Peak
Site Code : 22222222
Start Date : 7/11/2023
Page No : 2

	Benedict Rd From North					Marsh Rd From East					Exist Office Dwy From South					Marsh Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	6	0	2	0	8	**12**	35	**3**	0	**50**	**1**	0	1	0	**2**	0	19	8	0	27	87
04:30 PM	**7**	0	10	0	17	9	33	0	0	42	0	0	**2**	0	2	0	**33**	5	0	**38**	**99**
04:45 PM	7	0	11	0	18	6	**39**	1	0	46	1	0	0	0	1	0	27	6	0	33	98
05:00 PM	6	0	**16**	0	**22**	9	17	1	0	27	1	0	0	0	1	0	23	**11**	0	34	84
Total Volume	26	0	39	0	65	36	124	5	0	165	3	0	3	0	6	0	102	30	0	132	368
% App. Total	40	0	60	0		21.8	75.2	3	0		50	0	50	0		0	77.3	22.7	0		
PHF	.929	.000	.609	.000	.739	.750	.795	.417	.000	.825	.750	.000	.375	.000	.750	.000	.773	.682	.000	.868	.929
Unshifted	26	0	39	0	65	36	124	5	0	165	3	0	3	0	6	0	101	30	0	131	367
% Unshifted																	99.0	100	0	99.2	99.7
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.8	0.3



PASSERO ASSOCIATES

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

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

Groups Printed- Unshifted - Bank 1

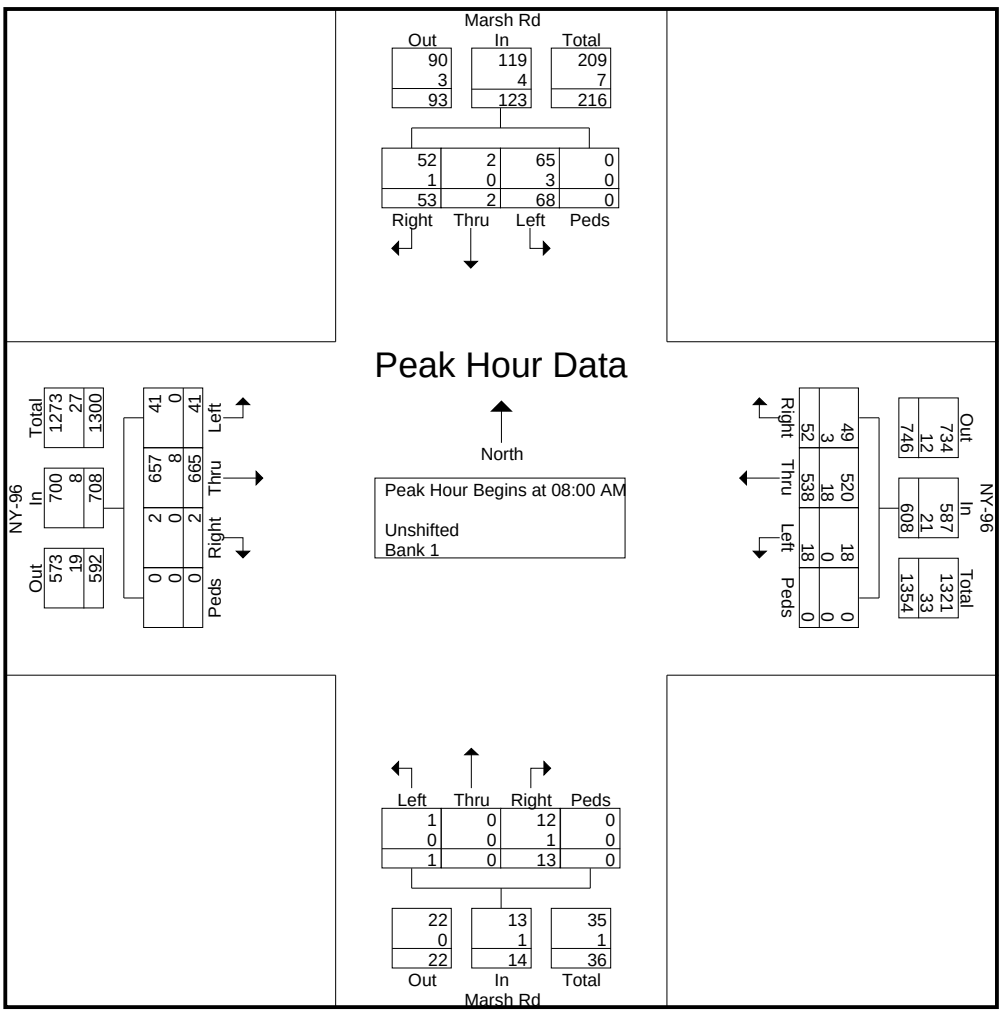
	Marsh Rd From North					NY-96 From East					Marsh Rd From South					NY-96 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	0	7	1	15	5	67	1	0	73	2	0	0	0	2	0	75	3	0	78	168
07:15 AM	5	0	15	0	20	4	100	0	0	104	1	0	1	1	3	0	87	7	0	94	221
07:30 AM	15	0	16	0	31	9	111	4	0	124	0	0	1	0	1	0	146	7	0	153	309
07:45 AM	16	0	19	0	35	17	149	3	0	169	0	0	0	0	0	0	159	10	0	169	373
Total	43	0	57	1	101	35	427	8	0	470	3	0	2	1	6	0	467	27	0	494	1071
08:00 AM	9	0	10	0	19	10	101	4	0	115	1	0	0	0	1	1	150	5	0	156	291
08:15 AM	17	0	16	0	33	12	139	1	0	152	4	0	0	0	4	1	168	15	0	184	373
08:30 AM	9	1	23	0	33	10	151	1	0	162	4	0	0	0	4	0	157	12	0	169	368
08:45 AM	18	1	19	0	38	20	147	12	0	179	4	0	1	0	5	0	190	9	0	199	421
Total	53	2	68	0	123	52	538	18	0	608	13	0	1	0	14	2	665	41	0	708	1453
Grand Total	96	2	125	1	224	87	965	26	0	1078	16	0	3	1	20	2	1132	68	0	1202	2524
Apprch %	42.9	0.9	55.8	0.4		8.1	89.5	2.4	0		80	0	15	5		0.2	94.2	5.7	0		
Total %	3.8	0.1	5	0	8.9	3.4	38.2	1	0	42.7	0.6	0	0.1	0	0.8	0.1	44.8	2.7	0	47.6	
Unshifted	92	2	122	1	217	80	936	25	0	1041	15	0	3	1	19	2	1105				
% Unshifted	95.8	100	97.6	100	96.9	92	97	96.2	0	96.6	93.8	0	100	100	95	100	97.6	97.1	0	97.6	97.1
Bank 1	4	0	3	0	7	7	29	1	0	37	1	0	0	0	1	0	27	2	0	29	74
% Bank 1	4.2	0	2.4	0	3.1	8	3	3.8	0	3.4	6.2	0	0	0	5	0	2.4	2.9	0	2.4	2.9

PASSERO ASSOCIATES

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

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

	Marsh Rd From North					NY-96 From East					Marsh Rd From South					NY-96 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	9	0	10	0	19	10	101	4	0	115	1	0	0	0	1	**1**	150	5	0	156	291
08:15 AM	17	0	16	0	33	12	139	1	0	152	**4**	0	0	0	4	1	168	**15**	0	184	373
08:30 AM	9	**1**	**23**	0	33	10	**151**	1	0	162	4	0	0	0	4	0	157	12	0	169	368
08:45 AM	**18**	1	19	0	**38**	**20**	147	**12**	0	**179**	4	0	**1**	0	**5**	0	**190**	9	0	**199**	**421**
Total Volume	53	2	68	0	123	52	538	18	0	608	13	0	1	0	14	2	665	41	0	708	1453
% App. Total	43.1	1.6	55.3	0		8.6	88.5	3	0		92.9	0	7.1	0		0.3	93.9	5.8	0		
PHF	.736	.500	.739	.000	.809	.650	.891	.375	.000	.849	.813	.000	.250	.000	.700	.500	.875	.683	.000	.889	.863
Unshifted	52	2	65	0	119	49	520	18	0	587	12	0	1	0	13	2	657	41	0	700	1419
% Unshifted	98.1	100	95.6	0	96.7	94.2	96.7	100	0	96.5	92.3	0	100	0	92.9	100	98.8	100	0	98.9	97.7
Bank 1	1	0	3	0	4	3	18	0	0	21	1	0	0	0	1	0	8	0	0	8	34
% Bank 1	1.9	0	4.4	0	3.3	5.8	3.3	0	0	3.5	7.7	0	0	0	7.1	0	1.2	0	0	1.1	2.3



PASSERO ASSOCIATES

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

File Name : NY-96-Marsh Rd PM Peak
Site Code : 44444444
Start Date : 7/11/2023
Page No : 1

Groups Printed- Unshifted - Bank 1

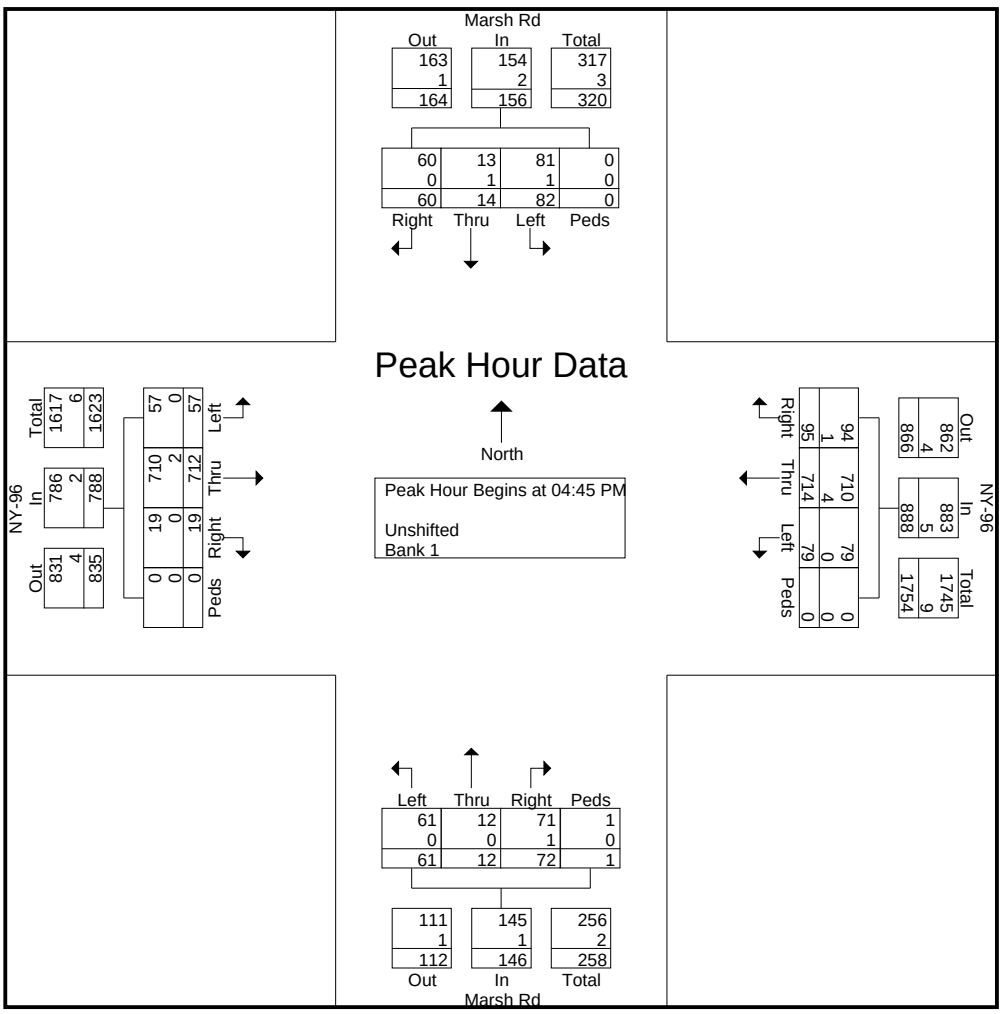
	Marsh Rd From North					NY-96 From East					Marsh Rd From South					NY-96 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	3	13	1	31	23	184	18	0	225	8	6	6	0	20	1	132	13	0	146	422
04:15 PM	11	0	15	1	27	33	165	19	0	217	18	4	15	0	37	0	167	19	0	186	467
04:30 PM	17	6	29	0	52	27	162	16	0	205	18	2	10	0	30	1	154	14	0	169	456
04:45 PM	12	3	26	0	41	25	147	14	0	186	16	3	17	0	36	3	187	18	0	208	471
Total	54	12	83	2	151	108	658	67	0	833	60	15	48	0	123	5	640	64	0	709	1816
05:00 PM	17	2	20	0	39	18	182	16	0	216	16	1	8	0	25	6	168	9	0	183	463
05:15 PM	17	5	13	0	35	24	194	26	0	244	23	4	25	0	52	6	165	11	0	182	513
05:30 PM	14	4	23	0	41	28	191	23	0	242	17	4	11	1	33	4	192	19	0	215	531
05:45 PM	8	3	10	0	21	16	156	15	0	187	19	4	19	0	42	2	155	12	0	169	419
Total	56	14	66	0	136	86	723	80	0	889	75	13	63	1	152	18	680	51	0	749	1926
Grand Total	110	26	149	2	287	194	1381	147	0	1722	135	28	111	1	275	23	1320	115	0	1458	3742
Apprch %	38.3	9.1	51.9	0.7		11.3	80.2	8.5	0		49.1	10.2	40.4	0.4		1.6	90.5	7.9	0		
Total %	2.9	0.7	4	0.1	7.7	5.2	36.9	3.9	0	46	3.6	0.7	3	0	7.3	0.6	35.3	3.1	0	39	
Unshifted	110	25	148	2	285	193	1372										1312				
% Unshifted	100	96.2	99.3	100	99.3	99.5	99.3	100	0	99.4	99.3	100	100	100	99.6	100	99.4	100	0	99.5	99.4
Bank 1	0	1	1	0	2	1	9	0	0	10	1	0	0	0	1	0	8	0	0	8	21
% Bank 1	0	3.8	0.7	0	0.7	0.5	0.7	0	0	0.6	0.7	0	0	0	0.4	0	0.6	0	0	0.5	0.6

PASSERO ASSOCIATES

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

File Name : NY-96-Marsh Rd PM Peak
Site Code : 44444444
Start Date : 7/11/2023
Page No : 2

	Marsh Rd From North					NY-96 From East					Marsh Rd From South					NY-96 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	12	3	**26**	0	**41**	25	147	14	0	186	16	3	17	0	36	3	187	18	0	208	471
05:00 PM	**17**	2	20	0	39	18	182	16	0	216	16	1	8	0	25	**6**	168	9	0	183	463
05:15 PM	17	**5**	13	0	35	24	**194**	**26**	0	**244**	**23**	**4**	**25**	0	**52**	6	165	11	0	182	513
05:30 PM	14	4	23	0	41	**28**	191	23	0	242	17	4	11	**1**	33	4	**192**	**19**	0	**215**	**531**
Total Volume	60	14	82	0	156	95	714	79	0	888	72	12	61	1	146	19	712	57	0	788	1978
% App. Total	38.5	9	52.6	0		10.7	80.4	8.9	0		49.3	8.2	41.8	0.7		2.4	90.4	7.2	0		
PHF	.882	.700	.788	.000	.951	.848	.920	.760	.000	.910	.783	.750	.610	.250	.702	.792	.927	.750	.000	.916	.931
Unshifted	60	13	81	0	154	94	710	79	0	883	71	12	61	1	145	19	710	57	0	786	1968
% Unshifted		92.9	98.8	0	98.7	98.9	99.4	100	0	99.4	98.6	100	100	100	99.3	100	99.7	100	0	99.7	99.5
Bank 1	0	1	1	0	2	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	10
% Bank 1	0	7.1	1.2	0	1.3	1.1	0.6	0	0	0.6	1.4	0	0	0	0.7	0	0.3	0	0	0.3	0.5



PASSERO ASSOCIATES

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

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

Groups Printed- Unshifted - Bank 1

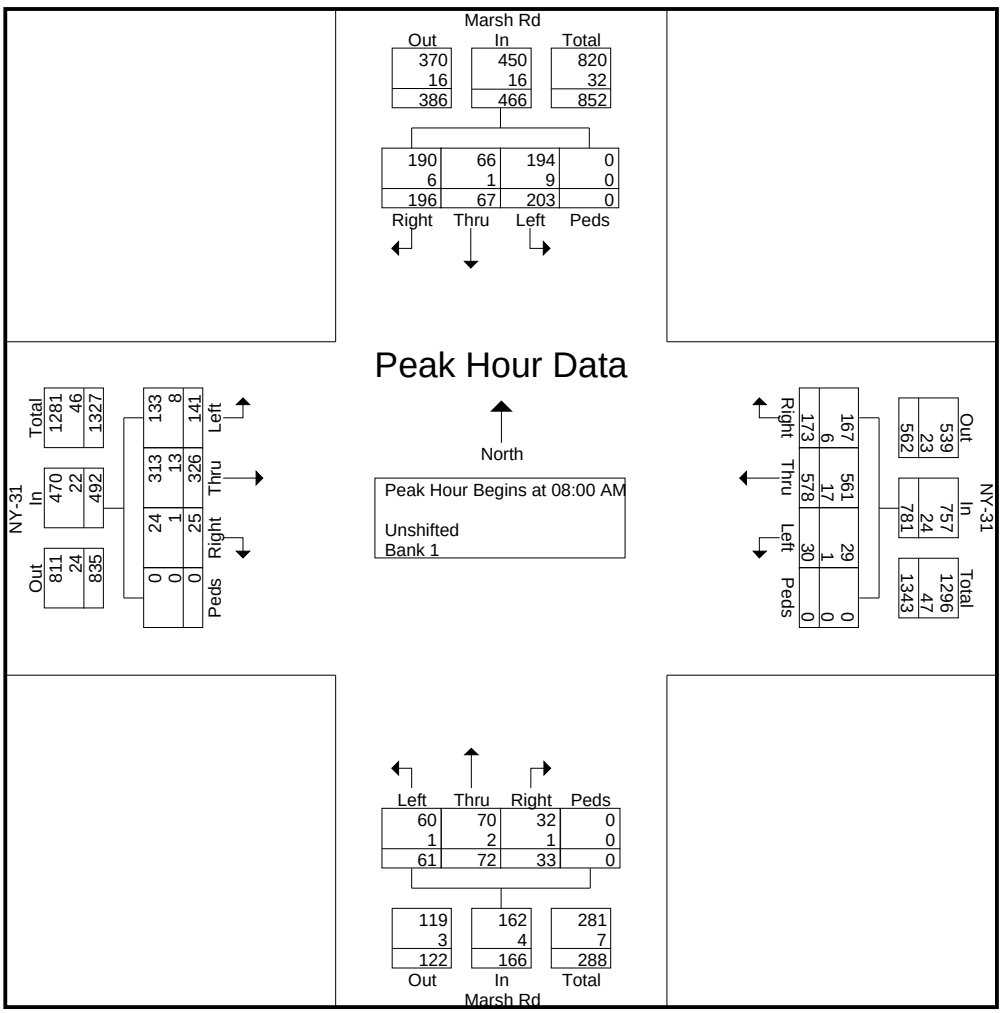
	Marsh Rd From North					NY-31 From East					Marsh Rd From South					NY-31 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	6	31	1	58	28	86	2	0	116	2	15	3	0	20	4	48	25	0	77	271
07:15 AM	33	8	33	0	74	40	122	5	0	167	7	7	8	0	22	3	56	19	0	78	341
07:30 AM	44	20	43	0	107	26	155	9	0	190	8	13	12	0	33	3	64	25	0	92	422
07:45 AM	45	26	53	0	124	58	151	8	0	217	7	21	14	0	42	7	76	36	0	119	502
Total	142	60	160	1	363	152	514	24	0	690	24	56	37	0	117	17	244	105	0	366	1536
08:00 AM	40	14	54	0	108	41	149	10	0	200	6	15	13	0	34	5	84	29	0	118	460
08:15 AM	45	5	44	0	94	35	127	4	0	166	7	17	12	0	36	6	73	26	0	105	401
08:30 AM	60	19	63	0	142	37	148	1	0	186	8	15	8	0	31	5	83	40	0	128	487
08:45 AM	51	29	42	0	122	60	154	15	0	229	12	25	28	0	65	9	86	46	0	141	557
Total	196	67	203	0	466	173	578	30	0	781	33	72	61	0	166	25	326	141	0	492	1905
Grand Total	338	127	363	1	829	325	1092	54	0	1471	57	128	98	0	283	42	570	246	0	858	3441
Apprch %	40.8	15.3	43.8	0.1		22.1	74.2	3.7	0		20.1	45.2	34.6	0		4.9	66.4	28.7	0		
Total %	9.8	3.7	10.5	0	24.1	9.4	31.7	1.6	0	42.7	1.7	3.7	2.8	0	8.2	1.2	16.6	7.1	0	24.9	
Unshifted	327	125	349	1	802	313	1061														
% Unshifted	96.7	98.4	96.1	100	96.7	96.3	97.2	96.3	0	96.9	96.5	98.4	96.9	0	97.5	90.5	96.8	94.3	0	95.8	96.7
Bank 1	11	2	14	0	27	12	31	2	0	45	2	2	3	0	7	4	18	14	0	36	115
% Bank 1	3.3	1.6	3.9	0	3.3	3.7	2.8	3.7	0	3.1	3.5	1.6	3.1	0	2.5	9.5	3.2	5.7	0	4.2	3.3

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File Name : NY-31-Marsh Rd AM Peak
Site Code : 11111111
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	Marsh Rd From North					NY-31 From East					Marsh Rd From South					NY-31 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	40	14	54	0	108	41	149	10	0	200	6	15	13	0	34	5	84	29	0	118	460
08:15 AM	45	5	44	0	94	35	127	4	0	166	7	17	12	0	36	6	73	26	0	105	401
08:30 AM	**60**	19	**63**	0	**142**	37	148	1	0	186	8	15	8	0	31	5	83	40	0	128	487
08:45 AM	51	**29**	42	0	122	**60**	**154**	**15**	0	**229**	**12**	**25**	**28**	0	**65**	**9**	**86**	**46**	0	**141**	**557**
Total Volume	196	67	203	0	466	173	578	30	0	781	33	72	61	0	166	25	326	141	0	492	1905
% App. Total	42.1	14.4	43.6	0		22.2	74	3.8	0		19.9	43.4	36.7	0		5.1	66.3	28.7	0		
PHF	.817	.578	.806	.000	.820	.721	.938	.500	.000	.853	.688	.720	.545	.000	.638	.694	.948	.766	.000	.872	.855
Unshifted	190	66	194	0	450	167	561	29	0	757	32	70	60	0	162	24	313	133	0	470	1839
% Unshifted	96.9	98.5	95.6	0	96.6	96.5	97.1	96.7	0	96.9	97.0	97.2	98.4	0	97.6	96.0	96.0	94.3	0	95.5	96.5
Bank 1	6	1	9	0	16	6	17	1	0	24	1	2	1	0	4	1	13	8	0	22	66
% Bank 1	3.1	1.5	4.4	0	3.4	3.5	2.9	3.3	0	3.1	3.0	2.8	1.6	0	2.4	4.0	4.0	5.7	0	4.5	3.5



PASSERO ASSOCIATES

242 W Main St, Suite 100
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File Name : NY-31-Marsh Rd PM Peak
Site Code : 22222222
Start Date : 7/25/2023
Page No : 1

Groups Printed- Unshifted - Bank 1

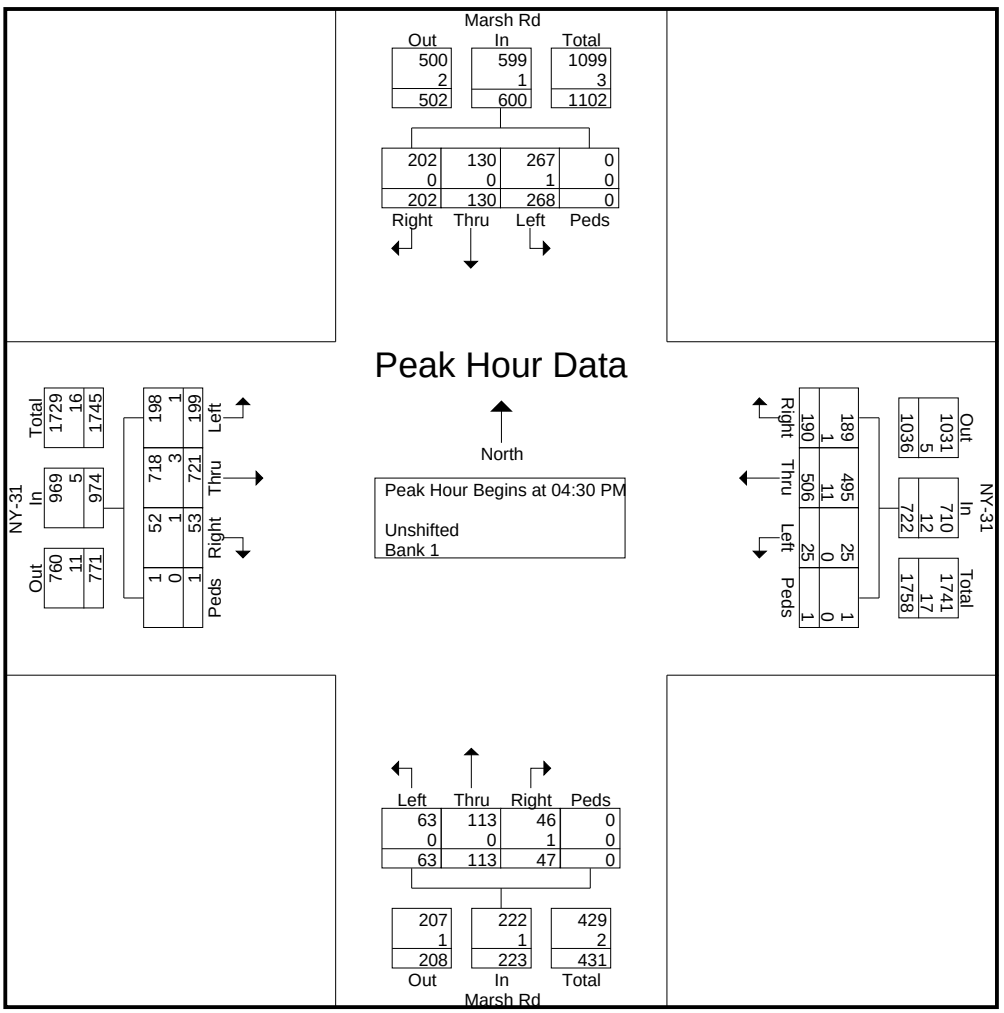
	Marsh Rd From North					NY-31 From East					Marsh Rd From South					NY-31 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	36	34	73	0	143	37	117	10	1	165	9	27	18	0	54	12	169	45	0	226	588
04:15 PM	42	16	60	0	118	39	122	10	0	171	10	23	13	0	46	9	180	44	0	233	568
04:30 PM	48	32	65	0	145	45	137	10	1	193	14	31	18	0	63	18	183	50	1	252	653
04:45 PM	62	38	67	0	167	46	122	6	0	174	14	23	15	0	52	13	176	46	0	235	628
Total	188	120	265	0	573	167	498	36	2	703	47	104	64	0	215	52	708	185	1	946	2437
05:00 PM	41	38	80	0	159	48	119	3	0	170	15	31	13	0	59	17	195	62	0	274	662
05:15 PM	51	22	56	0	129	51	128	6	0	185	4	28	17	0	49	5	167	41	0	213	576
05:30 PM	37	21	40	0	98	36	156	3	0	195	3	18	12	0	33	19	190	57	0	266	592
05:45 PM	49	23	64	0	136	51	124	12	0	187	5	20	11	0	36	14	155	51	0	220	579
Total	178	104	240	0	522	186	527	24	0	737	27	97	53	0	177	55	707	211	0	973	2409
Grand Total	366	224	505	0	1095	353	1025	60	2	1440	74	201	117	0	392	107	1415	396	1	1919	4846
Apprch %	33.4	20.5	46.1	0		24.5	71.2	4.2	0.1		18.9	51.3	29.8	0		5.6	73.7	20.6	0.1		
Total %	7.6	4.6	10.4	0	22.6	7.3	21.2	1.2	0	29.7	1.5	4.1	2.4	0	8.1	2.2	29.2	8.2	0	39.6	
Unshifted	364	224	504	0	1092	350	1011										1411				
% Unshifted	99.5	100	99.8	0	99.7	99.2	98.6	98.3	100	98.8	98.6	100	99.1	0	99.5	99.1	99.7	99.5	100	99.6	99.4
Bank 1	2	0	1	0	3	3	14	1	0	18	1	0	1	0	2	1	4	2	0	7	30
% Bank 1	0.5	0	0.2	0	0.3	0.8	1.4	1.7	0	1.2	1.4	0	0.9	0	0.5	0.9	0.3	0.5	0	0.4	0.6

PASSERO ASSOCIATES

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

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

	Marsh Rd From North					NY-31 From East					Marsh Rd From South					NY-31 From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	48	32	65	0	145	45	**137**	**10**	**1**	**193**	14	**31**	**18**	0	**63**	**18**	183	50	**1**	252	653
04:45 PM	**62**	**38**	67	0	**167**	46	122	6	0	174	14	23	15	0	52	13	176	46	0	235	628
05:00 PM	41	38	**80**	0	159	48	119	3	0	170	**15**	31	13	0	59	17	**195**	**62**	0	**274**	**662**
05:15 PM	51	22	56	0	129	**51**	128	6	0	185	4	28	17	0	49	5	167	41	0	213	576
Total Volume	202	130	268	0	600	190	506	25	1	722	47	113	63	0	223	53	721	199	1	974	2519
% App. Total	33.7	21.7	44.7	0		26.3	70.1	3.5	0.1		21.1	50.7	28.3	0		5.4	74	20.4	0.1		
PHF	.815	.855	.838	.000	.898	.931	.923	.625	.250	.935	.783	.911	.875	.000	.885	.736	.924	.802	.250	.889	.951
Unshifted	202	130	267	0	599	189	495	25	1	710	46	113	63	0	222	52	718	198	1	969	2500
% Unshifted			99.6	0	99.8	99.5	97.8	100	100	98.3	97.9	100	100	0	99.6	98.1	99.6	99.5	100	99.5	99.2
Bank 1	0	0	1	0	1	1	11	0	0	12	1	0	0	0	1	1	3	1	0	5	19
% Bank 1	0	0	0.4	0	0.2	0.5	2.2	0	0	1.7	2.1	0	0	0	0.4	1.9	0.4	0.5	0	0.5	0.8



APPENDIX B: MISCELLANEOUS CALCULATIONS

3369

Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	5	15		10	5	15		10
Gap, Ext	2	2		3	2	2		3
Max 1	20	35		35	20	35		35
Max 2								
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clearance	1.5	2	1.5	1.5	1.5	2	1.5	1.5
Walk		7		7		7		7
Ped Clearance		18		18		18		18
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	ON	ON		ON	ON	ON		ON
Min Recall								
Max Recall		ON				ON		
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	90	10	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1					
2	90	25	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1					
3	90	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1					
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1					
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1					
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1					
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1					
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1					
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1					
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1					
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1					
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1					
Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8					
1	Coor	15	40	0	35	15	40	0	35	13	Coor	0	0	0	0	0	0	0	0					
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
2	Coor	15	40	0	35	15	40	0	35	14	Coor	0	0	0	0	0	0	0	0					
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
3	Coor	15	40	0	35	15	40	0	35	15	Coor	0	0	0	0	0	0	0	0					
	2	NON	Max	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0					
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON					

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	Red	ON
2	1	Red	ON
3	1	Red	OFF
4	1	Red	ON
5	2	Red	ON
6	2	Red	ON
7	2	Red	OFF
8	2	Red	ON

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH OVER
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	Red
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	5	15		10	5	15		10
Gap, Ext	2	2		3	2	2		3
Max 1	20	35		35	20	35		35
Max 2								
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clearance	1.5	2	1.5	1.5	1.5	2	1.5	1.5
Walk		7		7		7		7
Ped Clearance		18		18		18		18
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	ON	ON		ON	ON	ON		ON
Min Recall								
Max Recall		ON				ON		
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay	0	0	0	0	0	0	0	0

Coord Patterns [2.4] and Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	90	10	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	90	25	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	90	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coor	15	40	0	35	15	40	0	35	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	15	40	0	35	15	40	0	35	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	15	40	0	35	15	40	0	35	0	0	0	0	0	0	0	0
	2	NON	Max	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
9	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Phase Mode

Phase>8 or Rings > 2

Coord Modes [2.1]	
Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED
Auto Flash [1.4.1]	
Auto Flash	PH OVER
Flash Yel	45
Flash Red	20
Unit Params [1.2.1]	
Phase Mode	STD8
IO Mode	User
Loc Flsh Start	Red
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC RetryTm	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
<- Mode NON is Blank	

3369	Rt 96 Pittsford-Victor Rd @ Marsh Rd	16		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	07/17/23	Page 1A

Times [1.1.1]	9	10	11	12	13	14	15	16
Min Green								
Gap, Ext								
Max 1								
Max 2								
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clearance	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]	9	10	11	12	13	14	15	16
Enable								
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry								
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passag								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]	9	10	11	12	13	14	15	16
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Ring/Startup [1.1.4]

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Phs	Ring	Start
17	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	2	1	Red
18	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	4	1	Red
19	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	6	2	Red
20	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	8	2	Red
21	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	10		Red
22	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11		Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	12		Red
23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13		Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	14		Red
24	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	16		Red

Concurrency [1.1.4]

Phs	Concurrent Phases										Phs	Concurrent Phases								
1	5	6	0	0	0	0	0	0			9	0	0	0	0	0	0	0	0	
2	5	6	0	0	0	0	0	0			10	0	0	0	0	0	0	0	0	
3	7	8	0	0	0	0	0	0			11	0	0	0	0	0	0	0	0	
4	7	8	0	0	0	0	0	0			12	0	0	0	0	0	0	0	0	
5	1	2	0	0	0	0	0	0			13	0	0	0	0	0	0	0	0	
6	1	2	0	0	0	0	0	0			14	0	0	0	0	0	0	0	0	
7	3	4	0	0	0	0	0	0			15	0	0	0	0	0	0	0	0	
8	3	4	0	0	0	0	0	0			16	0	0	0	0	0	0	0	0	

Note: Expanded Splits are not used because "Expanded Splits" is OFF

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	25	0	0	0	1
2	0	0	2	1	26	0	0	0	1
3	0	0	3	1	27	0	0	0	1
4	0	0	4	1	28	0	0	0	1
5	0	0	5	1	29	0	0	0	1
6	0	0	6	1	30	0	0	0	1
7	0	0	7	1	31	0	0	0	1
8	0	0	8	1	32	0	0	0	1
9	0	0	9	1	33	0	0	0	1
10	0	0	10	1	34	0	0	0	1
11	0	0	11	1	35	0	0	0	1
12	0	0	12	1	36	0	0	0	1
13	0	0	13	1	37	0	0	0	1
14	0	0	14	1	38	0	0	0	1
15	0	0	15	1	39	0	0	0	1
16	0	0	16	1	40	0	0	0	1
17	0	0	17	1	41	0	0	0	1
18	0	0	18	1	42	0	0	0	1
19	0	0	19	1	43	0	0	0	1
20	0	0	20	1	44	0	0	0	1
21	0	0	21	1	45	0	0	0	1
22	0	0	22	1	46	0	0	0	1
23	0	0	23	1	47	0	0	0	1
24	0	0	24	1	48	0	0	0	1

Expanded Splits	**OFF**

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

24	Coord	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON
		0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock		OFF								Overlap Lock Inhibit		OFF								Parent Ph Clearance			OFF								Extra Included Ph			ON							
	Included Ø	1																		Type	FYA-4			Included Ø																Type	NORMAL
1	Modifier Ø	2																		Grn		9		Modifier Ø																Grn	
	Conflict Ø																			Yel	3.5			Conflict Ø																Yel	3.5
A	Conflict Olap																			Red	1.5	I		Conflict Olap																Red	1.5
	Conflict Ped																			LG				Conflict Ped																LG	
	Included Ø	5																		Type	FYA-4			Included Ø																Type	NORMAL
2	Modifier Ø	6																		Grn		10		Modifier Ø																Grn	
	Conflict Ø																			Yel	3.5			Conflict Ø																Yel	3.5
B	Conflict Olap																			Red	1.5	J		Conflict Olap																Red	1.5
	Conflict Ped																			LG				Conflict Ped																LG	
	Included Ø																			Type	NORMAL			Included Ø																Type	NORMAL
3	Modifier Ø																			Grn		11		Modifier Ø																Grn	
	Conflict Ø																			Yel	3.5			Conflict Ø																Yel	3.5
C	Conflict Olap																			Red	1.5	K		Conflict Olap																Red	1.5
	Conflict Ped																			LG				Conflict Ped																LG	
	Included Ø																			Type	NORMAL			Included Ø																Type	NORMAL
4	Modifier Ø																			Grn		12		Modifier Ø																Grn	
	Conflict Ø																			Yel	3.5			Conflict Ø																Yel	3.5
D	Conflict Olap																			Red	1.5	L		Conflict Olap																Red	1.5
	Conflict Ped																			LG				Conflict Ped																LG	
	Included Ø																			Type	NORMAL			Included Ø																Type	NORMAL
5	Modifier Ø																			Grn		13		Modifier Ø																Grn	
	Conflict Ø																			Yel	3.5			Conflict Ø																Yel	3.5
E	Conflict Olap																			Red	1.5	M		Conflict Olap																Red	1.5
	Conflict Ped																			LG				Conflict Ped																LG	
	Included Ø																			Type	NORMAL			Included Ø																Type	NORMAL
6	Modifier Ø																			Grn		14		Modifier Ø																Grn	
	Conflict Ø																			Yel	3.5			Conflict Ø																Yel	3.5
F	Conflict Olap																			Red	1.5	N		Conflict Olap																Red	1.5
	Conflict Ped																			LG				Conflict Ped																LG	
	Included Ø																			Type	NORMAL			Included Ø																Type	NORMAL
7	Modifier Ø																			Grn		15		Modifier Ø																Grn	
	Conflict Ø																			Yel	3.5			Conflict Ø																Yel	3.5
G	Conflict Olap																			Red	1.5	O		Conflict Olap																Red	1.5
	Conflict Ped																			LG				Conflict Ped																LG	
	Included Ø																			Type	NORMAL			Included Ø																Type	NORMAL
8	Modifier Ø																			Grn		16		Modifier Ø																Grn	
	Conflict Ø																			Yel	3.5			Conflict Ø																Yel	3.5
H	Conflict Olap																			Red	1.5	P		Conflict Olap																Red	1.5
	Conflict Ped																			LG				Conflict Ped																LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2		4	2	6		8					2	4	6	8								
Channel Type	OLP	VEH	VEH	VEH	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	DRK	Red	Red	Red	DRK	Red	Red	Red	Red	Red	Red	Red	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+													ON		ON									
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd													1		2									

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22							EndGRN				
2	12	22							EndGRN				
3	12	22							EndGRN				
4	12	22							EndGRN				
5	12	22							EndGRN				
6	12	22							EndGRN				
7	12	22							EndGRN				
8	12	22							EndGRN				
9	12	22							EndGRN				
10	12	22							EndGRN				
11	12	22							EndGRN				
12	12	22							EndGRN				
13	12	22							EndGRN				
14	12	22							EndGRN				
15	12	22							EndGRN				
16	12	22							EndGRN				
17	12	22							EndGRN				
18	12	22							EndGRN				
19	12	22							EndGRN				
20	12	22							EndGRN				
21	12	22							EndGRN				
22	12	22							EndGRN				
23	12	22							EndGRN				
24	12	22							EndGRN				
25									BegGRN				
26									BegGRN				
27									BegGRN				
28									BegGRN				
29									BegGRN				
30									BegGRN				
31									BegGRN				
32									BegGRN				
33									BegGRN				
34									BegGRN				
35									BegGRN				
36									BegGRN				
37									BegGRN				
38									BegGRN				
39									BegGRN				
40									BegGRN				
41									BegGRN				
42									BegGRN				
43									BegGRN				
44									BegGRN				
45									BegGRN				
46									BegGRN				
47									BegGRN				
48									BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	SINGLE	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1	6					45	50	20
2	1	6					45	50	20
3	5	2					45	50	20
4	5	2					45	50	20
5	4						45	50	20
6	4						45	50	20
7	4						45	50	20
8	8						45	50	20
9	8						45	50	20
10	8						45	50	20
11	8						45	50	20
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	ON	ON		ON				
34	ON	ON		ON				
35	ON	ON		ON				
36	ON	ON		ON				
37	ON	ON		ON				
38	ON	ON		ON				
39	ON	ON		ON				
40	ON	ON		ON				
41	ON	ON		ON				
42	ON	ON		ON				
43	ON	ON		ON				
44	ON	ON		ON				
45	ON	ON		ON				
46	ON	ON		ON				
47	ON	ON		ON				
48	ON	ON		ON				
49	ON	ON		ON				
50	ON	ON		ON				
51	ON	ON		ON				
52	ON	ON		ON				
53	ON	ON		ON				
54	ON	ON		ON				
55	ON	ON		ON				
56	ON	ON		ON				
57	ON	ON		ON				
58	ON	ON		ON				
59	ON	ON		ON				
60	ON	ON		ON				
61	ON	ON		ON				
62	ON	ON		ON				
63	ON	ON		ON				
64	ON	ON		ON				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	2		15	
2	4		15	
3	6		15	
4	8		15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	None
Pre Invert Rail Input	OFF

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1.2]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1.3]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2.1]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 1 Veh Parameters [5.5.1.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 1 Veh Options [5.5.1.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 1 Veh Parameters+ [5.5.1.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 1 Ped Parameters+ [5.5.1.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Alt# 2 Options Table [1.1.6.2.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 3 Options Table [1.1.6.2.3]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 4 Options Table [1.1.6.2.4]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Alt# 2 Veh Parameters [5.5.2.1]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Swiitch																
Delay																
Extend																
Queue																
No Activity																
Max Presence																
Erratic Count																
Fail Time																

Alt# 2 Veh Options [5.5.2.2]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Call																
Extend																
Queue																
Added Initial																
Red Lock																
Yellow Lock																
Occupancy																
Volume																

Alt# 2 Veh Parameters+ [5.5.2.3]

Column#..... ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Assign Det#																
Occ-on-green																
Occ-on-yellow																
Occ-on-red																
Delay Phase 1																
Delay Phase 2																
Detector Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Source																

Alt# 2 Ped Parameters+ [5.5.2.4]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Det#								
Call								
No Activity								
Max Presence								
Erratic Count								

Annual Schedule [4.3]

	Month of Year												Day of Week							Date																							Day Plan
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
1	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON		ON	ON	ON	ON	ON		ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	1
2																																																	1
3																																																	1
4																																																	1
5																																																	1
6																																																	1
7																																																	1
8																																																	1
9																																																	1
10																																																	1
11																																																	1
12																																																	1
13																																																	1
14																																																	1
15																																																	1
16																																																	1
17																																																	1
18																																																	1
19																																																	1
20																																																	1
21																																																	1
22																																																	1
23																																																	1
24																																																	1

3369 **Rt 96 Pittsford-Victor Rd @ Marsh Rd** 7/17/2023 Pag


Link
To
ge 7

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act
1	6	50	1
2	9	0	2
3	14	0	3
4	22	0	25
5	0	0	25
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 2

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 3

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 4

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 5

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 6

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 7

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 8

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 9

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 10

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 11

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 12

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 13

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 14

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Day Plan 15

	Hour	Min	Act
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	9	Veh Call 9
I2-2	10	Veh Call 10
I2-3	11	Veh Call 11
I2-4	189	Unused
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I4-5	179	Door Open
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	129	Ped Call 1
I5-2	130	Ped Call 2
I5-3	131	Ped Call 3
I5-4	132	Ped Call 4
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	39	Ch15 Yellow
O5-6	63	Ch15 Green
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	40	Ch16 Yellow
O7-2	16	Ch16 Red
O7-3	64	Ch16 Green
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	15	Ch15 Red

C11S-USER IO Map [1.8.9.1 In]

I4-1		
I4-2		
I4-3		
I4-4		
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

Op1	Result		O1Fcn	Inv1	IO1	Opn1	O2Fcn	Inv2	IO2	Opn2	O3Fcn	Inv3	IO3	Opn3	Dly	Sec
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0
I	0	=	----	-	I	0	----	-	I	0	----	-	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD	22	None	43	None
2	SECURE	23	None	44	None
3	None	24	None	45	None
4	None	25	None	46	None
5	None	26	None	47	None
6	None	27	None	48	None
7	None	28	None	49	None
8	None	29	None	50	None
9	None	30	None	51	None
10	None	31	None	52	None
11	None	32	None	53	None
12	None	33	None	54	None
13	None	34	None	55	None
14	None	35	None	56	None
15	None	36	None	57	None
16	None	37	None	58	None
17	None	38	None	59	None
18	None	39	None	60	None
19	None	40	None	61	None
20	None	41	None	62	None
21	None	42	None	63	None
				64	None

Com Parameters [6.1]

Station ID	3369
Group ID	
Master ID	0
Backup Time	0

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	0
Dial Time	0
Tel:	
Alt:	

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	9600	MODE 6
SP2	9600	MODE 6
SP3	19200	MODE 6
SP4	38400	MODE 6
SP5	1200	AUTO
SP6	1200	AUTO
SP7	1200	AUTO
SP8	1200	AUTO

2070 IP 1 Addressing [6.5]

	Addressing			
Addr	192	168	0	101
Mask	255	255	255	0
Brdcst	0	0	0	0
GtWay	192	168	0	1
Port	5001			

2070 IP 2 Addressing [6.5]

	Addressing			
Addr	0	0	0	0
Mask	0	0	0	0
Brdcst	0	0	0	0
GtWay	0	0	0	0
Port	0			

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	OFF	0
ASYNC2	SP2	OFF	0
ASYNC3	SP3	OFF	0
ASYNC4	SP4	OFF	0
SYNC1	SP5S	SYNC3	OFF
SYNC2	OFF	SYNC4	OFF

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	None	SYSUp	ASYNC2
CMU/MMU	None	SYSDown	ASYNC1
Opticom	None	Shell	None
Loop Det.	None		
GPS	-		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	ON
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	ON
18	Cycle Failure	ON	ON
19	Coordination Fault	ON	ON
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failur		
27	BIU Detector Failure	ON	ON
32	Queue detector alarm	ON	ON
29	Ped Detector Fault	ON	ON
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	ON
49	Preempt 1 Input	ON	ON
50	Preempt 2 Input	ON	ON
51	Preempt 3 Input	ON	ON
52	Preempt 4 Input	ON	ON
53	Preempt 5 Input	ON	ON
54	Preempt 6 Input	ON	ON
55	Preempt 7 Input	ON	ON
56	Preempt 8 Input	ON	ON
57	Preempt 9 Input	ON	ON
58	Preempt 10 Input	ON	ON
61	In Transition	ON	ON
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Ø	Phases Called By Ø			
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															
16															

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1															
2															
3															
4															
5															
6															
7															
8															

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø				
1						
2						
3						
4						
5						
6						
7						
8						

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1															
2															
3															
4															
5															
6															
7															
8															

Coord, CIC Plans [2.3]

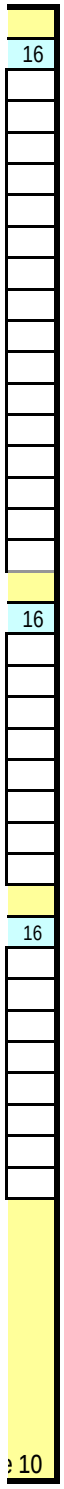
CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	Alarm
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	Alarm		
Enable Run Timer	ON		


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Phase Times [1.1.1]

	1	2	3	4	5	6	7	8
Min Green	6	15	4	10	6	15	4	10
Gap, Ext	2	2	2	2	2	2	2	2
Max 1	18	35	15	25	18	35	15	25
Max 2								
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clearance	2	2	2	2	2	2	2	2
Walk		7		7		7		7
Ped Clearance		19		23		20		22
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]

	1	2	3	4	5	6	7	8
Enable	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]

	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coor	22	45	18	30	22	45	18	30	13	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	0	0	0	0	0	0	0	14	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	0	0	0	0	0	0	0	15	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	16	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	17	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	18	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	19	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	20	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
9	Coor	0	0	0	0	0	0	0	0	21	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	22	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	23	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	24	Coor	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON			NON	NON	NON	NON	NON	NON	NON	NON

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup

Ring/Startup [1.1.4]

Phs	Ring	Start
1	1	Red
2	1	Green
3	1	Red
4	1	Red
5	2	Red
6	2	Green
7	2	Red
8	2	Red

Coord Modes [2.1]

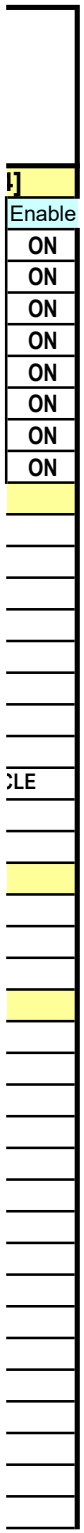
Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	
Ped Recycle	NO_RECYC
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	PH_OVLP
Flash Yel	45
Flash Red	20

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	User
Loc Flsh Start	Red
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0


]
Enable
ON
ON
ON
ON
ON
ON
ON
ON
LE


e 1

Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	6	15	4	10	6	15	4	10
Gap, Ext	2	2	2	2	2	2	2	2
Max 1	18	35	15	25	18	35	15	25
Max 2								
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clearance	2	2	2	2	2	2	2	2
Walk		7		7		7		7
Ped Clearance		19		23		20		22
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Enable	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		ON		ON		ON		ON
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coord Patterns [2.4] and Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	13	0	0	13	1	25	0	0	0	1	37	0	0	0	1
2	0	0	2	1	14	0	0	14	1	26	0	0	0	1	38	0	0	0	1
3	0	0	3	1	15	0	0	15	1	27	0	0	0	1	39	0	0	0	1
4	0	0	4	1	16	0	0	16	1	28	0	0	0	1	40	0	0	0	1
5	0	0	5	1	17	0	0	17	1	29	0	0	0	1	41	0	0	0	1
6	0	0	6	1	18	0	0	18	1	30	0	0	0	1	42	0	0	0	1
7	0	0	7	1	19	0	0	19	1	31	0	0	0	1	43	0	0	0	1
8	0	0	8	1	20	0	0	20	1	32	0	0	0	1	44	0	0	0	1
9	0	0	9	1	21	0	0	21	1	33	0	0	0	1	45	0	0	0	1
10	0	0	10	1	22	0	0	22	1	34	0	0	0	1	46	0	0	0	1
11	0	0	11	1	23	0	0	23	1	35	0	0	0	1	47	0	0	0	1
12	0	0	12	1	24	0	0	24	1	36	0	0	0	1	48	0	0	0	1

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coor	22	45	18	30	22	45	18	30	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
9	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16	Coor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Phase Mode

Phase>8 or Rings > 2

Coord Modes [2.1]	
Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	Float
Closed Loop	ON
Stop-in-Walk	OFF
Auto Reset	ON
Expand Splt	
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED
Auto Flash [1.4.1]	
Auto Flash	PH_OVLP
Flash Yel	45
Flash Red	20
Unit Params [1.2.1]	
Phase Mode	STD8
IO Mode	User
Loc Flsh Start	Red
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	
Free Ring Seq	1
Auxswitch	STOPTM
SDLC RetryTm	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
<- Mode NON is Blank	

30820 NY31 Palmyra Rd @ Marsh Rd (CR38)	10		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	07/25/23	Page 1A

Times [1.1.1]	9	10	11	12	13	14	15	16
Min Green								
Gap, Ext								
Max 1								
Max 2								
Yel Clearance	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clearance	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clearance								
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								

Options [1.1.2]	9	10	11	12	13	14	15	16
Enable								
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry								
Enable Simul Gap	ON	ON	ON	ON	ON	ON	ON	ON
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								

Options+ [1.1.3]	9	10	11	12	13	14	15	16
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Call Phase								
Conflicting Phase								
Omit Yellow								
Ped Delay								
Grn/Ped Delay								

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1] — **Ring/Startup [1.1.4]**

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Phs	Ring	Start
17	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	2	1	Green
18	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	4	1	Red
19	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	6	2	Green
20	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	8	2	Red
21	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	10		Red
22	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11		Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	12		Red
23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13		Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	14		Red
24	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		Red
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	16		Red

Concurrency [1.1.4]

Phs	Concurrent Phases										Phs	Concurrent Phases								
1	5	6	0	0	0	0	0	0			9	0	0	0	0	0	0	0	0	
2	5	6	0	0	0	0	0	0			10	0	0	0	0	0	0	0	0	
3	7	8	0	0	0	0	0	0			11	0	0	0	0	0	0	0	0	
4	7	8	0	0	0	0	0	0			12	0	0	0	0	0	0	0	0	
5	1	2	0	0	0	0	0	0			13	0	0	0	0	0	0	0	0	
6	1	2	0	0	0	0	0	0			14	0	0	0	0	0	0	0	0	
7	3	4	0	0	0	0	0	0			15	0	0	0	0	0	0	0	0	
8	3	4	0	0	0	0	0	0			16	0	0	0	0	0	0	0	0	

Expanded Split Tables (Splits > 255")

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	0	0	1	1	25	0	0	0	1
2	0	0	2	1	26	0	0	0	1
3	0	0	3	1	27	0	0	0	1
4	0	0	4	1	28	0	0	0	1
5	0	0	5	1	29	0	0	0	1
6	0	0	6	1	30	0	0	0	1
7	0	0	7	1	31	0	0	0	1
8	0	0	8	1	32	0	0	0	1
9	0	0	9	1	33	0	0	0	1
10	0	0	10	1	34	0	0	0	1
11	0	0	11	1	35	0	0	0	1
12	0	0	12	1	36	0	0	0	1
13	0	0	13	1	37	0	0	0	1
14	0	0	14	1	38	0	0	0	1
15	0	0	15	1	39	0	0	0	1
16	0	0	16	1	40	0	0	0	1
17	0	0	17	1	41	0	0	0	1
18	0	0	18	1	42	0	0	0	1
19	0	0	19	1	43	0	0	0	1
20	0	0	20	1	44	0	0	0	1
21	0	0	21	1	45	0	0	0	1
22	0	0	22	1	46	0	0	0	1
23	0	0	23	1	47	0	0	0	1
24	0	0	24	1	48	0	0	0	1

Expanded Splits

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

24	Coord	NON	NON	NON	NON	NON	NON	NON	NON
		NON	NON	NON	NON	NON	NON	NON	NON
		0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0

30820 NY31 Palmyra Rd @ Marsh Rd (CR38) 07/25/23

Split		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Coord	22	45	18	30	22	45	18	30	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
14	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
15	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
16	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
17	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
18	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
19	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
20	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23	Coord	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	OFF

1	Included Ø	5								Type	FYA-4	9	Included Ø									Type	NORMAL
	Modifier Ø	6								Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
A	Conflict Olap									Red	2	I	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
2	Included Ø	3								Type	FYA-4	10	Included Ø									Type	NORMAL
	Modifier Ø	4								Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
B	Conflict Olap									Red	2	J	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
3	Included Ø	1								Type	FYA-4	11	Included Ø									Type	NORMAL
	Modifier Ø	2								Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
C	Conflict Olap									Red	2	K	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
4	Included Ø	7								Type	FYA-4	12	Included Ø									Type	NORMAL
	Modifier Ø	8								Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
D	Conflict Olap									Red	2	L	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
5	Included Ø	1								Type	NORMAL	13	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conf o0l									Yel	3.5		Conflict Ø									Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
6	Included Ø	5								Type	NORMAL	14	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
7	Included Ø									Type	NORMAL	15	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	
8	Included Ø									Type	NORMAL	16	Included Ø									Type	NORMAL
	Modifier Ø									Grn			Modifier Ø									Grn	
	Conflict Ø									Yel	3.5		Conflict Ø									Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap									Red	1.5
	Conflict Ped									LG			Conflict Ped									LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	1	2	2	4	3	6	4	8	5		6		6	4	2	8								
Channel Type	OLP	VEH	OLP	VEH	OLP	VEH	OLP	VEH	OLP	VEH	OLP	VEH	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	Red	Red	Red	Red	Red	Red	Red	Red	DRK	Red	DRK	Red	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+													ON	ON	ON	ON								
Flash Green+																								
Flash Inh Red+																								
Olap Ovrd													1	2	3	4								

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22							EndGRN				
2	12	22							EndGRN				
3	12	22							EndGRN				
4	12	22							EndGRN				
5	12	22							EndGRN				
6	12	22							EndGRN				
7	12	22							EndGRN				
8	12	22							EndGRN				
9	12	22							EndGRN				
10	12	22							EndGRN				
11	12	22							EndGRN				
12	12	22							EndGRN				
13	12	22							EndGRN				
14	12	22							EndGRN				
15	12	22							EndGRN				
16	12	22							EndGRN				
17	12	22							EndGRN				
18	12	22							EndGRN				
19	12	22							EndGRN				
20	12	22							EndGRN				
21	12	22							EndGRN				
22	12	22							EndGRN				
23	12	22							EndGRN				
24	12	22							EndGRN				
25									BegGRN				
26									BegGRN				
27									BegGRN				
28									BegGRN				
29									BegGRN				
30									BegGRN				
31									BegGRN				
32									BegGRN				
33									BegGRN				
34									BegGRN				
35									BegGRN				
36									BegGRN				
37									BegGRN				
38									BegGRN				
39									BegGRN				
40									BegGRN				
41									BegGRN				
42									BegGRN				
43									BegGRN				
44									BegGRN				
45									BegGRN				
46									BegGRN				
47									BegGRN				
48									BegGRN				

Channel Params[1.8.3]

C1 IO Mode	User	Single BIU Map	DEFAULT	Invert Rail Input	OFF

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1							45	50	2
2							45	50	2
3							45	50	2
4							45	50	2
5							45	50	2
6							45	50	2
7							45	50	2
8							45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17	4			3			45	50	18
18	8			4			45	50	18
19	6			7			45	50	26
20	2			7			45	50	26
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33	2		8				45	50	26
34	2						45	50	
35	2						45	50	
36	5						45	50	
37	2		8				45	50	26
38	2						45	50	26
39	5	2					45	50	12
40							45	50	
41	4		10				45	50	18
42	4						45	50	
43	4						45	50	
44	7						45	50	
45	4		10				45	50	18
46	4						45	50	18
47	7	4					45	50	10
48							45	50	
49	6		8				45	50	26
50	6						45	50	
51	6						45	50	
52	1						45	50	
53	6		8				45	50	26
54	6						45	50	26
55	1	6					45	50	12
56							45	50	
57	8						45	50	
58	8						45	50	
59	3						45	50	
60	8						45	50	18
61	3	8					45	50	10
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	ON	ON		ON				
2	ON	ON		ON				
3	ON	ON		ON				
4	ON	ON		ON				
5	ON	ON		ON				
6	ON	ON		ON				
7	ON	ON		ON				
8	ON	ON		ON				
9	ON	ON		ON				
10	ON	ON		ON				
11	ON	ON		ON				
12	ON	ON		ON				
13	ON	ON		ON				
14	ON	ON		ON				
15	ON	ON		ON				
16	ON	ON		ON				
17	ON	ON		ON				
18	ON	ON		ON				
19	ON	ON		ON				
20	ON	ON		ON				
21	ON	ON		ON				
22	ON	ON		ON				
23	ON	ON		ON				
24	ON	ON		ON				
25	ON	ON		ON				
26	ON	ON		ON				
27	ON	ON		ON				
28	ON	ON		ON				
29	ON	ON		ON				
30	ON	ON		ON				
31	ON	ON		ON				
32	ON	ON		ON				

Vehicle Options 1-64 [5.2]

Det #	vol	occ	Yell Lock	Red Lock	Ext	Add Init	Que	Call
33					ON	ON		ON
34	ON	ON						
35	ON	ON						
36	ON	ON						
37					ON	ON		ON
38					ON	ON		ON
39					ON	ON		ON
40					ON	ON		ON
41					ON	ON		ON
42	ON	ON						
43	ON	ON						
44	ON	ON						
45					ON	ON		ON
46					ON	ON		ON
47					ON	ON		ON
48					ON	ON		ON
49					ON	ON		ON
50	ON	ON						
51	ON	ON						
52	ON	ON						
53					ON	ON		ON
54					ON	ON		ON
55					ON	ON		ON
56					ON	ON		ON
57	ON	ON						
58	ON	ON						
59	ON	ON						
60					ON	ON		ON
61					ON	ON		ON
62					ON	ON		ON
63					ON	ON		ON
64					ON	ON		ON

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM	
34						NORM	
35						NORM	
36						NORM	
37						NORM	
38						NORM	
39						NORM	
40						NORM	
41						NORM	
42						NORM	
43						NORM	
44						NORM	
45						NORM	
46						NORM	
47						NORM	
48						NORM	
49						NORM	
50						NORM	
51						NORM	
52						NORM	
53						NORM	
54						NORM	
55						NORM	
56						NORM	
57						NORM	
58						NORM	
59						NORM	
60						NORM	
61						NORM	
62						NORM	
63						NORM	
64						NORM	

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	6		15	
2	4		15	
3	2		15	
4	8		15	
5			15	
6			15	
7			15	
8			15	

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

NY31 Palmyra Rd @ Marsh Rd (CR38)

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	Dwell		
2	ON	RAIL	Dwell		
3	ON	EMERG	Dwell		
4	ON	EMERG	Dwell		
5	ON	EMERG	Dwell		
6	ON	EMERG	Dwell		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr+	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF		
8	OFF		
9	OFF		
10	OFF		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	
Max Seek Dwell Time	

Channel Parameters [1.8.3]

D Conn Mappings	OFF
Pre Invert Rail Input	None

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases	Track Overlaps
1		
2		
3		
4		
5		
6		

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #		
1	Phases	
	Overlaps	
	Peds	
2	Phases	
	Overlaps	
	Peds	
3	Phases	
	Overlaps	
	Peds	
4	Phases	
	Overlaps	
	Peds	
5	Phases	
	Overlaps	
	Peds	
6	Phases	
	Overlaps	
	Peds	

Exit Phases [3.2]

Pre #	Exit Phase
1	
2	
3	
4	
5	
6	

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwell	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Alt# 1 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#.. ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	ON	ON	ON	ON	ON	ON	ON	ON
Soft Recall								
Dual Enrty								
Enabl SimGap	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								

Annual Schedule [4.3]	Month of Year												Day of Week							Date																																Day	Link
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	1	
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
13	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
14	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
15	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
16	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
17	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
18	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
19	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
20	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
21	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
22	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
23	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	
24	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	

Day Plans [4.4]

Day Plan 1

	Hour	Min	Act		Hour	Min	Act
1	0	0	25	9	0	0	0
2	6	30	1	10	0	0	0
3	9	0	25	11	0	0	0
4	15	40	1	12	0	0	0
5	18	0	25	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 2

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 3

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 4

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 5

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 6

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 7

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 8

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 9

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 10

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 11

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 12

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 13

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 14

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Day Plan 15

	Hour	Min	Act		Hour	Min	Act
1	0	0	0	9	0	0	0
2	0	0	0	10	0	0	0
3	0	0	0	11	0	0	0
4	0	0	0	12	0	0	0
5	0	0	0	13	0	0	0
6	0	0	0	14	0	0	0
7	0	0	0	15	0	0	0
8	0	0	0	16	0	0	0

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	Call Inh	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	ON	ON
2	Stop Timing	ON	ON
3	TS1 Cabinet Door		
4	Coordination Failure	ON	ON
5	External Alarm # 1	ON	ON
6	External Alarm # 2	ON	ON
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	ON	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	ON	ON
13	Coord Free Input		
14	Local Flash Input	ON	ON
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	ON	
18	Cycle Failure	ON	
19	Coordination Fault	ON	
20	Controller Fault	ON	ON
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	ON	ON
26	Detector Diagnostic Failure		
27	BIU Detector Failure	ON	ON
28	Queue detector alarm	ON	
29	Ped Detector Fault	ON	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	ON	
49	Preempt 1 Input	ON	
50	Preempt 2 Input	ON	
51	Preempt 3 Input	ON	
52	Preempt 4 Input	ON	
53	Preempt 5 Input	ON	
54	Preempt 6 Input	ON	
55	Preempt 7 Input	ON	
56	Preempt 8 Input	ON	
57	Preempt 9 Input	ON	
58	Preempt 10 Input	ON	
61	In Transition	ON	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø	From	To	From	To	From	To	From	To
1			1							
2			2							
3			3							
4			4							
5			5							
6			6							
7			7							
8			8							

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø	From	To	From	To	From	To	From	To
1			1							
2			2							
3			3							
4			4							
5			5							
6			6							
7			7							
8			8							

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	
TOD Dim Enable	OFF	Cycle Fault Action	Alarm
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	Alarm		
Enable Run Timer	ON		

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø								
Yel (olaps)								

Burgundy Basin Development, Town of Perinton, NY

Documentation of Ambient Traffic Volume Growth

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

PROJECT: **Burgundy Basin Development**
LOCATION: **Town of Perinton, New York**
PEAK HOUR: **AM Peak**

Figure Number:	3	4	5				6	7
		Num of yrs						
		3						

LOCATION NUMBER	INTERSECTION DESCRIPTION	2023 Existing Volumes	2026 Bkgd Vol 0.50%	Burgundy Basin Enter Dist. %	Burgundy Basin Exit Dist. %	Burgundy Basin Trips IN 58	Burgundy Basin Trips OUT 96	Total Site Trips	Full Build Volumes
1	NY-96/ Marsh Rd								
	SR	53	54		20%		19	19	73
	ST	2	2		1%		1	1	3
	SL	68	69		21%		20	20	89
	WR	52	53	21%		12		12	65
	WT	538	546						546
	WL	18	18						18
	NR	13	13						13
	NT			1%					
	NL	1	1						1
	ER	2	2						2
	ET	665	675						675
	EL	41	42	20%		12		12	54
2	Marsh Rd/ Proposed Driveway								
	SR								
	ST								
	SL								
	WR								
	WT	93	94						94
	WL			42%		24		24	24
	NR				42%		40	40	40
	NT								
	NL				58%		56	56	56
	ER			58%		34		34	34
	ET	120	122						122
	EL								
3	Marsh Rd/ Benedict Rd								
	SR	35	36						36
	ST								
	SL	39	40						40
	WR	16	16						16
	WT	77	78		58%		56	56	134
	WL								
	NR								
	NT								
	NL								
	ER	1	1						1
	ET	81	82	58%		34		34	116
	EL	9	9						9

PROJECT: **Burgundy Basin Development**
LOCATION: **Town of Perinton, New York**
PEAK HOUR: **PM Peak**

Figure Number:	3	4	5				6	7
		Num of yrs						
		3						

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

PROJECT DETAILS

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

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	3	1	0		58	96	154
Scenario - 2	PM Peak	3	1	0		108	66	174

Scenario - 1

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

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	20	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	1	4	5
Data Source: Trip Generation Manual, 11th Ed					T = 0.52(X) - 5.70	25%	75%	
220 - Multifamily Housing (Low-Rise) - Not Close	General Urban/Suburban	Dwelling Units	189	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	20	62	82
Data Source: Trip Generation Manual, 11th Ed					T = 0.31(X) + 22.85	24%	76%	
932 - High-Turnover (Sit-Down) Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	7	Weekday, Peak Hour of Adjacent Street Traffic,	Average	37	30	67
Data Source: Trip Generation Manual, 11th Ed					9.57	55%	45%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

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

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
215 - Single-Family Attached Housing	1	4	0	0	1	4
	5		0		5	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	20	62	0	0	20	62
	82		0		82	
932 - High-Turnover (Sit-Down) Restaurant	37	30	0	0	37	30
	67		0		67	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
215 - Single-Family Attached Housing	1	4	5
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	20	62	82
932 - High-Turnover (Sit-Down) Restaurant	37	30	67

RESULTS

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

Scenario - 2

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

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
215 - Single-Family Attached Housing	General Urban/Suburban	Dwelling Units	20	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	5	3	8
Data Source: Trip Generation Manual, 11th Ed					T = 0.60(X) - 3.93	59%	41%	
220 - Multifamily Housing (Low-Rise) - Not Close	General Urban/Suburban	Dwelling Units	189	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	64	38	102
Data Source: Trip Generation Manual, 11th Ed					T = 0.43(X) + 20.55	63%	37%	
932 - High-Turnover (Sit-Down) Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	7	Weekday, Peak Hour of Adjacent Street Traffic,	Average	39	25	64
Data Source: Trip Generation Manual, 11th Ed					9.05	61%	39%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

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

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
215 - Single-Family Attached Housing	5	3	0	0	5	3
	8		0		8	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	64	38	0	0	64	38
	102		0		102	
932 - High-Turnover (Sit-Down) Restaurant	39	25	0	0	39	25
	64		0		64	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
215 - Single-Family Attached Housing	5	3	8
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	64	38	102
932 - High-Turnover (Sit-Down) Restaurant	39	25	64

RESULTS

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

PROJECT DETAILS

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

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	PM Peak	1	1	0		133	52	185

Scenario - 1

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

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
9001 - Banquet/Convention Space [Private]	Others	Seats	1000	Friday, PM Peak Hour of Generator	Best Fit (LOG)	133	52	185
Data Source: Private Data Sets					Ln(T) =0.65Ln(X) + 0.73	72%	28%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
9001 - Banquet/Convention Space [Private]	95	95	1	1	72	28

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
9001 - Banquet/Convention Space [Private]	133	52	7	3	140	55
	185		10		195	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
9001 - Banquet/Convention Space [Private]	133	52	185

RESULTS

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

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

TWO LANE ROADWAY

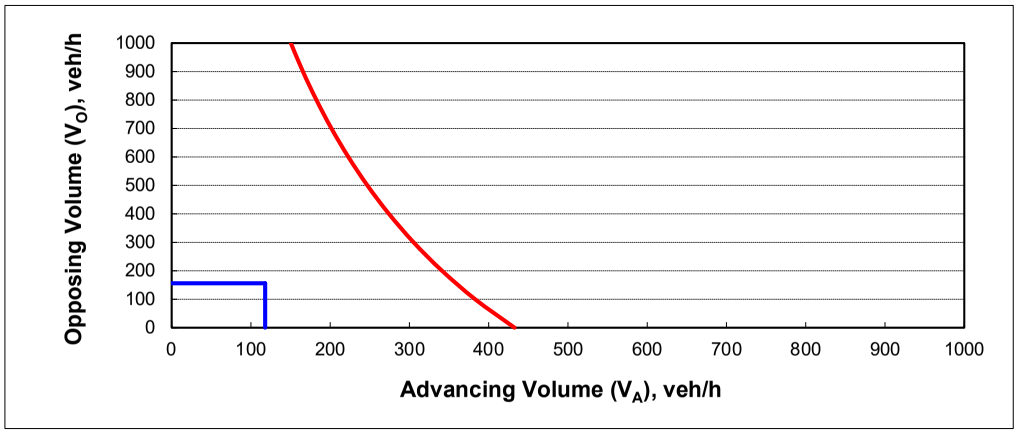
INPUT

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

CALIBRATION CONSTANTS

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

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



OUTPUT

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

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

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	20%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	433	580	488	435	355
100	383	514	432	385	315
200	341	458	385	343	280
300	305	410	344	307	251
400	274	368	309	276	225
500	247	331	278	248	203
600	223	299	251	224	183
700	202	271	227	203	166
800	183	245	206	184	150
900	166	222	187	167	136
1000	150	202	169	151	124

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

TWO LANE ROADWAY

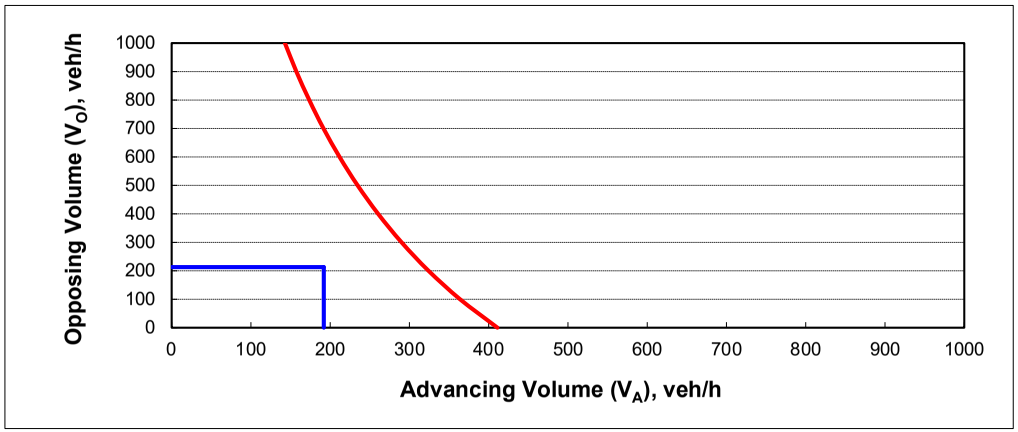
INPUT

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

CALIBRATION CONSTANTS

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

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



OUTPUT

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

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

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	23%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	411	580	488	435	355
100	364	514	432	385	315
200	324	458	385	343	280
300	290	410	344	307	251
400	261	368	309	276	225
500	235	331	278	248	203
600	212	299	251	224	183
700	192	271	227	203	166
800	174	245	206	184	150
900	157	222	187	167	136
1000	143	202	169	151	124

APPENDIX C: LOS CALCULATIONS – EXISTING CONDITIONS

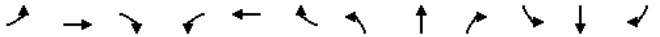
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	665	2	18	538	52	1	0	13	68	2	53
Future Volume (vph)	41	665	2	18	538	52	1	0	13	68	2	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	160		0	0		0	70		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.987				0.850		0.855	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1805	1881	0	1805	1816	0	0	1805	1495	1736	1594	0
Flt Permitted	0.319			0.288				0.715		0.757		
Satd. Flow (perm)	606	1881	0	547	1816	0	0	1358	1495	1383	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6				91		62	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		457			486			148			222	
Travel Time (s)		10.4			11.0			3.4			4.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	0%	0%	3%	6%	0%	0%	8%	4%	0%	2%
Adj. Flow (vph)	48	773	2	21	626	60	1	0	15	79	2	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	775	0	21	686	0	0	1	15	79	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	20.5		10.0	20.5		15.0	15.0	15.0	15.0	15.0	
Total Split (s)	15.0	40.0		15.0	40.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	16.7%	44.4%		16.7%	44.4%		38.9%	38.9%	38.9%	38.9%	38.9%	
Maximum Green (s)	10.0	34.5		10.0	34.5		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5			5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	Max		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	69.6	67.9		68.2	65.7			11.6	11.6	11.6	11.6	
Actuated g/C Ratio	0.77	0.75		0.76	0.73			0.13	0.13	0.13	0.13	
v/c Ratio	0.09	0.55		0.04	0.52			0.01	0.06	0.44	0.25	
Control Delay	3.5	9.5		3.4	9.9			32.0	0.4	43.9	12.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	3.5	9.5		3.4	9.9			32.0	0.4	43.9	12.3	
LOS	A	A		A	A			C	A	D	B	
Approach Delay		9.1			9.7			2.4			29.8	
Approach LOS		A			A			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Plaza Driveway/Marsh Rd & NY-96





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	81	1	0	77	16	0	0	0	39	0	35
Future Volume (vph)	9	81	1	0	77	16	0	0	0	39	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.977						0.936	
Flt Protected		0.995									0.974	
Satd. Flow (prot)	0	1823	0	0	1823	0	0	1900	0	0	1659	0
Flt Permitted		0.995									0.974	
Satd. Flow (perm)	0	1823	0	0	1823	0	0	1900	0	0	1659	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		558			1179			179			475	
Travel Time (s)		10.9			23.0			4.1			10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	4%	0%	0%	1%	6%	0%	0%	0%	3%	0%	6%
Adj. Flow (vph)	10	92	1	0	88	18	0	0	0	44	0	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	0	106	0	0	0	0	0	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	81	1	0	77	16	0	0	0	39	0	35
Future Vol, veh/h	9	81	1	0	77	16	0	0	0	39	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	4	0	0	1	6	0	0	0	3	0	6
Mvmt Flow	10	92	1	0	88	18	0	0	0	44	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	93	0	0	230	219	93	210	210	97
Stage 1	-	-	-	-	-	-	113	113	-	97	97	-
Stage 2	-	-	-	-	-	-	117	106	-	113	113	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.354
Pot Cap-1 Maneuver	1498	-	-	1514	-	-	729	683	970	745	691	948
Stage 1	-	-	-	-	-	-	897	806	-	907	819	-
Stage 2	-	-	-	-	-	-	892	811	-	890	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1498	-	-	1514	-	-	695	678	970	741	686	948
Mov Cap-2 Maneuver	-	-	-	-	-	-	695	678	-	741	686	-
Stage 1	-	-	-	-	-	-	891	800	-	901	819	-
Stage 2	-	-	-	-	-	-	855	811	-	884	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	0	9.9
HCM LOS			A	A

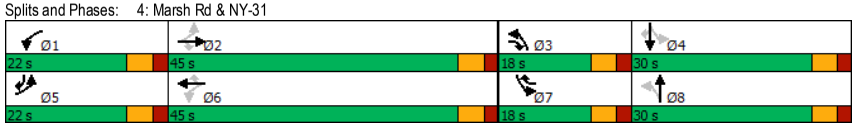
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1498	-	-	1514	-	-	826
HCM Lane V/C Ratio	-	0.007	-	-	-	-	-	0.102
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	326	25	30	578	173	61	72	33	203	67	196
Future Volume (vph)	141	326	25	30	578	173	61	72	33	203	67	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		260	265		250	100		0	265		240
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.953				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1827	1553	1752	1845	1553	1770	1758	0	1736	1863	1568
Flt Permitted	0.108			0.537			0.706			0.438		
Satd. Flow (perm)	194	1827	1553	991	1845	1553	1315	1758	0	800	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			201		18				228
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		686			693			385			575	
Travel Time (s)		10.4			10.5			7.5			11.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	4%	4%	3%	3%	4%	2%	3%	3%	4%	2%	3%
Adj. Flow (vph)	164	379	29	35	672	201	71	84	38	236	78	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	379	29	35	672	201	71	122	0	236	78	228
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	4.0	6.0	15.0	4.0	4.0	10.0		4.0	10.0	6.0
Minimum Split (s)	11.5	20.5	9.5	11.5	20.5	9.5	9.5	15.5		9.5	15.5	11.5
Total Split (s)	22.0	45.0	18.0	22.0	45.0	18.0	18.0	30.0		18.0	30.0	22.0
Total Split (%)	19.1%	39.1%	15.7%	19.1%	39.1%	15.7%	15.7%	26.1%		15.7%	26.1%	19.1%
Maximum Green (s)	16.5	39.5	12.5	16.5	39.5	12.5	12.5	24.5		12.5	24.5	16.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			20.0			22.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	57.1	50.3	63.1	45.7	39.6	57.3	18.8	11.4		28.2	18.5	35.9
Actuated g/C Ratio	0.59	0.52	0.65	0.47	0.41	0.59	0.19	0.12		0.29	0.19	0.37
v/c Ratio	0.55	0.40	0.03	0.07	0.89	0.20	0.25	0.55		0.68	0.22	0.32
Control Delay	19.7	17.5	0.0	10.2	44.3	2.2	28.3	44.9		39.5	38.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	19.7	17.5	0.0	10.2	44.3	2.2	28.3	44.9		39.5	38.5	4.3
LOS	B	B	A	B	D	A	C	D		D	D	A
Approach Delay		17.2			33.7			38.8			24.6	
Approach LOS		B			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 97.2			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 27.6		Intersection LOS: C	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Marsh Rd & NY-31

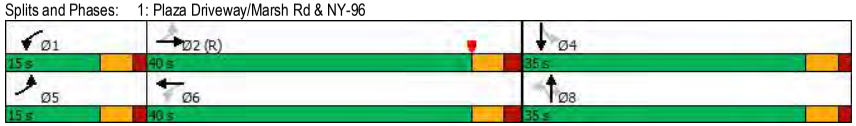


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	712	19	79	714	95	61	12	72	82	14	60
Future Volume (vph)	57	712	19	79	714	95	61	12	72	82	14	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	160		0	0		0	70		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.982				0.850		0.878	
Flt Protected	0.950			0.950				0.960		0.950		
Satd. Flow (prot)	1805	1892	0	1805	1847	0	0	1824	1599	1787	1647	0
Flt Permitted	0.213			0.253				0.706		0.706		
Satd. Flow (perm)	405	1892	0	481	1847	0	0	1341	1599	1328	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			9				91		65	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		457			486			148			222	
Travel Time (s)		10.4			11.0			3.4			4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	0%	1%	1%	7%	0%
Adj. Flow (vph)	61	766	20	85	768	102	66	13	77	88	15	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	786	0	85	870	0	0	79	77	88	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	20.5		10.0	20.5		15.0	15.0	15.0	15.0	15.0	
Total Split (s)	15.0	40.0		15.0	40.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	16.7%	44.4%		16.7%	44.4%		38.9%	38.9%	38.9%	38.9%	38.9%	
Maximum Green (s)	10.0	34.5		10.0	34.5		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5			5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	Max		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	66.3	62.4		67.3	62.9			12.2	12.2	12.2	12.2	
Actuated g/C Ratio	0.74	0.69		0.75	0.70			0.14	0.14	0.14	0.14	
v/c Ratio	0.16	0.60		0.19	0.67			0.43	0.26	0.49	0.29	
Control Delay	4.5	13.2		4.4	14.8			42.6	8.0	44.8	14.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	4.5	13.2		4.4	14.8			42.6	8.0	44.8	14.6	
LOS	A	B		A	B			D	A	D	B	
Approach Delay		12.6			13.9			25.5			30.4	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Plaza Driveway/Marsh Rd & NY-96



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	110	5	3	111	34	1	0	2	38	0	19
Future Volume (vph)	34	110	5	3	111	34	1	0	2	38	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.969			0.910			0.954	
Flt Protected		0.989			0.999			0.984			0.968	
Satd. Flow (prot)	0	1856	0	0	1839	0	0	1701	0	0	1755	0
Flt Permitted		0.989			0.999			0.984			0.968	
Satd. Flow (perm)	0	1856	0	0	1839	0	0	1701	0	0	1755	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		558			1179			179			475	
Travel Time (s)		10.9			23.0			4.1			10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	39	125	6	3	126	39	1	0	2	43	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	168	0	0	3	0	0	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	110	5	3	111	34	1	0	2	38	0	19
Future Vol, veh/h	34	110	5	3	111	34	1	0	2	38	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	39	125	6	3	126	39	1	0	2	43	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	131	0	0	369	377	128	359	361	146
Stage 1	-	-	-	-	-	-	206	206	-	152	152	-
Stage 2	-	-	-	-	-	-	163	171	-	207	209	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1426	-	-	1467	-	-	591	558	927	600	569	906
Stage 1	-	-	-	-	-	-	801	735	-	855	775	-
Stage 2	-	-	-	-	-	-	844	761	-	800	733	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1467	-	-	563	540	927	584	551	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	563	540	-	584	551	-
Stage 1	-	-	-	-	-	-	777	713	-	829	773	-
Stage 2	-	-	-	-	-	-	822	759	-	774	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.2	9.7	11
HCM LOS			A	B

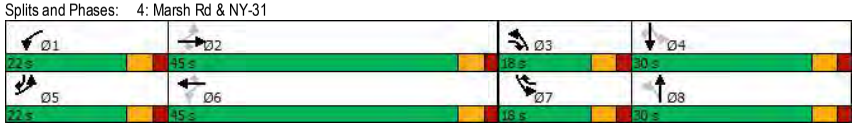
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	763	1426	-	-	1467	-	-	662
HCM Lane V/C Ratio	0.004	0.027	-	-	0.002	-	-	0.098
HCM Control Delay (s)	9.7	7.6	0	-	7.5	0	-	11
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	199	721	53	25	506	190	63	113	47	268	130	202
Future Volume (vph)	199	721	53	25	506	190	63	113	47	268	130	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		260	265		250	100		0	265		240
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.956				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1900	1583	1805	1863	1599	1805	1806	0	1805	1900	1615
Flt Permitted	0.179			0.138			0.669			0.377		
Satd. Flow (perm)	337	1900	1583	262	1863	1599	1271	1806	0	716	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			200		16				213
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		686			693			385			575	
Travel Time (s)		10.4			10.5			7.5			11.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	2%	0%	2%	1%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	209	759	56	26	533	200	66	119	49	282	137	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	759	56	26	533	200	66	168	0	282	137	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	4.0	6.0	15.0	4.0	4.0	10.0		4.0	10.0	6.0
Minimum Split (s)	11.5	20.5	9.5	11.5	20.5	9.5	9.5	15.5		9.5	15.5	11.5
Total Split (s)	22.0	45.0	18.0	22.0	45.0	18.0	18.0	30.0		18.0	30.0	22.0
Total Split (%)	19.1%	39.1%	15.7%	19.1%	39.1%	15.7%	15.7%	26.1%		15.7%	26.1%	19.1%
Maximum Green (s)	16.5	39.5	12.5	16.5	39.5	12.5	12.5	24.5		12.5	24.5	16.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			20.0			22.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	48.5	44.5	56.9	37.8	31.7	49.6	20.0	13.1		30.4	21.0	37.9
Actuated g/C Ratio	0.53	0.49	0.63	0.42	0.35	0.55	0.22	0.14		0.33	0.23	0.42
v/c Ratio	0.58	0.82	0.05	0.12	0.82	0.21	0.21	0.61		0.73	0.31	0.27
Control Delay	18.2	30.2	1.4	12.7	39.7	2.4	24.9	44.7		38.2	35.3	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	18.2	30.2	1.4	12.7	39.7	2.4	24.9	44.7		38.2	35.3	3.9
LOS	B	C	A	B	D	A	C	D		D	D	A
Approach Delay		26.2			28.9			39.1			26.0	
Approach LOS		C			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 90.8			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 28.1		Intersection LOS: C	
Intersection Capacity Utilization 84.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Marsh Rd & NY-31



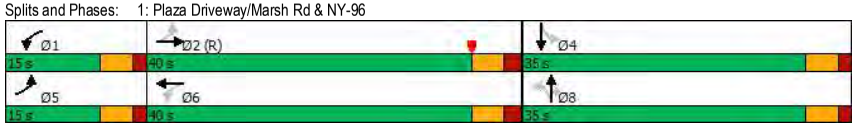
APPENDIX D: LOS CALCULATIONS – BACKGROUND CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	675	2	18	546	53	1	0	13	69	2	54
Future Volume (vph)	42	675	2	18	546	53	1	0	13	69	2	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	160		0	0		0	70		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.987				0.850		0.855	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1805	1881	0	1805	1816	0	0	1805	1495	1736	1594	0
Flt Permitted	0.313			0.281				0.715		0.757		
Satd. Flow (perm)	595	1881	0	534	1816	0	0	1358	1495	1383	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6				91		63	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		457			486			148			222	
Travel Time (s)		10.4			11.0			3.4			4.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	0%	0%	3%	6%	0%	0%	8%	4%	0%	2%
Adj. Flow (vph)	49	785	2	21	635	62	1	0	15	80	2	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	787	0	21	697	0	0	1	15	80	65	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	20.5		10.0	20.5		15.0	15.0	15.0	15.0	15.0	
Total Split (s)	15.0	40.0		15.0	40.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	16.7%	44.4%		16.7%	44.4%		38.9%	38.9%	38.9%	38.9%	38.9%	
Maximum Green (s)	10.0	34.5		10.0	34.5		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5			5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	Max		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	69.6	67.9		68.1	65.7			11.7	11.7	11.7	11.7	
Actuated g/C Ratio	0.77	0.75		0.76	0.73			0.13	0.13	0.13	0.13	
v/c Ratio	0.09	0.56		0.04	0.53			0.01	0.05	0.45	0.25	
Control Delay	3.5	9.7		3.5	10.1			32.0	0.4	43.9	12.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	3.5	9.7		3.5	10.1			32.0	0.4	43.9	12.2	
LOS	A	A		A	B			C	A	D	B	
Approach Delay		9.3			10.0			2.4			29.7	
Approach LOS		A			A			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Plaza Driveway/Marsh Rd & NY-96



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	82	1	0	78	16	0	0	0	40	0	36
Future Volume (vph)	9	82	1	0	78	16	0	0	0	40	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.977						0.936	
Flt Protected		0.995									0.975	
Satd. Flow (prot)	0	1823	0	0	1823	0	0	1900	0	0	1660	0
Flt Permitted		0.995									0.975	
Satd. Flow (perm)	0	1823	0	0	1823	0	0	1900	0	0	1660	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		558			1179			179			475	
Travel Time (s)		10.9			23.0			4.1			10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	4%	0%	0%	1%	6%	0%	0%	0%	3%	0%	6%
Adj. Flow (vph)	10	93	1	0	89	18	0	0	0	45	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	107	0	0	0	0	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	82	1	0	78	16	0	0	0	40	0	36
Future Vol, veh/h	9	82	1	0	78	16	0	0	0	40	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	4	0	0	1	6	0	0	0	3	0	6
Mvmt Flow	10	93	1	0	89	18	0	0	0	45	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	107	0	0	94	0	0	233	221	94	212	212	98
Stage 1	-	-	-	-	-	-	114	114	-	98	98	-
Stage 2	-	-	-	-	-	-	119	107	-	114	114	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.354
Pot Cap-1 Maneuver	1497	-	-	1513	-	-	726	681	968	743	689	947
Stage 1	-	-	-	-	-	-	896	805	-	906	818	-
Stage 2	-	-	-	-	-	-	890	811	-	888	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1497	-	-	1513	-	-	691	676	968	739	684	947
Mov Cap-2 Maneuver	-	-	-	-	-	-	691	676	-	739	684	-
Stage 1	-	-	-	-	-	-	890	799	-	900	818	-
Stage 2	-	-	-	-	-	-	852	811	-	882	799	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	0	9.9
HCM LOS			A	A

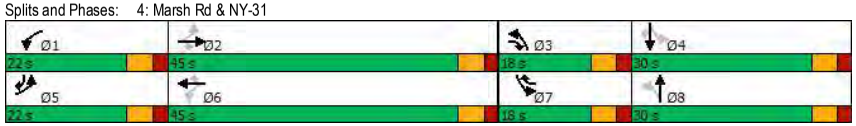
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1497	-	-	1513	-	-	825
HCM Lane V/C Ratio	-	0.007	-	-	-	-	-	0.105
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.9
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	331	25	30	587	176	62	73	33	206	68	199
Future Volume (vph)	143	331	25	30	587	176	62	73	33	206	68	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		260	265		250	100		0	265		240
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.954				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1827	1553	1752	1845	1553	1770	1760	0	1736	1863	1568
Flt Permitted	0.098			0.534			0.706			0.436		
Satd. Flow (perm)	176	1827	1553	985	1845	1553	1315	1760	0	797	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			205		18				231
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		686			693			385			575	
Travel Time (s)		10.4			10.5			7.5			11.2	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	4%	4%	3%	3%	4%	2%	3%	3%	4%	2%	3%
Adj. Flow (vph)	166	385	29	35	683	205	72	85	38	240	79	231
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	385	29	35	683	205	72	123	0	240	79	231
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	4.0	6.0	15.0	4.0	4.0	10.0		4.0	10.0	6.0
Minimum Split (s)	11.5	20.5	9.5	11.5	20.5	9.5	9.5	15.5		9.5	15.5	11.5
Total Split (s)	22.0	45.0	18.0	22.0	45.0	18.0	18.0	30.0		18.0	30.0	22.0
Total Split (%)	19.1%	39.1%	15.7%	19.1%	39.1%	15.7%	15.7%	26.1%		15.7%	26.1%	19.1%
Maximum Green (s)	16.5	39.5	12.5	16.5	39.5	12.5	12.5	24.5		12.5	24.5	16.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			20.0			22.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	57.1	50.3	63.2	45.7	39.6	57.3	18.8	11.5		28.2	18.5	36.0
Actuated g/C Ratio	0.59	0.52	0.65	0.47	0.41	0.59	0.19	0.12		0.29	0.19	0.37
v/c Ratio	0.57	0.41	0.03	0.07	0.91	0.21	0.25	0.55		0.69	0.22	0.32
Control Delay	22.1	17.6	0.0	10.2	46.4	2.1	28.3	45.0		40.3	38.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	22.1	17.6	0.0	10.2	46.4	2.1	28.3	45.0		40.3	38.5	4.3
LOS	C	B	A	B	D	A	C	D		D	D	A
Approach Delay		18.0			35.2			38.8			24.9	
Approach LOS		B			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 97.3			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Marsh Rd & NY-31

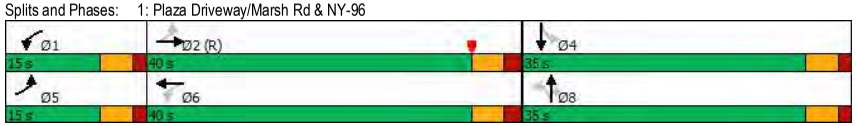


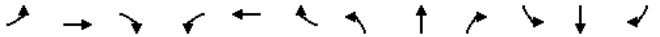
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	723	19	80	725	96	62	12	73	83	14	61
Future Volume (vph)	58	723	19	80	725	96	62	12	73	83	14	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	160		0	0		0	70		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.983				0.850		0.878	
Flt Protected	0.950			0.950				0.960		0.950		
Satd. Flow (prot)	1805	1892	0	1805	1849	0	0	1824	1599	1787	1647	0
Flt Permitted	0.205			0.246				0.705		0.705		
Satd. Flow (perm)	390	1892	0	467	1849	0	0	1340	1599	1326	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			9				91		66	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		457			486			148			222	
Travel Time (s)		10.4			11.0			3.4			4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	0%	1%	1%	7%	0%
Adj. Flow (vph)	62	777	20	86	780	103	67	13	78	89	15	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	797	0	86	883	0	0	80	78	89	81	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	20.5		10.0	20.5		15.0	15.0	15.0	15.0	15.0	
Total Split (s)	15.0	40.0		15.0	40.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	16.7%	44.4%		16.7%	44.4%		38.9%	38.9%	38.9%	38.9%	38.9%	
Maximum Green (s)	10.0	34.5		10.0	34.5		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5			5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	Max		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	66.2	62.3		67.2	62.8			12.3	12.3	12.3	12.3	
Actuated g/C Ratio	0.74	0.69		0.75	0.70			0.14	0.14	0.14	0.14	
v/c Ratio	0.17	0.61		0.20	0.68			0.44	0.26	0.49	0.29	
Control Delay	4.6	13.5		4.5	15.2			42.6	8.2	44.9	14.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	4.6	13.5		4.5	15.2			42.6	8.2	44.9	14.4	
LOS	A	B		A	B			D	A	D	B	
Approach Delay		12.8			14.3			25.6			30.4	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Plaza Driveway/Marsh Rd & NY-96





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	112	5	3	113	35	1	0	2	39	0	19
Future Volume (vph)	35	112	5	3	113	35	1	0	2	39	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.968			0.910			0.955	
Flt Protected		0.989			0.999			0.984			0.968	
Satd. Flow (prot)	0	1856	0	0	1837	0	0	1701	0	0	1756	0
Flt Permitted		0.989			0.999			0.984			0.968	
Satd. Flow (perm)	0	1856	0	0	1837	0	0	1701	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		558			1179			179			475	
Travel Time (s)		10.9			23.0			4.1			10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	40	127	6	3	128	40	1	0	2	44	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	171	0	0	3	0	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	112	5	3	113	35	1	0	2	39	0	19
Future Vol, veh/h	35	112	5	3	113	35	1	0	2	39	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	127	6	3	128	40	1	0	2	44	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	133	0	0	375	384	130	365	367	148
Stage 1	-	-	-	-	-	-	210	210	-	154	154	-
Stage 2	-	-	-	-	-	-	165	174	-	211	213	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1422	-	-	1464	-	-	586	553	925	595	565	904
Stage 1	-	-	-	-	-	-	797	732	-	853	774	-
Stage 2	-	-	-	-	-	-	842	759	-	796	730	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1422	-	-	1464	-	-	558	535	925	579	547	904
Mov Cap-2 Maneuver	-	-	-	-	-	-	558	535	-	579	547	-
Stage 1	-	-	-	-	-	-	773	710	-	827	772	-
Stage 2	-	-	-	-	-	-	820	757	-	770	708	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.1	9.8	11.1
HCM LOS			A	B

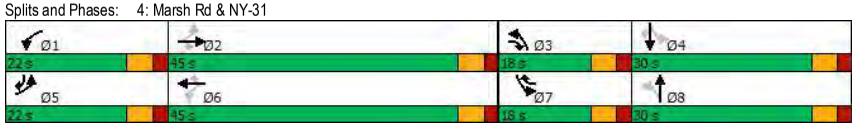
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	759	1422	-	-	1464	-	-	656
HCM Lane V/C Ratio	0.004	0.028	-	-	0.002	-	-	0.1
HCM Control Delay (s)	9.8	7.6	0	-	7.5	0	-	11.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	732	54	25	514	193	64	115	48	272	132	205
Future Volume (vph)	202	732	54	25	514	193	64	115	48	272	132	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		260	265		250	100		0	265		240
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.956				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1900	1583	1805	1863	1599	1805	1806	0	1805	1900	1615
Flt Permitted	0.172			0.130			0.668			0.370		
Satd. Flow (perm)	324	1900	1583	247	1863	1599	1269	1806	0	703	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			203		17				216
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		686			693			385			575	
Travel Time (s)		10.4			10.5			7.5			11.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	2%	0%	2%	1%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	213	771	57	26	541	203	67	121	51	286	139	216
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	771	57	26	541	203	67	172	0	286	139	216
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	4.0	6.0	15.0	4.0	4.0	10.0		4.0	10.0	6.0
Minimum Split (s)	11.5	20.5	9.5	11.5	20.5	9.5	9.5	15.5		9.5	15.5	11.5
Total Split (s)	22.0	45.0	18.0	22.0	45.0	18.0	18.0	30.0		18.0	30.0	22.0
Total Split (%)	19.1%	39.1%	15.7%	19.1%	39.1%	15.7%	15.7%	26.1%		15.7%	26.1%	19.1%
Maximum Green (s)	16.5	39.5	12.5	16.5	39.5	12.5	12.5	24.5		12.5	24.5	16.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			20.0			22.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	49.4	45.3	57.9	38.5	32.3	50.3	20.3	13.3		30.6	21.2	38.3
Actuated g/C Ratio	0.54	0.49	0.63	0.42	0.35	0.55	0.22	0.14		0.33	0.23	0.42
v/c Ratio	0.60	0.82	0.06	0.13	0.83	0.21	0.21	0.62		0.75	0.32	0.27
Control Delay	18.7	30.7	1.5	12.8	40.3	2.4	25.2	45.3		40.0	35.8	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	18.7	30.7	1.5	12.8	40.3	2.4	25.2	45.3		40.0	35.8	3.9
LOS	B	C	A	B	D	A	C	D		D	D	A
Approach Delay		26.6			29.4			39.7			26.9	
Approach LOS		C			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 91.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 85.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Marsh Rd & NY-31



APPENDIX E: LOS CALCULATIONS – FULL BUILD CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	675	2	18	546	65	1	0	13	89	3	73
Future Volume (vph)	54	675	2	18	546	65	1	0	13	89	3	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	160		0	0		0	70		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.984				0.850		0.855	
Flt Protected	0.950			0.950				0.950		0.950		
Satd. Flow (prot)	1805	1881	0	1805	1810	0	0	1805	1495	1736	1594	0
Flt Permitted	0.274			0.267				0.700		0.757		
Satd. Flow (perm)	521	1881	0	507	1810	0	0	1330	1495	1383	1594	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8				91		85	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		457			486			148			222	
Travel Time (s)		10.4			11.0			3.4			4.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	1%	0%	0%	3%	6%	0%	0%	8%	4%	0%	2%
Adj. Flow (vph)	63	785	2	21	635	76	1	0	15	103	3	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	787	0	21	711	0	0	1	15	103	88	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	20.5		10.0	20.5		15.0	15.0	15.0	15.0	15.0	
Total Split (s)	15.0	40.0		15.0	40.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	16.7%	44.4%		16.7%	44.4%		38.9%	38.9%	38.9%	38.9%	38.9%	
Maximum Green (s)	10.0	34.5		10.0	34.5		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5			5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	Max		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	65.6	62.7		62.9	58.3			12.7	12.7	12.7	12.7	
Actuated g/C Ratio	0.73	0.70		0.70	0.65			0.14	0.14	0.14	0.14	
v/c Ratio	0.14	0.60		0.05	0.61			0.01	0.05	0.53	0.30	
Control Delay	4.3	11.5		4.1	13.4			31.0	0.3	45.2	10.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	4.3	11.5		4.1	13.4			31.0	0.3	45.2	10.8	
LOS	A	B		A	B			C	A	D	B	
Approach Delay		11.0			13.1			2.2			29.3	
Approach LOS		B			B			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 10 (11%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Plaza Driveway/Marsh Rd & NY-96



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	122	34	24	94	56	40
Future Volume (vph)	122	34	24	94	56	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971				0.944	
Flt Protected				0.990	0.972	
Satd. Flow (prot)	1781	0	0	1859	1709	0
Flt Permitted				0.990	0.972	
Satd. Flow (perm)	1781	0	0	1859	1709	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	893			286	158	
Travel Time (s)	20.3			6.5	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	1%	2%	2%
Adj. Flow (vph)	133	37	26	102	61	43
Shared Lane Traffic (%)						
Lane Group Flow (vph)	170	0	0	128	104	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	34	24	94	56	40
Future Vol, veh/h	122	34	24	94	56	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	2	2	1	2	2
Mvmt Flow	133	37	26	102	61	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	170	0	306	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1407	-	686	894
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1407	-	672	894
Mov Cap-2 Maneuver	-	-	-	-	672	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	750	-	-	1407	-
HCM Lane V/C Ratio	0.139	-	-	0.019	-
HCM Control Delay (s)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	116	1	0	134	16	0	0	0	40	0	36
Future Volume (vph)	9	116	1	0	134	16	0	0	0	40	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.986						0.936	
Flt Protected		0.997									0.975	
Satd. Flow (prot)	0	1825	0	0	1845	0	0	1900	0	0	1660	0
Flt Permitted		0.997									0.975	
Satd. Flow (perm)	0	1825	0	0	1845	0	0	1900	0	0	1660	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		558			893			179			475	
Travel Time (s)		10.9			17.4			4.1			10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	4%	0%	0%	1%	6%	0%	0%	0%	3%	0%	6%
Adj. Flow (vph)	10	132	1	0	152	18	0	0	0	45	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	170	0	0	0	0	0	86	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	116	1	0	134	16	0	0	0	40	0	36
Future Vol, veh/h	9	116	1	0	134	16	0	0	0	40	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	4	0	0	1	6	0	0	0	3	0	6
Mvmt Flow	10	132	1	0	152	18	0	0	0	45	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	170	0	0	133	0	0	335	323	133	314	314	161
Stage 1	-	-	-	-	-	-	153	153	-	161	161	-
Stage 2	-	-	-	-	-	-	182	170	-	153	153	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.354
Pot Cap-1 Maneuver	1420	-	-	1464	-	-	622	598	922	637	605	874
Stage 1	-	-	-	-	-	-	854	775	-	839	769	-
Stage 2	-	-	-	-	-	-	824	762	-	847	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1464	-	-	589	593	922	633	600	874
Mov Cap-2 Maneuver	-	-	-	-	-	-	589	593	-	633	600	-
Stage 1	-	-	-	-	-	-	847	769	-	832	769	-
Stage 2	-	-	-	-	-	-	785	762	-	840	769	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	0	10.6
HCM LOS			A	B

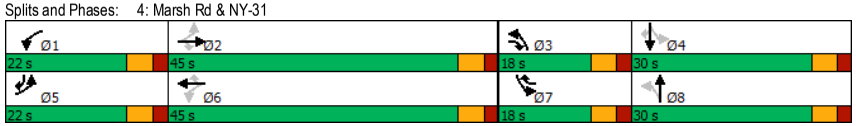
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1420	-	-	1464	-	-	728
HCM Lane V/C Ratio	-	0.007	-	-	-	-	-	0.119
HCM Control Delay (s)	0	7.6	0	-	0	-	-	10.6
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	331	37	44	587	176	82	86	56	206	76	199
Future Volume (vph)	143	331	37	44	587	176	82	86	56	206	76	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		260	265		250	100		0	265		240
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.941				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	1827	1553	1752	1845	1553	1770	1736	0	1736	1863	1568
Flt Permitted	0.086			0.504			0.700			0.373		
Satd. Flow (perm)	154	1827	1553	930	1845	1553	1304	1736	0	681	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			205		26				225
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		594			557			318			550	
Travel Time (s)		13.5			12.7			7.2			12.5	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	6%	4%	4%	3%	3%	4%	2%	3%	3%	4%	2%	3%
Adj. Flow (vph)	166	385	43	51	683	205	95	100	65	240	88	231
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	385	43	51	683	205	95	165	0	240	88	231
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	4.0	6.0	15.0	4.0	4.0	10.0		4.0	10.0	6.0
Minimum Split (s)	11.5	20.5	9.5	11.5	20.5	9.5	9.5	15.5		9.5	15.5	11.5
Total Split (s)	22.0	45.0	18.0	22.0	45.0	18.0	18.0	30.0		18.0	30.0	22.0
Total Split (%)	19.1%	39.1%	15.7%	19.1%	39.1%	15.7%	15.7%	26.1%		15.7%	26.1%	19.1%
Maximum Green (s)	16.5	39.5	12.5	16.5	39.5	12.5	12.5	24.5		12.5	24.5	16.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			20.0			22.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	56.7	47.7	61.6	46.0	39.7	57.4	21.4	13.0		29.1	19.3	36.7
Actuated g/C Ratio	0.57	0.48	0.62	0.47	0.40	0.58	0.22	0.13		0.29	0.20	0.37
v/c Ratio	0.61	0.44	0.04	0.11	0.92	0.21	0.30	0.66		0.73	0.24	0.32
Control Delay	27.0	20.3	0.7	11.3	49.4	2.3	28.2	47.7		42.5	38.9	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	27.0	20.3	0.7	11.3	49.4	2.3	28.2	47.7		42.5	38.9	4.7
LOS	C	C	A	B	D	A	C	D		D	D	A
Approach Delay		20.7			37.1			40.6			26.3	
Approach LOS		C			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 98.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 30.8		Intersection LOS: C	
Intersection Capacity Utilization 76.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Marsh Rd & NY-31

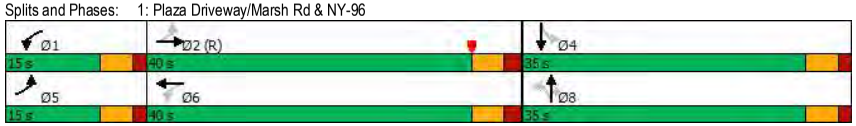


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	723	19	80	725	119	62	13	73	97	15	74
Future Volume (vph)	79	723	19	80	725	119	62	13	73	97	15	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	160		0	0		0	70		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.979				0.850		0.875	
Flt Protected	0.950			0.950				0.960		0.950		
Satd. Flow (prot)	1805	1892	0	1805	1842	0	0	1824	1599	1787	1643	0
Flt Permitted	0.164			0.227				0.698		0.704		
Satd. Flow (perm)	312	1892	0	431	1842	0	0	1326	1599	1324	1643	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			11				91		80	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		457			486			148			222	
Travel Time (s)		10.4			11.0			3.4			4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	0%	1%	1%	7%	0%
Adj. Flow (vph)	85	777	20	86	780	128	67	14	78	104	16	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	797	0	86	908	0	0	81	78	104	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	10.0	20.5		10.0	20.5		15.0	15.0	15.0	15.0	15.0	
Total Split (s)	15.0	40.0		15.0	40.0		35.0	35.0	35.0	35.0	35.0	
Total Split (%)	16.7%	44.4%		16.7%	44.4%		38.9%	38.9%	38.9%	38.9%	38.9%	
Maximum Green (s)	10.0	34.5		10.0	34.5		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.5		5.0	5.5			5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	Max		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	62.7	57.4		63.1	57.6			13.1	13.1	13.1	13.1	
Actuated g/C Ratio	0.70	0.64		0.70	0.64			0.15	0.15	0.15	0.15	
v/c Ratio	0.27	0.66		0.22	0.77			0.42	0.25	0.54	0.31	
Control Delay	6.1	15.5		5.2	19.2			40.9	7.8	45.7	13.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	6.1	15.5		5.2	19.2			40.9	7.8	45.7	13.1	
LOS	A	B		A	B			D	A	D	B	
Approach Delay		14.6			18.0			24.7			30.1	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Plaza Driveway/Marsh Rd & NY-96



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	150	63	45	147	38	28
Future Volume (vph)	150	63	45	147	38	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.943	
Flt Protected				0.988	0.972	
Satd. Flow (prot)	1801	0	0	1868	1707	0
Flt Permitted				0.988	0.972	
Satd. Flow (perm)	1801	0	0	1868	1707	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	893			286	158	
Travel Time (s)	17.4			5.6	3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	2%	2%	0%	2%	2%
Adj. Flow (vph)	163	68	49	160	41	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	231	0	0	209	71	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	63	45	147	38	28
Future Vol, veh/h	150	63	45	147	38	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	2	0	2	2
Mvmt Flow	163	68	49	160	41	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	231	0	455	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1337	-	563	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1337	-	540	844
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	-	-	1337	-
HCM Lane V/C Ratio	0.113	-	-	0.037	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	175	5	3	151	35	1	0	2	39	0	19
Future Volume (vph)	35	175	5	3	151	35	1	0	2	39	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.975			0.910			0.955	
Flt Protected		0.992			0.999			0.984			0.968	
Satd. Flow (prot)	0	1864	0	0	1851	0	0	1701	0	0	1756	0
Flt Permitted		0.992			0.999			0.984			0.968	
Satd. Flow (perm)	0	1864	0	0	1851	0	0	1701	0	0	1756	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		558			893			179			475	
Travel Time (s)		10.9			17.4			4.1			10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	40	199	6	3	172	40	1	0	2	44	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	245	0	0	215	0	0	3	0	0	66	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	175	5	3	151	35	1	0	2	39	0	19
Future Vol, veh/h	35	175	5	3	151	35	1	0	2	39	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	199	6	3	172	40	1	0	2	44	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	205	0	0	491	500	202	481	483	192
Stage 1	-	-	-	-	-	-	282	282	-	198	198	-
Stage 2	-	-	-	-	-	-	209	218	-	283	285	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1370	-	-	1378	-	-	491	476	844	499	486	855
Stage 1	-	-	-	-	-	-	729	681	-	808	741	-
Stage 2	-	-	-	-	-	-	798	726	-	728	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1378	-	-	466	459	844	485	469	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	466	459	-	485	469	-
Stage 1	-	-	-	-	-	-	705	659	-	781	740	-
Stage 2	-	-	-	-	-	-	776	725	-	702	657	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	10.5	12.2
HCM LOS			B	B

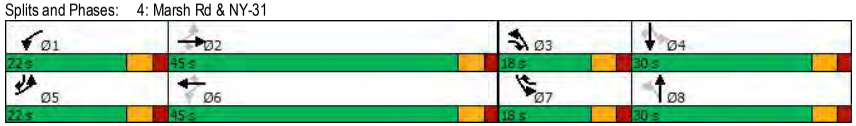
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	664	1370	-	-	1378	-	-	565
HCM Lane V/C Ratio	0.005	0.029	-	-	0.002	-	-	0.117
HCM Control Delay (s)	10.5	7.7	0	-	7.6	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	732	77	51	514	193	78	126	64	272	146	205
Future Volume (vph)	202	732	77	51	514	193	78	126	64	272	146	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		260	265		250	100		0	265		240
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.950				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1900	1583	1805	1863	1599	1805	1793	0	1805	1900	1615
Flt Permitted	0.174			0.108			0.659			0.331		
Satd. Flow (perm)	327	1900	1583	205	1863	1599	1252	1793	0	629	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			203		20				216
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		594			557			318			550	
Travel Time (s)		9.0			8.4			6.2			10.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	2%	0%	2%	1%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	213	771	81	54	541	203	82	133	67	286	154	216
Shared Lane Traffic (%)												
Lane Group Flow (vph)	213	771	81	54	541	203	82	200	0	286	154	216
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	3	1	6	7	3	8		7	4	5
Switch Phase												
Minimum Initial (s)	6.0	15.0	4.0	6.0	15.0	4.0	4.0	10.0		4.0	10.0	6.0
Minimum Split (s)	11.5	20.5	9.5	11.5	20.5	9.5	9.5	15.5		9.5	15.5	11.5
Total Split (s)	22.0	45.0	18.0	22.0	45.0	18.0	18.0	30.0		18.0	30.0	22.0
Total Split (%)	19.1%	39.1%	15.7%	19.1%	39.1%	15.7%	15.7%	26.1%		15.7%	26.1%	19.1%
Maximum Green (s)	16.5	39.5	12.5	16.5	39.5	12.5	12.5	24.5		12.5	24.5	16.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		19.0			20.0			22.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	51.5	43.0	56.1	42.0	35.5	53.5	22.3	14.7		31.7	22.2	38.9
Actuated g/C Ratio	0.54	0.45	0.58	0.44	0.37	0.56	0.23	0.15		0.33	0.23	0.40
v/c Ratio	0.62	0.91	0.08	0.27	0.79	0.21	0.25	0.69		0.80	0.35	0.28
Control Delay	20.1	42.6	3.0	15.8	37.8	2.5	26.0	48.5		45.3	37.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	20.1	42.6	3.0	15.8	37.8	2.5	26.0	48.5		45.3	37.4	3.9
LOS	C	D	A	B	D	A	C	D		D	D	A
Approach Delay		35.1			27.3			41.9			29.8	
Approach LOS		D			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 96.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 32.3		Intersection LOS: C	
Intersection Capacity Utilization 87.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Marsh Rd & NY-31



Geotechnical Engineering Report

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

Prepared for:
Taylor, The Builders
Penfield, NY

Prepared by:
Terracon Consultants-NY, Inc.
Buffalo, New York

Draft

July 29, 2021

Taylor, The Builders
2570 Baird Road
Penfield, NY 14526

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

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

Dear Mr. Schuler:

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

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

Sincerely,
Terracon Consultants-NY, Inc.

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

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

Draft

REPORT TOPICS

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

ATTACHMENTS

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

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

Draft

Geotechnical Engineering Report

Burgundy Basin Redevelopment

1361 Marsh Road

Town of Perinton, Monroe County, New York

Terracon Project No. J5195239

July 29, 2021

Draft

INTRODUCTION

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

- Subsurface soil conditions
- Groundwater conditions
- Site preparation and earthwork
- Excavation considerations
- Dewatering considerations
- Foundation design and construction
- Floor slab design and construction
- Seismic site classification per IBC
- Frost considerations
- Pavement design and construction

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

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

SITE CONDITIONS

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

Item	Description
Parcel Information	The project is located at 1361 Marsh Road in Town of Perinton, Monroe County, New York. The center of the site is located at approximately Latitude 43.0638° N and Longitude 77.4810° W. The orange line in the aerial image below shows the limits of the project site.  See also **Site Location**
Existing Improvements	Existing buildings, parking and drive areas, sidewalks and grass areas.
Current Ground Cover	Trees and grass areas, asphalt paved parking lot, gravel lot
Existing Topography (from plan dated September 16, 2020)	The ground generally slopes down toward the west with ground surface elevations (EL.) ranging from about El. 428 feet in proximity to the southwestern corner of the site to about El. 464 feet within the eastern portion of the site.
Geology[1]	The project is located within the Ontario Lowlands physiographic province. Geological maps indicate surficial soils at the project site to consist of kame moraine deposits (mixtures of sand and gravel with cobbles and boulders) underlain by sedimentary shale bedrock of the Vernon Formation) or limestone bedrock of the Lockport Group.

1. References: Fisher, D.W., Isachsen, Y.W., and Rickard, L.V., 1970, Geologic Map of New York State, consisting of 5 sheets: Niagara, Finger Lakes, Hudson-Mohawk, Adirondack, and Lower Hudson, New York State Museum and Science Service, Map and Chart Series No. 15, scale 1: 250,000.

PROJECT DESCRIPTION

Our understanding of the project conditions is as follows:

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

1. Please contact our office if structural loads are significantly higher than the loads reported above.

GEOTECHNICAL CHARACTERIZATION

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

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

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

Model Layer	Layer Name[1]	General Description
1	**Surface**	Topsoil or Asphalt
2	**Fill**	Mixtures of Silt, Sand and Gravel; trace concrete; trace organics; brown, gray, reddish brown
3	**Native Soil**	Mixtures of Sand, Silt and Gravel (SP, SM, SW); trace clay; reddish brown, brown, brown gray; very loose to medium dense

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

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

Groundwater Conditions

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

WATER LEVEL OBSERVATIONS		
Boring No.	**While Drilling (feet)**	
	Depth	**Elevation**
B-1	18	412
B-2	18	412
B-3	18	412
B-4	18	411
B-5	23	406
B-6	23	410
B-7	23	415
B-8	Not Encountered	
B-9	Not Encountered	

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WATER LEVEL OBSERVATIONS		
Boring No.	**While Drilling (feet)**	
	Depth	**Elevation**
B-10	Not Encountered	
B-11	Not Encountered	
Please note that borings B-8 to B-11 terminated at elevations ranging from about 419 to 432 feet.		

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

GEOTECHNICAL OVERVIEW

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

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

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

- To reduce potential subgrade stabilization issues, effective site drainage should be completed early in the construction sequence. These features may include perimeter swales and sloped subgrade surfaces. Also, if possible, the earthwork operations should be performed during the warmer and drier times of the year. Performing the earthwork operations during the area's wet spring and winter months will increase the risk of development of unstable subgrade conditions and the need for remediation.

- Consideration may be given to the reuse of excavated site soils for general grade increases, once cleansed of any oversize particles, unsuitable debris or organics, and subject to the approval of the Geotechnical Engineer based upon the conditions encountered at the time of construction. If construction is performed during the wet season, it is possible the moisture content of the excavated soils is in excess of the optimum moisture content required to achieve proper compaction, and that proper compaction of the on-site soils may be very difficult to achieve. Saturated soils which cannot achieve compaction should be removed or used in non-structural areas where significant post construction settlement is acceptable. The contractor is ultimately responsible for moisture conditioning of fill/backfill materials to achieve proper compaction. Project plans and budgeting should include an imported granular material for this purpose.

- Any permanent cuts or embankment fills should be sloped no steeper than one vertical on three horizontal (1V:3H). Steeper slopes may be considered subject to review on a case-by-case basis. The allowable configuration of steeper slopes will be dependent on location specific conditions, overall slope height and other factors. All slopes should be vegetated and protected against erosion. Cut slopes may require stone slope protection in places if chronic seepage is encountered.

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

EARTHWORK

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

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

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

Site Preparation

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

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

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

Bulk Cut and Fill Considerations

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

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

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

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

Fill Material Types

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

IMPORTED STRUCTURAL FILL

Sieve Size	Percent Finer
3”	100
¼”	30 to 75
No. 40	5 to 40
No. 200	0 to 10

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

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

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

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

Fill Compaction Requirements

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

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

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

Utility Trench Backfill

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

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

Grading and Drainage

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

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

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

Earthwork Construction Considerations

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

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

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

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

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

Construction Observation and Testing

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

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

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

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

SHALLOW FOUNDATIONS

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

Design Parameters – Compressive Loads

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

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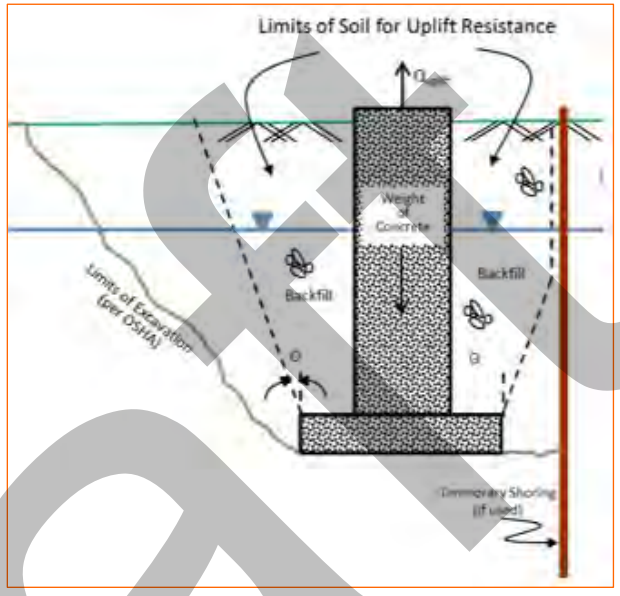
Item	Description
Minimum Foundation Dimensions	Columns: 30 inches Continuous: 18 inches
Ultimate Passive Resistance [4] **(equivalent fluid pressures)**	390 pcf (compacted Structural Fill)
Ultimate Coefficient of Sliding Friction [5]	0.45 (Footing on compacted Structural Fill)
Minimum Embedment below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

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

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Design Parameters - Uplift Loads

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



Foundation Construction Considerations

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

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

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

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SEISMIC CONSIDERATIONS

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

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

FLOOR SLABS

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

Floor Slab Design Parameters

Item	Description
Floor Slab Support [1]	Minimum 12 inches of Aggregate Base material compacted to at least 95% of Modified Proctor (ASTM D 1557) placed directly upon proofrolled stable on-site subgrade soils.
Estimated Modulus of Subgrade Reaction [2]	100 pounds per square inch per inch (psi/in) for point loads

1. Floor slabs should be structurally independent of building footings or walls to reduce the possibility of floor slab cracking caused by differential movements between the slab and foundation.
2. Modulus of subgrade reaction is an estimated value based upon our experience with the subgrade condition, the requirements noted in **Earthwork**, and the floor slab support as noted in this table. It is provided for point loads. For large area loads the modulus of subgrade reaction would be lower.

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

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

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

Floor Slab Construction Considerations

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

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

PAVEMENTS

General Pavement Comments

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

Pavement Design Parameters

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

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

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

Pavement Section Thicknesses

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

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

Asphaltic Concrete Design		
Layer	**Thickness (inches)**	
	Light Duty [1]	**Heavy Duty** [1]
Asphalt Top Course [2]	1.5	1.5
Asphalt Binder Course [2]	2.5	3.5
Aggregate Base Course [2]	9.0	9.0

1. See **Project Description** for more specifics regarding pavement type.
2. All materials should meet the current NYSDOT Department of Transportation (NYSDOT) Standard Specifications.
   - Asphalt Top Course – NYSDOT Standard Specification Section 402 for Type 12.5 mm
   - Asphalt Binder Course – NYSDOT Standard Specifications for Type 19 mm Binder Course
   - Aggregate Base Course – NYSDOT Standard Specifications for Type 2 Subbase Course, Item No. 304.12

Portland Cement Concrete Design		
Layer	**Thickness (inches)**	
	Light Duty [2,3]	**Heavy Duty** [2,3,4]
PCC [1]	6.0	8.0
Aggregate Base [1]	9.0	9.0

1. All materials should meet the current State, County, and City Department of Transportation (NYSDOT) Standard Specifications for Highway and Bridge Construction.
   - The concrete should be air entrained and have a minimum compressive strength of 4,000 psi after 28 days of laboratory curing per ASTM C-31. Refer to NYSDOT Section 501 – Portland Cement Concrete for material specifications.
   - Aggregate Base Course, NYSDOT Section 304 for Type 2 Subbase Course, Item No. 304.12
2. Proper joint spacing will be required to prevent excessive slab curling and shrinkage cracking. Joints should be sealed to prevent entry of foreign material and doweled where necessary for load transfer.

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Portland Cement Concrete Design		
Layer	Thickness (inches)	
	Light Duty [2,3]	Heavy Duty [2,3,4]

3. Where practical, we recommend early-entry cutting of crack-control joints in PCC pavements. Cutting of the concrete in its "green" state typically reduces the potential for micro-cracking of the pavements prior to the crack control joints being formed, compared to cutting the joints after the concrete has fully set. Micro-cracking of pavements may lead to crack formation in locations other than the sawed joints, and/or reduction of fatigue life of the pavement.
4. In areas of anticipated heavy traffic, fire trucks, delivery trucks, or concentrated loads (e.g. dumpster pads), and areas with repeated turning or maneuvering of heavy vehicles.

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

Temporary Construction Access Roadways

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

Pavement Drainage

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

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

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

Pavement Maintenance

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

FROST CONSIDERATIONS

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

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GENERAL COMMENTS

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

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

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

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

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FIGURES

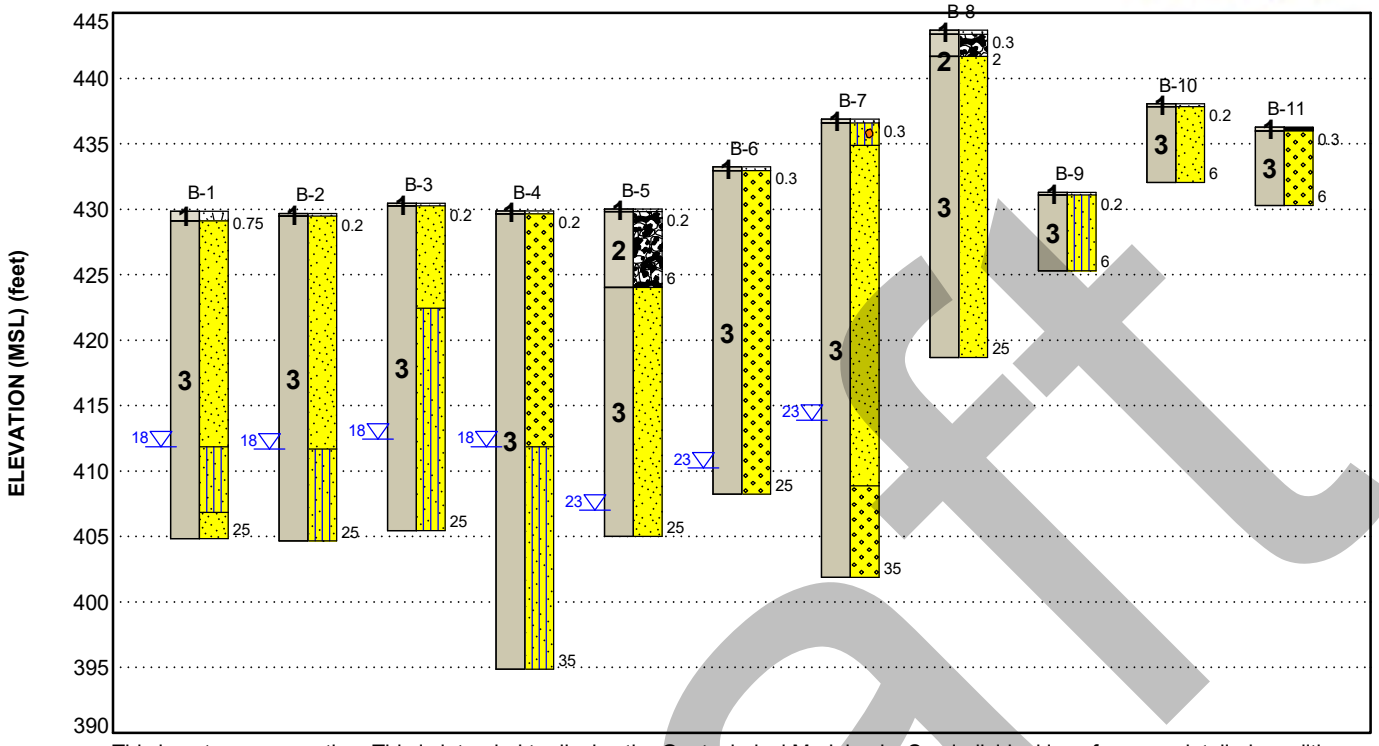
Contents:

GeoModel (2 pages)

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GEOMODEL

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



This is not a cross section. This is intended to display the Geotechnical Model only. See individual logs for more detailed conditions.

Model Layer	Layer Name	General Description
1	Surface	Topsoil or Asphalt
2	Fill	Mixutres of Silt, Sand and Gravel; trace concrete; trace organics; brown, gray, reddish brown
3	Native Soil	Mixtures of Sand, Silt and Gravel (SP, SM, SW); trace clay; reddish brown, brown, brown gray; very loose to medium dense

LEGEND

- Topsoil
- Poorly-graded Sand
- Silty Sand
- Well-graded Sand
- Fill
- Silty Sand with Gravel
- Asphalt

▽ First Water Observation

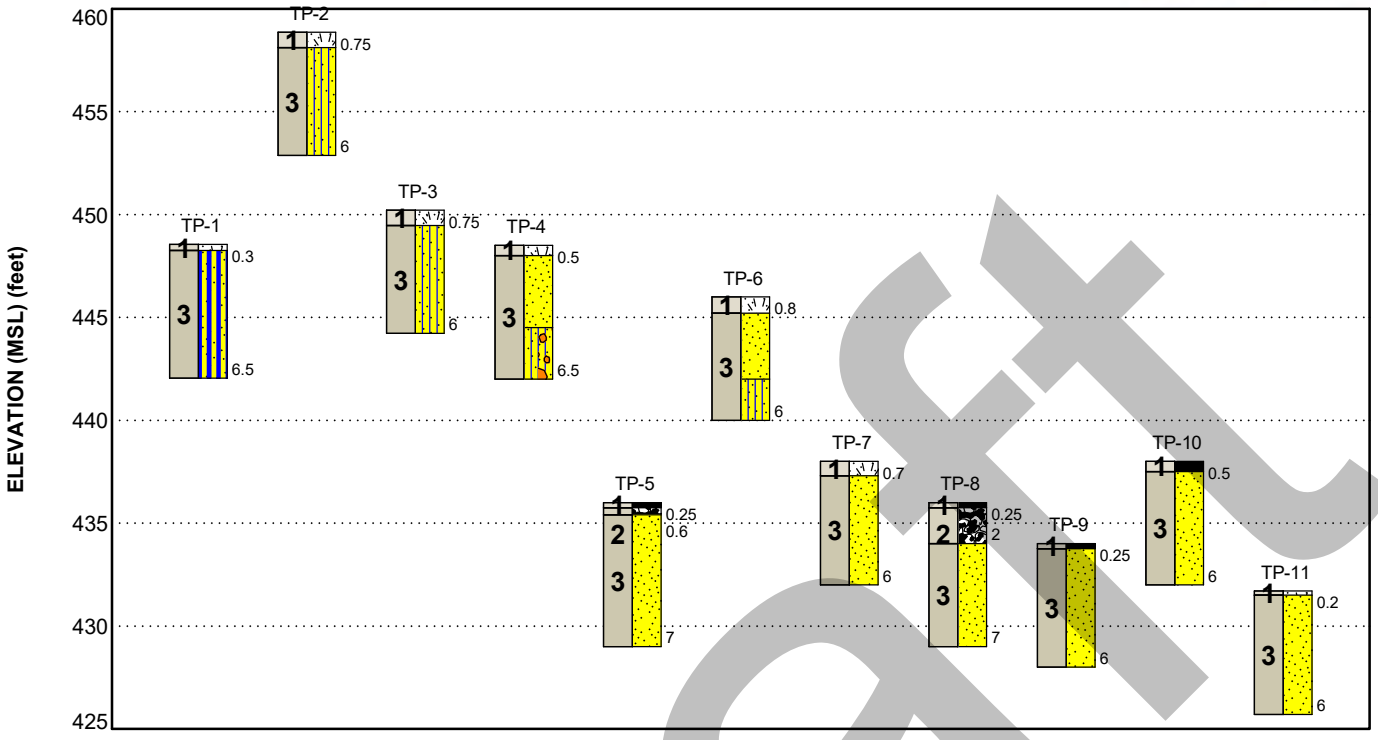
Groundwater levels are temporal. The levels shown are representative of the date and time of our exploration. Significant changes are possible over time. Water levels shown are as measured during and/or after drilling. In some cases, boring advancement methods mask the presence/absence of groundwater. See individual logs for details.

NOTES:
Layering shown on this figure has been developed by the geotechnical engineer for purposes of modeling the subsurface conditions as required for the subsequent geotechnical engineering for this project. Numbers adjacent to soil column indicate depth below ground surface.

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GEOMODEL

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



This is not a cross section. This is intended to display the Geotechnical Model only. See individual logs for more detailed conditions.

Model Layer	Layer Name	General Description
1	Surface	Topsoil or Asphalt
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3	Native Soil	Mixtures of Sand, Silt and Gravel (SP, SM, SW); trace clay; reddish brown, brown, brown gray; very loose to medium dense

LEGEND

- Topsoil
- Sandy Silt
- Silty Sand
- Poorly-graded Sand
- Silty Sand with Gravel
- Asphalt
- Fill

▽ First Water Observation

Groundwater levels are temporal. The levels shown are representative of the date and time of our exploration. Significant changes are possible over time. Water levels shown are as measured during and/or after drilling. In some cases, boring advancement methods mask the presence/absence of groundwater. See individual logs for details.

NOTES:
Layering shown on this figure has been developed by the geotechnical engineer for purposes of modeling the subsurface conditions as required for the subsequent geotechnical engineering for this project. Numbers adjacent to soil column indicate depth below ground surface.

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ATTACHMENTS

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EXPLORATION AND TESTING PROCEDURES

Field Exploration

The following borings where completed for the current geotechnical investigation.

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

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

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

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

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

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

Laboratory Testing

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

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

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

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SITE LOCATION AND EXPLORATION PLANS

Contents:

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

Note: All attachments are one page unless noted above.

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SITE LOCATION

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

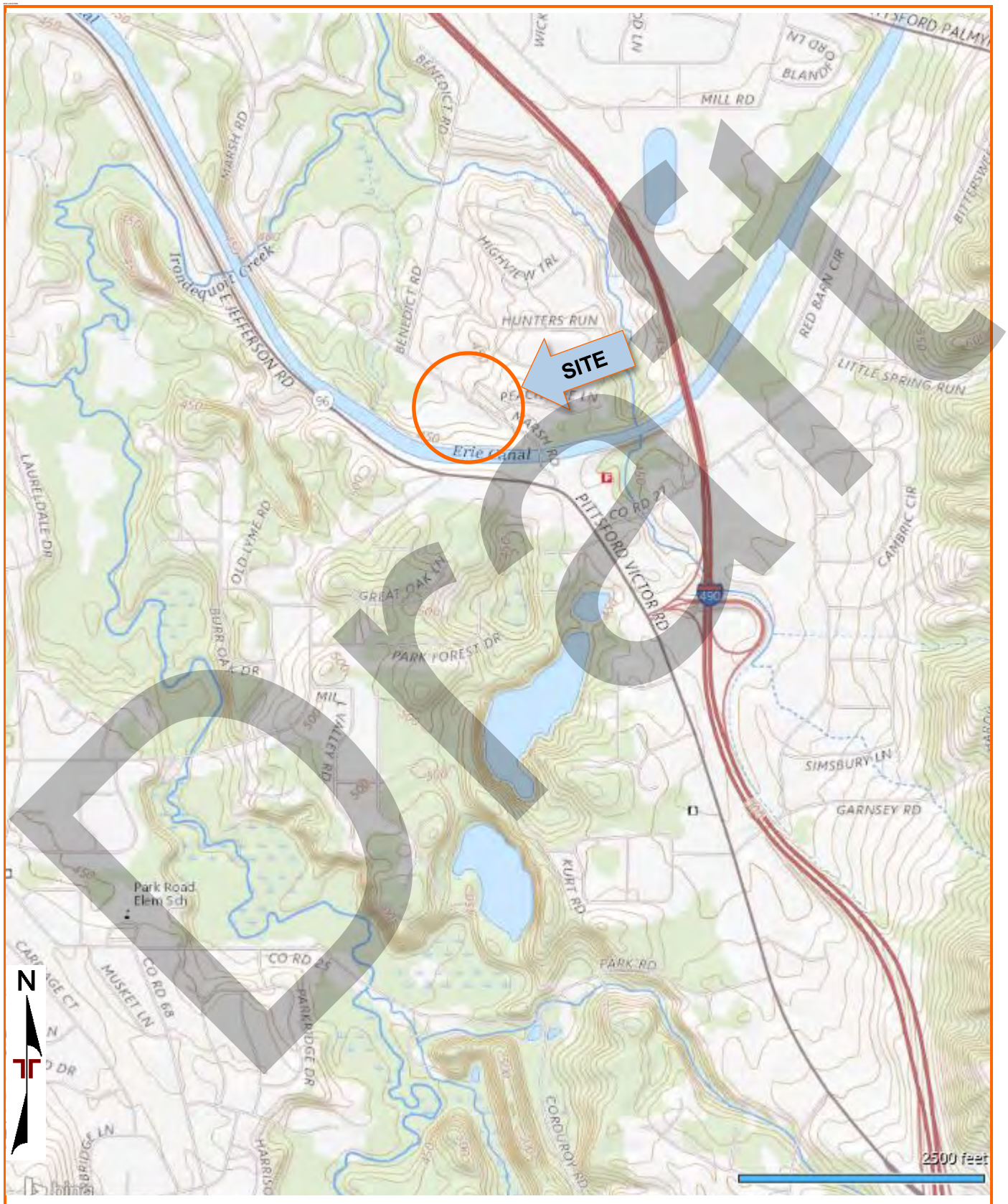


DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY USGS

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EXPLORATION PLAN WITH AERIAL IMAGE

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



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

MAP PROVIDED BY MICROSOFT BING MAPS

EXPLORATION PLAN WITH PROJECT OVERLAY

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



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

MAP PROVIDED BY PASSERO ASSOCIATES

EXPLORATION RESULTS

Contents:

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

Note: All attachments are one page unless noted above.

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BORING LOG NO. B-1

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0643° Longitude: -77.4819°

Surface Elev.: 429.85 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.8	429					
		TOPSOIL						
3		**POORLY GRADED SAND (SP)**, trace silt, brown, loose					16	3-4-5-4 N=9
							18	4-4-2-3 N=6
				5			16	2-3-2-2 N=5
							18	2-3-3-3 N=6
							18	2-3-3-3 N=6
				10			20	4-4-4-4 N=8
							22	3-2-2-3 N=4
				15				
		18.0	412		▽			
		SILTY SAND (SM), dark brown, medium dense					22	4-5-5-6 N=10
				20				
		23.0	407					
		POORLY GRADED SAND (SP), dark brown, medium dense					24	1-5-8-10 N=13
		25.0	405	25				
		Boring Terminated at 25 Feet						

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *18' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-04-2021 | Boring Completed: 06-04-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

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BORING LOG NO. B-2

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0644° Longitude: -77.4820°

Surface Elev.: 429.67 (Ft.)

MODEL LAYER	DEPTH	ELEVATION (Ft.)		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1	0.2	429.5	**TOPSOIL**					
3			**POORLY GRADED SAND (SP)**, reddish brown, very loose to loose				20	2-2-2-3 N=4
							12	2-2-1-2 N=3
				5			18	2-2-2-3 N=4
							16	3-3-4-4 N=7
							20	2-3-4-3 N=7
				10			18	4-4-4-7 N=8
							16	5-10-9-11 N=19
	18.0	411.5		15	▽			
			SILTY SAND (SM), reddish brown, medium dense				16	2-7-9-10 N=16
				20				
							24	7-8-9-8 N=17
	25.0	404.5	***Boring Terminated at 25 Feet***	25				

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *18' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-03-2021 | Boring Completed: 06-03-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

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BORING LOG NO. B-3

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0640° Longitude: -77.4822°

Surface Elev.: 430.45 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.2	430.5	**TOPSOIL**					
3				**POORLY GRADED SAND (SP)**, reddish brown, very loose to medium dense				20	1-4-5-4 N=9
								18	5-4-6-4 N=10
					5			20	2-3-4-3 N=7
								15	2-1-1-2 N=2
		8.0	422.5	**SILTY SAND (SM)**, trace clay, reddish brown, very loose to loose				18	2-1-2-4 N=3
					10			18	4-4-5-4 N=9
								20	2-3-4-4 N=7
					15	▽		15	1-1-4-4 N=5
					20				
								15	1-2-3-4 N=5
		25.0	405.5		25				
				Boring Terminated at 25 Feet					

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *18' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-03-2021 | Boring Completed: 06-03-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

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BORING LOG NO. B-4

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0641° Longitude: -77.4823°

Surface Elev.: 429.86 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.2	429.5	**TOPSOIL**					
3				**WELL GRADED SAND (SW)**, trace silt, reddish brown, very loose to medium dense				18	1-3-5-5 N=8
								20	5-4-6-4 N=10
					5			18	2-4-5-5 N=9
								20	3-1-3-2 N=4
								15	2-1-1-1 N=2
					10			18	2-2-3-3 N=5
								20	3-5-5-5 N=10
		18.0	412	**SILTY SAND (SM)**, reddish brown, loose to medium dense	15	▽		15	3-5-7-5 N=12
					20			18	4-5-6-7 N=11
					25				

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *18' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-03-2021 | Boring Completed: 06-03-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

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THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

BORING LOG NO. B-4

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0641° Longitude: -77.4823°

Surface Elev.: 429.86 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
3		**SILTY SAND (SM)**, reddish brown, loose to medium dense *(continued)*		30			12	1-1-3-5 N=4
							20	1-1-3-4 N=4
		35.0	395	35				
		Boring Terminated at 35 Feet						

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *18' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-03-2021 | Boring Completed: 06-03-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

Draft

BORING LOG NO. B-5

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0638° Longitude: -77.4826°

Surface Elev.: 430.02 (Ft.)

MODEL LAYER	DEPTH	ELEVATION (Ft.)		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1	0.2	430	**TOPSOIL**					
2			**FILL - SILTY SAND**, reddish brown, contains pieces of concrete				20	1-2-1-2 N=3
							6	1-8-7-7 N=15
				5			20	3-6-5-4 N=11
	6.0	424						
3			**POORLY GRADED SAND (SP)**, trace silt, reddish brown, loose to medium dense				15	3-2-2-2 N=4
							24	3-2-1-1 N=3
				10			18	4-4-4-4 N=8
							15	2-3-2-2 N=5
				15				
							24	2-3-4-3 N=7
				20				
					▽		12	1-1-1-3 N=2
	25.0	405		25				
			Boring Terminated at 25 Feet					

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *23' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-03-2021 | Boring Completed: 06-03-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

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BORING LOG NO. B-6

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0635° Longitude: -77.4821°

Surface Elev.: 433.24 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.3	433					
		TOPSOIL						
3		**WELL GRADED SAND (SW)**, reddish brown, loose to medium dense						
							13	7-5-5-6 N=10
							14	8-3-4-4 N=7
				5			16	3-3-3-3 N=6
							20	3-4-4-3 N=8
							19	3-3-3-3 N=6
				10			18	2-3-4-4 N=7
							18	2-3-3-5 N=6
				15				
							20	6-6-7-7 N=13
				20	▽			
							16	4-4-6-8 N=10
		25.0	408	25				
		Boring Terminated at 25 Feet						

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *23' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-02-2021 | Boring Completed: 06-02-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

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Draft

BORING LOG NO. B-7

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0634° Longitude: -77.4817°

Surface Elev.: 436.88 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)	DESCRIPTION	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.3	436.5	**TOPSOIL**					
				SILTY SAND WITH GRAVEL (SM), reddish brown, loose				16	3-4-4-5 N=8
		2.0	435						
				POORLY GRADED SAND (SP), reddish brown, loose to medium dense				20	5-7-7-7 N=14
					5			5	3-5-6-6 N=11
								16	6-6-5-5 N=11
								14	2-4-3-4 N=7
					10			16	4-4-4-4 N=8
3								18	4-8-10-14 N=18
					15				
								19	8-10-11-12 N=21
					20	▽			
								17	4-8-8-8 N=16
					25				
		28.0	409						

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *23' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-02-2021 | Boring Completed: 06-02-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

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THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

BORING LOG NO. B-7

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders Penfield, NY

SITE: Marsh Road Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0634° Longitude: -77.4817°

Surface Elev.: 436.88 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
3		**WELL GRADED SAND (SW)**, reddish brown, medium dense		30			18	5-8-6-8 N=14
							20	4-6-8-10 N=14
		35.0	402	35				
		Boring Terminated at 35 Feet						

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

▽ *23' BGS while drilling*

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-02-2021 | Boring Completed: 06-02-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

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BORING LOG NO. B-8

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0632° Longitude: -77.4812°

Surface Elev.: 443.67 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)		DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.3	443.5	**TOPSOIL**					
2				**FILL - WELL GRADED GRAVEL**, trace silt, dark brown, contains organic matter				4	6-12-9-6 N=21
		2.0	441.5						
3				**POORLY GRADED SAND (SP)**, trace silt, reddish brown, loose to medium dense				2	7-3-3-2 N=6
					5			13	5-4-3-3 N=7
								20	5-4-4-3 N=8
								19	4-4-4-3 N=8
					10			22	4-4-4-4 N=8
								20	4-4-4-4 N=8
					15				
								18	5-11-9-6 N=20
					20				
								20	3-3-4-4 N=7
		25.0	418.5		25				
				Boring Terminated at 25 Feet					

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-04-2021 | Boring Completed: 06-04-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

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BORING LOG NO. B-9

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0638° Longitude: -77.4817°

Surface Elev.: 431.29 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.2	431					
		TOPSOIL						
3		**SILTY SAND (SM)**, light brown, loose to medium dense					20	3-3-4-5 N=7
							20	5-6-6-8 N=12
				5			18	6-6-8-9 N=14
		6.0	425.5					
		Boring Terminated at 6 Feet						

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-02-2021 | Boring Completed: 06-02-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

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BORING LOG NO. B-10

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0635° Longitude: -77.4809°

Surface Elev.: 438.05 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.2	438					
		TOPSOIL						
3		**POORLY GRADED SAND (SP)**, trace silt, reddish brown, loose					16	1-4-4-5 N=8
							14	4-5-4-5 N=9
				5			18	3-4-3-3 N=7
		6.0	432					
		Boring Terminated at 6 Feet						

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-02-2021 | Boring Completed: 06-02-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

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BORING LOG NO. B-11

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0636° Longitude: -77.4800°

Surface Elev.: 436.28 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY ()	FIELD TEST RESULTS
1		0.3	436					
3		**ASPHALT** **WELL GRADED SAND (SW)**, trace gravel, red brown, loose to medium dense					14	10-8-7-7 N=15
							14	6-4-3-3 N=7
				5			20	4-4-6-4 N=10
		6.0	430.5					
		Boring Terminated at 6 Feet						

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic

Advancement Method:
Hollow stem augers and 2 inch OD split barrel sample

Abandonment Method:
Boring backfilled with Auger Cuttings

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Boring Started: 06-02-2021 | Boring Completed: 06-02-2021

Drill Rig: CME-55 | Driller:

Project No.: J5195239

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TEST PIT LOG NO. TP-1

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0631° Longitude: -77.4791°

Surface Elev.: 448.55 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.3	**TOPSOIL**	448.5			
3			**SANDY SILT (ML)**, trace gravel, brown		5		
		6.5		442			

Test Pit Terminated at 6.5 Feet

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-04-2021	Test Pit Completed: 06-04-2021
Excavator:	Operator:
Project No.: J5195239	

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TEST PIT LOG NO. TP-2

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0631° Longitude: -77.4799°

Surface Elev.: 458.87 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.8	**TOPSOIL**	458			
3			**SILTY SAND (SM)**, trace gravel, gray brown		5		
		6.0		453			
			Test Pit Terminated at 6 Feet				

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-03-2021	Test Pit Completed: 06-03-2021
Excavator:	Operator:
Project No.: J5195239	

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TEST PIT LOG NO. TP-3

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0631° Longitude: -77.4805°

Surface Elev.: 450.22 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.8	**TOPSOIL**	449.5			
3			**SILTY SAND (SM)**, gray brown		5		
		6.0		444			
			Test Pit Terminated at 6 Feet				

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-03-2021	Test Pit Completed: 06-03-2021
Excavator:	Operator:
Project No.: J5195239	

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TEST PIT LOG NO. TP-4

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0633° Longitude: -77.4791°

Approximate Surface Elev.: 448.5 (Ft.) +/-

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.5	**TOPSOIL**	448+/-			
3			**POORLY GRADED SAND (SP)**, trace gravel, brown				
		4.0		444.5+/-			
			SILTY SAND WITH GRAVEL (SM), brown gray		5		
		6.5		442+/-			
			Test Pit Terminated at 6.5 Feet				

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were interpolated from a topographic site plan.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-04-2021	Test Pit Completed: 06-04-2021
Excavator:	Operator:
Project No.: J5195239	

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TEST PIT LOG NO. TP-5

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0635° Longitude: -77.4793°

Approximate Surface Elev.: 436 (Ft.) +/-

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.3	**ASPHALT**	436+/-			
2		0.6	**FILL - SILTY SAND WITH GRAVEL**, trace silt, gray	435.5+/-			
3			**POORLY GRADED SAND (SP)**, trace gravel, brown		5		
		7.0		429+/-			
			Test Pit Terminated at 7 Feet				

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were interpolated from a topographic site plan.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-04-2021 | Test Pit Completed: 06-04-2021

Excavator: | Operator:

Project No.: J5195239

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TEST PIT LOG NO. TP-6

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0632° Longitude: -77.4796°

Approximate Surface Elev.: 446 (Ft.) +/-

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.8	**TOPSOIL**	445+/-			
3		4.0	**POORLY GRADED SAND (SP)**, brown	442+/-	5		
		6.0	**SILTY SAND (SM)**, brown gray	440+/-			
			Test Pit Terminated at 6 Feet				

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were interpolated from a topographic site plan.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-04-2021	Test Pit Completed: 06-04-2021
Excavator:	Operator:
Project No.: J5195239	

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

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TEST PIT LOG NO. TP-7

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0635° Longitude: -77.4806°

Approximate Surface Elev.: 438 (Ft.) +/-

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.7	**TOPSOIL**	437.5+/-			
3			**POORLY GRADED SAND (SP)**, brown gray		5		
		6.0		432+/-			
			Test Pit Terminated at 6 Feet				

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were interpolated from a topographic site plan.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-04-2021	Test Pit Completed: 06-04-2021
Excavator:	Operator:
Project No.: J5195239	

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TEST PIT LOG NO. TP-8

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0638° Longitude: -77.4798°

Approximate Surface Elev.: 436 (Ft.) +/-

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.3	**ASPHALT**	436+/-			
2		2.0	**FILL - SILTY SAND WITH GRAVEL**, brown	434+/-			
3		7.0	**POORLY GRADED SAND (SP)**, brown	429+/-	5		
			Test Pit Terminated at 7 Feet				

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were interpolated from a topographic site plan.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-04-2021	Test Pit Completed: 06-04-2021
Excavator:	Operator:
Project No.: J5195239	

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TEST PIT LOG NO. TP-9

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0639° Longitude: -77.4804° Approximate Surface Elev.: 434 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
		DEPTH ELEVATION (Ft.)			
1		0.3 **ASPHALT** 434+/-			
3		**POORLY GRADED SAND (SP)**, brown	5		
		6.0 428+/-			
		Test Pit Terminated at 6 Feet			

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were interpolated from a topographic site plan.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-03-2021	Test Pit Completed: 06-03-2021
Excavator:	Operator:
Project No.: J5195239	

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

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TEST PIT LOG NO. TP-10

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

MODEL LAYER	GRAPHIC LOG	LOCATION See Exploration Plan Latitude: 43.0641° Longitude: -77.4807° Approximate Surface Elev.: 438 (Ft.) +/-	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
		DEPTH ELEVATION (Ft.)			
1		0.5 **ASPHALT** 437.5+/-			
3		**POORLY GRADED SAND (SP)**, trace gravel, brown	5		
		6.0 432+/-			
		Test Pit Terminated at 6 Feet			

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were interpolated from a topographic site plan.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-03-2021	Test Pit Completed: 06-03-2021
Excavator:	Operator:
Project No.: J5195239	

Draft

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

TEST PIT LOG NO. TP-11

PROJECT: Marsh Road Townhouses

CLIENT: Taylor, The Builders
Penfield, NY

SITE: Marsh Road
Town of Perinton, New York

LOCATION See Exploration Plan

Latitude: 43.0635° Longitude: -77.4823°

Surface Elev.: 431.7 (Ft.)

MODEL LAYER	GRAPHIC LOG	DEPTH		ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE
1		0.2	**TOPSOIL**	431.5			
3			**POORLY GRADED SAND (SP)**, brown		5		
		6.0		425.5			
			Test Pit Terminated at 6 Feet				

Stratification lines are approximate. In-situ, the transition may be gradual.

Advancement Method:
24" Excavator Bucket

Abandonment Method:
Test Pit backfilled with excavation soil upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were provided by others.

Notes:

WATER LEVEL OBSERVATIONS

Groundwater not encountered

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

Test Pit Started: 06-03-2021	Test Pit Completed: 06-03-2021
Excavator:	Operator:
Project No.: J5195239	

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. UTDOT_LOG J5195239 MARSH RD TOWNHOUS.GPJ TERRACON_DATATEMPLATE.GDT 7/29/21

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PHOTOGRAPHY LOG



Photo 1: Test Pit - 10



Photo 2: Test Pit - 9



Photo 3: Test Pit – 11



Photo 4: Test Pit - 3

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TEST PIT PHOTO LOGS

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



Photo 5: Test Pit - 2



Photo 6: Test Pit - 6



Photo 7: Test Pit – 4



Photo 8: Test Pit - 7

DRAFT



Photo 9: Test Pit - 5



Photo 10: Test Pit - 8

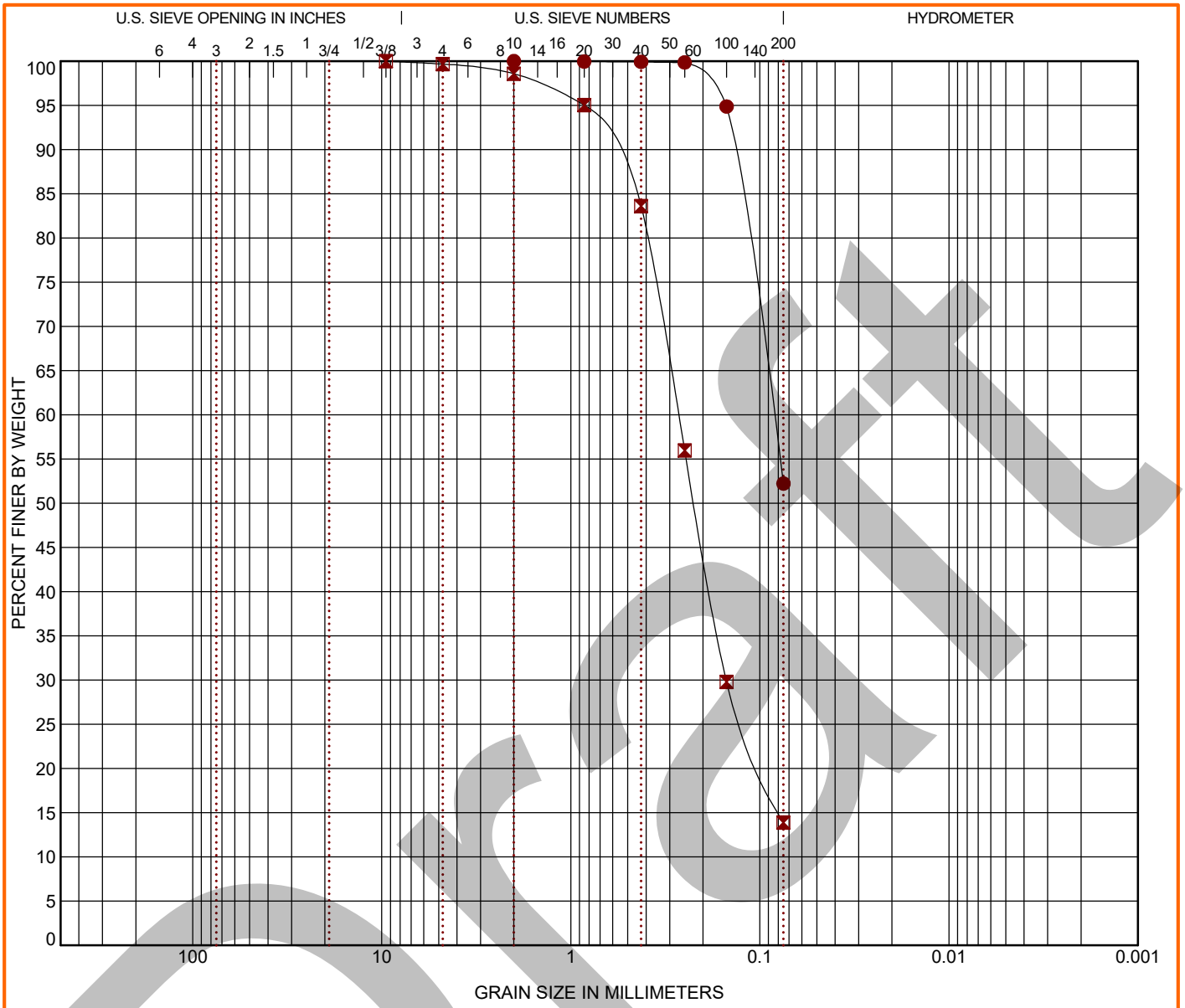


Photo 11: Test Pit – 1

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GRAIN SIZE DISTRIBUTION

ASTM D422 / ASTM C136



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

Boring ID		Depth	USCS Classification	WC (%)	LL	PL	PI	Cc	Cu
●	TP-1	4-6	SANDY SILT (ML)	34.9	NP	NP	NP		
⊠	TP-2	4-6	SILTY SAND (SM)	6.7	NP	NP	NP		

Boring ID		Depth	D_{100}	D_{60}	D_{30}	D_{10}	%Cobbles	%Gravel	%Sand	%Silt	%Fines	%Clay
●	TP-1	1	2	0.085			0.0	0.0	47.8		52.2	
⊠	TP-2	1	9.5	0.27	0.151		0.0	0.3	85.8		13.9	

PROJECT: Marsh Road Townhouses

PROJECT NUMBER: J5195239

SITE: Marsh Road
Town of Perinton, New York

Terracon
15 Marway Cir, Ste 2B
Rochester, NY

CLIENT: Taylor, The Builders
Penfield, NY

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

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SUPPORTING INFORMATION

Contents:

General Notes
Unified Soil Classification System

Note: All attachments are one page unless noted above.

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GENERAL NOTES

DESCRIPTION OF SYMBOLS AND ABBREVIATIONS

Marsh Road Townhouses ■ Town of Perinton, New York

Terracon Project No. J5195239

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

DESCRIPTIVE SOIL CLASSIFICATION

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

LOCATION AND ELEVATION NOTES

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

STRENGTH TERMS

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

RELEVANCE OF SOIL BORING LOG

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

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UNIFIED SOIL CLASSIFICATION SYSTEM

Terracon GeoReport

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [A]					Soil Classification	
					Group Symbol	Group Name [B]
Coarse-Grained Soils: More than 50% retained on No. 200 sieve	**Gravels:** More than 50% of coarse fraction retained on No. 4 sieve	**Clean Gravels:** Less than 5% fines [C]	Cu ≥ 4 and 1 ≤ Cc ≤ 3 [E]		GW	Well-graded gravel [F]
			Cu < 4 and/or [Cc<1 or Cc>3.0] [E]		GP	Poorly graded gravel [F]
		Gravels with Fines: More than 12% fines [C]	Fines classify as ML or MH		GM	Silty gravel [F, G, H]
			Fines classify as CL or CH		GC	Clayey gravel [F, G, H]
	Sands: 50% or more of coarse fraction passes No. 4 sieve	**Clean Sands:** Less than 5% fines [D]	Cu ≥ 6 and 1 ≤ Cc ≤ 3 [E]		SW	Well-graded sand [I]
			Cu < 6 and/or [Cc<1 or Cc>3.0] [E]		SP	Poorly graded sand [I]
		Sands with Fines: More than 12% fines [D]	Fines classify as ML or MH		SM	Silty sand [G, H, I]
			Fines classify as CL or CH		SC	Clayey sand [G, H, I]
Fine-Grained Soils: 50% or more passes the No. 200 sieve	**Silts and Clays:** Liquid limit less than 50	**Inorganic:**	PI > 7 and plots on or above "A"		CL	Lean clay [K, L, M]
			PI < 4 or plots below "A" line [J]		ML	Silt [K, L, M]
		Organic:	Liquid limit - oven dried	< 0.75	OL	Organic clay [K, L, M, N]
			Liquid limit - not dried			Organic silt [K, L, M, O]
	Silts and Clays: Liquid limit 50 or more	**Inorganic:**	PI plots on or above "A" line		CH	Fat clay [K, L, M]
			PI plots below "A" line		MH	Elastic Silt [K, L, M]
		Organic:	Liquid limit - oven dried	< 0.75	OH	Organic clay [K, L, M, P]
			Liquid limit - not dried			Organic silt [K, L, M, Q]
Highly organic soils:	Primarily organic matter, dark in color, and organic odor				PT	Peat

[A] Based on the material passing the 3-inch (75-mm) sieve.

[B] If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.

[C] Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.

[D] Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay.

[E] $Cu = D_{60}/D_{10}$ $Cc = \frac{(D_{30})^2}{D_{10} \times D_{60}}$

[F] If soil contains ≥ 15% sand, add "with sand" to group name.

[G] If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.

[H] If fines are organic, add "with organic fines" to group name.

[I] If soil contains ≥ 15% gravel, add "with gravel" to group name.

[J] If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.

[K] If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.

[L] If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.

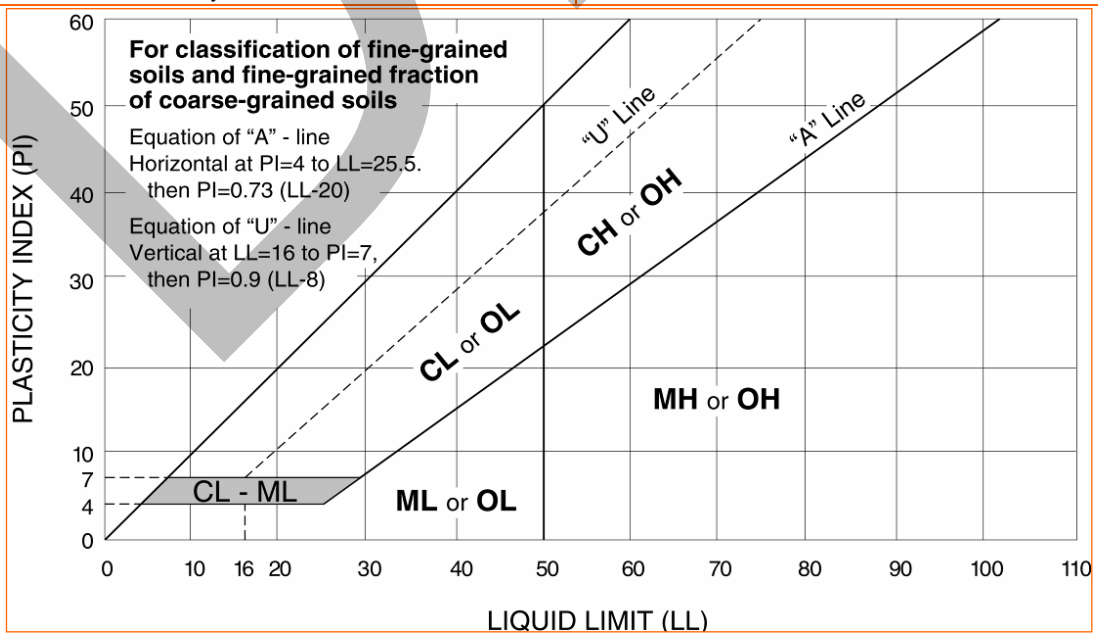
[M] If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.

[N] PI ≥ 4 and plots on or above "A" line.

[O] PI < 4 or plots below "A" line.

[P] PI plots on or above "A" line.

[Q] PI plots below "A" line.



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15 Marway Circle, Suite 2B
Rochester, NY 14624
P (585) 247-3471
Terracon.com

August 23, 2023

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

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

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

Dear Mr. Schuler:

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

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

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

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

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

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

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

1. Test depth as measured from original ground surface to plane of infiltration.
2. Result in minutes for a water elevation change from 6" to 5" above the bottom of the test hole.

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

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

Sincerely,
Terracon Consultants, Inc.

Tyler Wooden
Staff Engineer

Michele Fiorillo
Department Manager

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

Site Location

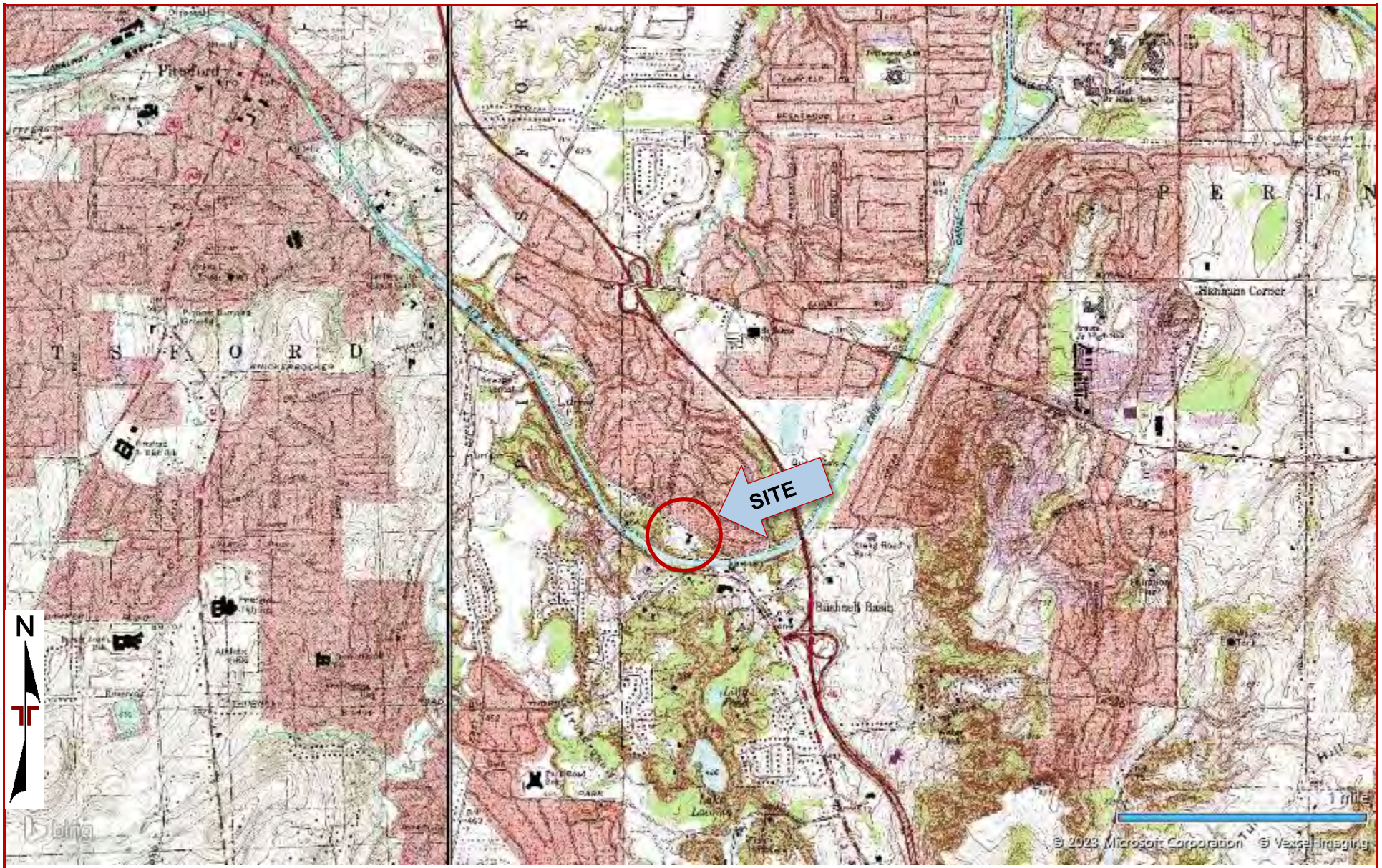


DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

Exploration Plan



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

MAP PROVIDED BY MICROSOFT BING MAPS

Photography Log



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

Double Ring Infiltration Test Data

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

Terracon Project No.: J5195239
Tester : Tyler Wooden
Test Date: 8/17/2023

Test Location	Test Depth	Soil Description	Trial Number	Water Drop (inches)	Elapsed Time (minutes)	Infiltration Rate (inches/hour)
INF-1	4 feet below surface	Brown Well Graded Sand (SW), trace silt	1	1.1	15	4.40
			2	1	15	4.00
			3	1	15	4.00
			4	1	15	4.00
			The final (stabilized) infiltration rate is 4.0 inches/hour			
INF-2	5 feet below surface	Brown Poorly Graded Sand (SP), trace silt	1	2	6 min, 3 sec.	19.8
			2	2.0	6 min, 5 sec.	19.7
			3	2.0	6 min, 1 sec.	19.9
			4	2	6 min, 3 sec.	19.8
			The final (stabilized) infiltration rate is 19.8 inches/ hour			
INF-3	4 feet below surface	Brown Well Graded Sand (SW), trace silt	1	3.0	15	12.0
			2	2.9	15	11.6
			3	2.5	15	10.0
			4	2.5	15	10.0
			5	2.5	15	10.0
			The final (stabilized) infiltration rate is 10.0 inches/hour			
INF-4	4 feet below surface	Brown Poorly Graded Sand (SP), trace silt	1	3.8	15	15.2
			2	3.6	15	14.4
			3	3.5	15	14.0
			4	2.4	10	14.4
			5	2.3	10	13.8
			6	2.3	10	13.8
			The final (stabilized) infiltration rate is 13.8 inches/hour			
INF-5	4 feet below surface	Brown Well Graded Sand (SW), trace silt	1	0.8	15	3.20
			2	0.8	15	3.20
			3	0.8	15	3.20
			4	0.8	15	3.20
			The final (stabilized) infiltration rate is 3.2 inches/hour			
Testing was conducted based on the procedures otlined in the Turf-Tec International Manual for the IN8-W Infiltration ring.						

NEW YORK STATE DEPARTMENT OF HEALTH
Bureau of Water Supply Protection

Percolation Test Data
(see instructions on reverse side)

Development Site: Burgundy Basin Redevelopment **(T/V/C):** Pittsford, New York **County:** Monroe

Date: 8/17/2023 **Tests Conducted By:** Tyler Wooden

Weather Conditions: Sunny, 76 Degrees Fahrenheit

Test Hole No.	Test Hole Depth (inches)	Lot No.	Soil Profile Description and Groundwater Depth (if identified)	Presoaking Date & Time	Time	Percolation Test					
						1	2	3	4	5	6
1	5 feet to bottom of hole from ground surface.		Brown Well Graded Sand (SW), trace silt	N/A	End						
					Begin						
					Result	1 min 37 sec	2 min 1 sec	2 min 4 sec	2 min 5 sec	2 min 4 sec	2 min 3 sec
2	5 feet to bottom of hole from ground surface.		Brown Poorly Graded Sand (SP), Trace Silt	N/A	End						
					Begin						
					Result	36 sec	50 sec	56 sec	58 sec	57 sec	
3	5 feet to bottom of hole from ground surface.		Brown Well Graded Sand (SW), trace silt	N/A	End						
					Begin						
					Result	1 min 32 sec	1 min 37 sec	1 min 38 sec	1 min 40 sec	1 min 39 sec	1 min 40 sec
4	5 feet to bottom of hole from ground surface.		Brown Poorly Graded Sand (SP), trace silt	N/A	End						
					Begin						
					Result	1 min 5 sec	1 min 12 sec	1 min 18 sec	1 min 19 sec	1 min 18 sec	1 min 18 sec
5	5 feet to bottom of hole from ground surface.		Brown Well Graded Sand (SW), trace silt	N/A	End						
					Begin						
					Result	3 min 2 sec	3 min 28 sec	4 min	4 min 5 sec	4 min 3 sec	
					End						
					Begin						
					Result						

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

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

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

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

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

A. Project and Applicant/Sponsor Information.

Name of Action or Project: The Burgundy Basin Redevelopment		
Project Location (describe, and attach a general location map): 1361 Marsh Road, Town of Perinton, County of Monroe NY (between Routes 96 and 31); 179.05-4-10.12 and 179.05-4-10.11		
Brief Description of Proposed Action (include purpose or need): The proposal is to redevelop the Burgundy Basin property, +/- 11.3 acres, for a mixed-use development consisting of apartments, town-homes, and small-scale retail sales and service. The proposal includes 169 apartments, 20 townhouses, and a 7,000 square foot retail/clubhouse area. The existing building will be demolished, with a portion of it along Marsh Road being retained for the retail/clubhouse. The site includes a single, two-way access to Marsh Road, refuse areas, landscaping, a small dog park, sidewalks and pedestrian facilities, a canal sun deck, kayak storage and canal access, and +/- 409 surface and covered parking spaces to serve the site. The Erie Canal and Erie Canal Heritage Trail run along the rear property line. The Erie Canal is listed on the State and National Registers of Historic Places, and it is also a National Landmark. Great care will be given to provide public access to this community asset.		
Name of Applicant/Sponsor: Karl Schuler, Basin Landing Partners	Telephone: 585-248-6000 E-Mail: karl@buildtaylor.com	
Address: 105 Despatch Drive, Ste. A		
City/PO: East Rochester	State: NY	Zip Code: 14445
Project Contact (if not same as sponsor; give name and title/role): David Cox, P.E., Passero Associates	Telephone: 585-325-1000 E-Mail: dcox@passero.com	
Address: 242 W. Main Street		
City/PO: Rochester	State: NY	Zip Code: 14614
Property Owner (if not same as sponsor): Same	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

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

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Special Permit	April/May 2023
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Site Plan Approval, Waivers; Subdivision	Summer 2023
c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No	Area Variance	Summer 2023
d. Other local agencies ☐Yes ☐No	Conservation Board	April/May 2023
e. County agencies ☑Yes ☐No	MCPW; MCDOT; MCWA	Summer 2023
f. Regional agencies ☐Yes ☐No		
g. State agencies ☑Yes ☐No	NYSDEC; NYSDOT; Canal Corps	Summer 2023
h. Federal agencies ☑Yes ☐No	USACE	Summer 2023

i. Coastal Resources.

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

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

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

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

C.2. Adopted land use plans.

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

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

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

If Yes, identify the plan(s):

NYS Heritage Areas:West Erie Canal Corridor

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

If Yes, identify the plan(s):

C.3. Zoning

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

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

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

C.4. Existing community services.

a. In what school district is the project site located? Pittsford Central School District

b. What police or other public protection forces serve the project site?
Monroe County Sheriff; New York State Police

c. Which fire protection and emergency medical services serve the project site?
Bushnells Basin Fire Department; Perinton Ambulance

d. What parks serve the project site?
Erie Canal Trail; Great Embankment Park; Kreag Road Park; McCord Woods; Powder Mill Park; Horizon Hill Conservation Area; Deblase Open Space

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Mixed-use - Residential/Commercial

b. a. Total acreage of the site of the proposed action? 11.26 acres
b. Total acreage to be physically disturbed? 9 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 11.26 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
Residential
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? 21
iv. Minimum and maximum proposed lot sizes? Minimum 8,000 sf Maximum 9 ac

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases	20			169

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: 20' height; 84 width; and 62 length

iii. Approximate extent of building space to be heated or cooled: +/- 7,000 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑ Yes ☐ No

If Yes,

i. Purpose of the impoundment: stormwater management; water feature

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☑ Other specify: stormwater runoff

iii. If other than water, identify the type of impounded/contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: 0.45 acres

v. Dimensions of the proposed dam or impounding structure: 3' height; 140' length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

Earth fill

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging?

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards):
- Over what duration of time?

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe.

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan:

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description):

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

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

If Yes, describe: _____

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

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? The proposed project will have a minimal increase in demand over the previous use. ☑Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: 37,250 gallons/day

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

If Yes:

- Name of district or service area: Monroe County Water Authority
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

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

If Yes:

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

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

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

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

If Yes:

i. Total anticipated liquid waste generation per day: 37,250 gallons/day

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

Sanitary wastewater

_____

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

If Yes:

- Name of wastewater treatment plant to be used: Van Lare Sewage Treatment Plant
- Name of district: Monroe County Pure Waters District (MCPW)
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No

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

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

New sewer lines will be brought to the site

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

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

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

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes ☐No

If Yes:

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

_____ Square feet or 5.3 acres (impervious surface)

_____ Square feet or 11.3 acres (parcel size)

ii. Describe types of new point sources. surface runoff

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

on-site stormwater management area

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

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

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes ☑No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

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

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

_____

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

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

_____

_____

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

Burgundy Basin generated 500 +/- peak AM & PM trips. The proposed mixed-use project is projected to generate 160+- trips during AM and PM peak times.

If Yes:

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

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

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? shared use between commercial and residential ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

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

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

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

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

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

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

_____

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

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

i. During Construction:

- Monday - Friday: 7AM-5PM
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: Res 24/7; Comm 5AM-12 Midnight
- Saturday: Res 24/7; Comm 5AM-12 Midnight
- Sunday: Res 24/7; Comm 5AM-12 Midnight
- Holidays: Res 24/7; Comm 5AM-12 Midnight

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

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

During construction - heavy equipment, dumps trucks, backup beepers

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

Describe: Landscaping will be removed during site preparation and construction, but new landscaping will be placed on site as part of the development.

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

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Dark sky compliant parking lot and wall mounted lighting

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

Describe:

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

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

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored

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

iii. Generally, describe the proposed storage facilities:

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

If Yes:

i. Describe proposed treatment(s):

Landscaping and lawn treatment

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

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

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: 3+- tons per week (unit of time)
- Operation : 3+/- tons per month (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Typical recycle construction materials.
- Operation: Commercial refuse removal and recycling will be provided for the retail/clubhouse.

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

- Construction: Dumpsters
- Operation: Commercial refuse removal and recycling will be provided for the retail/clubhouse.

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

If Yes:

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

ii. Anticipated rate of disposal/processing:

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

iii. If landfill, anticipated site life: _____ years

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

If Yes:

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

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

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

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

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

If Yes: provide name and location of facility: _____

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

E. Site and Setting of Proposed Action

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

a. Existing land uses.

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

☐ Urban ☐ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): open space (Canal/Trail)

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	4.8	5.3	+0.5
• Forested	0.4	0.4	-
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: lawn	5.5	5.0	-0.5

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

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? Erie Canal embankment ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

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

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☑ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

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

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No

If yes, provide DEC ID number(s): _____

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

_____

_____

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

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

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

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

c. Predominant soil type(s) present on project site: Sandy Loam 100 %

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils:
☑ Well Drained: 100 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 85 % of site
☑ 10-15%: 10 % of site
☑ 15% or greater: 5 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

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

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

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name Erie Canal 846-145 Classification B
- Lakes or Ponds: Name Erie Canal 846-145 National Wetlands LiUBHx Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

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

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

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

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

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

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

If Yes:

i. Name of aquifer: Principal Aquifer, Primary Aquifer Irondogenesee Aquifer, see map

m. Identify the predominant wildlife species that occupy or use the project site:
Deer, squirrels, raccoons, fox, birds

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

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

If Yes:
i. Species and listing (endangered or threatened): _____

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

If Yes:
i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____

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

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

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

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

ii. Name: Richardson's Tavern, New York State Barge Canal Historic District

iii. Brief description of attributes on which listing is based:

Erie Canal

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

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

If Yes:

i. Identify resource: Erie Canal, National Landmark

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

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

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

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

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

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

Applicant/Sponsor Name David Cox, P.E., Passero Associates
On behalf of Basin Development LLC

Date 4/3/23

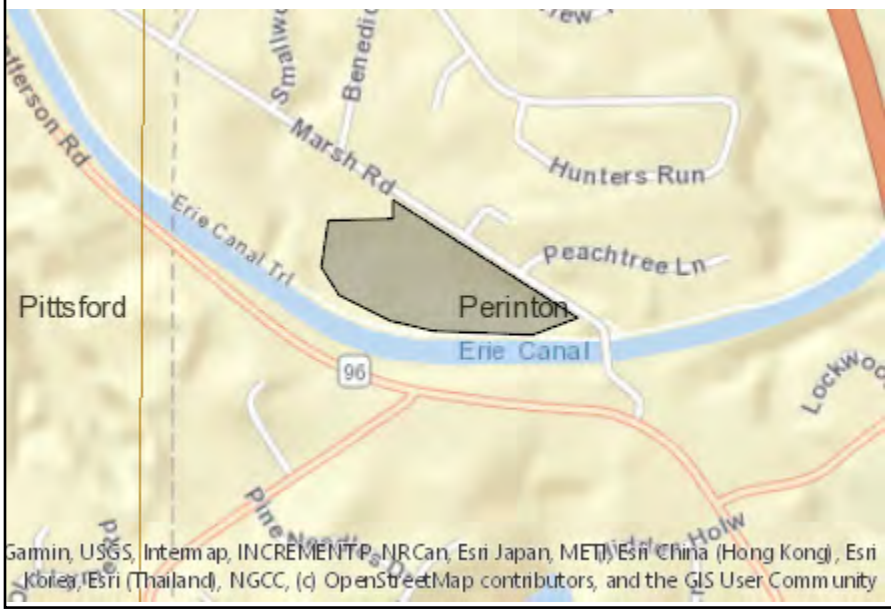
Signature 

Title Sr. Associate / Civil Department Manager

PRINT FORM

EAF Mapper Summary Report

Thursday, February 11, 2021 2:53 PM



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



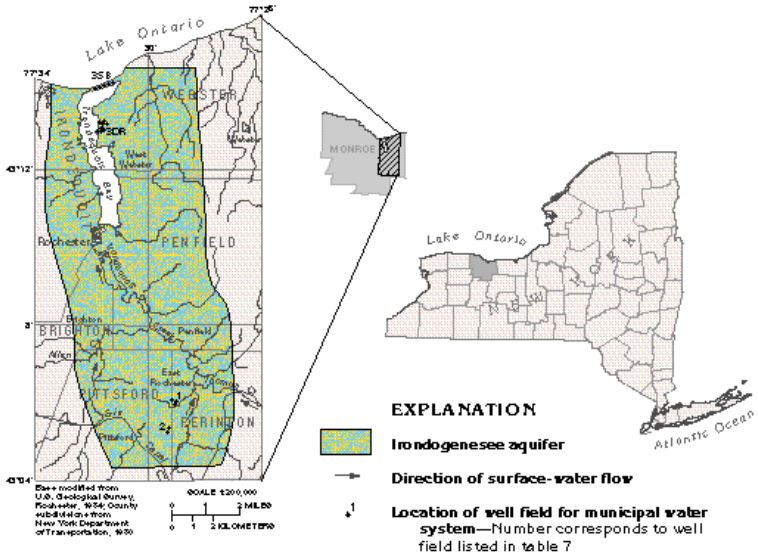
B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas:West Erie Canal Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer, Primary Aquifer
E.2.n. [Natural Communities]	No

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

Irondogenesee Aquifer

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



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

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

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

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

Source of ground-water supply	Fresh ground-water withdrawals (million gallons per day)
Municipal water systems	
1. East Rochester (three wells)	0.7
2. Pittsford (two wells)	.4
3. Webster (Sand Bar and Dewitt Road well fields)	3.1
Private wells	
Home use of 100 gallons per person per day is assumed	.1
Total	4.3

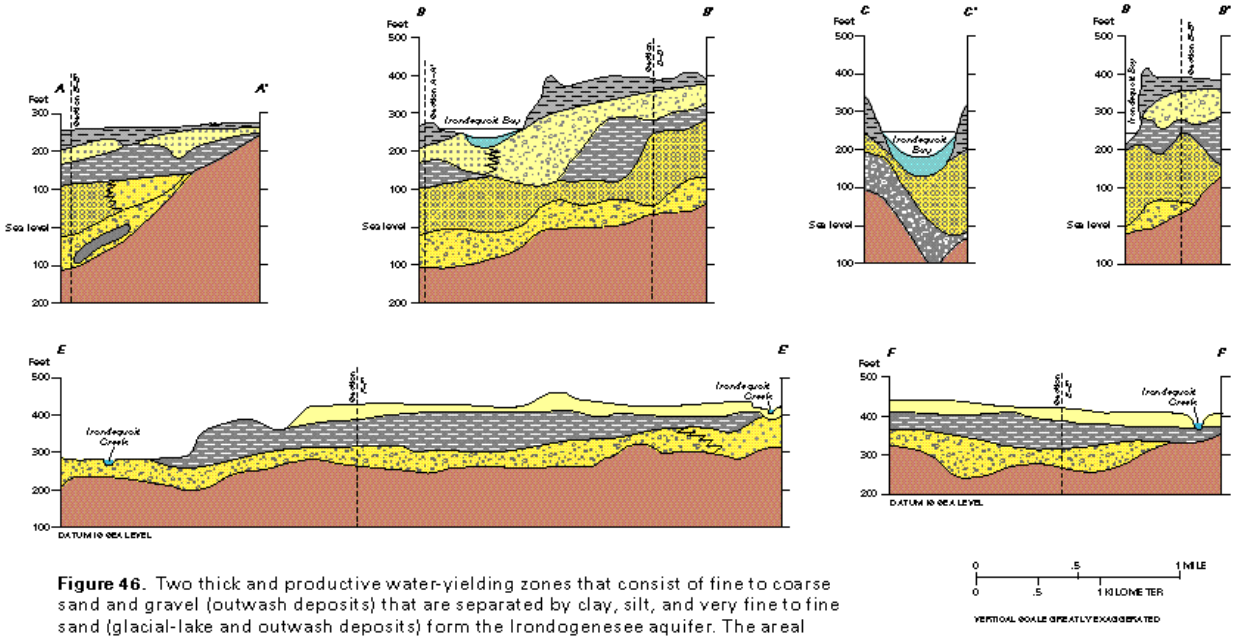


Figure 46. Two thick and productive water-yielding zones that consist of fine to coarse sand and gravel (outwash deposits) that are separated by clay, silt, and very fine to fine sand (glacial-lake and outwash deposits) form the Irondogenesee aquifer. The areal extent of the lower water-yielding zone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

EXPLANATION

Organic-enriched deposits—Peat, marl, organic muck, and clay

Outwash deposits—Sand and gravel

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

Younger outwash deposits—Upper permeable zone

Fine to medium sand

Coarse sand and gravel

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

Older outwash deposits—Lower permeable zone

Very fine sand

Fine to medium sand

Coarse sand and gravel

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

Bedrock—Interbedded dolomite, sandstone, and shale

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

Agency Use Only [If applicable]

Project : Burgundy Basin Redevelopment

Date :

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

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

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

Tips for completing Part 2:

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

1. Impact on Land

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)

☐ NO ☑ YES

If "Yes", answer questions a - j. If "No", move on to Section 2.

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

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	□	□
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	□	□
c. Other impacts: _____ _____		□	□

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☑ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☑	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☑	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☑	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☑	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☑	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☑	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☑	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☑	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☑	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☑	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☑	☐

l. Other impacts: _____ _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

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

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☐	☐

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES

If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

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

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

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

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

☐ NO ☑ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

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

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

☐ NO ☑ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

Richardson's Canal House, 1474 Marsh Road is approximately 500 feet to the southwest on the other side of the Erie Canal. The proposed Action is not visible from Richardson's Canal House. NYS Barge Canal Historic District (Erie Canal) is a National Landmark.	**Relevant Part I Question(s)**	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☑	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☑	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☑	☐

d. Other impacts: _____ _____		☑	☐
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☐	☐
e. Other impacts: _____ _____		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
c. Other impacts: _____ _____		☐	☐

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☑ NO ☐ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☐
c. The proposed action will degrade existing transit access.	D2j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☐	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☐ NO ☐ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☐	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☑	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☑	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☑	☐
e. Other Impacts: _____ _____		☐	☐

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☐ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☑	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☑	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☑	☐

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

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☑ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☐	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☐	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☐	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☑ NO ☐ YES

(See Part 1. C.1, C.2. and C.3.)

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES

(See Part 1. C.2, C.3, D.2, E.3)

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Lori Stid

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

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

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

Lori,

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

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

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

Lori,

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

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

From: Lori Stid <lStid@perinton.org>
Sent: Wednesday, July 26, 2023 11:58 AM
To: David Cox <dcox@passero.com>
Cc: Lori Stid <lStid@perinton.org>
Subject: Burgundy Basin - 1361 Marsh Road - Perinton Conservation Board comments

EXTERNAL

Dave,

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

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

Thanks!

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

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

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

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

Lori,

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

Thanks,

Sincerely,

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

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

PASSERO ASSOCIATES
Service. Solutions. Results.
passero.com

PASSERO

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of Passero Associates. The recipient should check this email and any attachments for the presence of viruses. Passero Associates accepts no liability for any damage caused by any virus transmitted by this email.

RECEIVED
JUL 26 2023
TOWN OF PERINTON

July 26, 2023

Mr. David Cox, PE
Civil Department Manager
Passero Associates
242 West Main Street
Suite 100
Rochester, NY 14614

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

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

1. EAF Submittal

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

Part I Question C.2.a. Adopted land use plans:
Second line should be checked 'yes', since the 2021 Perinton Comprehensive Plan contains specific language regarding recommendations for the properties along the Erie Canal (See page 59, proposed Erie Canal Scenic and Cultural Conservation Corridor (ECSCCC) 'overlay' district with 200' corridor. To address this, the following specific elements of the ECSCCC should be incorporated and expounded on in EAF Part III, (as noted on page 59):

- Applications in the corridor should receive a higher level of review and public engagement.
- NYS Barge Canal earthen embankment integrity program.
- Work in proximity to the embankment must take steps to prevent erosion.

Part I Question C.3.a Zoning:
The response should include reference to the ECSCCC 'overlay district' that the Town is presently codifying.

Part I Question D.2.j. Project Operations:
Comparison to past Burgundy Basin traffic is appropriate to use as a reference for alternative uses on this site. However, this section should be updated to reflect present traffic levels, since the Burgundy Basin has not been in operation for some time. As such, a 'Yes' response with details would be more appropriate.

Part I Question E.1.e Site and Setting of Proposed Actions:
Project is adjacent to an embankment section of the NYS Barge Canal. These areas are considered a dam structure by NYSCC. 'Yes' should be checked and information added.

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

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

Part II Question 3 Impacts on Surface water:
'Yes' should be checked and an impact determination assessed for item d (Construction near NYS Barge Canal) and item h (Proposed action may cause erosion).

Part II Question 5 Impact on Flooding:
'Yes' should be checked and an impact determination assessed for item f (NYS Barge Canal (high hazard dam) is adjacent to property).

Part II Question 9 Impact on Aesthetic Resources:
'Yes' should be checked and an impact determination assessed for items a-c (The proposed action which includes 3.5-story buildings will be visible from the hamlet of Bushnell's Basin and the Historic NYS Barge Canal.)

Part II Question 10 Impact on Historic and Archeological Resources:
'Yes should be checked and an impact determination assessed for items a (proposed action will be contiguous to the NYS Barge Canal and b (SHPO will provide a letter indicating no impact).

Part II Question 13 Impact on Transportation:
'Yes' should be checked and an impact determination assessed for item d. A Traffic study should be completed that will assess project impact(s) on Marsh Rd, including its one lane bridge for both pedestrians and vehicles.

Part II Question 18 Consistency with Community Character
'Yes' should be checked and an impact determination assessed for items f and g (the proposed action involves the construction of multiple 3.5 story structures, which is not consistent with adjacent single story structures.

2. Traffic Study

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

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

3. Hydrologic Study and Hydraulic Analysis

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

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

4. Geotechnical Study

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

For the Perinton Conservation Board,

Ken Rainis

Kenneth G. Rainis
Chairman

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

Owner Authorization to Make Application

I, Karl Schuler, Basin Development LLC **, authorize**
(print owner name legibly)

Passero Associates/David Cox, PE
(applicant/engineer name & company name)

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

Special Use Permit and Site Plan Approval
(site plan/subdivision/change of use, etc.)

for the property that I own located at 1361 Marsh Road (179.05-4-10.12)
(179.05-4-10.11)**.**

Signature

8/7/23
Date

form date – 3/29/12

ORIGINAL TB 2023-0005

PASSERO ASSOCIATES
engineering architecture

April 4, 2023

RECEIVED
APR 06 2023
TOWN OF PERINTON

Town of Perinton
Attn: Supervisor Hanna
Town Board
1350 Turk Hill Road
Fairport, NY 14450

Re: The Burgundy Basin
1361 Marsh Road (179.05-4-10.12 and 179.05-~~10.11~~ -4-10.11)
Letter of Intent – Special Use Permit

Dear Supervisor Hanna:

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

Existing Conditions

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

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

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

Comprehensive Plan

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

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

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

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

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

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

The proposed project is less auto-oriented, more pedestrian-friendly, and offers a park-once opportunity to visit multiple locations in a single visit.

The granting of the special use permit is in conformance with the policy areas, goals and objectives of the Town of Perinton Comprehensive Plan Update (2021), as follows:

Policy Area 1, Land Use & Community Character:

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

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

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

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

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

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

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

Policy Area 3, Quality of Life & Healthy Living:

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

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

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

State Environmental Quality Review (SEQR)

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

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

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

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

Town of Perinton
Special Use Permit Application
1361 Marsh Road

In support of our application attached please find enclosed:

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

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

Sincerely,



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

RECEIVED
APR 06 2023
TOWN OF PERINTON

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

23-0005

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

APPLICATION FORM -SPECIAL USE PERMIT

Town Board KX

Instructions to Applicant

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

1. APPLICANT

Name Karl Schuler, Basin Landing Partners Phone [redacted]

Street& Number 105 Despatch Drive, Suite A City East Rochester, NY Zip 14445

Interest in Property: Owner _____ Lessee _____ Other _____

2. OWNER (if other than applicant)

Name _____ Phone _____

Street& Number _____ City _____ Zip _____

3. ATTORNEY (If represented)

Name Alan Knauf, Knauf Shaw LLP Phone [redacted]

Street& Number 1400 Crossroads Bldg. 2 State St. City Rochester, NY Zip 14614

4. INTEREST: Does any officer or employee of the State of New York, County of Monroe, or Town of Perinton have any interest in the owner/applicant or the subject property?

Yes _____ No X

If yes, who?

Name N/A Address

INTEREST (explain):

5. LOCATION: Street Address or Legal Description (subdivision and lot number)
1361 Marsh Road (179.05-4-10.1 and 179.05-10.11)

6. SIZE OF PARCEL: 11.26 Acres (490,626 SF)

7. PRESENT USE OF PROPERTY: Event Center

8. ZONING DISTRICT: CO-Commercial **TAX ACCOUNT #** 179.05-4-10.12 and 179.05-10.11

9. Describe specifically the nature of your request:

Special Use Permit for the property at 1361 Marsh Road for a Mixed-Use redevelopment of the property with senior apartments for sale, townhomes, and a small-scale retail restaurant space.

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

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

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

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

Will your proposed use be detrimental to the neighborhood due to location? No X Yes

The nature or magnitude of use? No X Yes

Inadequate access to property? No X Yes ***Refer to the Letter of Intent**

If yes to any of above, explain how it will be detrimental. If effect can be lessened in some manner, explain how: N/A

B. Will your proposed use tend to depreciate adjacent property or alter or be detrimental to the character of the neighborhood? No X Yes

If yes, explain how it will be detrimental. If effect can be lessened in some manner, explain how:

C. Will your proposed use create a hazard to health, or the general welfare of the neighborhood or significantly alter the flow of traffic? No X Yes

If yes, explain how. If effect can be lessened in some manner, explain how.

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

Signature of Applicant: _____ Date 4/3/23

Printed name of Applicant Karl Schuler, Basin Landing Partners

Property Owner (If other than applicant)

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

Signature of property owner _____ Date _____

Printed Name of property owner _____

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

Owner Authorization to Make Application

I, Karl Schuler, Basin Landing Partners **, authorize**
(print owner name legibly)

Passero Associates/David Cox, PE
(applicant/engineer name & company name)

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

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

for the property that I own located at 1361 Marsh Road (179.05-4-10.12) **.**

_____ _____
Signature **Date**

form date – 3/29/12

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

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

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

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

A. Project and Applicant/Sponsor Information.

Name of Action or Project: The Burgundy Basin Redevelopment		
Project Location (describe, and attach a general location map): 1361 Marsh Road, Town of Perinton, County of Monroe NY (between Routes 96 and 31); 179.05-4-10.12 and 179.05-4-10.11		
Brief Description of Proposed Action (include purpose or need): The proposal is to redevelop the Burgundy Basin property, +/- 11.3 acres, for a mixed-use development consisting of apartments, town-homes, and small-scale retail sales and service. The proposal includes 169 apartments, 20 townhouses, and a 7,000 square foot retail/clubhouse area. The existing building will be demolished, with a portion of it along Marsh Road being retained for the retail/clubhouse. The site includes a single, two-way access to Marsh Road, refuse areas, landscaping, a small dog park, sidewalks and pedestrian facilities, a canal sun deck, kayak storage and canal access, and +/- 409 surface and covered parking spaces to serve the site. The Erie Canal and Erie Canal Heritage Trail run along the rear property line. The Erie Canal is listed on the State and National Registers of Historic Places, and it is also a National Landmark. Great care will be given to provide public access to this community asset.		
Name of Applicant/Sponsor: Karl Schuler, Basin Landing Partners	Telephone: [redacted] E-Mail: [redacted]	
Address: 105 Despatch Drive, Ste. A		
City/PO: East Rochester	State: NY	Zip Code: 14445
Project Contact (if not same as sponsor; give name and title/role): David Cox, P.E., Passero Associates	Telephone: [redacted] E-Mail: [redacted]	
Address: 242 W. Main Street		
City/PO: Rochester	State: NY	Zip Code: 14614
Property Owner (if not same as sponsor): Same	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

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

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Special Permit	April/May 2023
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Site Plan Approval, Waivers; Subdivision	Summer 2023
c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No	Area Variance	Summer 2023
d. Other local agencies ☐Yes ☐No	Conservation Board	April/May 2023
e. County agencies ☑Yes ☐No	MCPW; MCDOT; MCWA	Summer 2023
f. Regional agencies ☐Yes ☐No		
g. State agencies ☑Yes ☐No	NYSDEC; NYSDOT; Canal Corps	Summer 2023
h. Federal agencies ☑Yes ☐No	USACE	Summer 2023

i. Coastal Resources.

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

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

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

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

C.2. Adopted land use plans.

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

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

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

If Yes, identify the plan(s):

NYS Heritage Areas:West Erie Canal Corridor

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

If Yes, identify the plan(s):

C.3. Zoning

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

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

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

C.4. Existing community services.

a. In what school district is the project site located? Pittsford Central School District

b. What police or other public protection forces serve the project site?
Monroe County Sheriff; New York State Police

c. Which fire protection and emergency medical services serve the project site?
Bushnells Basin Fire Department; Perinton Ambulance

d. What parks serve the project site?
Erie Canal Trail; Great Embankment Park; Kreag Road Park; McCord Woods; Powder Mill Park; Horizon Hill Conservation Area; Deblase Open Space

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Mixed-use - Residential/Commercial

b. a. Total acreage of the site of the proposed action? 11.26 acres
b. Total acreage to be physically disturbed? 9 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 11.26 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
Residential
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? 21
iv. Minimum and maximum proposed lot sizes? Minimum 8,000 sf Maximum 9 ac

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases	20			169

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: 20' height; 84 width; and 62 length

iii. Approximate extent of building space to be heated or cooled: +/- 7,000 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑ Yes ☐ No

If Yes,

i. Purpose of the impoundment: stormwater management; water feature

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☑ Other specify: stormwater runoff

iii. If other than water, identify the type of impounded/contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: 0.45 acres

v. Dimensions of the proposed dam or impounding structure: 3' height; 140' length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

Earth fill

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☑ No

If Yes:

i .What is the purpose of the excavation or dredging?

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards):
- Over what duration of time?

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No

If yes, describe.

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan:

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description):

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

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

If Yes, describe: _____

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

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? The proposed project will have a minimal increase in demand over the previous use. ☑Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: 37,250 gallons/day

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

If Yes:

- Name of district or service area: Monroe County Water Authority
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

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

If Yes:

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

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

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

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

If Yes:

i. Total anticipated liquid waste generation per day: 37,250 gallons/day

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

Sanitary wastewater

_____

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

If Yes:

- Name of wastewater treatment plant to be used: Van Lare Sewage Treatment Plant
- Name of district: Monroe County Pure Waters District (MCPW)
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No

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

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

New sewer lines will be brought to the site

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

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

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

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes ☐No

If Yes:

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

_____ Square feet or 5.3 acres (impervious surface)

_____ Square feet or 11.3 acres (parcel size)

ii. Describe types of new point sources. surface runoff

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

on-site stormwater management area

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

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

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes ☑No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

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

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

_____

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

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

_____

_____

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

Burgundy Basin generated 500 +/- peak AM & PM trips. The proposed mixed-use project is projected to generate 50+/- trips during AM and PM peak times.

If Yes:

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

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

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? Public parking for access to the Canal path ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

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

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

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

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

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

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

_____

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

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

i. During Construction:

- Monday - Friday: 7AM-5PM
- Saturday: _____
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: Res 24/7; Comm 5AM-12 Midnight
- Saturday: Res 24/7; Comm 5AM-12 Midnight
- Sunday: Res 24/7; Comm 5AM-12 Midnight
- Holidays: Res 24/7; Comm 5AM-12 Midnight

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

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

During construction - heavy equipment, dumps trucks, backup beepers

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

Describe: Landscaping will be removed during site preparation and construction, but new landscaping will be placed on site as part of the development.

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

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Dark sky compliant parking lot and wall mounted lighting

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

Describe:

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

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

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored

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

iii. Generally, describe the proposed storage facilities:

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

If Yes:

i. Describe proposed treatment(s):

Landscaping and lawn treatment

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

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

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: 3+- tons per week (unit of time)
- Operation : 3+/- tons per month (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Typical recycle construction materials.
- Operation: Commercial refuse removal and recycling will be provided for the retail/clubhouse.

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

- Construction: Dumpsters
- Operation: Commercial refuse removal and recycling will be provided for the retail/clubhouse.

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

If Yes:

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

ii. Anticipated rate of disposal/processing:

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

iii. If landfill, anticipated site life: _____ years

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

If Yes:

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

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

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

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

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

If Yes: provide name and location of facility: _____

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

E. Site and Setting of Proposed Action

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

a. Existing land uses.

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

☐ Urban ☐ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): open space (Canal/Trail)

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	4.8	5.3	+0.5
• Forested	0.4	0.4	-
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: lawn	5.5	5.0	-0.5

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

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

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

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☑ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No

☐ Yes – Spills Incidents database Provide DEC ID number(s): _____

☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____

☐ Neither database

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

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No

If yes, provide DEC ID number(s): _____

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

_____

_____

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

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

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

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

c. Predominant soil type(s) present on project site: Sandy Loam 100 %

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils:
☑ Well Drained: 100 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 85 % of site
☑ 10-15%: 10 % of site
☑ 15% or greater: 5 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

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

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

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name Erie Canal 846-145 Classification B
- Lakes or Ponds: Name Erie Canal 846-145 National Wetlands LiUBHx Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

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

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

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

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

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

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

If Yes:

i. Name of aquifer: Principal Aquifer, Primary Aquifer Irondogenesee Aquifer, see map

m. Identify the predominant wildlife species that occupy or use the project site:
Deer, squirrels, raccoons, fox, birds

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

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

If Yes:
i. Species and listing (endangered or threatened): _____

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

If Yes:
i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____

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

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

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

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

ii. Name: Richardson's Tavern, New York State Barge Canal Historic District

iii. Brief description of attributes on which listing is based:

Erie Canal

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

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

If Yes:

i. Identify resource: Erie Canal, National Landmark

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

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

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

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

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

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

Applicant/Sponsor Name David Cox, P.E., Passero Associates
On behalf of Basin Development LLC

Date 4/3/23

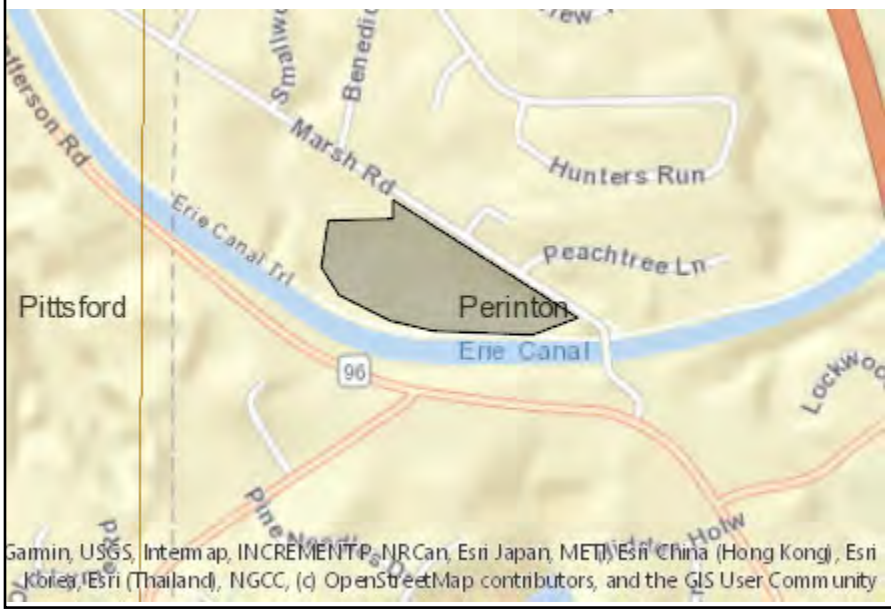
Signature 

Title Sr. Associate / Civil Department Manager

PRINT FORM

EAF Mapper Summary Report

Thursday, February 11, 2021 2:53 PM



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



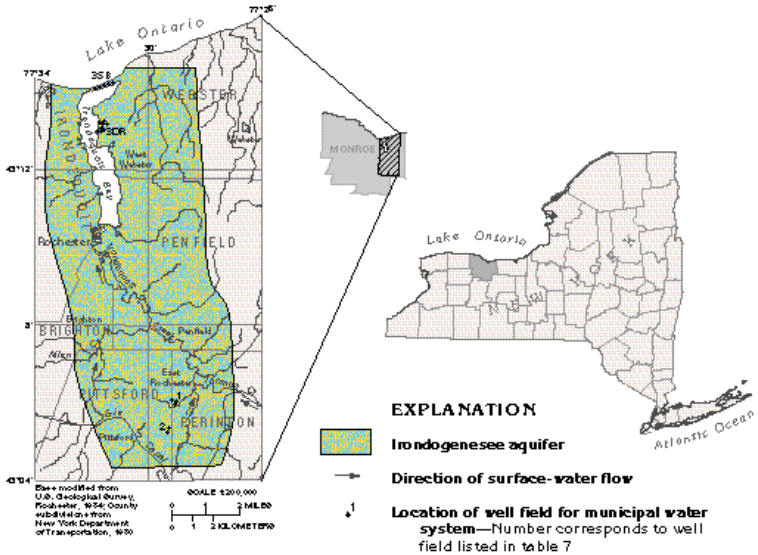
B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas:West Erie Canal Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer, Primary Aquifer
E.2.n. [Natural Communities]	No

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

Irondogenesee Aquifer

[Back] [Home] [Up] [Next]

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



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

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

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

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

Source of ground-water supply	Fresh ground-water withdrawals (million gallons per day)
Municipal water systems	
1. East Rochester (three wells)	0.7
2. Pittsford (two wells)	.4
3. Webster (Sand Bar and Dewitt Road well fields)	3.1
Private wells	
Home use of 100 gallons per person per day is assumed	.1
Total	4.3

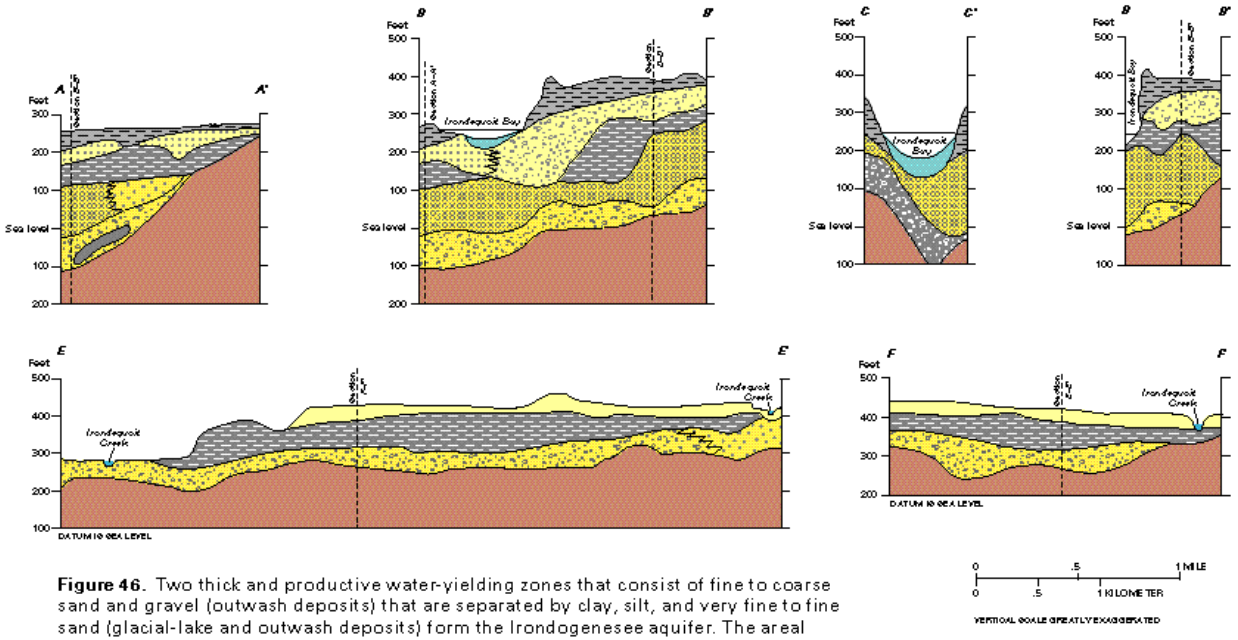


Figure 46. Two thick and productive water-yielding zones that consist of fine to coarse sand and gravel (outwash deposits) that are separated by clay, silt, and very fine to fine sand (glacial-lake and outwash deposits) form the Irondogenesee aquifer. The areal extent of the lower water-yielding zone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

EXPLANATION

Organic-enriched deposits—Peat, marl, organic muck, and clay

Outwash deposits—Sand and gravel

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

Younger outwash deposits—Upper permeable zone

Fine to medium sand

Coarse sand and gravel

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

Older outwash deposits—Lower permeable zone

Very fine sand

Fine to medium sand

Coarse sand and gravel

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

Bedrock—Interbedded dolomite, sandstone, and shale

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

Agency Use Only [If applicable]

Project : Burgundy Basin Redevelopment

Date :

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

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

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

Tips for completing Part 2:

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

1. Impact on Land

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)

☐ NO ☑ YES

If "Yes", answer questions a - j. If "No", move on to Section 2.

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

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	☐	☐
c. Other impacts: _____ _____		☐	☐

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☑ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☐	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☐	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☐	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☐	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☐	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☐	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☐	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☐	☐

l. Other impacts: _____ _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

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

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☐	☐

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. ☑ NO ☐ YES
(See Part 1. D.2.f., D.2.h, D.2.g)
If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES
If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

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

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

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

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

☐ NO ☑ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

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

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

☐ NO ☑ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

Richardson's Canal House, 1474 Marsh Road is approximately 500 feet to the southwest on the other side of the Erie Canal. The proposed Action is not visible from Richardson's Canal House. NYS Barge Canal Historic District (Erie Canal) is a National Landmark.	**Relevant Part I Question(s)**	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☑	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☑	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☑	☐

d. Other impacts: _____ _____		☑	☐
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☐	☐
e. Other impacts: _____ _____		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
c. Other impacts: _____ _____		☐	☐

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☑ NO ☐ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☐
c. The proposed action will degrade existing transit access.	D2j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☐	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☐ NO ☐ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☐	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☑	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☑	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☑	☐
e. Other Impacts: _____ _____		☐	☐

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☐ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☑	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☑	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☑	☐

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

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☑ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☐	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☐	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☐	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
m. Other impacts: _____ _____			

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☑ NO ☐ YES

(See Part 1. C.1, C.2. and C.3.)

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES

(See Part 1. C.2, C.3, D.2, E.3)

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Agency Use Only [IfApplicable]

Project : Burgundy Basin Redevelopment

Date :

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

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

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

Reasons Supporting This Determination:

To complete this section:

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

The Burgundy Basin property is approximately 11.26 acres and has been previously disturbed by the development of a 30,000 square foot party house and 400 +/- surface parking spaces. The property is located on the south side of Marsh Road between Routes 96 to the south and 31 to the north. The Erie Canal and Erie Canal Heritage Trail run along the rear property line, across from the hamlet of Bushnell's Basin, and there is a single-family residential community located opposite Marsh Road. The proposal is to construct 169 residential units and 20 townhomes to serve the Town of Perinton, with related parking, landscaping, a dog park, sidewalks, and public access to the Erie Canal path.

The following additional information is being provided to support the conclusions of the Part 2:

Impacts on Land: The Erie Canal path is over 30 feet higher than the Burgundy Basin property. As a result of the slope, the existing parking areas are located on terraces. Approximately 5% of the property involves slopes 15% or greater, which is a man made area adjacent to the overflow parking area. This area will be regraded and stabilized to minimize erosion.

Impacts on Aesthetic Resources: The property is adjacent to the Erie Canal, which is listed on the State and National Register of Historic Places, and it is a National Landmark. A publicly accessible trail runs along the edge of the canal. The proposed Action will be visible from the Erie Canal, but will not present a negative impact on this community resource. Public access to the canal will be provided for in the redevelopment of the property.

Impact on Historic and Archaeological Resources: Richardson's Canal House, at 1474 Marsh Road, is approximately 500 feet to the southwest on the other side of the Erie Canal. The proposed Action is not visible from Richardson's Canal House and will not present any negative impact on this historic site. NYS Barge Canal Historic District (Erie Canal) runs along the rear property line, and is a National Landmark. Public access to this community resource will be provided for in the redevelopment of the property. It should also be noted that all areas of the subject property have been previously disturbed by the development of the party house and related parking. It is unlikely that there are any significant archaeological resources present on the site.

Impacts on Transportation: A traffic study was conducted which identified the peak AM and PM trips during events at Burgundy Basin were 500 +/-. The proposed mixed-use project will generate 39 peak trips in the AM and 60 peak trips in the PM.

Consistency with Comprehensive Plan: The proposed Action is in compliance with Policy Area 1, Goals 1, 2, and 4 by creating a diverse mixed-use housing development that includes commercial uses, and providing a walkable development with access to the Erie Canal, and in Policy Area 3, Goal 6, by providing new recreational facilities on site, including a boat and kayak launch, that are accessible for use by residents and the general public.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☑ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
Site Plan, floor plans, elevations, traffic information.

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the _____ as lead agency that:

☑ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

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

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

Name of Action: Burgundy Basin Redevelopment	
Name of Lead Agency:	
Name of Responsible Officer in Lead Agency:	
Title of Responsible Officer:	
Signature of Responsible Officer in Lead Agency:	Date:
Signature of Preparer (if different from Responsible Officer)	Date: 3/23/2023

For Further Information:

Contact Person: David Cox, P.E., Passero Assocaites

Address: 242 W. Main Street, Suite 100, Rochester, NY 14614

Telephone Number: [redacted]

E-mail: [redacted]

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

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

HORIZONTAL SCALE
0 20 40 80
SCALE: 1"=40'

D SECT.1
PS, P.78
L.11521 OF DEEDS, P.589
L.8762 OF DEEDS, P.251
L.5091 OF DEEDS, P.209
L.10899 OF DEEDS P.692
GREAT LOT NO.62
GREAT LOT NO.63
CHINELLI SUBD L.179 OF MAPS, P.33
CHINELLI RE-SUBD L.217 OF MAPS, P.3
PEACHTREE LANE
REBAR FOUND
PIPE FOUND
IRON PIN FOUND
R.O.W. (66')
R.O.W. (49.5')
S57°21'15"E 355.62' REF.1 & MEAS. ALONG ℄
140.70'
MARSH ROAD CR 38
(66' R.O.W.)
S57°21'15"E 532.36' REF.1 & MEAS.
214.92'
35.46'
S78°49'36"E 41.55'
N11°10'24"E 68.78' TO ℄
N11°10'24"E 115.99'
R.O.W. (49.5') SHOWN FOR REFERENCE PURPOSES ONLY
759.83' REF.3 (ALONG 49.5' R.O.W.)
S57°21'15"E 1074.66' (LOT 2)
342.37' REF.5 (P.2590)
263.21' REF
N.Y.S CANAL PARCEL 2590
32' FRONT SETBACK
85' FRONT SETBACK
EXISTING BUILDING
STORMWATER MANAGEMENT AREA
DOG PARK
OPEN SPACE
PICKLEBALL
GARAGE PARKING
APARTMENTS
4 STORIES
AVE. BLDG HEIGHT=51'
67 UNITS
APARTMENTS
3.5 STORIES
AVE. BLDG HEIGHT=47'
58 UNITS
APARTMENTS
3.5 STORIES
AVE. BLDG HEIGHT=47'
44 UNITS
KAYAK/ PADDLE BOARD STORAGE
CANAL SIDE SUN DECK
N78°49'36"W 158.45'
CONC. PAVERS
SHED
4' WOOD FENCE
N24°55'58"W 9.51' REF.3 & MEAS.
S80°11'32"W 17.74' REF.3,5 & MEAS.
S75°25'12"W 68.02' REF.3,5 & MEAS.
BLUE LINE
RBF
DF
S89°27'32"W 158.40' REF. 3,5 & MEAS.
N85°53'28"W 359.79' REF. 3,5 & MEAS.
GRAVEL CANAL TRAIL
N07°25'07"E 234.09' REF.3 & MEAS.
BLUE LINE
N32°11'07"W 158.88' REF.3 & MEAS.
N.Y.S.D.O.T. PARCEL 6258 REF.5
73.16' REF.5 & MEAS.
N65°27'28"W 235.29' REF.3 & MEAS.
295.81' REF.5 & MEAS.
BLUE LINE
N76°14'18"W 199.81' REF. 3 & MEAS.
RBF
PIPE
PIPE W/NIPPLE 1.0 TALL X 1" DIA
ERIE CANAL
GRAVEL CANAL TRAIL

APPROVED BY _____ DATE _____
PLANNING BOARD CHAIRMAN

APPROVED BY _____ DATE _____
TOWN ENGINEER

APPROVED BY _____ DATE _____
FIRE CHIEF

APPROVED BY _____ DATE _____
COMMISSIONER OF PUBLIC WORKS

APPROVED BY _____ DATE _____
TOWN ATTORNEY

LEGEND:

- PROPERTY BOUNDARY
- SETBACK
- PROPOSED BUILDING
- 13 PROPOSED PARKING COUNT
- EXISTING CONCRETE
- PROPOSED CONCRETE
- PROPOSED ACCESS RAMP W/ DETECTABLE WARNING
- PROPOSED PAVEMENT STRIPING
- PROPOSED CURB
- PROPOSED SIGN
- PROPOSED LIGHT POLE

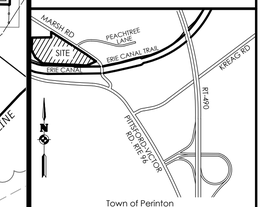
SITE DATA

1. TAX ACCOUNT NUMBER: 179.05-4-10.12
2. PARCEL ADDRESS: 1361 MARSH RD.
3. TOTAL PARCEL AREA: 11.26 ACRES OR 490,626 S.F.
4. EXISTING ZONING: COMMERCIAL (CO)
5. PROPOSED ZONING: MIXED USE (MU)
6. EXISTING USE: EVENT CENTER
7. PROPOSED USE: MIXED USE
8. BULK AREA REQUIREMENTS

SETBACKS	REQUIRED	PROPOSED
FRONT	85'	32'*
REAR	30'	30'
SIDE	30'	30'
LANDSCAPE BUFFER (FRONT)	50'	50'
GREEN SPACE	35%	>35%
PARKING STALLS		
MULTI-FAMILY 189 UNITS (3/UNIT)	567	255 (1.4/UNIT) (INCLUDES 129 SURFACE SPACES, & & 126 GARAGE SPACES)
TOWNHOMES 20 UNITS (2/UNIT)		80 (2 GARAGE SPACE AND 2 DRIVEWAY SPACE PER UNIT)
RETAIL (7,000 SF)	35	14
TOTAL	602	409
STALL SIZE	9X18	9X18
MAXIMUM REQUIREMENTS	ALLOWED	PROPOSED
BUILDING HEIGHT	40' MAX	47' & 51' *
STRUCTURE COVERAGE	30%	16.2%

*VARIANCE REQUIRED.

9. THERE ARE NO FEDERALLY REGULATED WETLANDS ON THIS PARCEL ACCORDING TO THE US FISH AND WILDLIFE SERVICE'S NATIONAL WETLAND INVENTORY.
10. THERE ARE NO STATE REGULATED WETLANDS ON THIS PARCEL ACCORDING TO NYSDEC WETLAND INVENTORY.
11. THERE ARE NO FLOOD PLAINS ON THIS PARCEL PER FIRM MAP COMMUNITY PANEL NO. 36055C0378G DATED 8/27/2008.
12. THERE ARE RARE PLANTS OR ANIMALS IN THE VICINITY OF THIS PARCEL ACCORDING TO NYSDEC ENVIRONMENTAL RESOURCES MAPPER.
13. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE TOWN.



PASSERO ASSOCIATES
engineering architecture

Client:

TAYLOR THE BUILDERS
2580 BAIRD ROAD
PENFIELD, NY 14526

PASSERO ASSOCIATES
242 West Main Street Suite 100
Rochester, New York 14614
(585) 325-1000
Fax: (585) 325-1691

Principal-in-Charge: Jess Sudol, PE
Project Manager: David Cox, PE.
Designed by: Carole Harvey

STATE OF NEW YORK
JESS DANIEL SUDOL
PROFESSIONAL ENGINEER
090233

Revisions

No.	Date	By	Description
1			

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SITE PLAN

BURGUNDY BASIN INN
1361 MARSH ROAD

Town/City: PERINTON
County: MONROE State: NEW YORK

Project No. 20182652.0002

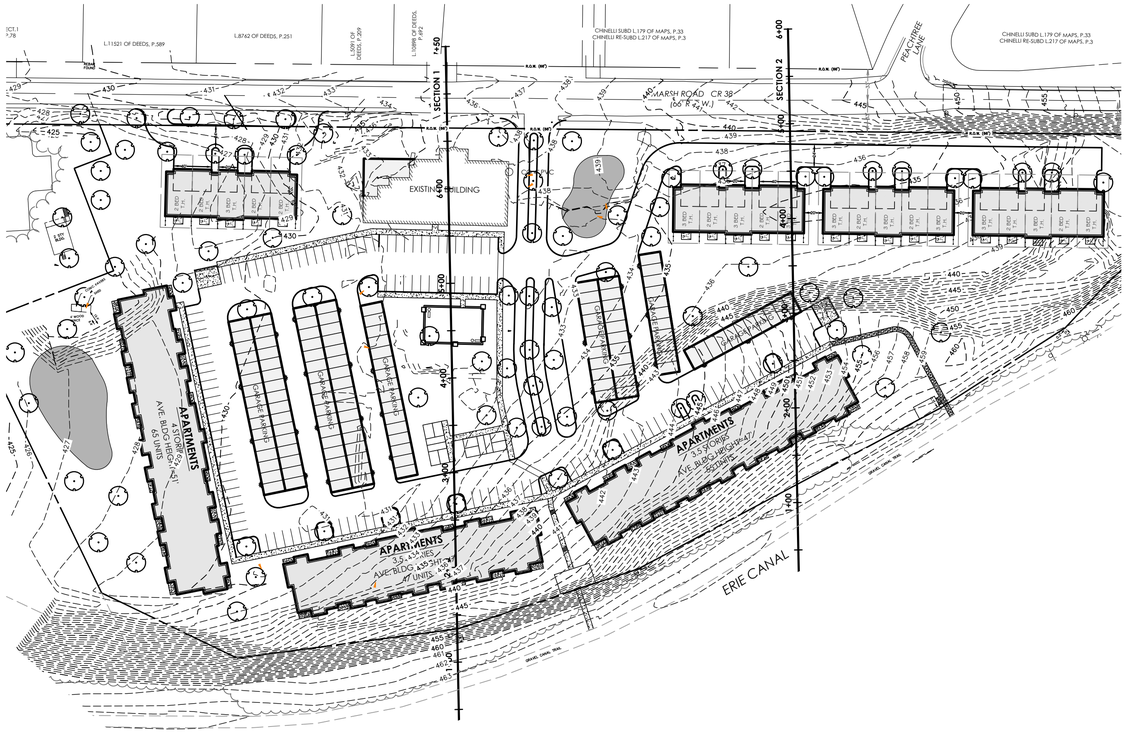
Drawing No. C 102 | Sheet No. 2

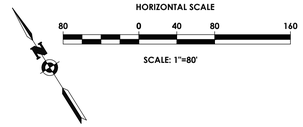
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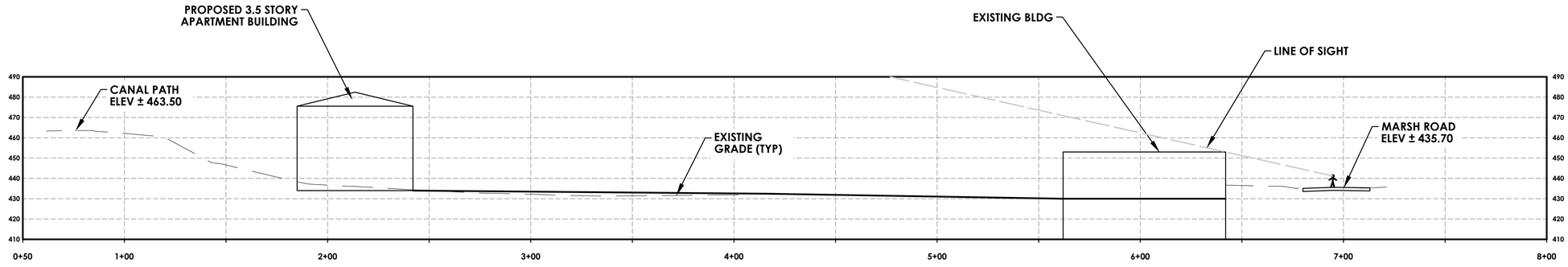
Date: MARCH 2023

NOT FOR CONSTRUCTION

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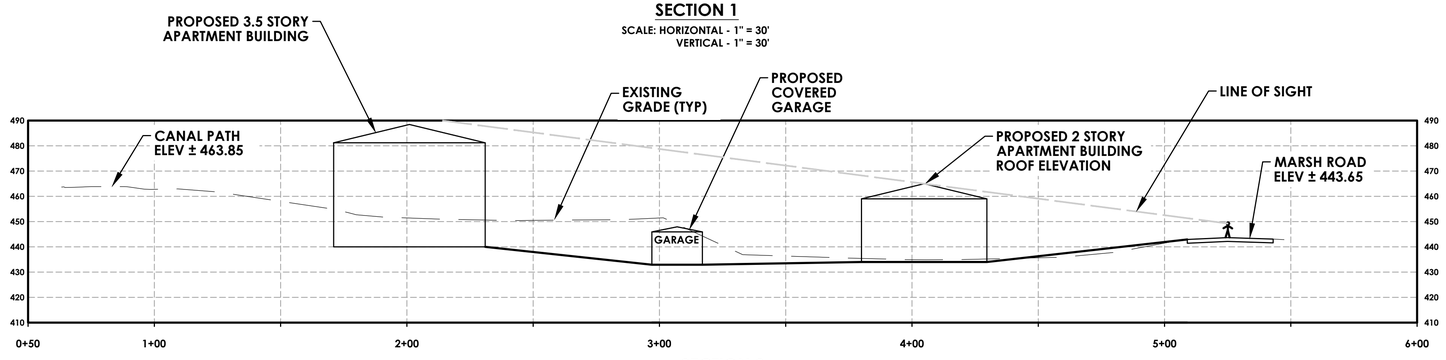






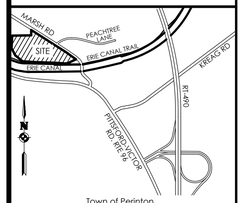
SECTION 1

SCALE: HORIZONTAL - 1" = 30'
VERTICAL - 1" = 30'



SECTION 2

SCALE: HORIZONTAL - 1" = 30'
VERTICAL - 1" = 30'



Town of Perinton
LOCATION SKETCH
N.T.S.

Client:

TAYLOR THE BUILDERS
2580 BAIRD ROAD
PENFIELD, NY 14526

PASSERO ASSOCIATES
242 West Main Street Suite 100
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(585) 325-1000
Fax: (585) 325-1691
Principal-in-Charge: Jess Sudol, PE
Project Manager: David Cox, PE.
Designed by: Carole Harvey

Revisions

No.	Date	By	Description
1			

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SECTIONS

BURGUNDY BASIN INN
1361 MARSH ROAD

Town/City: PERINTON
County: MONROE
State: NEW YORK

Project No.
20182652.0002

Drawing No.
Sheet No.

Scale:
AS SHOWN

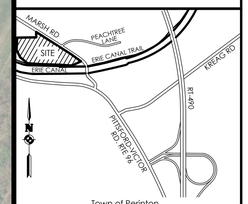
Date
MARCH 2023

NOT FOR CONSTRUCTION

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PASSERO ASSOCIATES
engineering architecture



Town of Perinton
LOCATION SKETCH
N.T.S.

Client:

TAYLOR THE BUILDERS
2580 BAIRD ROAD
PENFIELD, NY 14526

PASSERO ASSOCIATES
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Rochester, New York 14614
(585) 325-1000
Fax: (585) 325-1691

Principal-in-Charge: Jess Sudol, PE
Project Manager: David Cox, PE.
Designed by: Carole Harvey

STATE OF NEW YORK
JESS DANIEL SUDOL
PROFESSIONAL ENGINEER
092235

Revisions

No.	Date	By	Description
1			

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COMMUNITY AERIAL

BURGUNDY BASIN INN
1361 MARSH ROAD

Town/City: PERINTON
County: MONROE State: NEW YORK

Project No.
20182652.0002

Drawing No.

Sheet No.

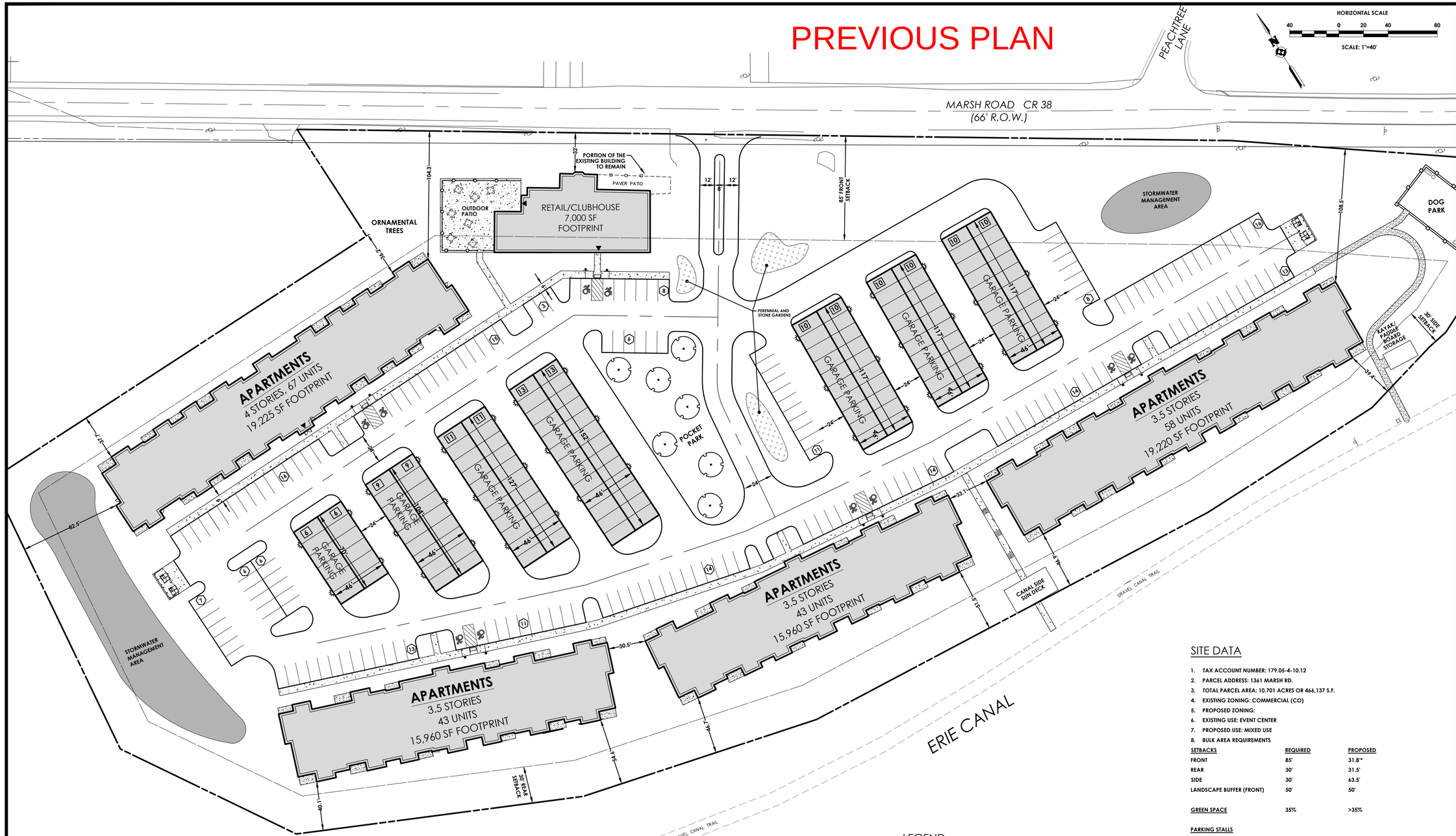
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Date
MARCH 2023

NOT FOR CONSTRUCTION

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PREVIOUS PLAN



APPROVED BY _____ DATE _____
PLANNING BOARD CHAIRMAN

APPROVED BY _____ DATE _____
TOWN ENGINEER

APPROVED BY _____ DATE _____
FIRE CHIEF

APPROVED BY _____ DATE _____
COMMISSIONER OF PUBLIC WORKS

APPROVED BY _____ DATE _____
TOWN ATTORNEY

LEGEND:

- PROPERTY BOUNDARY
- SETBACK
- PROPOSED BUILDING
- 13 (65) PROPOSED PARKING COUNT
- EXISTING CONCRETE
- PROPOSED CONCRETE
- PROPOSED ACCESS RAMP W/ DETECTABLE WARNING
- PROPOSED PAVEMENT STRIPING
- PROPOSED CURB
- PROPOSED SIGN
- PROPOSED LIGHT POLE

SITE DATA

1. TAX ACCOUNT NUMBER: 179.05-4-10.12
2. PARCEL ADDRESS: 1361 MARSH RD.
3. TOTAL PARCEL AREA: 10.701 ACRES OR 466,137 S.F.
4. EXISTING ZONING: COMMERCIAL (CO)
5. PROPOSED ZONING:
6. EXISTING USE: EVENT CENTER
7. PROPOSED USE: MIXED USE
8. BULK AREA REQUIREMENTS

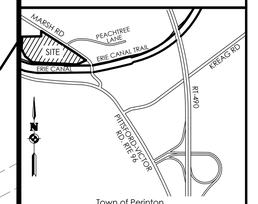
SETBACKS	REQUIRED	PROPOSED
FRONT	85'	31.8'*
REAR	30'	31.5'
SIDE	30'	63.5'
LANDSCAPE BUFFER (FRONT)	50'	50'
GREEN SPACE	35%	>35%
PARKING STALLS		
MULTI-FAMILY 213 UNITS (3/UNIT)	639	305 (1.9/UNIT) (INCLUDES 167 SURFACES SPACES & 138 GARAGE SPACES)
RETAIL (7,000 SF)	35	14
TOTAL	590	319
STALL SIZE	9X18	9X18

MAXIMUM REQUIREMENTS	ALLOWED	PROPOSED
BUILDING HEIGHT	40' MAX	53'*
STRUCTURE COVERAGE	30%	24.5%

*VARIANCE REQUIRED.

9. THERE ARE NO FEDERALLY REGULATED WETLANDS ON THIS PARCEL ACCORDING TO THE US FISH AND WILDLIFE SERVICE'S NATIONAL WETLAND INVENTORY.
10. THERE ARE NO STATE REGULATED WETLANDS ON THIS PARCEL ACCORDING TO NYSDEC WETLAND INVENTORY.
11. THERE ARE NO FLOOD PLAINS ON THIS PARCEL PER FIRM MAP COMMUNITY PANEL NO. 36055C0378G DATED 8/27/2008.
12. THERE ARE RARE PLANTS OR ANIMALS IN THE VICINITY OF THIS PARCEL ACCORDING TO NYSDEC ENVIRONMENTAL RESOURCES MAPPER.
13. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE CURRENT DEVELOPMENT STANDARDS AND SPECIFICATIONS OF THE TOWN.

PASSERO ASSOCIATES
engineering architecture



Town of Perinton
LOCATION SKETCH
N.T.S.

Client:

TAYLOR THE BUILDERS
2580 BAIRD ROAD
PENFIELD, NY 14526

PASSERO ASSOCIATES
242 West Main Street Suite 100
Rochester, New York 14614
(585) 325-1000
Fax: (585) 325-1691

Principal-in-Charge — Jess Sudol, PE
Project Manager — David Cox, PE.
Designed by — Carole Harvey

STATE OF NEW YORK
JESS DANIEL SUDOL
PE
090233
LICENSED PROFESSIONAL ENGINEER

Revisions

No.	Date	By	Description
1			

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SITE PLAN

BURGUNDY BASIN INN
1361 MARSH ROAD

Town/City: PERINTON
County: MONROE State: NEW YORK

Project No.
20182652.0002

Drawing No.
C 102

Sheet No.
2

Scale:
1" = 40'

Date
AUGUST 2021

NOT FOR CONSTRUCTION

Y:\PROJECTS-NEW\2018\20182652\20182652.0002\DRAWINGS\ENGINEERING\20182652.0002_CONCEPT 7 6.20.22_90 DEG.DWG 7/14/2022 8:18 AM Shauncy Maloy

AS OF RIGHT PLAN

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

PEACHTREE LANE

HORIZONTAL SCALE
40 0 20 40 80
SCALE: 1"=40'

#1311 MARSH ROAD
T/A 179.050-0004-038.1
N/F LANN PROPERTIES LLC
L.11508 OF DEEDS P.635

#1361 MARSH ROAD
T/A
179.050-0004-010.12
N/F ARENA CLARQ PROPERTIES LLC
L.10978 OF DEEDS P.280

RETAIL
+/- 16,000 SF FOOTPRINT

RESTAURANT
7,500 SF
60' x 125'

COFFEE SHOP
+/- 2,500 SF

RESTAURANT
7,500 SF
60' x 125'

HOTEL
4 STORIES
120 ROOMS
15,500 SF FOOTPRINT

HOTEL
4 STORIES
120 ROOMS
15,500 SF FOOTPRINT

POOL

311 spaces

216 spaces

30' SIDE SETBACK

30' REAR SETBACK

51'

31.5'

ERIE CANAL

GRAVEL CANAL TRAIL

TOP OF BANK CANAL

CANAL TRAIL

4' WIDE CONCRETE WALL

ASPHALT SHOULDER
EDGE ASPHALT
WHITE LANE STRIPE
GRAVEL DRIVEWAY
ASPHALT DRIVEWAY
6" TIMBER WALL
12" BLOCK WALL
6' WOOD FENCE
8" BLOCK WALL
8' BLOCK WALL
GUARDRAIL
TC 283
RTC 281
RTC 282
RTC 105/106
TP NO NUMBER OHW E.W.N.
TP RTC 2681/2 OHW E.W.N.
BOXBEAM GUARDRAIL
EDGE ASPHALT/SHOULDER
EDGE ASPHALT/CURB
12'9" BRIDGE CLEARANCE/7TON
S-BEND/10MPH
ONE LANE BRIDGE/ STEEL DECK BRIDGE
POST W/ALARM
46.9'
46.5'
12'
8'

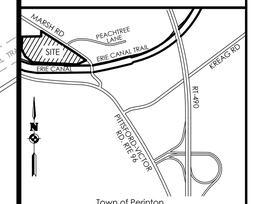
PARKING STALLS

HOTEL 120 ROOMS (1/ROOM + EMPLOYEES)	260	260
RESTAURANTS	175	175
COMMERCIAL (5/1,000 SF)	80	92
TOTAL	515	527

LEGEND:

- PROPERTY BOUNDARY
- SETBACK
- PROPOSED BUILDING
- 13 (65) PROPOSED PARKING COUNT
- EXISTING CONCRETE
- PROPOSED CONCRETE
- PROPOSED ACCESS RAMP W/ DETECTABLE WARNING
- PROPOSED PAVEMENT STRIPING
- PROPOSED CURB
- PROPOSED SIGN
- PROPOSED LIGHT POLE

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SITE PLAN

BURGUNDY BASIN INN
1361 MARSH ROAD

Town/City: PERINTON
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Date
JANUARY 2020

NOT FOR CONSTRUCTION

Y:\PROJECTS-NEW\2018\20182652\20182652.0002\DRAWINGS\ENGINEERING\20182652.0002_MOCK_UP_SITE 2.DWG 2/4/2020 4:05 PM David Cox



BASIN LANDING APARTMENTS

GLA
Greater Living Architecture, P.C.

TAYLOR
The builders.

GLA
Greater Living Architecture, P.C.

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